



T-Times

Spring 2025



Coming Events

April 1: no joke! Monthly Meeting, Craft Breww City, Farmington Hills.

May 6: Monthly Meeting, Mama Mia's (usual location) subject to change based on our new "trail" location

Champaign Brunch, ????

June 3: Monthly Meeting — Location TBD

June 16-20: GoF Central, Chicago area

July 1: Monthly Meeting

July 12-13: Mad Dogs & Englishman, Gilmore Museum, Hickory Corners

Augt 5: Monthly Meeting

More events, see our webpage::

Chairperson's Utterance

Welcome back everyone and thank you for allowing me to serve as your 2025 Madam Chair. I would also like to thank: Ken Klemmer (VP), Mike Nestell (Treasurer), Mary Gervasi (Membership Director) and our newest Jeremy Brown (Club Secretary).

Thank you to our retired Club Secretary Sandy and Proofer Larry for your years of services to the club.

Lastly, Ken & I would like to introduce you to our newest family member. Cocoa Puff Klemmer was rescued at 15 weeks weighing in at 3.2#'s. At 16 weeks Cocoa has mastered the art of driving our MG -D-type and now is 18 weeks weighing in at 5.5#'s. Cocoa is very much looking forward to attending many events with all of us.
Hugs,

Melody

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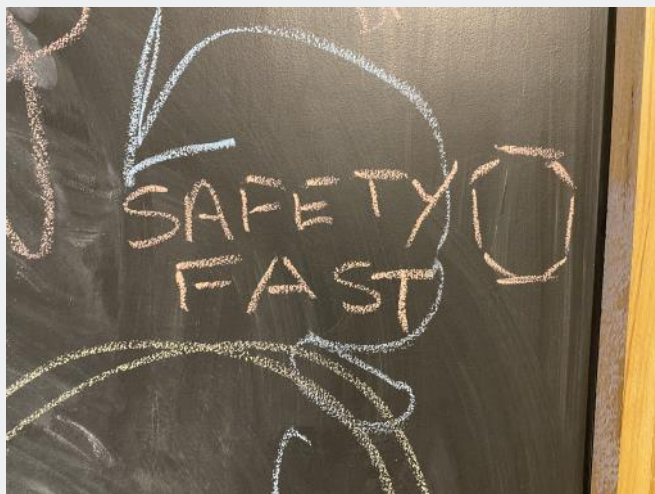
Editor's Bully Pulpit

John Deikis

I don't think it's very fair to have the Hibernation Party on the week that I get to go to New York and babysit two little guys related to me somehow through birth. On the other hand, I had a great time anyway!

Well, today as I write this, it has been pretty warm for mid-March. The Harleys were running up and down my street and the ice in the bird feeder melted. When I drove past the local ice cream stand, it had a line about 30 people long. I was tempted to get the TD out and tool around a bit. But there's r has finally turned to water and evapoalways more to it than that. Have you noticed that that first day you want to get your LBC out is typically taken up with the "recommissioning" as the Brits say? Depending on your preferred routine, this can take 20 minutes or all day. I just could not trust the weather, so I washed my truck instead.

Now I'm at Carol's computer drinking a pint of Old Speckled Hen and pulling together the spring *T-Times*. There are plenty of excuses for driving your MG in Michigan this season and I hope you make use of our Chapter's webpage to check out the shows and events. Melody has also arranged a vendor for club regalia (aka "swag"). You can pick any version of logo on any type of garment and order online. You can also contact Melody if there's something you want that you don't see.



Mystery TD Identified

Last issue's mystery car has been identified as being owned by Matt Smith & Rosella Bannister, Chapter members from Ann Arbor.



Dues are due!

Would like to remind members about club dues are due now and you can go to website to pay direct using "PayPal" simple one push of the button.

***Hibernation Party* Brrrrr!**

by Melody Klemmer

WOW! Thank you to all of you who were able to venture out for our February Hibernation Party. The weather was a bit dicey and we are sad if you were unable to join us this year. We did receive great feedback from members who were able attend. Venue was great, yummy food and desserts along with some fun “LIVE” auction items and three mystery boxes.

