



T TIMES



The Gang's All Here

September 2008 Edition

Website: www.michiganmgt.com

Chapter Officers

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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Chairman's Corner



The cool evening breezes remind me that even while summer is still upon us the proverbial autumnal chill is not far behind thus signaling the end to another driving season. If you've found that the first 'event' you'll participate in is the Fall color tour then you need to engage your enthusiast efforts with a little more purpose. Your board has exerted a lot of effort to provide ample opportunity to enjoy ones MG in any number of ways. From local 'Musters' to long distance tours, a virtual smorgasbord (minus the meatballs) of MG activity has been offered. Still, it's surprising that the same few partake while many choose to not attend. This shift in participation most probably also marked a shift in types of events as we shifted away from mostly social (MG optional) events to those which feature our beloved cars as the *raison d'être*. Attendance is a form of group support. If one chooses to not attend an event out of apathy or indifference the resultant lack of support is felt by all. Having said that, the turnout this year could be honestly stated as at least a 500% improvement over last year and I believe a continued effort at maintaining this momentum while attracting new members will serve to repeat that performance in the ensuing years.

One of the pleasing aspects of the hobby of ownership of a vintage sports machine along with the maintenance and general fiddling about endeavoring to constantly improve upon the steed's overall reliability is the visceral delight one experiences having surmounting an obstacle and persevered on till the anomaly has been conquered. Such was the case with the TC belonging to Shari

Pelic (one half of the dynamic T-Diva team) The motorcar in question having been inherited from her father was one which garnered a great deal of personal sentimental value from Shari as she felt duty bound by familial commitment to carry on the "TC Legacy" when her fathers health no longer permitted him to do so.

As Shari will admit, she has little imbedded knowledge of the rigorous amount of active maintenance required to keep a sixty year old car operating let alone operating over a great distance. She had already spent far in excess of what would be considered appropriate in the hopes of keeping her car in good running shape and while I'll refrain from commenting on the lack of competence exhibited by some of the 'professionals' who used her car as a learning experience while failing to bring it up to a reliable state, I felt like I needed to help...Probably the greatest benefit a club provides is support, help, and encouragement when a member requires it. Enter the club Spring Tech sessions and the work that was performed to assess the state of touring readiness and remedy any identified problems in a couple of 'sessions'. As we soon discovered 'a couple of sessions' would be insufficient to rectify the TC's rather annoying penchant for leaving her owner in the passenger seat of a AAA tow truck. I personally took on the challenge of sorting out the litany of niggling issues which confounded any attempts at reliable running . Coupled with the rather un-desirable condition of trying to repair a TC in a storage bay with the fact that I lived some sixty miles away (from my tools) and you can appreciate

my pleasure at finally getting the thing to run in an acceptably reliable fashion. Halleluiah! Following the installation of new tires to replace the 40 year old ones presently on the car and the installation of a rebuilt steering box should make for some fun running in the coming cool months. One of the ideas we've had with regards to the Fall tech sessions might be the proper fitting and attachments of the weather equipment including the installation of a season-extending heater.

While I'm on the subject of helping members, I'd like to point out that there appears to be a tendency for our club to rely on a very few volunteers to provide the majority of the actual **work** required to make any club function well. To counter this notion that the majority of the planning and execution of the club's business resides with one person, I will **not** continue in the position of Chairman next year electing, instead, to turn the reins over to someone who'll take us forward with a renewed sense of purpose and enthusiasm. I'll still be active however as my choice is aimed at providing for a better, more sustainable organization. As Art Lewis pointed out, the Speckled Hens elect a different Chairman each year, some being better than others, though the difference of approach and focus brings new vitality to an organization and the term limit serves to encourage more to throw their hat into the ring... and participate...

Finally, I hope you all are planning to **participate** in the Battle of the Brits as we are planning to put on quite a club display with our new canopy, club banner, and hospitality booth. If you'd like to help organize our presence or man the kissing booth, let me know. Do we think a 'Rib-Off' challenge might be in order here? Anyway, see you all at the BOB and the Oktoberfest Weiner Dog Races in Frankenmuth. With kindest regards to all,
Andy

2008 Activities /Participation Michigan Chapter

# of Members.....	# of Cars
Tech Session 1 20-25	no cars
Tech Session 2 20-25	one car
Morse Parts Sale 30-35	no cars
Kimber Birthday Drive 6	3 cars
Hidden Valley Garden Tour 7	5 cars
British Bash, Louisville (800mi.) 3	2 cars
Bay City Driving Tour 8	5 cars
Henry Ford Motor Muster 8	5 cars
GOF Central 9	6 cars
Mad Dogs and Englishmen 11	5 cars
Alden Sports Car Show (580mi) 4	4 cars

Communications Report

Here is a summary of the July Board meeting.

Utility Closet:

Developing a repository of utilities—books, tools, online resources and videos—is a focus of club chairman, Andy Hanzel. In support of that goal, Pat McHugh obtained and donated a number of books from the collection of the late Ralph Morse.

Not-So-Rare Spares:

Speaking of Ralph Morse parts left from the one-day sale of his estate were taken to GOF-Central for sale to the legions of MG'ers amassed for the event. Eric Richardson brought the parts to Indiana and manned the sale table. He reports netting \$65. It was agreed that it would be a good idea to photograph the remaining parts and advertise them in the newsletter and on the website.

Tri Again:

Creating a trifold brochure for use as a recruitment tool is another high priority for Andy. Cary Gersh had volunteered to create one, but a busy summer schedule prevented him from fulfilling that promise. On short notice, Sandy Kuivenhoven and Shari Pelik fashioned a brochure to meet the club's immediate needs.

Not-So-Regal Regalia:

Andy plans to order T-shirts for the club's regalia collection. The collection of car badges has become somewhat smaller. Thus far, \$60 of badges have been sold.

Tent Sale:

The Board has agreed to purchase a canopy with the club logo screen-printed in color on

the top surfaces. The logo will require digitizing, since it was created by Peter Zorn before the advent of computer illustration.

Fall Activities:

PROPOSED EVENTS (Events in red need a volunteer organizer!)

