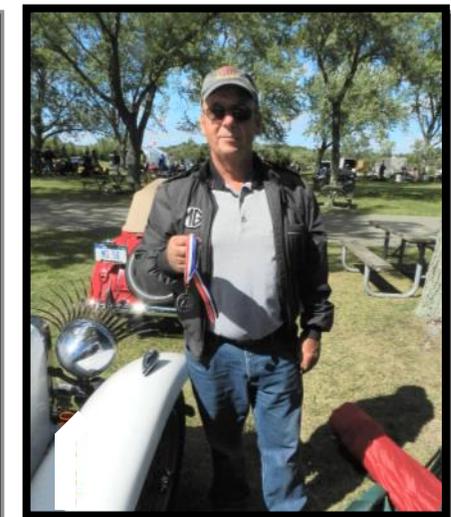
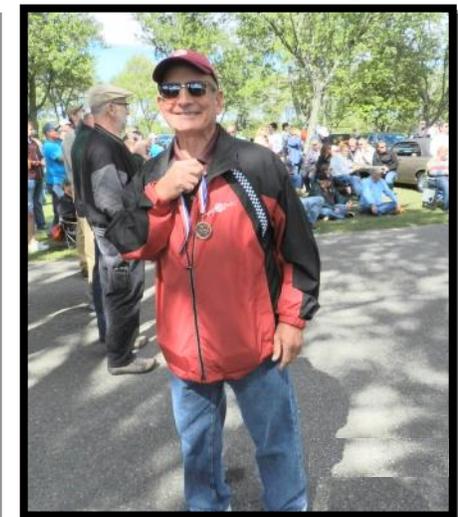
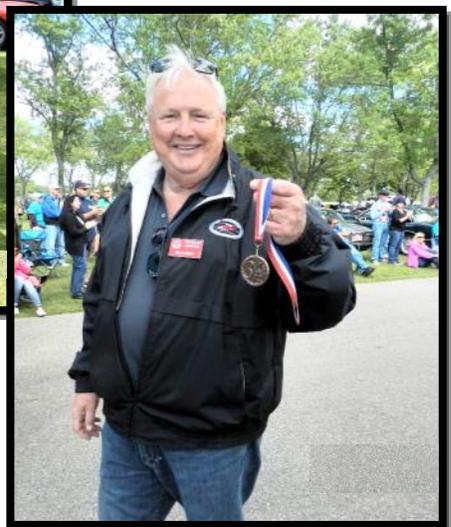




T TIMES



The Michigan Chapter was established on March 30, 1971, to provide local activities 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 \$25.00 (\$35.00 with newsletter mailed to you) per year, payable by April 1st. 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.

The T Times is published 6 times a year by the Michigan Chapter of the New England MG T Register.

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Email to spelic@simplexgrinnell.com

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Chairman's Corner

We are seriously reaching the end of the driving season for our beloved T-cars. Snow has actually happened and I am having difficulty keeping all the leaves off my lawn.

The club had a great run this year, rockin' Hibernation Party, Stahls Tour, lots of car shows (and members receiving awards), the GOF Central in Indiana was a hoot, Champagne Brunch and Fall Color Tour (thanks again to the Klemmers), valve cover racing in Alden (we brought home the traveling trophy), Night at the Drive-In Movies, the Party at Pittmans, and so much more. Seems there were enough events to interest members in at least one of them.

Club elections are now being considered for 2016 and the current roster consists of the following:

Chairman: Sandy Kuivenhoven running again

Vice Chairman: Melody Klemmer

Recording Secretary: Richard Quick, running again

Treasurer: Shari Pelic, running again

Membership: Ken Klemmer, running again

This does not mean that if you are interested in one of these positions, that they are filled. Our club Constitution/By-Laws provides for voting elections, so more than one person (club member in good standing for at least one year in the club) can run for the above offices. In other words, if you are thinking about serving in one of these capacities, please feel free to step up.

So other than a possible Intervention Session and/or Tech Session yet this year, we are now hocused on the 2016 Hibernation Party/Annual Meeting. You can find additional information on this event in this newsletter and expect an invitation in the mail in the upcoming months.