Thank you to our very own Auctioneer John Gervasi and his Assistant Jeremy Brown: \$858.00 Jeremy & Amy volunteered to do the Raffle duties and raised \$225.00 for our club (WAY to go J & A)

Winners of our Mystery Boxes:

John Gervasi Box #1: Don & Ryan

Melody Box #2 Homemade Bundt Cake: Dirk & Heather

Melody Box # 3 Homemade spicy pretzels: John & Monique

2024 Trophy's Winners:

Spirit of MG Trophy: Don Westphal

Richardson Trophy: John & Mary Gervasi

Ralph Morse Memorial Trophy: Lee Jacobsen

Founders Trophy: John Deikis & Carol Blotter

Grand Coddwomple Trophy: Jeremy & Amy Brown

License Plate Trophy (NEW): Jeremy & Amy Brown

Special shout out to: Sandy, Mary, Ken, Mike N, Tom and Jeremy for your hard work on our 2025 Membership Directory which included our updated By-Laws. Copies were provided at the Hibernation Party. If you did not attend the event we will have extra copies at our monthly meetings or if you do not attend our meetings please contact Mary Gervasi (Membership Director) and she will provide you with a copy. gervasimb@yahoo..com



Big shots with John & Mary Gervasi



John & Monique Magee



Jim & Linda Northrup



Melody with Don & Ryan Westphal



Jeremy & Amy Brown

New Chapter Secretary: Jeremy Brown

Jeremy Brown, the new Club Secretary, lives in Troy Michigan and joined the MI Chapter of the NEMGTR in January of 2024. His previous car club duties include being the Membership Coordinator and Assistant Photographer of The Texas MG Register in the early 2000s. .

Jeremy and his better half Amy moved to Michigan from Texas in December of 2007 when he was relocated by his employer then known as DaimlerChrysler. Jeremy is currently still employed full time by Stellantis as a Product Planner for the Ram Trucks and Full Sized Vans for the USA Fleet Operations Group focused on the commercial vehicle market. Prior to Product Planning Jeremy held positions in commercial vehicle sales, large fleet customer service, technical service, and technical training, all with the same employer for the past 25 years.

Jeremy is a long time MG enthusiast having been a caretaker for multiple MGAs and MGB but is relatively new to being a MG T-Series caretaker having acquired a stalled restoration project, 1951 MG TD, in November of 2023. This acquisition led to his desire to join the MI Chapter for the NEMGTR to learn all he can about the T-Series cars from the people that know them well and can help guide the restoration of his TD. Amy is also an MG enthusiast and has a mostly original and lightly restored 1974 MGB that she and Jeremy like to drive wherever the road takes them in the warmer months. Both enjoy participating in local and national MG events and the fellowship of the MGs, the "Marquee of Friendship".

Jeremy looks forward to serving as the Club Secretary and appreciates the warm welcome both he and Amy have received from the members in the short time they have been members of the MI Chapter.



MG Coddwomple Trophy Winners Announced!



Carol and I missed the Hibernation Party due to family commitments in New York that week. I realize that some of you already know the winners of the Grand Coddwomple Trophy for 2024. For those of you who don't, they are Jeremy and Amy Brown!

Despite their entries all having featured a “dagmar-bumpered” MGB, they made up for it with a plethora of submissions. Remember, there is a handicap involved in using a newer car—even an MG. (Get a life, Deikis!) I believe they hit every covered bridge within 100 miles and every historical marker in Oakland County. Two examples are below, followed by their delightful entries spelling out “C-e-c-i-l K-i-m-b-e-r.” Maybe next time we should try “Captain George Eyston.”

Safety Fast!