Battle of the Brits

Swap Meet

Cider Mill Drive

Tech Sessions

Fall Color Tour:

Andy Hanzel is planning a drive in the Franklin / Chelsea / Commerce areas.

Oktoberfest:

(Frankenmuth Weiner Dog Races)
Organizers: Shari Pelic/ Andy Hanzel

Hibernation Party & Election of Officers:

November 22, 2008 (Venue to be determined)

Holiday Party

Other Biz:

Suggestions for changes to the Constitution and Bylaws were submitted.

Future newsletters will be addressed, posted and folded by a professional printer.

Proposal to establish a two-year term for chairperson was offered at the July meeting.

The current chairman is on record as not supporting the proposal.

The members of the 2009 Executive Nominating Committee are as follows:
Cliff Schnell, Cary Gersh*, Sandy Kuivenhoven

**This is what I get for missing a meeting!*

Cary Gersh

Regalia Report

Report from the Membership Chair & Treasurer



Attention All Members

Do you realize how much better your car will look with a genuine Michigan Chapter badge on your badge bar? The long lost cache of gold, red, white and blue badges has been found and are available for only a mere twenty dollar bill (sorry, screws not include). For a limited time, each badge will be accompanied by a souvenir patch from the 1977 GOF Central, donated by the Ralph and Jackie Morse estate. See Lou at the September meeting and get your badge in time for the Battle of the Brits on September 14th, 2008.

Also, a new supply of the club logo on the famous blue T-shirts are on the way and may be available at the meeting. Another good reason to come and find out.

See You There!

Lou

I have a major disadvantage in preparing the report for this issue of the T Times in that I am writing this while at our cottage in the UP and don't have access to my most current records. This means that new members that have sent me their dues and membership applications over the last month or so won't be in this report.

The current membership as of June stands at 59 paid up members. We have several new members that have joined this year including Gene Ledbetter, Max Kenney, Jim & Linda Rosenau and John & Mary Gervasi. Once I get back to the big city south of the bridge, I plan to include in my bimonthly articles reports on selected new and old members to let people share info about themselves with other club members. This could possibly also feature pictures that the club member would like to share. So get ready as I will be contacting people for info.

On the finance front the club is in good shape. We have a little over \$10,000 in the bank (based on memory as I do not have records with me), having received a significant check (almost \$500) from the Quad Cities MG Chapter. They recently dissolved the Chapter and decided that the best thing to do with their Chapter funds was to divide it among the remaining GOF Central Chapters. They did this because the funds arose chiefly from the GOF Central that they hosted a few years back (largely as the result of the efforts of Dean Jensen, their Chairman, who, sadly, died last year).

When I return south, I will be making an effort to establish a facility whereby members will be able to pay for dues, badges and other items via PayPal. My preliminary investigation indicates that due to our non-profit status we may be able to do this without paying the normal fees (the only way this would be feasible given our small charges). I will report more on this front in the next issue.

Til next issue that's it from the cool and very green UP

Dick Bremer

Turtle the Scrivener

Hi all. As Yogi says, it was deja vu all over again. Barely dry from Bay City, I got good and wet cruising and car spotting on Fort



Street in the Cruisin' Downriver event. I saw a few Ts, George Patrick's TD, Cliff Schnell's TD and former member Rick Case's cream TC. There

were hot rods, lots of American classics, but not much British iron. Though the rain stopped around noon, threatening skies seemed to keep a lot of the cruisers home. My favorite car was a split window VW - they look like turtles to me! Our hosts, a judge and prosecutor team of brothers, promised even more amenities next year. A couple weeks later I was on the road again, this time to GOF Central in Auburn, Indiana. Nice weather, nice roads, no car problems. Everyone watched for the car behind, so it was a safe and courteous caravan, aptly led by Roger Melton and Beverley Martin. As we drove along the Maumee River I spotted a couple cousins and waved hello. The next day I was left behind in the boot, and missed the Auburn Cord Duesenberg Museum, though from the chatter it sounded like a super place! Some rain during the Saturday morning Show of Cars - surprise. Lots of nice pre-War MGs and T cars, and some As, Bs, and Midgets as well in a woodsy, no bugs (no lunch) setting. The next morning we hit the road early for Hickory Corners and the Mad Dogs and Englishmen show at the Gilmore Car Museum. Great weather and cars. The T-Divas had their tent up and their coolers open. Is there such a thing as a 90 decibel miniature battery powered air horn? If yes, I need one. A month later I went up north to the Alden Classic Sports Car Show, sponsored by the Twin Bay British Car Club. Lots of bathtub Porsches there... I like 'em -

they look like turtles too! Chairman Andy Hanzel and the T-Divas were there, and for once, I had missed a deluge. They didn't! Shari Pelic said water poured out when she opened her TC's door! Lucky me twice! I enjoyed the entire show perched on the front valence of a TD - I got a whole lotta love from the little children. My favorite car was a 1937 red Singer roadster - it seemed like a TC-TD hybrid with twin spares and lots of extra chrome goodies. I even got a chance to attend the Woodward Dream Cruise on Thursday - I started off (in the trunk - what's new) in a 1948 burgundy Plymouth Businessman's Coupe hot rod (Chevy drive train), but it broke down, so I rode in a Ford F150. Lots of nice cars cruising - I had two favorites, an Amphicar (seems handy) and a 3 wheeler Morgan (not so much). I also saw a couple kit car TDs, but none of the real thing.

Turtle T the Scrivener



Yikes! Close call at Mad Dog's with Ollie

Highlights of the Motor Muster



800 plus cars and assorted transportation devices made an appearance, and a good time was had by all.

MG cars and Members remembered at the 08 Motor Muster include:

Colin Stafford, who, with a Herculean effort, managed to park his original MGTF on a slope that gave pause to visitors walking past. The view allowed spectators to see the entire inside of the car without leaving the sidewalk. Pretty neat!

Lee Jacobsen and his 39 TA Tickford was dwarfed by a huge Cadillac limo, showing that first class in cars comes in at least two sizes.

Cliff Schnell, sandwiched with his 53 TD between two XK120 Jaguar roadsters. Of course, the best part of the sandwich is the middle, right?

