



# T-Times

*Spring 2024*



# Chairperson's Report

## Spring 2024

As I begin to write my "first" official Madam Chair Report I will try not to put you to sleep with a long bedtime story:

Despite the fact that Winter is nearing the end and our busiest holiday season has quickly flown by, I'm sure we are all looking forward to our upcoming driving season along with amazing events that are scheduled for 2024!

We kicked off 2024 with our Annual Hibernation Party at Ford's Garage Dearborn with 41 of our members attending.

Our theme this year was "The Roaring 20's" and boy did we have some wonderful Flappers & Gents that showed up. The evening started with a social hour followed by dinner and Annual Meeting. Afterwards we had a silent auction that contained 2 mystery bags, 2 mystery boxes and the great John Gervasi mystery box, raffle drawing with several winners. Thank you to our new members Mike & Lisa Cywinski for selling lots of tickets. Many of you showed up with your yearly clean out of the garage, basement, bedroom or anywhere else you hide car treasures to raise money for our clubs "live" auction held by none other: John Gervasi & John Deikis with special help from Vanna aka: Don Westphal. Thank you gentlemen for an entertaining evening.

Special shout out to the HPC (Hibernation Planning Committee) for all the hard work you put into this years Hibernation event. Sandy Kuivenhoven, Mary Gervasi, Cynthia Miller, Tim & daughter Kristen Jarzembowski.

**March 5th**, was our "first" club meeting at our usual location: Mama Mia's Livonia. My role now as Madam Chair means I get to talk a lot more during the meetings, be bossier than usual, and you have to and must pay attention to ME! (Lol)



We as a club are in good standings with new members, we continue to keep former members and actually have had some leave and now return YAY! From a financial standpoint we are doing well according to our new Treasurer Mike Nestell. I believe he said "we have money and our bills are paid"!

We voted back in November to provide a donation for the upcoming 2024 GOF in June and that has been sent to the Ohio club as of March 15th and they greatly appreciate the donation. Thank you Mike Nestell for your fine banking duties.

Your Madam Chair has been making some updates on our club manual (aka MG Bible), our website has been updated by Monique Magee along with F/b by John Magee. Thank you to the Magees for all of the work you have put into this in just a short amount time. **PLEASE** give an extra special kudos to our former webmaster Cary Gersh for his years of services.

One of my goals will be to come up with some new events along with getting more members to participate as I mentioned at the March meeting. Please stay tuned for upcoming event announcements and the release of the "MG Bible".

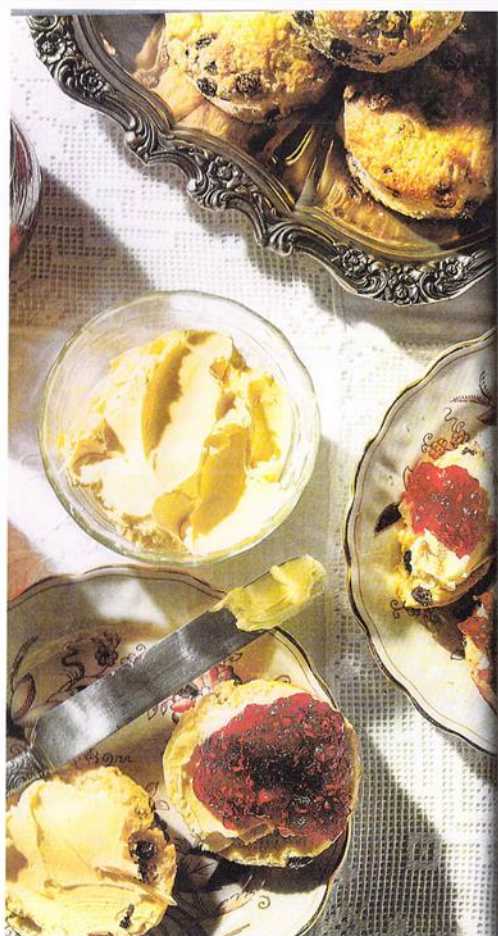
Mary Gervasi is currently working on 2024 membership dues along with updating our Directory. We are asking that you send us “new and improved” pictures of the current cars that you register with the T club on the your 2024 application. If you wish **NOT** to have your contact information published in the directory please contact Mary or myself asap.

I’m looking forward to spending time with you at these events. As I sign off on my first report, I will leave you with a yummy recipe from my new book that your VP Ken Klemmer treated me to while visiting downtown Detroit today.

Enjoy & Cheers!

Melody Klemmer  
Michigan MG-T Register Madam Chairperson

## **Official Downton Abbey Afternoon Tea Cookbook”**



### ENGLISH CREAM SCONES

Scones have been essential to the British teatime tradition since the mid-nineteenth century, when, according to legend, the fashionable Duchess of Bedford ordered her servants to sneak the small cakes and hot tea into her room for an afternoon snack. In time, she began inviting her friends to join her for afternoon tea, and this homey ritual became a social trend. Queen Victoria, hearing of the new convention, soon began hosting fancy-dress tea parties. The tradition continued into the twentieth century, with Mrs. Patmore serving scones to Lord and Lady Grantham at her bed-and-breakfast in season 6 of *Downton Abbey*.