Example of one of their covered bridges



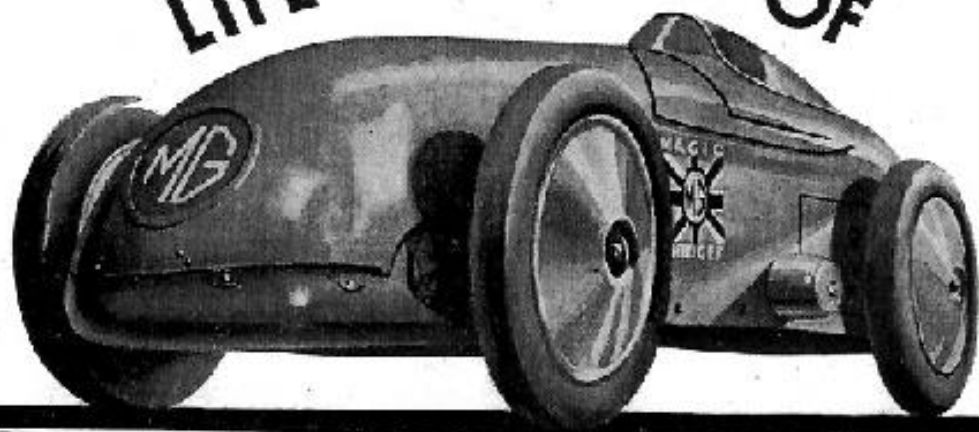




*By jove! They seem to have spelled out
"Cecil Kimber!"*



LIFE HISTORY OF



THE WORLD'S MOST INTERESTING BABY

SHORTLY after Eyston's "hundred in the hour" for the first time with a baby car, which ended up in flames and a spell in hospital for its driver, a new record-breaking M.G. Midget, The Ex.127, as the Magic Midget was known in those days, first showed its paces at Montlhery Track, Paris.

The first run of success was recorded on October the 17th, 1931, when, with Eldridge at the wheel, a fraction over 110 m.p.h. was reached, and the International Class "H" record for the five kilometres captured from Mrs. Stewart's Austin Seven.

Two months later, to be precise, on Tuesday, December 22nd, George Eyston started his series of marvellous record-breaking runs, which have made him, as a baby car driver, and the "Power-plus Supercharged" Magic Midget, world-famous.

On this particular Tuesday, Eyston arrived at Montlhery at lunch time. He immediately jumped in, or rather, fitted himself into the driving seat and took the car round the track for a few warming-up laps. Then followed a run at 114 m.p.h., during which he captured the 5 and 10 kilo and the 5 and 10 mile records, all at a decimal

point over the main figure, and before five o'clock left the track, placing the baby in the efficient hands of Jackson, its chief mechanic.

The next job of work for the M.G. was to take the records for the flying kilo and mile, which records had not yet been attacked by the Midget. Certain difficulties presented themselves in connection with this attempt. Timing arrangements at that period made Montlhery unsuitable, and Brooklands was closed. It was necessary, therefore, to find some place where the possibility of two miles a minute could be considered. Subsequently, early in January, 1932, Eyston and a party gave the sands at Pendine a "once over," and immediately decided to make the record attempt there the following month.

Considerable sensation was caused by the opening up, once again, of Pendine for record attempts, since it has not been used for this purpose since poor Parry-Thomas met with his fatal accident; anyway, on February 8th, a large gathering of Press, Film and other interested spectators mustered to see the attempt.

The car itself had a re-designed body, with improved stream-

lining, designed by the M.G. engineers, blazoned with M.G. on the front air intake, and "Magic Midget" top and bottom of the Union Jack painted on either side.

Save for one hitch when the pen on the R.A.C. timing apparatus ran dry, and a run was unrecorded, the attempt was successful and uneventful, the speed being raised to 119.45 m.p.h. with a record figure of 118.36 for the flying kilometre and 118.38 for the flying mile.

The "Magic Midget" made its bow at Brooklands on Whit-Monday, 1932, when it sped round the outer circuit to the tune of 112.93 m.p.h., taking the lap record for the 750 c.c. class from the Austin "Seven," and raising the figure by almost 10 m.p.h.

The British Racing Drivers' Club 500 miles race next claimed the attention of the "Magic Midget," and, driven by Eyston and Denby, this precocious baby held the lead from its grown-up rivals for 128 laps, its fastest four laps being at 107.40 m.p.h.

It has been claimed that sudden deceleration to avoid the debris thrown on the track by the ill-fated Bentley caused the engine trouble which necessitated re-

MAGIC MIDGET LIFE HISTORY
(Continued)

irement shortly after 3 o'clock, letting Horton's M.G. in to the lead to win the race at 96.29 m.p.h.

As a grand finale to 1932 achievements the "Magic Midget," again in the hands of Eyston and Dearly, captured 14 International Class "H" records at Montlhéry during the latter part of December. The engine was somewhat modified by the fitting of the new type cylinder head and supercharger induction. The body also underwent alterations,

the most noticeable being the special covered in cockpit or conning tower, making it in effect a saloon record car.