Cary Gersh was spotted with his red TD, handling questions from the public with aplomb.

Pat McHugh was noticed cruising about, along with Roger Melton, and of course the T-Divas, Shari Pelic & Sandy Kuivenhoven with their beautiful white TC and red TD. (with Teddy bears).

Bob Leinen should have been there in his beautiful red TC and another elderly couple were there Saturday in their white 48 TC but amazingly were not club members of any club.

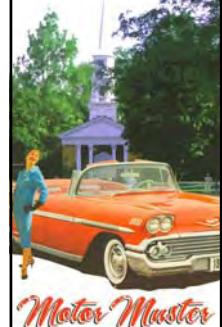
Probably the best kept secret of the weekend were the free drinks and snacks served by gallons on roller skates, courtesy of the Village, but only if you drove your car down to the drive-in to get them. Next year they may actually mention that detail to the

participants.

The Motor Muster is one of the few remaining premier car events where the whole family can have fun, and at little or no cost.

Looking forward to seeing you all next year at the Village.

Lee Jacobsen



A Little History on the GOF

by Cliff Schnell

Our little club is more than a wayward asteroid in the MG galaxy. The Michigan Chapter, established in 1971, is one of over forty sanctioned local chapters of our parent club, The New England MG 'T' Register, Ltd.

The NEMGTR, aka the Register, founded in 1964, tracks and documents historical MG vehicle data, including ownership. The Register also publishes a bi-monthly journal entitled "The Sacred Octagon", filled with articles and photos from current MG events worldwide, interviews and reminiscings with MG luminaries, reprints of historical MG successes and endeavors, technical advice, and advertisements for cars, parts, regalia and services. In addition, the Register sponsors a winter business meeting (the Natter and Noggin), and two T Series MG meets (Gatherings of the Faithful, or GOFs) annually.

The GOFs are great fun, but, with few exceptions, they are far away in, well, New England. Back in 1977, after much internal wrangling, the Register agreed to the Michigan Chapter's request, led by Malcolm and Nancy Castle, to host a GOF at Dearborn's Hyatt Regency Hotel. This was the farthest west the Register had ever ventured, and the GOF was a great success, with the largest ever attendance, primarily from Midwestern MG enthusiasts. New Englanders, however, were not pleased.

Local MG chapter leaders rightly concluded that there was a strong desire in the Midwest for more regional meets, an unlikely Register scenario. A steering committee was then formed to plan independent Midwestern GOFs. In the Minnesota Chapter's Summer 1979 "MG-T Tattler", the cover featured an Andy Hanzel cartoon of Gerry Weber and Andy 'at speed' in Gerry's TA, 'Quasimoto', and a short article written by Gerry, shared here:

Malcolm and Nancy Castle, Andy Hanzel and myself made the trip to the first annual GOF Central in Rochester, Minnesota. This was the first time that I had a major breakdown in a long time, and if it weren't for an understanding boss, I'd still be at Louie's Welding Shop in Cato, Wisconsin with a blown rear end. Thank God for air freight. Also, running the last 40-50 miles in third gear, it was decided to do a valve job on Saturday morning during the Show of Cars.

Even with all this, Mal and I did combine for six pewter mugs - Mal - First and Myself - Third in the Photo Contest. Mal received Third TC, Myself, Third in TA-TB (only three cars!!). And Mal and Nancy won the Funkhana. The trip home was uneventful (do we ever travel and not have an uneventful trip?) except for Mal's 3rd, 4th, and 5th flats.

Some fun! Note: Lou and Elaine Van Koningsveld (then from Racine Wisconsin) also attended the very first GOF Central.

The tradition has continued, and this year's meet in Auburn, hosted by the Olde Octagons of Indiana, was actually GOF Central XXX. About a dozen Michigan Chapter members attended, and we all enjoyed ourselves greatly!

Our Michigan Chapter has hosted several past GOF Centrals, at Sugar Loaf Mountain, at Grand Rapids, and Ann Arbor. GOF Central XXXI will be held in mid Sept 2009 in Sheboygan, WI, sponsored by the Milwaukee and Great Lakes MG Motor Car Group (MGMGMG). While T Series MGs predominate, all MGs are welcome. One particular GOF Central feature worth noting is the high number of pre-war MGs in attendance, both trailered and driven.

Start planning your adventure now!

GOF Central 2008

A Summer Sojourn. Or Rambling with Roger

by Roger Melton

On Thursday, July 10, we (Beverley and I) met Lee Jacobsen (TD), Eric Richardson (VA Tickford in tow), Cliff Schnell and his friend Jimmy Rosenau (TD), George Patrick (TD), Pat and Marci McHugh, and Lou VanKoningsveld at Kate's Kitchen in Flat Rock at 8am for a wonderful hearty breakfast to sustain us for our 150 mile trek to Auburn and GOF Central. Our TD made it four T cars for the journey, and Dick and Dorothy Bremer's TC (they were unable to meet us and hence, missed Lester's Diner) made it five T cars and one Vintage MG to GOF Central from our club. Impressive, and a good start; to be improved upon!

After finishing breakfast (Kate's is one of the premier breakfast places in the Metro area), I handed out a turn by turn description of our impending journey to all drivers, and we all gathered outside with a line up of our cars for pictures.



Before starting, Lou generously offered to carry our suitcase, er, trunk, in his Detroit iron, which was strapped to the luggage rack of the TD. Bev had misunderstood me when I

said we would be gone for four days and thought I said four weeks. Hence, our case weighed about 600 pounds, and Lou probably felt that our car would handle better with the front wheels on the ground.

Then the start of our journey, which, I proudly announce was 100% expressway free and mainly on secondary roads where the traffic was light and the scenery heavy. OK, so off we go, and.... hey! Where's George? George! I think he took off right after pictures. Did he go home? I don't no. Does anyone have his cell number? He did not leave it. OK, Pat, call Rita, get his number and hopefully we can reach him. After about ten minutes, Lee finally gets him on his cell about fifteen miles down the road. George! Stop! We are supposed to do this together!