And let us not forget our Monthly Membership Meetings that take place at Leather Bottle Restaurant in Farmington Hills, the first Tuesday of the month. T-cars also welcome with parking on the north side of the building. They are a good opportunity to share information, seek help, and enjoy fellow members' company. Last month, we enjoyed T-cars ice racing footage shared by Dave Miller, awesome!



Happy Halloween,
-Sandy Kuivenhoven-

BLAST FROM THE T-TIMES PAST BUT WORTH REVISITING

SUPPLICATIONS TO THE LORD

(Lord Nuffield, that is)

We sport car enthusiasts thank thee, O Lord, for the many things thou hast given us - for the TC, whose quiet beauty recalled us to the paths of righteousness - and for the TD, whose superior suspension showed us that those paths need not be hard.

We thank thee for giving us road holding, cornering, steering - those basic virtues of a honest motor car - and at a price a honest man could pay.

We thank thee for putting into our mouths suitable retorts to those who pay obeisance to the obscene product of Detroit.

Yet, in this hour, as we praise thy works in many a city and hamlet, we ask thy help.

We ask for a strength which will speak even louder than words. We ask for a motor with a bigger bore and a shorter stroke. We ask for a lighter frame - perhaps tubular - and a lighter body. We ask for more acceleration from the stoplight.

Brave are your followers. They labor hard in thy behalf. They bore out; they supercharge; they lighten the load.

But, O Lord, we supplicate you! Give us just a little bit more with which to labor - just a little more displacement - perhaps a liter and a half. Give us just a little bit more cruising speed - and just a bit more torque. And may we ask for a return of the wire wheel and the knockoff hubcap? And with them, perhaps a larger b rake drum?

The glittering jaws of the monsters of Detroit we put behind us on the lonely curving road. We fear not their strength in the wind and the rain. But the rallying cry of the worshippers of Detroit is "pick-up", and, O Lord, they have us there!



John Franklin Fellows 1953





NEW T-CLUB MEMBERS



Walter & Debby Parke
Sterling Heights, MI
Car: 1952 MG TD



RETURNING T-CLUB MEMBERS

Roger & Geneva Williams
Clinton Township, MI
Car: 1952 MG TD Ivory

Colin & Jan Stafford
Bloomfield Hills, MI
Car: 1954 MG TF Red

Daniel J. & Cheryl Wilker
Oxford, MI
Car: 1952 MG TD



RICHARDSON TRAVELING TROPHY FOR MILEAGE

Submissions for 2015 mileage need to be reported by [December 1st](#), in order to be in the running for this trophy. Last year the rules were adjusted that all miles driven in your T-car would count toward this club competition. Your mileage needs to be emailed to sandybear890@gmail.com or called into Sandy Kuivenhoven (248-894-7123) by December 1st. There are several people with their T-cars in the running this year, very exciting! The trophy will be awarded at the Hibernation Party/Annual Meeting.

T-Club Shirts / Jackets / Scarfs / Blankets

You can now order you Club wear at EmbroidMe in Farmington Hills (27857 Orchard Lake Road - the Northwest corner of Orchard Lake Road and 12 Mile). There are 1000 items to chose from. Stop in to see examples of polo shirts, jackets, etc. or visit their website (www.embfh.com). You can even bring in an article for them to embroider our club logo on (approximately \$20-\$25). They have many polo shirt styles starting at \$13 before embroidering. (A higher end polo totaled \$28.00 with embroidery.) There are styles and pricing in all ranges. They are open Monday - Friday, no weekends. (248) 994-0105.

The way this works is you order your own items and pay EmbroidMe directly. The club is not stocking any items.



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Drive-In Movie Night is a great way to spend the evening with your T-car. Attending this event were Ken & Melody Klemmer in their TD, Shari Pelic with her TC, Sandy & Larry Kuivenhoven in their TD, Jim & Linda Northrup with their TD and Marc Stump. It was a perfect night, lots of snacks in the back of Shari's TC. Cracker Jacks, chips, cookies, Twinkies and lots of candy were enjoyed by all. There were no wimps in this crowd, everyone stayed for both movies and had a safe (no breakdowns) journey home.