During these last attempts two miles a minute was achieved for the first time by a 750 c.c. car, the speeds for the actual records being as follows:—

1 km.	...	150.74 m.p.h.
1 mile	...	150.16 "
5 km.	...	151.02 "
5 miles	...	151.51 "
10 km.	...	152.32 "
200 km.	...	95.02 "
200 km.	...	94.15 "
1000 km.	...	96.17 "
200 miles	...	95.02 "
200 miles	...	94.70 "
1,200 miles	...	85.89 "
3 hours	...	94.19 "

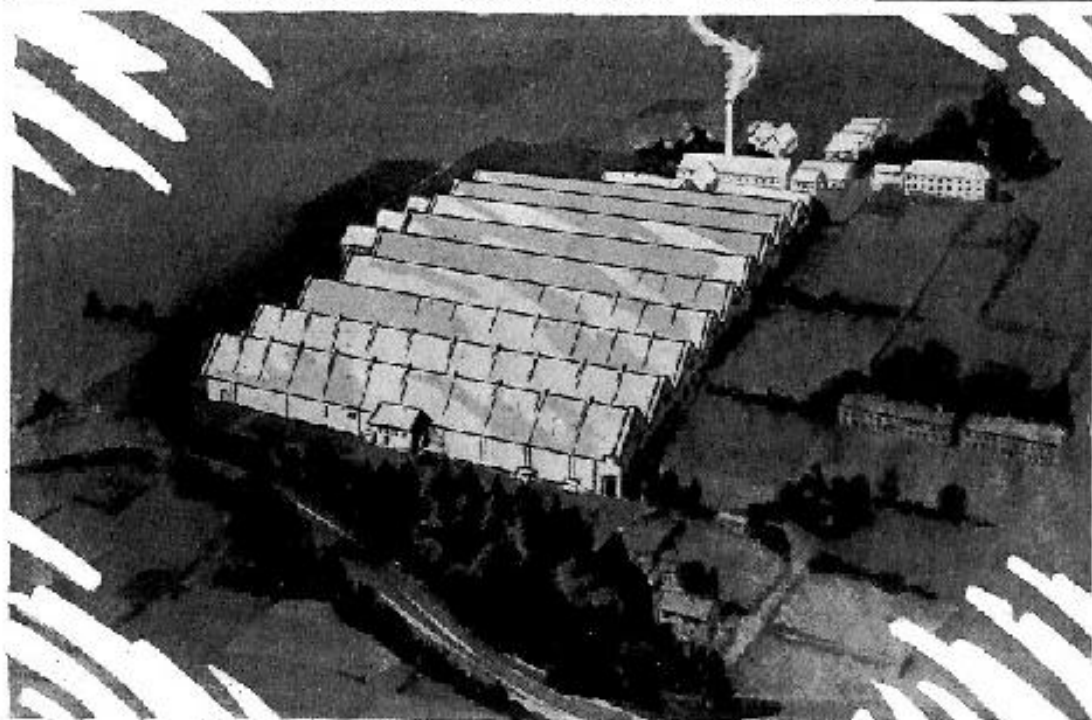
3 hours	...	92.79 m.p.h.
12 hours	...	86.67 "

These achievements, to mention only a few of the accessories, have been assisted by Wakefields' Castrol, K.L.G. plugs, the "Power-plus supercharger" and Dunlop tyres.

Incidentally, M.G. holds all the existing records in the International Class "H," the greatest part of this unparalleled achievement being due to the efforts of George Eyston and Dearly and Jackson, with the "Magic Midget."

G.C.H.

WHERE THE "MAGIC MIDGET" WAS BORN



THE M.G. CAR COMPANY'S HEADQUARTERS, PAYLOVA WORKS, ABINGDON-ON-THAMES, BERKSHIRE

WE are most anxious that THE M.G. MAGAZINE should be of interest to **YOU**. We should be sincerely grateful for any suggestions you may offer for its improvement. Will you please favour us with your criticisms?

It is intended that THE M.G. MAGAZINE shall be your magazine, and we want you to have a word in its editorial policy.

WILL YOU SAY THAT WORD?