2 cups (250 g) flour, plus more for the work surface  
1 tablespoon baking powder  
2 teaspoons sugar, plus 1 tablespoon for sprinkling  
1 teaspoon salt  
½ cup (70 g) dried currants  
½ cup plus 2 tablespoons (200 ml) heavy cream

**FOR THE TOPPING**  
1 egg white, lightly beaten with 1 teaspoon water

MAKES 10 SCONES



#### TEA ETIQUETTE

A scone should always be torn in two rather than cut with a knife, which would make the scone seem heavy.

Preheat the oven to 425°F (220°C). Have ready an ungreased sheet pan.

In a large bowl, whisk together the flour, baking powder, the 2 teaspoons sugar, and salt. Using a large spoon, stir in the currants and cream just until combined. Using your hands, gently gather the dough together, kneading it against the side of the bowl until it holds together in a rough ball.

Lightly flour a work surface and turn the dough out onto it. Roll out the dough about ¼ inch (2 cm) thick. Using a 3-inch (7.5-cm) round cutter, cut out rounds from the dough, pressing straight down and lifting straight up and spacing them as closely together as possible. Place the dough rounds at least 2 inches (5 cm) apart on the sheet pan. Gather up the dough scraps, knead briefly on the floured work surface, roll out the dough again, cut out more rounds, and add them to the pan.

Using a pastry brush, lightly brush the tops of the scones with the egg white mixture, then sprinkle evenly with the remaining sugar.

Bake the scones until golden, 10–12 minutes. Transfer to a wire rack to cool. Serve warm or at room temperature.



# Editor's Bully Pulpit

Yes, I know. Spring started on March 21st. But I didn't want to upstage the eclipse so this late *T-Times* was 100% planned! Now I have no more excuses and you hold the latest "E-dition" in your crackling computer screen.

Since the outstanding 2024 Hibernation Party, some of us gathered for what is becoming an annual "build your own valve cover racer" tech session at Lee Jacobsen's Belden Garage. Monthly meetings are on the schedule again and always provide a chance to eat Italian food and drive British cars. The events calendar has started filling out and there are some great outings ahead. Plans are being laid to caravan down to the Gathering of the Faithful—Central and Triple M Register Annual Meet near Norwalk, OH in mid-June and the Champaign Brunch is on for June 29 in Chelsea this year.

As editor, I'm grateful for the photos and articles that have emerged for our newsletter. I encourage you to send me whatever you think would be of interest to our members. I am also inviting your "letters to the editor" describing your sacred ritual or your disaster for all to ponder, commiserate and enjoy. "Dear Editor....." See how easy it can be! Send to: [Deikis@gmail.com](mailto:Deikis@gmail.com)

Be kind!

*John*



*Monthly Chapter meetings again at Mama Mia's*





## ***Speakeasy Discovered Behind Dearborn Garage***

Dearborn Police were notified on the night of February 20 that a party was in full swing at Ford's Garage, a well-known facility in Dearborn. On investigation, it was discovered that a Farmington Hills couple, as well as a Trenton pair with former connections to an Italian produce enterprise, had invited a large group of apparent ne'er-do-wells to the location on Michigan Ave. They were thought to be the Klemmers and two members of the feared downriver Gervasi Gang.



Although a well-appointed Model A coupé obscured clear sightlines, officers were able to look through the windows. A man thought to be Big Mike Cywinski and a gal only identified as a "Lisa" were spied hawking gambling tickets from a large red roll wrapped around his arm. A gentleman in a seersucker suit— perhaps the same fellow who had promised an Indiana community a town band featuring 76 trombones— was mumbling into a microphone, obviously having imbibed at least one martini, and unable to handle it. He was soon supplanted by a young blonde woman, an obvious floozy from her flapper get-up. She seemed to be egging the

crowd on and was obviously taking control of the event from the aforementioned dandy in the summer suit (it was, course, February).



Although few firm identifications could be made, a flapper with a tough, whose arm was in a sling, was seen sipping a cocktail assumed to be of an alcoholic nature. Her date this night was none other than "Jimmy the Torch," well-known Ypsilanti hoodlum and fire-setter. Also spotted carrying his signature violin case was Lucky Louie VanKonigsveld, aka "The Forest King." Out of place in such a sartorially rich gathering was Dave "The Clubber" Cook who appeared to have come straight from the golf links, still clad in his argyles and knickers. West Bloomfield hit man "Little Larry" Kuivenhoven and his moll, Sandy-the-Bear, who had been laying low for

some time, were noted to be lurking in the background. John "The Shooter" Magee and his current heartthrob, Monique were easily identified despite their efforts to disguise themselves as simple farmers. Don "The Don" Westphal and his partner-in-crime, Ryan "The Kid" Westphal, were also present. As we go to press, several surveillance photos have become available to us.

Unexplained is the lack of intervention on the part of the Dearborn Police Department. One can only assume that people high in the administration of this Detroit not-quite-suburb had been paid off. Suspicion is resting on Dearborn entrepreneur known for stashing all sorts of collectibles in an obscure "garage mahal," "Hockey Puck" Jacobsen.