Thanks to Marc Stump for, as always, the wonderful photos of the event!



Old Car Festival

The Old Car Festival held at Greenfield Village in Dearborn, Michigan on September 12th-13th is America's longest running antique car show. Authentic vehicles from 1890-1932 were on display celebrating the triumphs of the early years of the automotive industry.

Roger and Beverley Melton brought out their 1930 MG-M. Also attending the event were Tom and Lois Booth, Ken and Melody Klemmer, Eric Richardson, Dirk van den Muijsenberg, Lee Jacobsen and Gene Ledbetter.



1930 MG-M
&
1910 Buick



Roger & Beverley
Melton



Roger
&
Eric Richardson



Photographs courtesy of
Tom Booth.



Roger & Beverley
receiving a trophy



CREATIVITY OF MEMBER LOU VANKONINGSVELD



You may have heard of an Antenna Bumper that went on a T-car in the day, well Lou created one for his 1951 TD. He made it with casino slot pulls he acquired while working downtown wiring the machines. The two large balls set it aside from other bumpers, total unique and special. We can not wait to get a few updated photos on his TD which he has been working on for awhile now (we all know how that is). But this addition will make his TD stand apart from some of the other vehicles, you will know his when you see it! Nice job Lou!

All English
Battle of the Brits
 Car & Motorcycle Show






As you can tell from the pictures of people in coats it was not the usual 310 degree day for the Battle of the Brits as we remember from the Freedom Hill days. The temps were on the cool side but absolutely beautiful when the sun came out. Approximately 160 British cars turned out for the event at Camp Dearborn. I think we had a record number of our T Club members attending the event this year including - Andy Bashford, Jim Bauer, Glenn & Pamela Franco, John Gervasi, Ted & Susan Hight, Lee Jacobson, Ken & Mel Klemmer, Sandy & Larry Kuivenhoven, Gene Ledbetter, Bruce & Willie Mann, Dave & Jean Miller, Walt & Debby Parke, Shari Pelic, Larry & Mitzi Pittman, Eric Richardson, Edmund & Chris Szalap, Lou & Elaine VanKoningsveld, Daniel Wilker, Roger Williams and Jeff & Jan Zorn. (The club brought home lots of awards - see the winners square below.) Our Master Chef, Gene Ledbetter, perfectly grilled up about 60 dogs with the help of his Sous Chef, Melody Klemmer. And yes, the MG's took the overall Trophy AGAIN!!!!

BATTLE OF THE BRITS WINNERS

MG T-SERIES:

1st	Glenn Franco	1947 MG TC
2nd	Jim Bauer	1950 MG TD
3rd	John Gervasi	j1952 MG TD Mk II
4th	Ted Height	1950 MG TD
5th	Dave Miller	1953 MG TD

MG MIDGET MK IV (1974-1979):

2nd	Andrew Bashford	1974 MG Midget
-----	-----------------	----------------

MGA:

3rd	Bruce Mann	1960 MGA 1600
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"The Apple of your Eye" Car Showcase

MUELLER'S ORCHARD

PROCEEDS DONATED TO CYSTIC



A beautiful day for a drive to the Apple Orchard. We started out at the Klemmers, myself with my TC, Mel & Ken Klemmer in their MGA and Gene Ledbetter in his Packard. After a quick tire air fill-up (thank you Mr. Klemmer) we were off to Linden for the Apple of Your Eye Car Showcase at the Mueller's Orchard. The cars rolled down the winding roads passing farms and an occasional cow or two before pulling up to the car filled field at the orchard. At the orchard we found additional MG's - Larry Pittman's MGA, Bruce & Willie Mann's MGA, a MGC and another TD. The car show has no categories, judging or time limits. Cars of all types come and go throughout the day. There were craft tents, food concessions, face painting, a DJ playing 50's records along with delicious warm doughnuts and cider after you viewed the cars.