Address your letters to: The Editor, THE M.G. MAGAZINE, 418-422, Strand, London, W.C.2

A PRIMER ON OIL ANALYSIS

By John Deikis

What is it? You submit a small amount of motor oil from your engine to a specialized lab to have it tested. The test can quantify the wear metals and contaminants in the oil. You can also find out how well the oil has held up physically and chemically and how much of the additive package remains. Contamination by fuel or coolant can be identified. Specialized consultants can even look at your results and tell you the condition of your engine, whether you should adjust your carbs, replace your rings, maybe even repaint your valve cover.

Used oil analysis (UOA) is nothing new. I seem to remember a TSO article back in the 1980's discussing it and sent some samples from my TD out for testing. Among aviation and fleet operators, UOA has been a routine strategy for monitoring engines, gearboxes and hydraulic units for many years. Typically it reveals whether the unit is functioning normally and if the lube is good for continued use. When your changing 38-quart sumps in a fleet of dump trucks, being able to skip an oil change shows up pretty quickly on your bottom line.

What does it reveal? A test of fresh ("virgin") oil will tell you what the baseline characteristics and additive chemistry is of your selected oil. Some labs have this information on file already. A used oil analysis shows you the presence of wear metals in parts per million (ppm). Allowable limits are generally around 100 ppm for iron and 50 ppm for lead, copper and aluminum. Anti-wear additives such as zinc, phosphorus, and molybdenum will show up, as will detergent/dispersant additives like calcium and magnesium. High levels of these chemicals remaining in your oil are a good thing. You will also find out how much soot, water, gasoline, antifreeze, and other solids are present. How about viscosity? Oil gets thicker with the accumulation of wear metals and contaminants and it gets thinner with polymer shearing and fuel dilution. You hope it will stay in grade, which is reported in "Centistokes @ 100C." The nice people at most labs' 800 phone lines will tell you the value to expect for the weight of oil you have been using.

How do you get it done? Labs can be found by searching the web or by asking "lubrication aficionados" on web forums like www.bobistheoilguy.com or the message board maintained by Noria Corporation, a lubrication-consulting firm (<http://forums.noria.com/eve>). I have used Polaris Laboratories through a company called Dingo Maintenance Systems (www.dingo.com), who sell a comprehensive 10-sample kit for about \$120. Single samples vary between \$15 and \$25, but most labs offer quantity discounts. When you prepay for a supply of testing kits, you get the necessary paperwork, sample bottles and mailing cartons or vessels. You collect about 4 oz. of warm oil just after shut down either by siphoning it out of the sump, collecting it mid-stream as you drain it, or from a specially installed petcock. When your sample is analyzed, you get the results by email as well as hard copy. Often the lab will provide you with an internet account where you can store your data or they will send you their management software on a CD so you can track different vehicles over time on your PC. The labs have

tech lines to help you understand the implications of your results. If you are monitoring a race engine, consultants like Terry Dyson (dysonanalysis@netzero.com) provide value added information and recommendations that are worth the extra \$15 or \$20.

Why would you want to do this? To monitor engine wear; check on motor oil integrity, or, if you do a lot of miles on your daily driver, to extend oil change intervals. I was able to stretch my oil changes to 18,000 miles on my '03 Jetta. I sold it with almost 500,000 miles on it and I never had to add a quart between changes.

Or, maybe you're just curious how much zinc and phosphorus your Castrol GTX 20W50 really has in it.



NORTH AMERICAN COUNCIL



of MG REGISTERS

North American MMM Register | New England MGT Register | North American MGA Register | North American MGB Register

Mailing address: 318 Hampton Park – Westerville, Ohio 43081 – 614-899-2394 – [MGCOUNCIL.COM](https://mgcouncil.com)

January 15, 2025

We are pleased to announce the North American MGA Register has rejoined the North American Council of MG Registers effective January 2025.

Welcome to the North American MGA Register and its members!

As a four Register Council, we are looking forward to having NAMGAR fully participate in planning, organizing, and conducting the next All MG Event: **MG International 2026 in Sandusky, Ohio, August 23-27, 2026.**

MG International 2026 will be open to all MG Enthusiasts including Register members and nonmembers. Likewise, all our MG family members are invited to fully participate in all 2025 and 2026 North American MG events!