**PRESS PHOTOS TO FOLLOW:**



“Little Larry” and the notorious “Sandy the Bear”



Infamous dustbowl moonshiner, Big John Magee and his partner, “Monique the Impaler”



Gang members auctioning off a barrel of illegal beer



“Pops” and “Ryan-the-Kid” Westphall



Yet to be identified mobsters gathered in small-town garage



Thought to be the identifying mark of none other than crime family matriarch Mama Mia Gervasi,

***Yep! Some Hibernation Party it was!***



# Chapter Annual Meeting 2/20/2024

The Michigan Chapter had it's annual meeting, as required by state statute, during the Hibernation Party held at Dearborn restaurant, Ford's Garage. Forty-one folks attended. New members, Mike & Lisa Cywinski and Jeremy & Amy Brown were welcomed. Elections were held and appointments for were made. Further, Melody Klemmer is seeking 50/50 raffle assistants during for our monthly meetings during coming year.

Ken Klemmer was roundly defeated in a hotly-contested race for *Chairperson*, losing to a much better looking candidate, Melody Klemmer. In a surprise turnaround, chapter members then elected Ken as *Vice-Chairman*, a position not clearly defined but of obvious importance given its title (perhaps coordinating chapter events?). Mike Nestell was elected *Treasurer* for 2024 and Mary Gervasi will continue as *Membership Chair*, Sandy Kuivenhoven as *Secretary*, and Lee Jacobsen as *Librarian* and *Valve Cover Race Marshal*. Giving Cary Gersh a break after many years, John and/or Monique Magee will take on the roll of *Director of On-line Marketing, Branding, Documenting and Promotion*, photographing our events, and keeping up our website and Facebook page. Lou VanKoningsveld remains in charge of regalia and John Deikis will keep on as editor of *T-Times*. (I hope I did not forget anyone). A big round of applause was given for Cary Gersh's work on the website and FB page and we hope it carried as far as Connecticut were Cary and Thomai have relocated.



Thomai & Cary

Members are reminded that they can join our private Facebook group (Facebook: *Michigan Chapter: New England MGT Register Group*) and are invited to check out our new and improved website (Website: <https://michiganmgt.com>).

As usual during the Hibernation Party, raffle tickets were sold and the chapter made \$109. The auction conducted by John Gervasi and John Deikis again offered up items both silly and serious to those who needed good stuff or just wanted to part with a few dollars. Along with a mystery silent auction, \$719 were extracted from hibernating guests.

Winners of Stuff at the party:

### **Mystery Gift Bag**

1. Beverley Melton (sm gold)
2. John Magee (big paper)

### **Raffle Winners:**

1. Ryan Westphal
2. Don Westphal

### **Winners: Mystery Gift Boxes**

1. John Magee (John Gervasi box)
2. Roger Melton (Gangster box)
3. Beverley Melton (Flappers box)

3. John Deikis
4. Monique Magee
5. Sandy Kuivenhoven
6. Jim Bryan

### **Winners 1920's Trivia Game**

John Magee  
John Deikis



Annual trophies were awarded again this year.

The ***Spirit of MG Trophy*** has come to be awarded to the member/s who display great effort in the successful rebirth of a MG car. Awarded to Ryan and Don Westphal for their terrific MG TF.

The ***Richardson Trophy*** goes to the member/s who have driven their T-car the most miles in the previous year. The winners were John & Mary Gervasi. (To be noted: their TD never has bugs, chips or schmutz when seen in public!).

The ***Ralph Morse Memorial Trophy*** is presented to a newer member/s who have shown enthusiasm and participation in their early years in the club. This year, it went to Tim & Kim Jarzembowski.

Finally, ***The Grand Coddiwomple Mug*** for the most points in the Grand Coddiwomple Challenge went to Mike & Judy Nestell.

## ***Toast – 2024 Hibernation Party***

In the 1920s across the sea

Cecil Kimber made cars he called “MG.”

Swift and sure with engines small

These sports cars quickly beat them all.

On roads they stood above the muddle

In driveways they left oily puddle.

The 20s roared, the 30s blew, the 40s brought a war.

I wish smoother roads to all of you in 2024.

Cheers!



*Tim Jarzembowski receiving the Ralph Morse Award from Ken Klemmer*

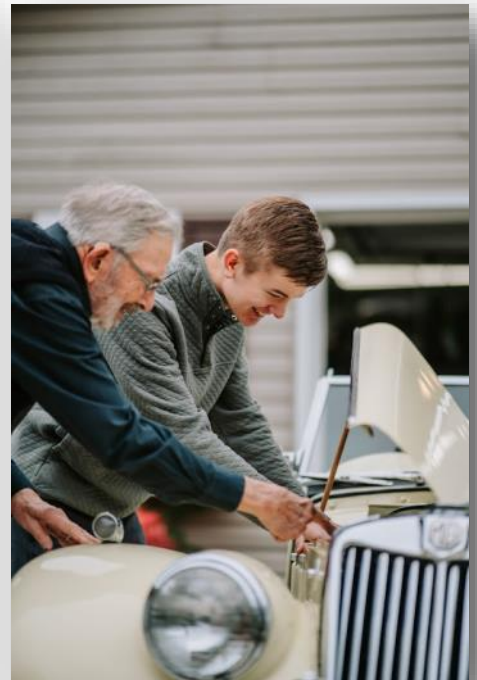
# NEXT GEN MG LOVERS

by Don Westphal

Who would have thought that the little guy behind the wheel of my red '55 TF would grow up to be an MG "T" series enthusiast and the youngest member of the Michigan Chapter of the NEMGTR?

