



T TIMES

Ladies &
Gentlemen
Dig 'em out,
Wake 'em up,
Start your engines!



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The Michigan Chapter was established on March 30, 1971, to provide local activates for the NEMGTR members in the Great Lakes area. In addition to driving events, membership meetings are held regularly. Board meetings are scheduled intermittently (generally monthly) throughout the year. An annual business meeting, which includes the election of officers, is held in the last quarter of each year.

Membership dues are \$15.00 per year, payable by December 31st. Michigan Chapter members are required to be members of the New England MGT Register, Ltd.

The T Times is the official publication of the Michigan Chapter. Generally any member may submit articles and may advertise for cars, part and related items free of charge. Permission is hereby granted for use of any written material in the T Times, provided the author is credited.

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Table of Contents

Chairman's Corner	Pages 2 & 3
Report from the Vice	Page 4
Name Badges	Page 4
Report from the Treasurer	Page 5
Meet Fellow Club Member	Pages 6, 7, 8, 9 & 10
Events	Page 11
Chili Cook Off	Page 12
With Great Sadness	Page 13
Reginald	Pages 14 & 15
Cryil & Nuffy	Page 16
Business Ads	Page 17
Classified Ads	Pages 18 & 19
Word Search	Page 20
Events	Page 21

Chairman's Corner



With the vernal equinox growing nearer, our thoughts turn towards the spring driving season once again. Mr. Groundhog may have seen his shadow, but at some point, the roads **will** be clear again. As seen in the photo below, I have a bit of shoveling (and I'm not talking snow) in the storage unit to free up my '51 TD before anything good can happen. Shari's '49 TC is on the other side, and that is going to be a bit of work as well. Then there is a "check of their vitals" (Spring Tech Session of course) and they will be back on the road again this year.

From the looks of the club calendar, it is shaping up to be an excellent driving season for our lovely little T's. We can look forward to some new activities in 2009, "Take Your MG to the Drive-In Movies" should be a fun time. We'll pop a portable FM radio in the boot for sound or someone suggested we bring a boom box and park the T's in a circle around it!

Also on the line-up this year is the "Chili Cook-Off Challenge". As chairman, I respectfully challenged the Windsor/Detroit MG Club to a cook-off

of their **b e s t** against our best. They accepted and ***the challenge is on!*** Fire breathing creations will be voted on by people attending, and tallied by representatives of both clubs. Along with a traveling trophy to the winner, comes bragging rights until next year's rematch. Lou VanKoningsveld, Beverley Martin, Shari and I are pulling out our family favorite recipes for this one, and we are still looking for other club members to submit entries. The other option is, drive your MG, sample and taste, and then vote for your favorite chili. We will prevail!

Great events are planned, but the club still needs people to step up and host an event or two. Give it some thought as you read through the T-Times and then drop Shari (events coordinator, e-mail spelic@simplexgrinnell.com) a line to volunteer your talents for a club activity.

And we had our February meeting at a new location, the Brass Pointe. Members seemed to enjoy the private room with less noise and our server

Violet was outstanding. The room reflected our “Back to the Fifty’s” theme, decorated with 45’s on the windows, Good & Plenty candy, and even fuzzy dice. It was a rock’n rolling good time. Big Daddy George and Hipster Rita Patrick showed up stylin’ in rolled up jeans with Route 66 & GOF Central t-shirts. Nice treads!



Shari and I sported our “T-Diva” pink satin jackets and men rolled up those t-shirt sleeves just like James Dean.



Lou VanKoningsveld showed off the new regalia club patch with new background of purple, instead of the blue. Sweet! We had approximately thirty people show up, and are always looking for more members to attend, so check out the website for dates and times (www.michiganmgt.com). Cary Geersh our web master has done an awesome job of keeping our site current. All events, newsletters, photo galleries and flyers can be found as they become available so take the time to check it out.



So now is the time to start thinking about firing up your MG engines, and mark your calendar for the fun times ahead with the T-Club in 2009!

Sandy Kuivenhoven
Chairman of the Board

Report from the Vice

The recent thaw got my imagination working, looking forward to all the great events that are being planned for this coming season. Even though my TD won't quite make it on the road, I'm hoping to at least be present for as many dates as possible. I'd just like to encourage everyone to plan in advance and even if you can't make the National or Central GOFs, put ALL the dates on your personal date book or calendar to raise your awareness and create enthusiasm to boost our attendance in as many events next year if not this year.