OK, on down Telegraph, through Monroe, through Holy Toledo via Summit St to the downtown bridge, and along the Maumee River past the magnificent mansions in Rossford and Perrysburg. Then, along OH 65 with the Maumee River to our right and cornfields to our left for fifteen miles to Grand Rapids. This road is ranked as one of the most scenic in the nation, and with the sun shining brightly, it did not disappoint. Grand Rapids is a great little town, with antique shops, a restored canal lock and canal, TWO ice cream stores, and unbeknownst to me, a wonderful vintage bicycle shop (thanks, Cliff). So, I had our first stop here, for about an hour, and I think everyone enjoyed themselves. And ice cream sales were up for

that day.

Back to OH 65 and then to OH 110, which again took us along the Maumee; this stretch was a little more rural, and, I feel, more scenic. If ever you are in this area, do not miss this drive, especially in a T car. Then over an old, beautiful bridge into Napoleon, with its magnificent courthouse and turn of the century (that's 1900 for all you youngins) downtown. From there we took all secondary roads except for a short stint on US 6 (an unfortunate detour) to Bryan, and our lunch stop.

Lester's Diner has been around since the 1950's, and tries to be as authentic as possible. And being in a small town, it pulls it off without the bling that diners in big cities seem to think they need. Home made burgers, fries, malts, pies, etc. And we got our own private room. I had advised them of our coming, and the whole place was really excited about having us. A lot of conversation, laughter, and too much food was enjoyed by all. Then outside for another photo shoot, with a few locals also photographing our beautiful cars. Somehow, the McHugh's Miata got parked next to the TD's. Pat, it has to start leaking a little oil before it can be included.



Then off for our final leg of the journey. We traveled wonderful secondary roads through the rest of Ohio and into Indiana past magnificent farms and rolling countryside. We

rolled into Auburn around 4:30pm where the GOF was just getting into full swing.

I am proud to say that there were no problems of any sort, just smooth sailing for all of the TD's. Pat and Lou were good sports, traveling at 40-45 mpg is great in a TD, but a little slow in a modern car. Eric was actually happy with the pace, as he was pulling a large trailer with his beautiful, unrestored VA Tickford.

By the way, Lou reported that our 600 pound suitcase cost him about ten miles to the gallon. Thanks, Lou.

A great time was had by all, and we joined the GOF invigorated from our drive.

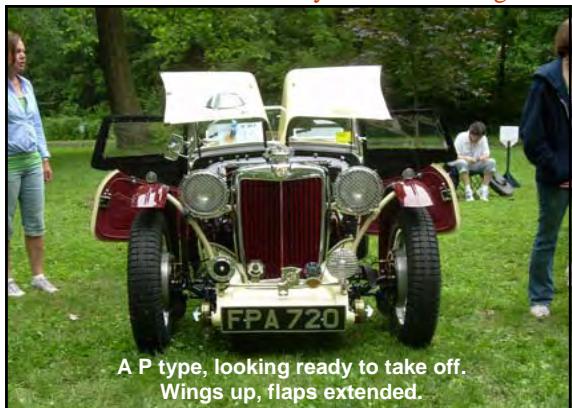


More Pictures from GOF

Photos by Lou VanKoningsveld



George Patrick examining an original,
unrestored Duesy.



A P type, looking ready to take off.
Wings up, flaps extended.



Pre-War cars at the Saturday car display
at the park.



A "special" among the TD's on display.



A couple of VA Tickfords , before and after?
Eric's is the one on the right.



Scotty lives! (partial reincarnation, all over the nation)

Mad Dogs & Englishmen 2008

by Lee Jacobson

This event is always a treat. How can it get any better than this? The weather was perfect! 400 plus British cars of every make on a locale that includes several barns full of classic cars and related paraphernalia, the background sounds of screaming Mini Coopers on the pylon course ringing in your ears, and a place to enjoy hot dogs and malteds in the company of good friends.

The T Series cars were out in force, unofficial count of at least 28, and Bob Leinen took top honors once again, despite fierce competition from other club members joining the event from Auburn such as Beverly Martin and Roger Melton with his beautiful cranberry TD or Lee Jacobsen with his Auburn GOF award winning TD. Others of note spotted having a good time were Cliff Schnell with his ivory TD and George Patrick with his Old English white TD. Eric Richardson brought the 39 VA Tickford which got lots of looks. Other members visited but didn't bring their T's—Lou VanKoningsveld, Jimmy Rosenau, Andy Hanzel and the T Divas, Shari Pelic and Sandy Kuivenhoven, who brought out a tent, complete with cupcake treats and plenty of enthusiasm for Cliff's birthday.

Andy Hanzel did a lot of recruiting, there were many other T cars that should be in some club, why not ours? Especially as they are T cars! Among new potential members was the TA police car which was very unique, and also won a prize. Also a new member was the scruffy red TD MKII, in very original condition, 'The Bill Hirsh' car. He is running for political office. That is his actual campaign car! Interesting that he had no clue that his name is famous in Hemmings

as a major sundry supplier of antique auto supplies. Anyway, he wants to join and have fun with us.

Many friendships were renewed, others established, and a great time was had by all! Time just seems to fly by when there is too much to see and do, and then the problem is solved as the roar of engines in the afternoon signals the departure of British sports cars to all points of the compass. I followed Roger and Beverly for a quick treat at Win Schuler's, took awhile to realize that the 'unique' aggressive driving (last minute 4 wheel drifts, etc.) was not due to Beverly's driving skills, but rather to Roger's 'last minute' navigating! Very entertaining to follow behind!!

In all, a great event, hope to see you all there next year!

Lee Jacobsen 53 green TD





Pictures from Mad Dogs & Englishmen 2008



Mad Dogs and Englishmen: At Long Last I Make the Pilgrimage

by Andy Hanzel

I don't know why but somehow I thought the event would be more ahh , 'festive' like one of those Renaissance Festivals that feature annoying real life English teachers leaping about saying things like 'spaketh', 'shouldst' and 'piddlewiggy' (I made up the piddlewiggy). So while the men in tights shall stay relegated to the Stratford Festival, the turnout couldn't have been 'Britisher'. My only suggestion would be the addition of real Fish and Chips to replace the proverbial brats and of course a pipe band to give it a proper British (Scottish) aire.