Most "T" consist of older guys. Well, one bright spot is that little guy, Ryan Westphal, now a teenager.

We partnered up three years ago to restore a burned '53 TF. The first picture in the restoration is of him helping to prepare the frame for paint. He would join me nearly every Saturday morning to work on the project. After working we would go to lunch at a local restaurant for hot dogs and chili cheese fries! We progressed through the restoration, adding suspension, brakes, and engine components. Ryan was a quick learner and before long we were a great working team. I restored the tub while he continued to add parts to the chassis. This was my third TF restoration and I was able to pass along my experiences to him as we worked together.







# Paint chips and repair

Lee Jacobsen Tech advisor

MGs are meant to be driven...right? One of the hazards of driving that MG on the open road are paint chips, usually caused by small rocks or debris hitting your MG from other sources, say a vehicle in front of you while on the road. Other chips happen in the garage.....hmmm...wonder how that 'rake' slid into the MG while safely parked? One way or another, chips will happen to your MG if it isn't stored in a glass jar. Some 'patina' is ok, but some chips are just annoying ....How to fix them?

On modern vehicles, matching paint in rattle cans per the VIN paint code found on the door can be ordered via Amazon. On MGs, especially those with original paint jobs, not the case. The best bet for a match is to take your MG, or a piece of it with paint on it, to an automotive paint store like 'Painter's supply'. A link to locations can be found at this website:

<https://www.painters-supply.com/locations>

Show the counter person the pice of your MG. They will take a device, aim it at your paint, instantly analyzing the color of your paint exactly. In that way that they can easily mix up a small amount, say a half pint. That amount will last for dozens of chips. Note: rapidly changing new environmental regulations have obsoleted most old paint code formulas, plus the passage of time has likely altered the color, hence the new device technology now used to get a perfect match.

The choice of paint is the next decision. I would recommend DCC single stage Deltron urethane color made by PPG. This paint is similar to the lacquer of old, easy to work with for repairs when used as a "single stage."

Why single stage? A single stage paint is solid color, that, when dry, polishes to a brilliant shine. A "base coat - clear coat" system uses a base coat of color that will not polish to a shine, that is the function of the clear coat on top of the base coat. Most base coats are metallics. Why are basecoat/clearcoat systems used with most modern vehicles? Cost!





3. Now mix up a very small amount of paint in the above 4:2:1 ratio, say a thimble size amount. The smallest amount you can safely measure!

4. Using a toothpick, or small screwdriver, dip into your mixed paint and add a small drop of paint into the chip by touching the chip area. Capillary action will transfer the paint. Back off and admire your work.

5. Wait a minimum of 15 minutes, and add aher drop.

6. Wait 15 more minutes , and add a third drop on top of the other two. You are done painting. Clean up your paint stuff.



Let dry for a week, then....

Wet sand the chip area flat, using something small as a sanding block, perhaps using the flat end of a paint mixing stick. You must use a flat hard sanding block of some sort, no fingers! Initial sanding is done by sanding wet with 600 grit 3M sanding paper until the chip area that was filled is flat, matching the height of the surrounding paint. Next, sand wet with 1000, then 2000, then 3000 grit, to remove any scratches.

Now remove the surrounding protective tape. Using a product like 'Nu Finish", apply a few coats or applications with a microfiber cloth until the shine meets your approval. Eventually, the shine will match the surrounding paint and the chip will become invisible.

Nu Finish contains a mild abrasive, no wax, no silicone, and has polymers that help seal your paint's finish for a long-lasting shine. The mild abrasives remove the 3000 grit sand scratches. It takes patience. Nu Polish is available at most car care sections of stores. A video on Nu Polish can be found her:

<https://www.youtube.com/watch?v=rrx35jDWgYQ>

Where money is no object, follow the process in this video produced by a top notch restoration shop in Colorado....Mark is a friend and does good work.....

<https://www.youtube.com/watch?v=1PQtIFKXhvo>

The explanation and drawings by Mark on why initially using the 600 grit sandpaper is most important is well worth watching the whole video.

If there is enough interest, and enough chipped paint, we may do a clinic on repairing paint chips at the Belden garage in the future. The 1-2 week minimum wait for the paint to dry may mean doing two clinics..:}

The pics show the process of repairing a chip/crack in the MGSA a couple of months ago. After the repair, it won a couple of 'Best of Shows', the CCCA concours, and the Dayton concours.....:}

Questions sent to [diecuts@aol.com](mailto:diecuts@aol.com) are always welcome.