A couple of events not previously mentioned take place on June 7th. One is the British return to Fort Meigs at Perrysburg, Ohio. I've heard good reports on this one. The other is the Orphan Car Show at Riverside Park in Ypsilanti, Michigan. Cliff and I went last year and had a great time. I recommend it.



I will have our car badges at the March 3rd meeting. Show your colors for a mere twenty bucks. We'll also have some news on the GREAT looking jacket patches at the meeting. See you there!

Lou VanK.

NAME BADGES



The badges cost \$8 for a pin back and \$10 for a magnet back. The magnet back is very nice for those people who don't want to poke holes in clothing. They are also easier to get on straight.

Your first name is engraved larger than your last to make it easier for people to read it when you are in a large group

If you would like one send me the name you want printed via email and a check via mail in the appropriate amount.

Dick Bremer
3776 Oakmore Court
Ann Arbor, MI 48103

Report from the Treasurer

The good news from the Treasurer is that I resisted the temptation to invest the Club's funds with Bernie Madoff with the result that we actually still have them. At the end of last month our account balance was \$10,153.14. Now if our bank (which was recently acquired by Bank of America) doesn't go belly up we should have adequate funds for the foreseeable future.

Given that Bank of America is in such terrible financial trouble they have decided to revoke our prior Bank's practice of giving our non-profit club no charge checking (we have to have a business account which brings fees normally). I am investigating with another bank where I have a very good relationship whether they will agree to a no charge checking account for us and if so I will transfer our funds to them. My bank, thankfully, is also in much better shape financially as it avoided messing around with sub prime mortgages.

On another front, I have been trying for several months to set up a no-charge PayPal account for the club which would allow people to pay dues and other amounts online without having to send me checks. I have managed to get an account set up but

have been unable to get anyone at PayPal to give me clear answer as to whether they will waive charges. If they won't (and I assume that will be the case), I doubt that we want to use the account as it will incur a fee of 2.9% plus 30 cents a transaction (Personal PayPal accounts would incur a fee of 4.9% plus 30 cents). As an example, the club would pay a total fee of 89 cents on each dues payment made with our PayPal non-profit business account. Given our very low dues (which have not increased since the club was founded in 1971 and if adjusted for inflation would now be about \$65), I don't think we should begin using this method of payment. We could, I suppose, establish a "Pay by PayPal" dues rate which added the extra charges but I don't think the complications this would introduce would be worth the minor benefit of being able to pay online.

Sorry for this rambling discourse on finance but it seems that what everyone is doing these days.

Safety Fast

Dick Bremer
Treasurer

Meet Fellow Club Member

Allen & Florrie Bachelder

by Dick Bremer

With this issue of the *T Times* I am starting a new feature where I will introduce a fellow club member to the other members. I picked Allen for the initial go at this as he is a relatively new member, having joined the club in June 2007. The cause for this was his acquisition of his first T Series MG, a 53 TD. I also picked him as he has



the best display of information in our Google Groups pages so I knew he had a lot of interesting things to pass on to you. I intended to simply use the questionnaire form to elicit facts which I would use to write the article but I found Allen's responses so interesting and well written that I decided to

include them basically unedited. Allen and his wife, Florrie, now live in Harbor Beach Michigan.

What MG(s) do you presently own?

1953 TD, 1957 ZB Magnette, 1963 Farina Magnette Mk IV, 1965 MGB roadster, 1969 MGC/GT. 1973 MGB/GT



When did you get your first MG?

My first MG was a 1978 B tourer which I bought in 1984 when I was 44 years old. However, my first British car was a 1959 Morris Minor which I bought new when I was just 19 years old.

What MG's have you owned?

The 78 MGB, then came a pair of 1973 B/GTs, one of which I still have – purchased in 1986. Then came a '73 tourer that I kept for 19 years. Perhaps 20-30 MGBs have passed through my hands since

then. They were cheap in the 1980s and '90s. I could often buy a \$700 example, sort out a few problems and turn it over for a small profit. Next, I got involved with Z-series Midgette saloons and I've owned four of them. I am restoring one now. I never sought a Farina Midgette saloon – one just followed me home one day and I kept it. (It was on my trailer!) I got it for free. The price was right, but I've since spent hundreds of dollars on parts for it. For a few years I owned a YT EXU basket case and an MGA restoration candidate, both of which I sold to fulfill my dream of owning a T series car. I finally bought my TD in April of 2007.