Having just come off my vacation near Traverse the day before, I decided to take an alternative to British transport for expediency as well as directionality sake. My 'other' vehicle has On-Star turn-by-turn and I decided to give it a try. I simply hit the button and a nice On-Star rep asked as to my destination which I gave as Hickory Corners, Michigan. They promptly downloaded my directions from where I was to Hickory Corners. I had used the old voice directions and found this to be far superior .A gauge displays the distance to the next turn and a voice reminds you in advance so that you can maneuver. Anyway the route that was given me turned out to be terrific and I had quite a nice time listening to XM and cruising through he countryside. As I arrived at the Gilmore Museum grounds I was struck as to the elegance of the place first rate.

Upon parking and entering I saw the Michigan contingent minus the Meltonmobile which I learned had departed late and taken a different route (surprise, surprise). There were quite a few T-cars there and I set about to try to recruit some new members. I also stopped to hang with the T-Divas and a few others of their 'manharem' in their canopy. Also ran into my old pal, Art Lewis, whom I hadn't seen in nearly

20 years (and who hadn't changed an iota since then). I've often remarked to Tanya that I went from Sgt Pepper to Captain Bloody Kangaroo.

At this point I found out that Lee Jacobsen had won a First TD at GOF Central how cool is that - car sits in garage 12 years, car is vandalized, man fixes radiator, man shakes car down to Bay City, car craps out, man curses car and idiot who organized drive, man fixes car, drives to Indiana where scores of folks are q-tipping their tire treads, man wins a first. (Picture Chris Farley saying , "AWESOME!!!") Now that's what I'm talkin' about! And while the men in black with their fine vintage MMM machines may have overshadowed the TD ranks, it was no small group like "Hey, I won best Inskip at GOF MK bla bla bla". Congrats, Lee.

Finally Roger and Beverley moseyed in an we were a fine group to behold. Cliff Schnell had brought the banner and the Diva's their tent resplendent with a selection of snackies and bottled H2O. Weather held out and a nice breeze kept us all comfortable. From our club, Bob Lienen won an award and I believe it was an honorable mention. Michigan Chapter members included: Art Lewis ,yours truly, Roger Melton, Beverley Martin, George Patrick, Sandy Kuivenhoven, Shari Pelic, Cliff Schnell, Jimmy Rosenau, Lou VanKoningsveld, Lee Jacobsen and Eric Richardson brought the VA.

Andy



A Day at the Races



by Colin Stafford

A Day at Meadowbrook Concours 08



John Deikis invited the club members to come to Waterford Hills Race Course for its 50th Anniversary. Race fan and ex-SCCA racer, Bill Larson and myself showed up for the events.

In his amateur race career Bill had driven a Mini, a Porsche, A-H Sprite and a kit built Lotus 7. He was also an SCCA driving instructor at the track. Also in attendance was a 50's AC Ace which Bill had raced against many years ago.

During the lunch break for the races they allow some sports cars the opportunity to "tour" around the track. We signed up for that and off we went with a diabolic plan to be racers. Bill had Ed Fleming (one of Bill's students) as his co driver and photographer. Our plan was to go very slowly and let the other participants get a half lap ahead of us and then go like hell through the tricky parts of the course doing some nice drifts thru the Esses and the Swamp turn until we caught up with the field. and then repeat the process much to the chagrin of the officials.

Bill and I did some fun laps, hitting the apexes and catching the rumble strip a bit. It seemed that the years had not dimmed his enthusiasm or his skill and it was about the limit of my bias ply tires to stay on his rear bumper. Ed Fleming was hanging on for dear life and trying to take some pictures.



When we visited John Deikis who was racing his MG Midget. We found him in the pits cleaning up from repairing broken half shaft. Later in the day he pitted himself against very fast Lester MG and a couple of hot TD's. and finished a respectable 4th in class ahead of a very potent sounding TF.



Most of the T cars were running Dunlop Racing, T-5, bias ply tires and we noticed how the easily drove thru the Esses, with just a slight drift, and in complete control. A tribute to how nice the balance is on the TD/TF.

After ripping around in the TF on Saturday, I had to delivery a 1954 Olds 98 Starfire Convertible to the Concours at Meadowbrook on Sunday morning. It was like driving a lumbering swaying air mattress. What a contrast.

This year there were no MG's, but we where represented by members Tom and Lois Booth (TF) in the 1916 Scripps-Booth and Fred and Sue Laydorff (TC) with their superb award wining 1954 Ferrari 375 MM.

A great day, fabulous cars and wonderful weather one of the best Concours in many years.



Alden Car Show



by shari pelic

Where do I begin? Sandy Kuivenhoven and I have never braved such a trip. Normally we worry about going further than 50 miles - what were we thinking? But having travel buddy, our Chairman, Andy Hanzel, we decided that we would take the chance.

The day started out great. (Always good when both the TC and TD start.) We met up with Andy in Davison at the McDonald's. Then off to Bay City.

We could see the black clouds ahead. One would think that we would stop to put the tops up and the cars, but no. We drove right into the storm. The rain pounded down. Words cannot describe that stretch of road. Normal cars pulling off the road because they couldn't see, but we drove on - no windshield wipers, no tops, me with 40+ year old tires, rain pouring in the cars, etc. - what fun! We finally found a gas station with a canopy to put up out tops, change into a dry hat and continue driving through the storm.



Now at this point, I was thinking to pack it up, go back and get into some dry clothes, but what more could happen at this point? Lunch at the Kingsfish became the point in a trip where you just have to laugh and go on. Andy orders a beer in a bottle that ended up on the table and my lap. Sandy orders a burger with marinara sauce and cheese that was delivered on her lap. She pulled it off her lap, constructed it back together - said it was

delicious, but needed to have more sauce on the burger than the lap.



And on we go. The rain continued as we drove on. We only missed a couple of turns and had to stop and ask directions when our paper directions got rained on. But all and all, we had a lot of fun driving down the back roads. One of the highlights was the numerous fields of Sunflowers. Sandy kept calling out the mileage every 50 or so miles. All and all, we did 290 miles by the end of that day.