**Next month:** *The benefits of dehydrated water in T-Type cooling systems. (Available from J.C. Whitney & Co.)*





## *MG's First Customer*

In 1923, a young man named Oliver Arkell purchased a yellow Raworth-bodied Morris Garages Super Sports, registered FC 5855, directly from Cecil Kimber at the Queen St. Oxford showrooms. Arkell's car is said to be the earliest properly documented sale of an M.G. Arkell was a member of the Arkell Brewing family, whose business is still operating in full vigor today, celebrating its 180th anniversary in 2023.

On August 11, 1923, Arkell travelled to Oxford from his home in Highworth, Wiltshire to buy a Morris Chummy [a Morris open 2-seater with a space in the back for occasional passengers] when he noticed a yellow sports car in the window of the Queen Street showroom. He was much taken with the color "an unusual yellow, the colour of good butter, and it had black wings." Kimber was in attendance and said the price was £300, whereupon Arkell agreed to buy it, on the basis that it wasn't much more expensive than a basic Chummy. Arkell's Raworth was registered FC 5855 in Oxford on 16th August and was delivered on 5th September.

Arkell's was one of six cars carrying Raworth coachwork on specially modified Morris Cowley chassis. Cecil Cousins, who was responsible for building them at the time, considered these six to be the first sports cars of the M.G. marque. Some claim that the first M.G. was sold to CK himself, but in 1925. "Old Number One," FC7900, was a "special MG" built for Cecil Kimber by Morris Garages and registered at the Oxford Records Office to "Kimber Cecil, Woodstock Rd, Oxford, Morris Cowley Sports Grey 11.9 HP on 27/3/25". It turns out the Old Number One was Kimber's first M.G., not the first car commercially sold as an M.G.

*Content courtesy - The Early M.G. Society, The MG Car Club of England.*

# Valve Cover Racing for the Uninitiated

by Lee Jacobsen

Why is there Valve Cover Racing? VCR has been around for decades, its origins deeply rooted in the Pine wood derby events of the Cub and Boy Scouts, with cubs building their own wooden racers with adult help, and racing them at Scout meets. At car shows, the same interest continues, with valve covers from cars, in our case MGs, being the basis for the racers.

Racing is fun for all ages and kids are welcome! Rules vary from each event, but the basics are the same. Competitors must construct a valve cover racer using a valve cover from a car's engine. It must have four or more wheels. It can be decorated or modified within the rules set by the organizing body. The valve cover is powered by gravity. In a valve cover race, two or more racing valve covers are placed at the top of a specially constructed incline, which can be straight or curved. They are released by their drivers individually and the first to cross a finish line at the bottom of the incline wins the race.

The VCR being is made from an MG valve cover and typically requires a separate chassis. A chassis can be as simple as a piece of wood and strapping to fix the axles. Some engineers go overboard with carbon fibre, knife-edge wheels, sub-atomic bearings, and even LED lighting.



For the 2024 GOF, there are two classes, one not to exceed 12 lbs, and another not to exceed 30 lbs. The reason is simple. Kids have a hard time carrying more than 12 lbs This gives them a 'class.' Since we are all 'kids' at heart, we mostly run in the "Under 12 Class."

What are the key variables that determine a winner? Friction, weight, and fast reflexes at the starting line. Youth may have an advantage here. Friction creates drag, and drag slows you down. The less friction the better. Weight is what gravity pulls against down the ramp for speed. More

weight means faster, but must be balanced against friction. Wheels are the main source of friction/drag as they interact with the stub axles, and the track surface. What to use for wheels? Shopping cart wheels work well, Menards are better quality than Walmart....but cost more. Pulleys work as well. The stub axles are often either 5/16th or 3/8ths bolts so your wheel inside diameter should be one of those. The OD wheel diameter is 6 inches or less.

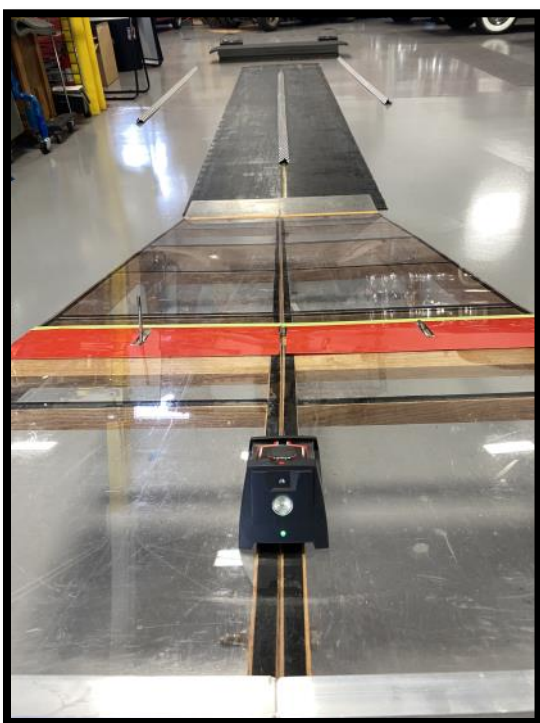
With our current track, driving skills and risk-taking at the start now play a part in the fun as each driver releases their VCR per a 'Go' light. It allows young drivers and slower VCRs to compete with the best engineered VCRs. The best reflexes will often win the race. For further information, contact Lee Jacobsen [diecuts@aol.com](mailto:diecuts@aol.com) 724-564-7165