What was your favorite MG of those you owned?

I recall a panel discussion I believe at the end of the MG video: "Inside the Octagon", the panel consisting of John Thornley, Jean Kimber-Cook, Sterling Moss, and one other MG notable whom I've forgotten. The question was similar: "...your favorite MG of all time?" Outside of Jean Kimber-Cook's first response which was "whichever MG I happen to be driving", the consensus was the MGB/GT. I have to agree with both statements! But my answer is for different reasons. I've had my teal blue '73 G/BT, named "BriGiT" for 23 years during which time it has been my constant companion –



during a prolonged divorce, she seemed like the only friend I had. (Was she a *cause* of my divorce? I recall a statement like "either those cars go or I go", and hey, I still have the cars!) My son had his first two accidents with her. In fact, she has endured five accidents on my watch. The last one, in 1996 relegated her to parts-car status for nine years when she just sat in my lean-to. When I finally elected to restore her, all of her hydraulics still worked well. This old gal did not give up easily! This partly explains her name: BriGiT. While it's obvious that the consonants in that name spell out BGT, Brigit was moreover an Irish pagan goddess who refused to succumb to the advancement of the Catholic Church in Ireland. So stalwart was she that it was easier for the church to canonize her - and she became known as the "goddess who would not die". In the summer of 2007, Brigit took us on a 7319-mile trip to

Meet Fellow Club Member - *continued*

California and British Columbia, and later that year she took us to Virginia and Massachusetts. With all our other driving, she racked up 11351 miles that summer. 2008 was a more relaxed year: one trip to Pennsylvania and Massachusetts; another to Virginia. So far, she hasn't died.

What was your most interesting experience involving MG's?

Several come to mind, among them: replacing BriGiT's fuel pump on US 50 ("The loneliest Road in America") in three-digit Nevada heat (which sounds romantic, but it was really no big deal); having BriGiT's picture taken next to the late John Thornley's "MG 1" at John Twist's; pulling into a stranger's



driveway to turn around in Ancaster Ontario, only to see an identical MG in the owner's garage; being passed by a Plymouth Voyager while driving my ZB Magnette on I-74 in Indiana (on our way to Portland Oregon in 2003), then watching the Voyager slow down in the left lane until we caught up again and seeing the lady hold up a sign: "Wanna trade?".

What primarily interests you about MG's, e.g., car shows, traveling in your MG, racing, working on your car, social networking with other MG owners, etc?

Working on them, traveling in them, and meeting MG friends at car shows. I'm not temperamentally suited to racing. A few auto-crosses have taught me that, in competition, I will do *anything* to go faster; I simply give in to the adrenalin rush, lose all judgment, forget the tach, miss the course, slam-shift, and generally engage in some very expensive habits, were I to continue.

Do you have any MG restoration projects and, if so, what are they?

My current project is my '57 ZB Magnette saloon. At this point I'm welding some rust-repair panels in place. The doors, bonnet and boot are already at the paint shop. The rest should be along as soon as I



finish the welding. I hope to begin assembly early this spring, but we all know how these things go...



What was the worst MG breakdown that you ever experienced?

Very simple problem –but lots of education for a novice MG owner back in 1984. I was on my way from Virginia to a conference in Illinois in that first 1978 MGB. Halfway across Kentucky I started losing power until there was almost none. To make a very long story very short, I found no help from the three shop manuals on board, or the Jaguar-Rover-Triumph dealer in Louisville where I had it towed. Extra night in a motel. Car rental. Extra 400-mile trip back a week later with rental tow dolly. Another

night in a motel. 98 degrees. A/C in tow vehicle fails. Wife has meltdown (*ex-wife*, that is). Back in Blacksburg Virginia, my local MG mechanic solves the problem on the phone: perforated Zenith-Stromberg carburetor diaphragm.

How many miles do you typically drive in your MG's each year?

Before I retired, I drove MGs daily except when there was salt or snow on the road; at least 10-12,000 miles per year. Now it's about half that – unless we take some really long trips.

Have you done any long distance trips in an MG and if so to where and when?

In addition to the 7,319 mile trip to the West Coast and Canada, I used to drive from Virginia to Michigan almost annually for John Twist's Summer Parties. From Virginia, I also drove to New England, Florida, Texas, frequently to Chicago for business. Also to Ontario and Minnesota for annual family visits. Once to Minneapolis with the last 400 miles in minus 24 degree temperatures at Christmas.