Alden Bar

We stopped at the Alden Bar for a quick dinner. We highly recommend the Southwestern Chicken Wrap, if you're ever in town. Then off to the Hotel for the night and dry underwear.

We were surprised at the car show in the park. I don't think we expected that many cars in such a small town. Cliff Schnell, who was visiting friends in Houghton Lake, drove up mid morning in his TD. I believe he was the last car to register - he was number 84.

The weather was perfect for the show. We did our best job trying to recruit new members. We spoke to all the T's and gave out copies of the T Times, but they all lived up near Traverse City and didn't think they would be making a trek to our meetings.



After a great car show (though our club's cars did not take any awards) we hit the road. I can honestly say I was not looking forward to getting into the TC and driving that much again. We decided to live on the edge and take the cars on I75! Another first for the TC & TD - expressway driving. The cars did great doing between 55 mph and 60 mph. Then onto 127 to Clare where we stopped for some real food at the Doherty Hotel. (You can only eat so many burgers & sandwiches.)



The trip back was just casual, fun cruising. At this point Sandy and I were both amazed that our cars made the trip without any breakdowns. It was differently the longest trip we have taken the cars so far (560 miles in two days).

Around Clarkston, Andy's Healey began to act up. He waved Sandy and I on and he drove home with the engine riving. And we came to find out, Cliff had engine problems with his TD on the way back too.

We can't wait until next year, though we are planning on taking four days instead of two so that we can stop and do some exploring along the way. We hope to have more members join us.

Tootles,
shari

To Slosh or Not to Slosh

(That is the question)

by Andy Hanzel

I'm embarrassed to say but my Gas tank has been sitting bare, inside exposed, for seventeen years. My sense was that it would be barely fixable after all these years.

Before I began the task, I set about to find all I could about the current state of the art regarding tank sealers especially as regards current fuel compounds and additives. While I'll leave the dissertation on fuel types and their impact on our cars, I was aware of a condition which existed several years ago resulting in engine failures in aircraft as a result of decomposition of tank sealers by ethanol additives (alcohol). Hey it's one thing to get Xmas cards from the tow truck company like Shari quite another to find ones self at nine thousand feet and hear, "sputter, sputter, poof". The industry quickly reformulated these sealers to rectify the weakness although I'm still not sure if E-85 is the same or different from the old gas-a-hol.

Several web sites touted the superiority of their products and I found looking at sites like the Corvair club or some of the MG blogs were more forthright with real 'user' info. Now while most companies want to sell you their product, only one mentioned only using the product if you must. (Bill Hirsch) Hmm, interesting point and my conclusion was that that meant, "We don't know what they may add in the future so take heed." K, I take your point, although I have several friends whose tanks let go in their garages and deposited

enough fuel, fumes, and subsequent fire to destroy their cars, garages and most of a large home.

T-series fuel tanks corrode from within and having that condensate travel and reside at the bottom of the tank is where it does its nasty business; our tanks often becoming perforated along the bottom edge. The second place is along the seals at the side where the side panels are connected to the body of the tank.

Basically, my research revealed two types of sealers. The first could be described as a semi-rigid paste which consists of a pourable compound of vinyl resins which coat but remain slightly flexible allowing them to cling fast to the interior of the tank. (Think pourable caulk.) The other type was a catalyzed compound which hardened and formed a barrier inside the tank. (Think garage floor epoxy.)

One of the basic tenets of historic preservation is to never impose an alteration which cannot be reversed. My thought train envisioned a condition where a slight opening in the rigid barrier allowed material to creep between the layers causing captured compounds to work between the materials. The only 'fix' for this is to totally strip the tank again and then only if this material was 'strippable'.

At this point I deferred to what appears to have been working the longest and is reversible should it fail. Bill Hirsch has been selling this compound for ages and advertises 50 thousand satisfied customers. I had used his compound on

the Healey in '96 and have had no trouble to date 13 thousand miles later.

The Hirsch system calls for degreasing, etching and sloshing. Since I had degreased the tank when it was stripped in '91, I felt all I needed to do was remove the rust (etch) and Slosh. As I set up to do the project I attempted to assess the condition of the interior of the tank. This humorous interlude involved a couple of attempts to look into the filler hole and (and of course blocking the light with my big dumb head) until ...ting... an idea..."Take a picture, dummy." So I did. Using a fluorescent trouble light and my trusty Canon, I was able to get a couple of pretty good shots of the interior of my tank. Uploaded to my computer and blown up several times gave me a pretty good sense of the condition.

What my pictures revealed was that my tank had some very superficial surface rust and probably could stand an etch/de-rust but probably didn't need a sloshing. However if the mantra is 'rather safe than sorry', I'm opting for the full treatment.



This is the view into the filler - notice the sidewalls are pretty clean!



This is the view into the sending unit hole. Just light surface rust.

So I set about to seal up the apertures as the etch is an acid and will perform the same effect on either side of the tank wall.



The first thing was to seal the sending unit aperture as this needs to be sealed from the inside as well as the outside. I cut some duct tape into small strips that I could secure the inside and wrap to the outside. Then with these trimmed I covered them with two layers of D/T and trimmed.



Next I found that 3/8 plumbing plugs fit into the gas tank fittings and with a touch of caulk secured both.

The instructions call for the entire bottle of acid etch to be poured in and upon doing so, I noticed the top opening seal was swelling from the reaction inside. It was necessary to open the top as the pressure would have pushed through my sending unit seal.



The unit is then sloshed as if it were a maraca or more accurately gently rolled over and over for a few minutes. Let it set for 30 mins. and repeat the tumble. Let it set for an additional hour allowing the acid to do its thing as you are looking to create a 'tooth' to which the compound can adhere. After an hour pour out the etch and allow to dry.

I found that by inserting a rolled up

towel and turning the tank on end, I could soak up much of the liquid without trying to make it evacuate the apertures.



After removing the towel I set up a hairdryer to blow into the tank to dry the remaining fluid which will also stop the etching process. This I set at low temp /low fan and let run for 2 hours. I also temporarily removed the plugs to permit cross flow of air.



Next morning I set about to do the sloshing bit. I wrapped the tank in plastic bags as the compound is MEK based and quite volatile .My car is painted with Delton so is fairly impervious but didn't want to test it. I assumed the bags were some form of poly-prope but I could be wrong.