## Valve Cover Racer Clinic

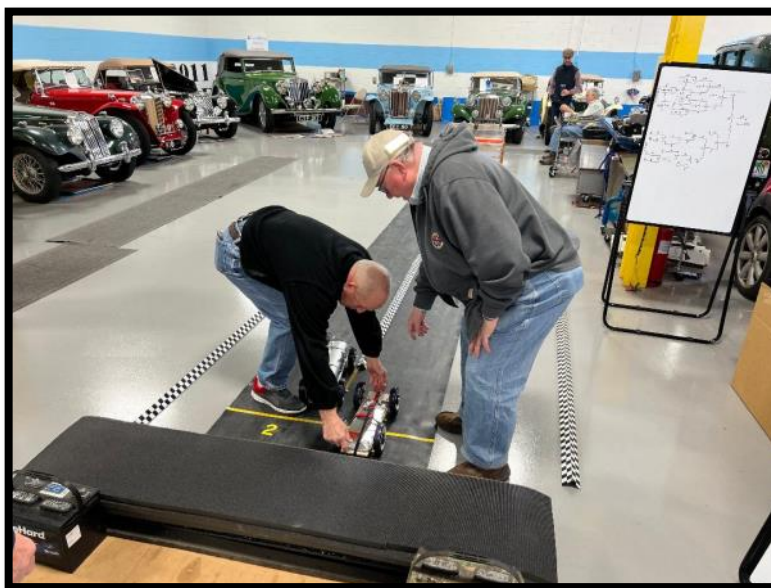
Yes, a “clinic.” Sort of a tech session if you are new to this activity. Sort of a clinical intervention if your racer is sick, slow, crooked or otherwise not up to snuff.

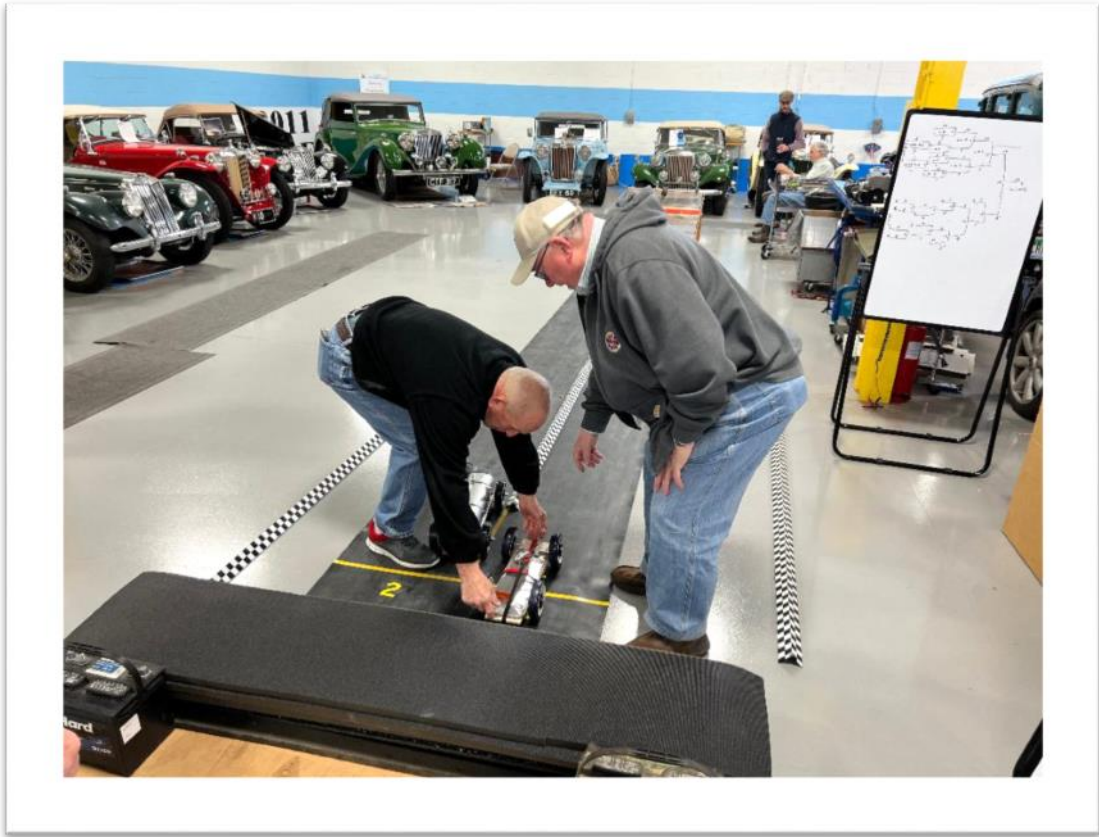
A group of T-Chapter members and some folks from the Jag club gathered at Lee’s Jacobsen’s warehouse-shop-museum-parking structure in Livonia on Saturday, March 23<sup>rd</sup>. We got to see Lee’s latest iteration of the VCR track, eat pastries, and drink coffee. Some started VCR builds, others tweaked axle alignment, weight placement, or LED lighting effects. We also got to marvel at Lee’s MGs and the progress he’s making on his Packard. Lee had on hand a variety of hand tools, wooden chassis, axles, an assortment of wheels, and a box of scrap weights to bring each car up to 11 lbs. 15.999 ounces.