What deal on car do you regret passing up?

Wow, what a great question! I look at car ads all the time, and so I'm always having regrets. Among them: a true survivor VA saloon for \$10,000 – just a couple years ago.

Meet Fellow Club Member - *continued*

Last month, a friend in Sarnia found an AH BJ8 – a really nice “twenty-footer” for \$10,000 Canadian! He’s a body man who’s done a few AHs and he knows where to look for rust – which he did not find on this car. He mentioned it to me when he saw the ad. I called him the next day to say I wanted to look at it. He had already bought it. If I hadn’t acted so interested, maybe he wouldn’t have! The flip-side of this question is “which car do you most regret selling?” and that would be my YT-EXU.

Finally, what is your all time favorite MG?

I love the saloons. At the multi-register MG 2001 meet in St Paul, Minnesota, the car winning best of show was an SA saloon in two-tone

blue. It was, and it remains, the most beautiful saloon I have ever seen.

As is apparent from Allen’s answers he is a real driving MG enthusiast. We welcome you and Florrie to the club and hope that you will enjoy your newly acquired T Series MG as much as you enjoy the MGB’s and Saloons.

Dick Bremer
Membership Chairman

PS. Don’t forget to pay your dues. If I haven’t yet received them, your mailing label will have a colored mark on it.



Events

by shari pelic

As we approach the 2009 driving season, I would like to remind everyone to go to the back cover and copy the dates onto your calendars. And if you have an event that you think would interest us, please let me know and we can add it to our schedule.

We are still looking for **Hosts** to the following events:

Orphan Car Show (June 10th)

(looking for someone to organize and lead the caravan)

Mad Dogs & Englishmen (July 12th)

(looking for someone to organize and lead the caravan)

GOF Central (September 14th-17th)

(looking for someone to organize and lead the caravan, look into blocking rooms, etc.)

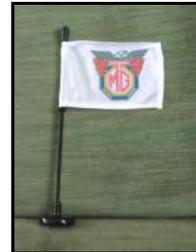
(We have tentative Hosts for the Champagne Brunch and the Drive-In Movie night.)

If you are planning on attending the **Alden Car Show** in August (which I highly recommend), you should start looking into accommodations. We (Andy and I) are recommending the Bridgwalk Bed and Breakfast in Central Lake. Their website address is bridgwalkbandb.com. They only have 5 rooms (two are already booked). Andy and I are planning on leaving Friday August 7th and returning

Monday August 10th, but the trip can be done in two days - we did that last year.

Another event that rooms will book quickly is the **Frankenmuth Oktoberfest**, September 19th-20th. Currently the Drury Inn has rooms available (2 room suites with two queen beds and a pull out sofa). This event of course can be done in just one day, but some of us are spending the night.

CAR FLAGS



We have a new addition for the 2009 Driving Season. The club has purchased car flags. We have 10 magnetic car flags to proudly display on our vehicles as we drive to an event. We will keep them together and pass them out as needed. The flags are rubberized based just like the ones used in funerals so they won't mark/damage your vehicle.



OFFICIAL CHILI COOK-OFF CHALLENGE



The New England MGT Register Michigan Chapter has respectfully challenge the Windsor/Detroit MG Club to a Chili Cook-Off on Sunday, September 27th, 2009. The event will be held at Hines Park near Seven Mile Road in Northville. View chili cook-off location of the Northville Recreation Area at: http://waynecounty.com/parks/northville_area.htm.

Both clubs will be competing for the title of Best Chili 2009! A Chili Cook-Off traveling trophy will also be up for grabs.