The sloshing is quite straight forward; cover the seams and the bottom well and endeavor to remove as much as possible by draining before drying. I removed the plugs and cleaned the threads and opened up the sending unit aperture and cleaned up around the tapped holes. Not wanting to get close to the MEK with a motor, I opted to stick my compressor hose just in the opening and let run for about 20 minutes. I'll let the tank air dry for several days before installing the sending unit and cap. Also I'm re-installing the plugs till the tank gets reinstalled to keep spiders from committing suicide inside the tank as the MEK will off gas for some time.



Final clean up around the drains and sending unit aperture using fingernail polish remover as it has acetone an MEK (methyl ethyl ketone) solvent). Careful as it will remove lacquer in a pinch as well.

Inside after. I tilted it a bit to prevent the pooling you can see on the top as it was still quite wet.





THE DETROIT TRIUMPH SPORTS CAR CLUB AND THE METRO TRIUMPH RIDERS PRESENT THE 26TH ANNUAL

Sunday September
14th, 2008

Freedom Hill Park

9:00 am to 4:00 pm

RAIN or SHINE!

15000 Metro Parkway (16 Mile Road)
Sterling Heights, MI
(between Schoenherr & Utica Road)

All English Battle of the Brits

Car & Motorcycle Show

Michigan's Largest British Car and Motorcycle Show



Join us for the 26th Annual Battle of the Brits – British Car and Motor Cycle Show

Show Highlights

Featured Marque
Mini Cooper

Bring the Kids

- Enjoy over 300 Classic British cars and 200 British Motorcycles at one event
- Share the experience with over 2000 other British car lovers.
- Vote for your favorite cars and watch them battle in 37 different Judged Categories
- Watch the Triumph and MG Clubs Battle for the Annual "Most Registered" award
- Compete in the MG Club's sponsored Part Toss Event
- Free T-Shirt given to all "Early Registrations" Before September 1st, 2008
- Buy new and Used Parts from the many Vendors or hunt for your dream car
- Find a good home for your LBC.
- See the best of the Classic and New Mini's
- New this year. Slot Car Racing for kids of all ages. Race with Vintage slot cars
- And much more ... See the web site.

For more Event information and to register securely go to our Web Site or mail back the registration form on the reverse side

www.detroittriumph.org

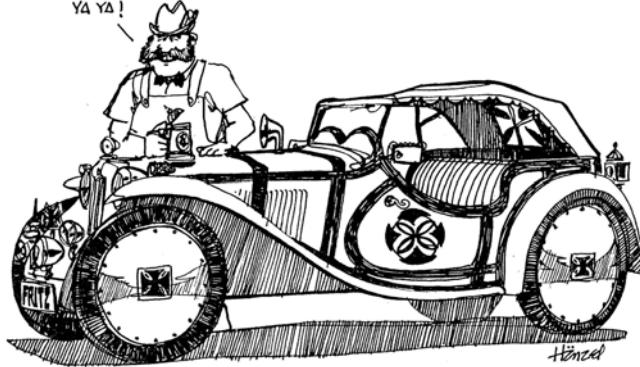
19th Annual
Frankenmuth
Oktoberfest

Come join us for the 19th Annual Frankenmuth Oktoberfest. On September 29th, 2008. Lots of Beer Drinking, Polka Dancing and of course, Wiener Dog Races will be among the activities for the day.

We'll be leaving the Commerce Meijer's (Haggerty Road, just North of 15 Mile) parking lot at 10:00am. Pick up spots can be arranged for Clarkston and Davison - contact Shari Pelic (248) 761-0097.

Hotel rooms are getting limited for those who would like to spend the night. Many of the rooms have sofa beds and additions cots to reduce the costs for those willing to group bunk. See below for possible lodging.

WAS IS DAS HEER ?
 DAS IS DAIMP GEE.
 YA YA !



September 20th

Harvey Kern Pavilion

HERITAGE PARK • FRANKENMUTH, MI

◆ Traditional German Food

Apple Smoked Pork Chops, Bratwurst,
 Apple Strudel, Funnel Cakes and more!



◆ HB Munich German Beer

◆ Inflatable Rides for the Kids

◆ Arts & Crafts Vendors

◆ Wiener Dog Races

Saturday at 1:00 pm

◆ German Worship Service

Sunday at Noon

FREE PARKING • HANDICAPPED ACCESSIBLE

THUR-FRI-SAT \$8 Admission

Daily/Person

Ages 15 & under FREE

Oktoberfest Sunday - Free Admission All Day!

Frankenmuth Festivals
 PO Box 204 • Frankenmuth, MI 48734-0204
 1-800-FUN-FEST

www.frankenmuthfestivals.com

Saturday

12-Noon to Midnite



Joel Zwerk

12:00-1:00

Squeeze Box

Sorgenbrecher

Schuhplattler

Enzion

AREA LODGING

Frankenmuth City Limits

Bavarian Inn Lodge	888-775-6343
Drury Inn	800-378-7946

Fairfield Inn	800-228-2800
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Frankenmuth Motel	800-921-5362
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Marv Herzog Hotel	877-400-4210
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SpringHill Suites by Marriott	888-287-9400
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Zehnris's Splash Village	800-628-7999
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Bridgeport - I-75 - Exit 144	
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Baymont Inn	989-777-3000
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Knights Inn	989-777-2582
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Saginaw - I-675 - Exit 6	
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Sheraton Four Points Hotel	989-790-5050
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Saginaw - I-75 - Exit 149B	
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Motel 6	989-754-8414
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Best Western	989-755-0461
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Flint - I-475 - Exit 8B	
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Holiday Inn Express	810-238-7744
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Flint - I-75 - Exit 122	
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Baymont Inn	800-301-0200
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Econo Lodge	810-789-0400
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Ramada Inn & Conference Center	810-732-0400
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Come Join Us for the Fall Color Tour

October 4th, 2008



We'll be starting our day off the Fall Color Tour at the Franklin Cider Mill at 9:30 am on October 4th, 2008. Have some cider , a doughnut or two (maybe some for the road - you never know how long you'll have to wait for a tow - be prepared). (Doughnut driving tip: Top down = powered, Top up = plain.)