Regarding the track, Lee has decided valve cover racing should reflect some semblance of driver skill. To that end, he has devised a starting gate with a timed “go” light. Not to be confused with the Christmas tree lights at a drag strip, this signal is just one lamp and it fires randomly once the trigger is set. First driver to drop their gate, gets out of the chute first and accrues some advantage—provided the racer goes straight and doesn’t run out of gravity, or catch fire. If all goes well, a kid with quick reflexes could “take” a geriatric engineer with carbon fibre wheels and molybdenum-titanium bearings. Want to see the fun? The GoF-C provides the “Runoffs” for this highly competitive bit of childhood fun.

For yet another year, the Chapter thanks Lee for his generosity and hospitality at the Belden Garage.







## ***Preliminary GoF-Central Plans?***

The trip to Newark, OH is around 225 miles, which could be comfortably done in a T-car in six hours, 4.5 in an MGB, 3.5 in a modern car.

On Tuesday, the GOF event has museum tours during the day, vendor setups, John Twist Rolling Tech Session, etc. and First Timers' Car Show. If these interest you, leaving on Monday morning would be a good idea.

A link to the schedule.

[https://30609bd9-775a-4f1c-a08c-d48e13e3105f.filesusr.com/ugd/7c4dcb\\_218788375c1f4efd93fd88afdd421714.pdf](https://30609bd9-775a-4f1c-a08c-d48e13e3105f.filesusr.com/ugd/7c4dcb_218788375c1f4efd93fd88afdd421714.pdf)

Lee Jacobsen is planning on leaving Monday around noon, trailering his MGSA and transporting the valve cover race track. However, he notes leaving around 10 AM Monday would provide some cushion. Caravanning with both old and new cars is always on the agenda and sometimes even materializes. The Klemmers will be heading down some days earlier for the MMM Register garden party and crumpets.



*"I understand we are staying in an octagonally-shaped hotel for the GoF-C. What fun!  
I've already instructed my driver to take me in my royal Magnette to Ohio. I'm giddy!"*

## ***Letter to the Editor!!!***

Dear Editor,

You asked for comments on how one stores their MGs and other fun cars for the winter. You nailed it with the comment...."Climate-controlled garage. Alas, it wasn't always that way. Before the Belden garage, the MG had a tarp outside on a carport, with the battery stored inside of course. The kid's swing set served as an engine hoist for the needed engine rebuilds over the years. Friendly cats were encouraged to reside in the vehicles, with blankets in the footwells, to keep rodents out. Still have one of those cats, aptly named 'Tickford', who still enjoys a car visit once in awhile.

More detail on acquiring cat Tickford.....

On 1-1-2011, New Year's Day, in the evening, wife Karen noticed a vehicle slow down in front of the house and toss something into the snowbank. She investigated, and found a very young cat, cold and hungry. She brought it to the heated garage where I do all the work on old cars, and that 'very young cat' adopted and made it's home in the 1938 MGSA Tickford Drophead Foursome that I was working on/restoring at the time. "Ticky" the cat has been part of the family ever since. Once in awhile I give Tickford a ride in his special car.

Lee and Karen Jacobsen, Dearborn, MI





## ***Recommendation for Wheel Straightening***

For the owners of steel wheel classic cars, it is challenging to find people that are willing, and able to repair or restore the wheels on our beloved classics.

We contacted several local wheel repair shops to no avail but received a prompt response from Great Lakes Wheel Repair in Farmington Hills.

Owner Luis Basurto estimated a fair price to check / adjust them for round / true, blast, powder, mount and balance the tires.

— *Jermy & Amy Brown*



**IN REMEMBRANCE:  
Andy Hanzel 1/14/1948 - 4/17/2024**



Very early Michigan Chapter member, past Chairman, “official Chapter cartoonist,” and all-around *bon vivant*, our friend Andy passed away in his Northville home recently. Manley Ford and John Deikis represented the Chapter at the funeral on April 27th.

Andy was a 1971 graduate of the Cleveland Art Institute where he studied with deceased Chapter member, Peter Zorn. His college car was a 1936 MG TA. He was never without a British car, even using a 1950’s Riley saloon as his daily driver while working for Vauxhall in the UK. He spent most of his career as a designer with GM and was a principal in the design of the 1986 Olds Tornado and the 1995 Buick Riviera. He traveled extensively for GM throughout Europe and China and was posted for several years in England where he became a dyed-in-the-wool anglophile. His final position with GM was Manager of the Advanced Brands Studio where he oversaw number of advanced projects and concept cars. He was an accomplished painter was known as perhaps the finest renderer in the GM Design Studios. He also was an adjunct professor at the College for Creative Studies in Detroit and at Lawrence Technological University. He hold 13 patents for automotive systems he designed.