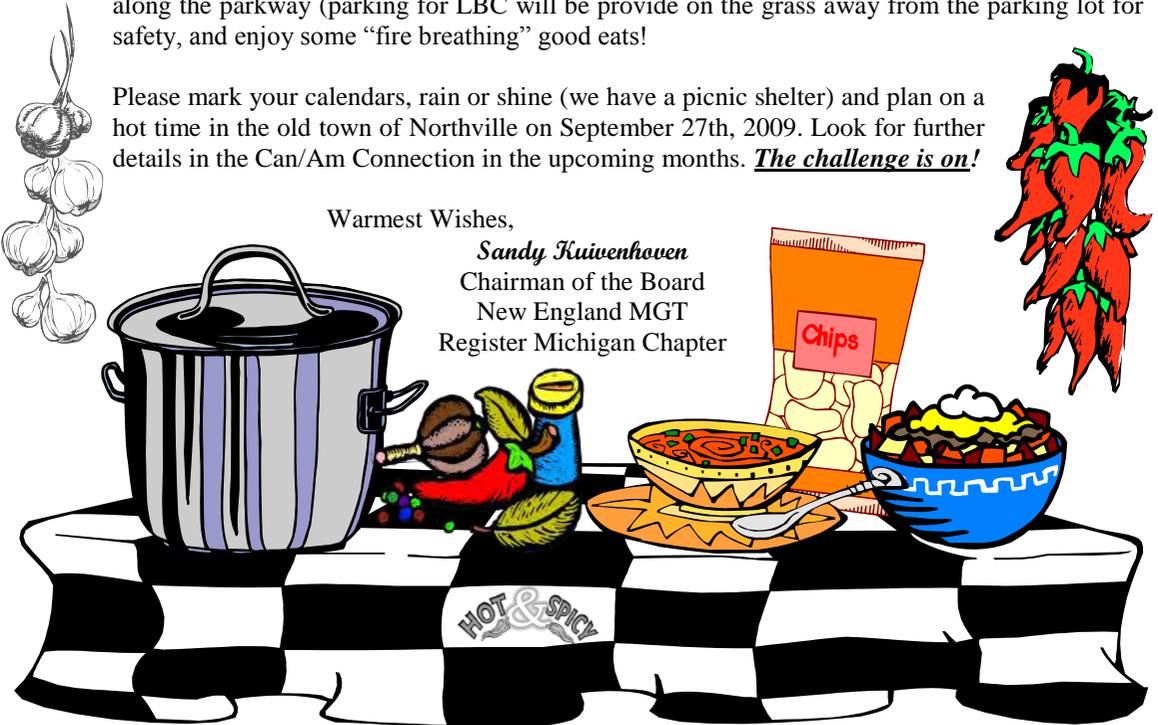
The winner of the cook-off will be determined by club members that attend the event receiving a ballot to vote for their favorite chili. The votes will be tallied by representatives of both clubs. So even if you are not making chili, plan on attending and support your fellow club members.

If you are interested in firing up a batch from your favorite family recipe, please contact Sandy Kuivenhoven (248-363-7376-home) or (sandybear890@gmail.com) and sign up to compete. Remember everyone is welcome to attend and cast a vote for their favorite chili, a great opportunity to drive your MG along the parkway (parking for LBC will be provide on the grass away from the parking lot for safety, and enjoy some “fire breathing” good eats!

Please mark your calendars, rain or shine (we have a picnic shelter) and plan on a hot time in the old town of Northville on September 27th, 2009. Look for further details in the Can/Am Connection in the upcoming months. **The challenge is on!**

Warmest Wishes,

Sandy Kuivenhoven
Chairman of the Board
New England MGT
Register Michigan Chapter



With Great Sadness . . .

John Bluth died February 19, 2009 at the age of 76. Beloved husband of Carol. Dear father of Richard (Michelle) and Douglas. Also survived by three grandchildren.

In 2003, Bev and I hosted our first Champagne Brunch. I vaguely knew John at the time, having met him as a member of the weekly 'Pee Ridge Chowder and Marching Society' gathering at Connie Bouchard's. John and Carol gave us a plant and a gracious note thanking us for putting on this event (John was not an officer, simply a member), which is indicative of the type of person John was. We soon became friends and found that we had so much in common, mainly a love of history. John introduced me to the Algonquin Club and many friends, enriching my life tremendously. When Charlie Hyde (a fellow author) spoke at John's Remembrance Service, he noted that they had been friends for 10 years, but it seemed like it was a lifelong friendship; it became so close and easy. I knew exactly what he meant. In speaking with those who were close to him, he seemed to do that with everyone he associated with.

John was witty, incredibly interesting, gracious, elegant, and most of all, the perfect gentleman. For a man with so much knowledge and so much to say, he seemed to spend most of the time listening to people. He had a knack of making anyone he was with feel

comfortable and important.

John had an MGTD which needed a total restoration. He intended to do it, but knew he never would. About 3 years ago, he found a Fiat 124, which he was able to drive, and enjoyed it immensely. I mentioned that he and Carol should join Bev and I some morning for a breakfast drive, us in the TD, them in the Fiat. Yes, he said, but they would go in his Ferrari (John had a 10 year old Astrovan which was, as he claimed, Ferrari Red, which somehow qualified it as a Ferrari). When I asked why Carol would not go in the Fiat, he simply explained "Oh, it's a hair thing".