Summer 2025 North American MG Register Events

- **NAMMMR/GOF Central 2025** – June 16-20, 2025, Downers Grove, IL <https://nammmr.org/>
- **NAMGAR GT-50** – June 2-6, 2025, Traverse City, MI <https://namgar.com/2024/07/28/gt-50/>
- **NAMGBR MG2025** – July 28-31, 2025, Crystal Lake, IL <http://mg2025.org>
- **NEMGTR GOF Mk 111** - September 4-7, 2025. Danbury, CT <https://www.nemgtr.org/>

Be sure to mark your calendars to join the big five year All MG event: **MG International 2026 in Sandusky, Ohio, August 23-27, 2026.**

MG: The Marque of Friendship

Safety Fast!

Register Representatives:

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Blair Weiss (NEMGTR)	blair@nemgtr.org
Bruce Mann (NAMGAR)	chairman@namgar.com
Larry Norton (NAMGBR)	chairman@namgbr.net

North American Council of MG Registers
<https://mgcouncil.com>

Executive Committee:

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Tony Burgess	operationsdirector@mgcouncil.com
John Twist	JohnTwist@UniversityMotorsLtd.com

MG QUIZ!



From the last issue of *T-Times*:

A prize of unknown value will be awarded to the member who can identify this guy.

Unfortunately, no one identified this fellow as John Thornley's nephew.



French chicken coops...disregard!

For Sale

1953 MG TD

Retired mechanic, Waterford Hills racer, British car buff, and former owner of Ann Arbor's Steve Steeb Service is selling a car from his late father's collection.

– This was one of my dad's cars. It has all new brakes (master cylinder, wheel cylinders, shoes, 2 new hoses, a few new steel lines, a new brake lite switch and Synthetic DOT 5 Fluid); all fluids have been changed; the fuel system has been flushed, the fuel pump replaced and the carb floats and jets cleaned out; the valves have been adjusted; the suspension has been checked and lubed – front bump-stops replaced; new bushings have been fitted in the rear shock links. Starts – Runs - Drives quite nicely. Professionally appraised 6/2021 (before all the work was done) for \$16,000.00 Asking \$16,000 obo. Located in Saline.



1960 MGA 1600

Owned for over 30 years
Full body off nut and bolt 4 year restoration
Needs nothing
Consistent first place show award winner
Maintained by British car mechanic
Located in Clarkston area



New items last year

Steering wheel
Brake hoses
Front brakes and rotors
Rear brakes and pistons
Fuel sending unit
Oil change
Adjusted clutch
Adjusted brake pedal
Adjusted, cleaned emergency brake cable



Resent items last few years

Front grille
Interior door panels
Tires
Battery

Call for price
If you would like
more information please text me.
313 610 3665



1979 MGB-LE

Owned for over 30 years

No rust ever, originally from Arizona

Resent repaint

Professionally restored LE wheels

Does not burn any oil

Maintained by British car mechanic

Needs nothing, drive anywhere with confidence

85,000 miles

RECENTLY REPLACED

Starter

Alternator

Electronic distributor

Spark plugs and wires

Fuel pump

Tires

Wheel lugs

LED lights

Interior door panels

INCLUDED WITH CAR

Wind deflector with storage bag

Tonneau cover

Top boot cover

Original jack

Located in Clarkston area.

Call for price



Gathering of the Faithful—Central 2025

Rob Costello

We are pleased to announce registration for the 2025 GOF Central is now open!
Just go to: <https://gofcentral2025.com/>

Please join us June 16-20, 2025, as the GOF Central celebrates 75 years of the MG TD.

This year's event will be held in Downers Grove, Illinois, located at the Double Tree Suites by Hilton, 2111 Butterfield Rd Downers Grove IL. The Car show will be held at the St James Farm in Warrenville, a country setting for a pleasing on-grass event.

If you have any questions, please feel free to reach out to Jolie Fredette, President of the Vintage MG Club of Chicago and chairperson for the 2025 GOF Central. Her contact information is:

email: jakfredette@comcast.net mobile: 630.816.4128

If you call, please leave a message as Jolie (like most of us) is screening her calls to avoid the usual spam (car warranties and such.) She will return the call as soon as she is able.