Andy is remembered as an eccentric, renaissance man whose interests included art, theater, comedic caricatures, odd hats, oil painting, antiques— especially furniture, fine art, and (yes) houses. He was cited for his outstanding restoration of the two historic Romeo, MI homes which he lived with his wife, Tanya, and their two daughters, Avrille and Hilary.





High School Andy with his first car

Andy loved food, good beer, classic rock, and his two daughters and two young grandsons most of all. He leaves behind his '49 TC, '69 B-GT, and '66 Austin Healey 3000.

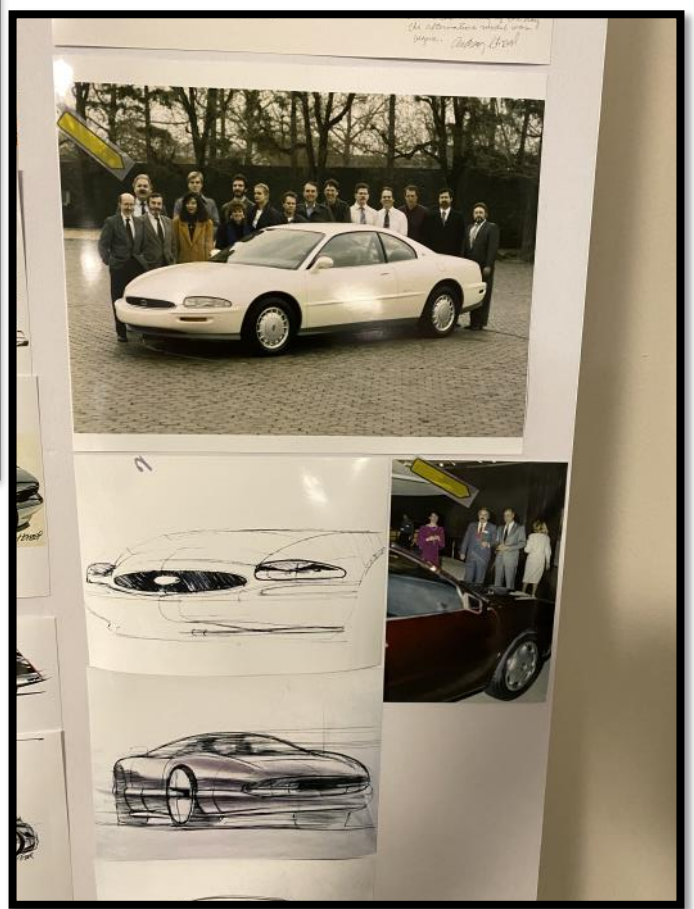
Any contributions in honor of his life may be made to National Public Radio in Washington, Detroit PBS, or the Cleveland Institute of Art.



Teen-age Andy with his Cleveland rock band, Penny Arcade which opened before 17,000 people for The Jeff Beck Group and other '60s headliners at the Cleveland Arena.



Andy, far left



Andrew Haxell  
2000

# *What's Coming Up?*

## **MONTHLY MEETINGS**

General membership meetings are held on the first Tuesday of each month at Mama Mia in Livonia. Meetings begin at 7:30 pm. Those who wish to order dinner should arrive at 6:30 pm.

### **Mama Mia**

27770 Plymouth Rd. Livonia, MI 48150 (734) 427-1000

## **CHAPTER EVENTS**

May 7: Meeting

June 4: Meeting

**June 17 - 21: GOF Central (Newark, OH)**

**There days/Four nights—Not to be missed!**

June 29: **Champagne Brunch & Barn Party**, (Chelsea, MI)

July 6 - 7: **Mad Dogs & Englishmen**, Gilmore Museum (Hickory Corners, MI)

July 9: Meeting

Aug 6: Meeting

Aug 10 - 11: **Alden Sports Car Show** (Alden, MI)

Sept 3: Meeting

Oct 1: Meeting

Oct ? : Fall Drive

Nov 5: LAST meeting for 2024

## **OTHER STUFF WE DO**

TBA: Drive-In Movie Night

TBA: Tech sessions

TBA: Garage Parties (as needed) Just contact any of the officers  
compliments of **MOOCH** (MG Owners On Call Happily)

May 5: (Sundays thru Sept.) Baker's of Milford Cruise-In (once monthly-Brits!)

June 15 - 16: Motor Muster, Greenfield Village (Dearborn, MI)

June 16: Eyes On Design (Ford House Grosse Pointe Shores, MI)

July 12: (Friday) Rolling Sculpture Car Show, (Main St., Ann Arbor)  
2:00 pm - 10:00 pm

Aug 16-17: University Motors Summer Party Reunion: (Grand Rapids, MI)

Aug 30-Sept 1: Vintage Race Festival, Waterford Hills Raceway (Clarkston, MI)

Sept 2: Franklin Roundup Show (Franklin, MI)  
(ask Ken Klemmer for details)

Sept 7 - 8: Old Car Festival, Greenfield Village (Dearborn, MI)

Sept 8: Battle of the Brits (Milford, MI)

Sept 17 - 20: Put-in-Bay Road Race Reunion (and Show) (OH)





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*MG Works during the war effort. Blacked-out headlamps solve perplexing Lucas issue*