Even though John and Carol never had an MG to drive, they so much enjoyed this club and the people that they became so close with. And this club so very much enjoyed them. Carol has expressed that she will still be active in the club; Carol, we would not have it any other way.

We have lost a great man. I will do my best to be influenced by John's graciousness; I will carry that in me for life. John, you were a wonderful, dear friend. I will miss you.

Rest peacefully.

Roger Melton

REGINALD



Major Award at the Howell BalloonFest

This is a story about Reginald, a 1977 Rolls Royce Silver Wraith. Many of you met him at the Balloon Fest last summer. Some of you listened to Yvonne and I share details of our September Greyhound bus ride to collect him in North Dakota, a twenty-five hour, five different bus odyssey in the midst of a diverse cross section of all of God's children. Try it sometime, you will gain an interesting perspective of the joys of Greyhounding and a much, much deeper appreciation for private transportation! When we finally arrived, Reginald's ten year custodians, a retired Circuit Judge and his wife, warmly greeted us with open arms. Rolls Royce ownership has always been on my bucket list and Reginald

promised to fulfill a dream. Having never driven a Rolls, the Judge happily offered a ten minute tutorial, presented the keys and with a slight Irish grin, thanked us for adopting Reginald into our lives. "Art, there are two reasons why I am happy that you're getting this car: One, you are an English car guy and should kind of know what you're getting into, and Two (now with a wider grin, almost chuckling), you're taking Reginald far, far away from here!" With the excitement of new ownership, the Judge's words zipped past me and minutes later Yvonne and I headed east for a thousand mile drive home with the Goddess of Ecstasy leading our way. As promised, Reginald made the entire trip flawlessly at nine miles per gallon, one quart of oil consumption, ice cold freezing a/c and a cloud-like floating ride straight from heaven! We felt like a king and queen as people rubber-necked us. Pinch, pinch, YES, we really do own a Rolls Royce!



Throughout the fall and winter, Reginald received some body and paint work, restored wheels and new tires, and many hours of meticulous detailing. After a review of the Judge's thick file of repair / maintenance records, I naively and optimistically believed that with so many thousands spent to date,

that nothing else could possibly go wrong. The spring driving season arrived and the fun started! The seams of two of the six mufflers/resonators (\$275 each) split open slightly, producing an annoying raspy rumble. While on a winery tour with the Twin Bay British Car Club, on a rainy day, the wipers locked frozen in the middle of the windshield (thank God for Rainex). The ice cold a/c decided to blow hot, even when turned off! The engine developed a miss and a tick. The trunk lid decided to lock itself at will. Some of the power windows refused to operate. The doors would automatically lock themselves intermittently. With more than three passengers aboard, the driveline vibrated and shook terribly, a major suspension and/or driveshaft issue. The pneumatic / hydraulic rear suspension sprung a couple of leaks, one of which would require dismantling half the car to repair. The twin master cylinder accumulator developed a distinct moaning / groaning sound. The list of emerging defects goes on and on. Our dream ride was quickly transforming itself into an expensive nightmare! More and more time was spent working on Reginald than driving time. And then the Judge's words finally hit me with a realization that this old dog with 134,000 miles would probably continue its downward spiral. It was TIME to find Reginald a new caretaker! Besides, driving a monster lumber wagon proved to be not as enjoyable as zipping along the countryside in a sporty MG.

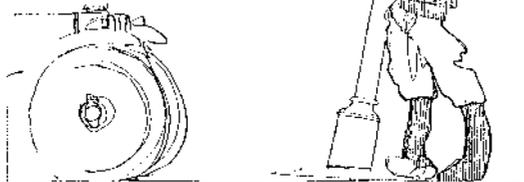
An ad in Hemmings Motor News just prior to the global stock market crash produced an email inquiry from a person named Mercedes from Hungary requesting pictures. After receiving them she called to ask what my best price was and without asking another word about the car's condition, said that she would buy it and needed my bank account numbers. Ya, sure. And I was born yesterday. Scam? It sure smelled like one. Mercedes kept repeating that I "must" provide her with my