From there we'll tour around to Chelsea to a little walking around, shopping or maybe even a little liquid refreshment. Lots to see and do around Chelsea, some personal favorites are the Chelsea Teddy Bear Factory (400 North Main) for a tour of the factory, Chelsea Woodworking Antiques (407 N Main) or Stidwill's (114 N Main). (Maps of Chelsea will be provided.)

From Chelsea we'll do more fall color touring and finally end up at Kodiak Creek Inn on Cooley Lake Road in Commerce to join the stuffed Russian Kodiak bear for dinner. (Full menu ranging from Salads, Pasta Dishes, Game, Buffalo, Seafood and more.)

(Total driving time for the day should be around 4 hours.)



If you have two way radios, please bring them.



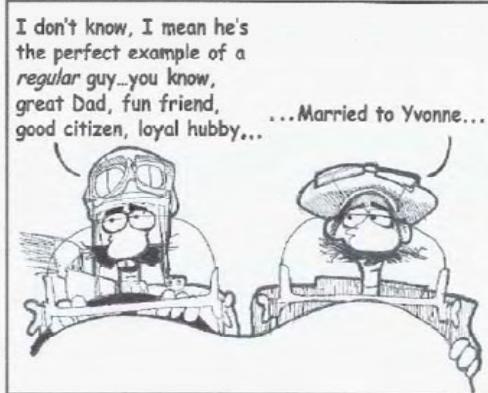
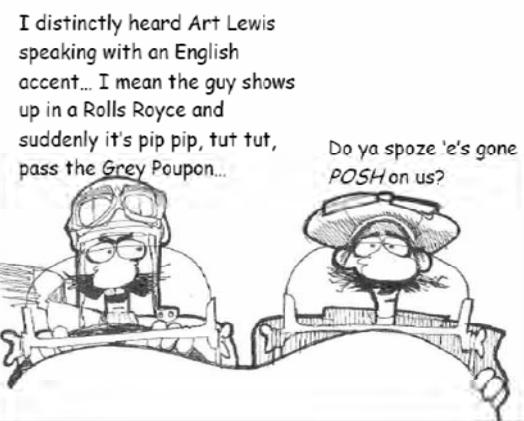
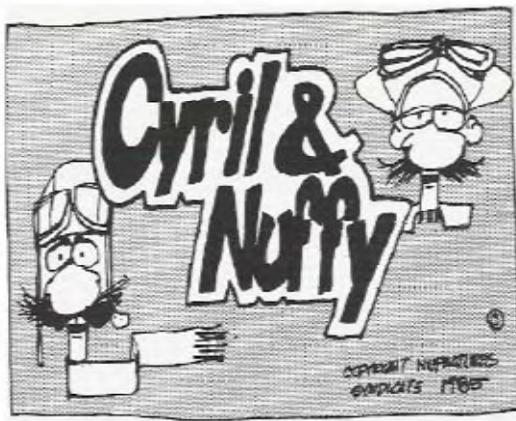
Contact: Andy Hanzel (810) 434-0216



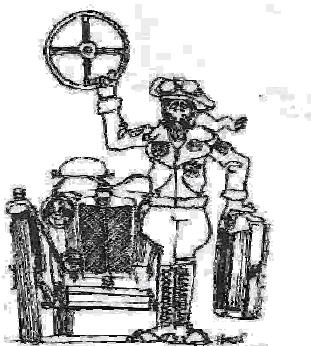
Fall Tech Session Alert



Anyone in need of assistance with a problem with their car should contact the Chair as we are planning the tech events post hibernation and can include you in our discussions. (It helps if you can cook.) I may do a session which would involve the final assembly of my TC engine from shortblock to ready to install with the follow up session being installation in my car!



Wants & Disposals



MG TD

Email Dick Thomas

(Rsthomas177@aol.com) for details.



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.

Rosella Bannister 734-973-2869 Mobile 734-255-8626

rosellabannister@hotmail.com



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

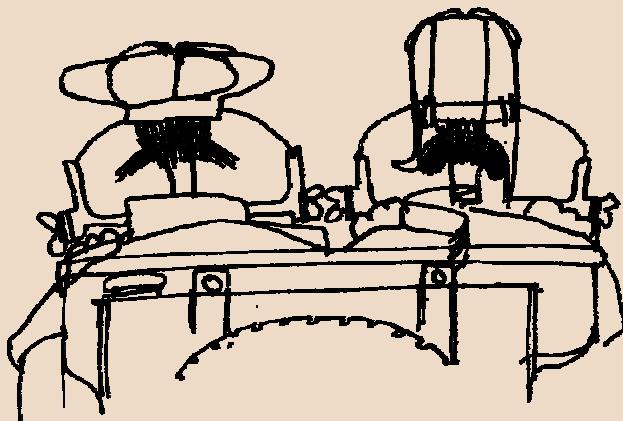
XPAG Starter. Good condition. \$45

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

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



MICHIGAN CHAPTER EVENTS

- SEPT 2** MONTHLY MEETING-JOHN COWLEY'S PUB FARMINGTON HILLS, MI
- SEPT 14** 28TH ANNUAL BATTLE OF THE BRITS-FREEDOM HILL COUNTY PARK
STERLING HEIGHTS, MI
- SEPT 17** SUMMER BRITISH KNIGHTS-BRANN'S STEAKHOUSE NORTHVILLE, MI
- SEPT 20-21** FRANKENMUTH OKTOBERFEST
- SEPT 27-28** AMERICAN'S BRITISH RELIABILITY RUN
- OCT 4** FALL COLOR TOUR
- OCT 7** MONTHLY MEETING-JOHN COWLEY'S PUB FARMINGTON HILLS, MI
- OCT 15** SUMMER BRITISH KNIGHTS-BRANN'S STEAKHOUSE NORTHVILLE, MI
- NOV 4** MONTHLY MEETING-JOHN COWLEY'S PUB FARMINGTON HILLS, MI
- NOV 22** HIBERNATION PARTY & ELECTION OF OFFICERS (VENUE TO BE DETERMINED)