Thanks, and Safety Fast! *Your*
2025 GOF Central Committee

Promo video here: https://youtu.be/EHPrZauWiRU?si=2z_KViRWK4F9Px fF



The MG Octagon logo is believed to have been designed by Ted Lee, a cost accountant working with Cecil Kimber, the MG Car Company business manager, and was first used in an advertisement for MG cars in 1924.



GOF CENTRAL, June 16-20, Downers Grove, IL

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

1929



2025

The Marque of Friendship

1929 - 1936

The North American MMM Register

PO Box 27182 – Littleton, CO 80127

www.nammmr.org Facebook: NAMMMR

1935 – 1955

Pre-War/T-Series/Y-Type

The New England MG "T" Register

PO Box 1028 – Ridgefield, CT 06877

www.nemgtr.org Facebook: NEMGTR

1955 – 1962

MGA/Magnette

The North American MGA Register

www.namgar.com Facebook: NAMGAR

1962 – 1980 & Post Abingdon

MGB/MGC/Midget/1100-1300/and Newer

The North American MGB Register

PO Box 876 – Downers Grove, IL 60515

www.namgbr.org Facebook: NAMGBR

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www.michiganmgt.com

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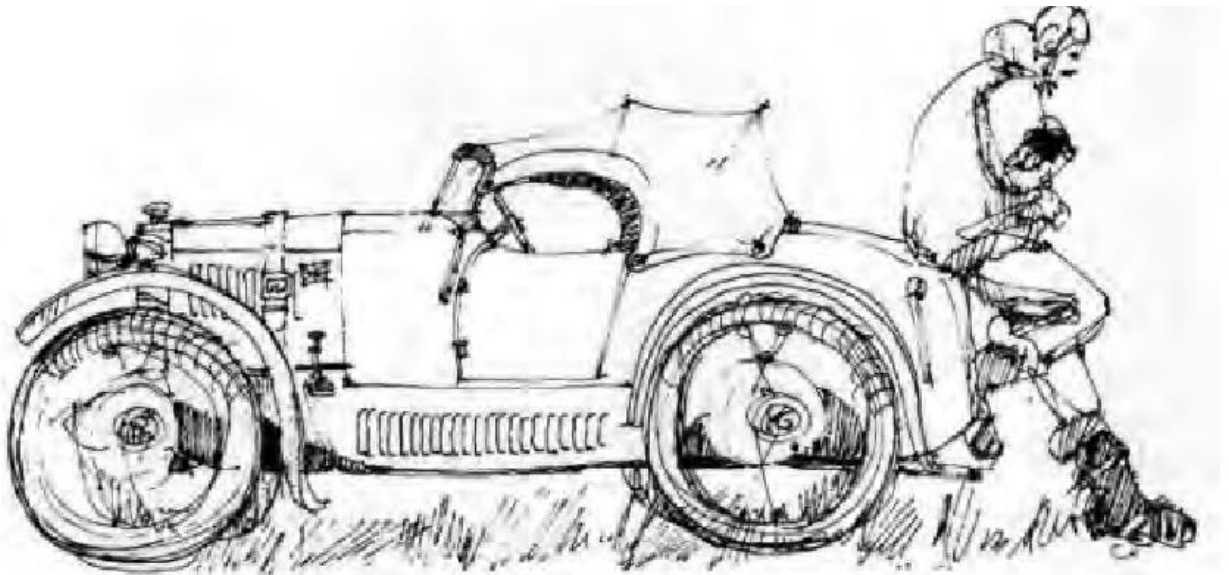
John Deikis with Carol's help!

Email: deikis@gmail.com

T Times is the official publication of the Michigan Chapter, New England MG T Register Ltd. All members are encouraged to submit articles or information for articles to the editor. Any member may advertise cars, parts and related items free of charge. Members of our parent organization, the New England MG T Register, Ltd. may also advertise at no cost in our bi-monthly magazine, *The Sacred Octagon*.

The Michigan Chapter was established on March 30, 1971 to provide local activates for Michigan area members of the New England MG T Register.

In addition to driving events, membership meetings are held regularly. Board meetings are scheduled intermittently (generally very) throughout the year. Officers are elected annually by the membership.



Could this be Eric Richardson with yet another dead battery???