account numbers and I finally said "NO" and hung up on her. There. Done. A terse email followed from her father, unhappy with the way that I had treated his daughter and chastising me for wasting their time. Okay. Just part of the ploy to soften me up to give up my bank numbers. All part of their scam! Two days later, I received a pleasant call from a guy with a Hungarian accent identifying himself as a family friend of Mercedes and her prominent father. The prominent father who owns a collection of over fifty Rolls Royces and several American classics and really does want my Silver Wraith to fill a hole in his collection. A collection maintained by three full time master mechanics schooled at the Rolls Royce factory! He offered to send U.S. treasury certified funds to me and arrange for pick up after a few weeks if I would agree to the sale. Scam? Probably not. I agreed to sell the car. Afterwards, something I should have done early on, I Goggled the Hungarian buyer. This guy is on the "Who's who list" in Hungary, CEO of a major brokerage house and heralded as a leading citizen on three websites! The money cleared, the carrier arrived and Reginald was on his way to Hungary. Yikes! I came dangerously close to depriving him of a new pampered home to live out his remaining days. And the best part of this story is that Reginald is far, far, far, far away from here!!





... **ANOTHER** Roll me over, merp, hic...
REASON inna clover
TO NOT PICK UP
HITCHIKERS...

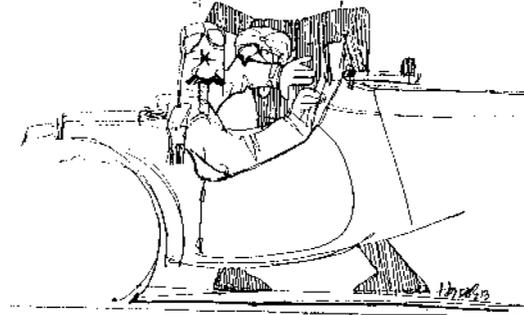


Thanksh, you got rhoom in here fur a six pack an a pizzah?

Sure



Grosch...Relf...Pitooey



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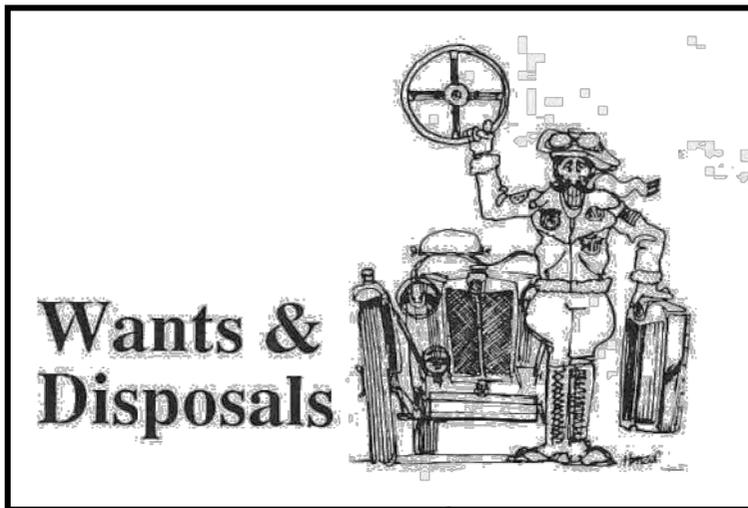
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(six issues annually)

See inside front cover
for more details.



MG TD

Email Dick Thomas
(Rsthomas177@aol.com) for details.



I have an original gas tank end (one) in excellent condition, a heater unit which was on my car when I bought it in 1960, and a MGA generator modified as a spare for the TF with a different pulley. (no tach drive, this was intended as an "on the road emergency spare")

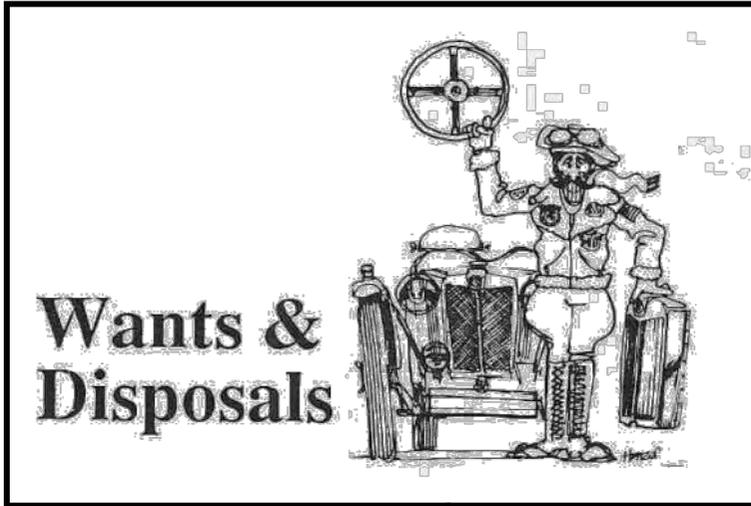
I have RT and LFT tail light die cast hsgs which are pitted but original.

I also have a ceramic model of "MG NO 1 1925" which was owned by one of the original members of the MGTREG Michigan Chapter which I outbid someone for at a Christmas Party many years ago.

If anyone is interested call me at 734 455 2263 Jack Secord

For Sale:

Ralph Morse parts, as is: (2) sets (e & l) TD Front Fenders, Timing Chain, Camshaft, TC-TD Radiator Cap, (2) SU Fuel Pumps, Rough Steering Wheel and more...
contact Eric Richardson (313) 274-3739 or email to b34eric@att.net



1950 MG-TD

The MG was our go-to-the-movies car at Purdue in 1954-55, our honeymoon car in 1957, and our go-for-ice-cream car for 50 happy years. My reason for selling is that my husband Al died earlier this year, and I may downsize to a simpler lifestyle.

Attached are selected photos of the MG. We have owned the car since 1953, and Al, the automotive



engineer, maintained it carefully. We have new MG parts that can be sold as a package with the car. Although the car is definitely road-ready now, the new parts would help bring it to show-room condition -- new leather upholstery, new door panels, seats and back springs, the original tools, manuals, and miscellaneous parts. 16,894 miles on the speedometer.

For Sale:

Early 60's heater. More heat than an Arnolt 12v. TC,TD,TF **\$35**

Brooklands Screens to fit pre-war cars (full Cowling)
(will fit T-Series). **\$300**

XPAG Starter. Good condition. **\$45**

TC Half-Tonneau. Tan Duck as original (some fading and a few mild stains...could be re-dyed, though not bad) Used only one week (lent to friend). (Moss \$280) **\$125**

Andy Hanzel (810) 434 0216

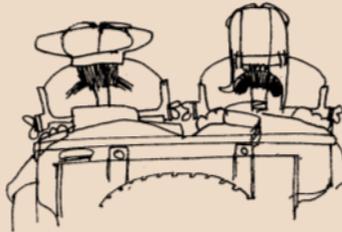


WORD SEARCH

P	I	K	I	U	T	R	I	C	H	M	P	T	S	T	S	W	A	A	U	C	K	N	S	T
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bonnet	windwing	crank	sidecurtains
restoration	brakes	clutch	upholstery
boot	battery	motoroil	sparkplug
windsheild	petro	knockoff	dipstick
pertronix	cables	tailpipe	headlight

MICHIGAN CHAPTER EVENTS



- | | |
|-------------------------|--|
| MAR 7 | Tech Session - Lee Jacobson's Garage 9am |
| APR 7
Hills) | Monthly Meeting - BRASS POINTE (Farmington |
| APR 11 | Kimber Run |
| MAY 5
Hills) | Monthly Meeting - BRASS POINTE (Farmington |
| | HAGGERTY INSURANCE - Guest Speaker |
| TBA | Champagne Brunch |
| JUN 2
Hills) | Monthly Meeting - BRASS POINTE (Farmington |
| JUN 7 | Orphan Car Show |
| TBA | Drive In Movie - Canton (June 13th - September 13th) |
| JUN 21 | Motor Muster - Greenfield Village, Dearborn |
| JUN 22 | Lunch at Greenfield Village |
| JUN 27-28 | Howell Balloon Fest |
| JUL 7
Hills) | Monthly Meeting - BRASS POINTE (Farmington |
| JUL 12
Museum | Mad Dogs and Englishmen Car Show - Gilmore Car |
| JUL 18 | Jackson Hot Air Balloon Fest |
| AUG 4
Hills) | Monthly Meeting - BRASS POINTE (Farmington |
| AUG 7-10 | Alden Car Show |
| SEP 1
Hills) | Monthly Meeting - BRASS POINTE (Farmington |
| SEP 13 | Battle of the Brits |
| SEP 14-17 | GOF Central |
| SEP 19-20 | Frankenmuth Oktoberfest |
| SEP 29 | Chili Cook Off with WDMG Club - Hines Park |