Photos by Marc Stump





Photos by Marc Stump

After the Apple Orchard festivities, we had the first sighting of **Pittman's TD**. (Some of it is together, some not.)



Photos by Marc Stump

Fall Color Tour

The rather chilly, drizzly morning made me decide to bail on the idea of more miles for my TC and hitch a ride with either Ken Klemmer in his TD or Gene Ledbetter in his Packard. Upon arriving at the starting point in Farmington and seeing that Ken had also ditched the idea of driving his TD, I climbed into the Packard. Dirk van den Muijsenberg and friend, Ava were there with his yacht (also known as a 73 Cadillac Eldorado). Melody Klemmer and her father did drive a MG, although it was their MGA Coupe. A friend of Mel & Ken, Maria, along with Ken piled into Dirk's yacht (I think it seats 12 with another 6 spots in the trunk). So off to the Northville Cider Mill went the Cadillac, the MGA and the Packard, sadly no T cars.



After a sugar fix of doughnuts & hot cider off we went.



On our drive to the Hudson Museum in Ypsilanti, I learned about vacuum windshield wipers. Who knew that when you accelerate, they slow down to a stop? Well, probably a lot of you, but you probably don't know you shouldn't criticize Gene about his wipers. This was my first trip to the Hudson Museum. It's a converted service station now packed with amazing cars. Even the parking lot had a collection from the visiting Model A Club.



Yes, Mr. Norman this picture was taken for you!



There were lots of special cars there, they have the 'Tucker' car used in the movie. It's not really a car just a prop and looks real until you get real close to it.

I fell in love with a green 1948 Kaiser. It seemed only



fitting seeing that I really like buffalos and their logo has a buffalo on it. Though I was

unsure why there was a buffalo on some of the Kaisers and not the others. When in doubt, ask the man with all the car answers - Gene Ledbetter. As he started to explain, a small crowd starting gathering, including John Deikis, who braved the weather to put more miles on his TD. Mr. Ledbetter informed the crowd that the word 'Kaiser' was actually the American Indian word for buffalo.

We could have spent hours there admiring the cars, but hunger was pushing us to vander across the street to the restaurant. Jim and Linda Northrup (with their TD) joined us for lunch. Melody passed out candy, which always a crowd pleaser for the club. Lunch conversations included John telling us all about his upcoming scooter ride across Egypt. (That man leads an amazing life.) The subject of the recently found Woolly Mammoth was also discussed.



The weather let up and we were off again. This time our caravan included the two TD's. I can't imagine what type of club people thought we were - a Cadillac, MGA, two TD's and a Packard - quite a mix.



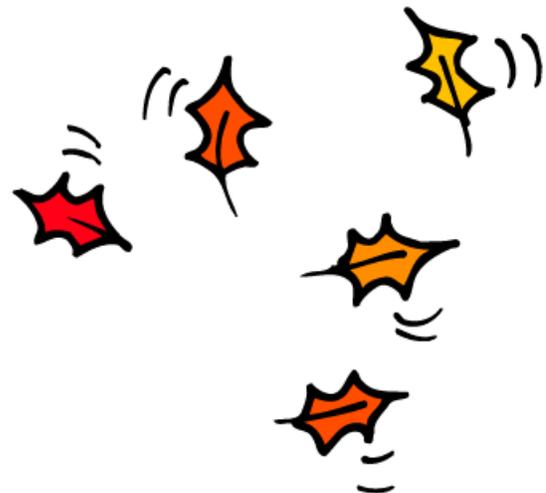
Melody and Ken mapped out a great route for us, taking us down winding country roads. On our way to Hell, we were driving through Chelsea and someone got the idea that we should stop and try to find the Woolly Mammoth dig site. An approximate location was obtained and off we went. Now on this road Gene and I engaged in conversation about all kinds of things. Like how I really liked the windshield wipers that stop went you accelerate and how I really liked that 1948 Kaiser at the museum. And then to my great surprise, Gene told me that he had something important he wanted to tell me. Remember that story about the American Indian word for buffalo? Well, that was all made up. He made up the whole story to see how many people would believe him. Just like he tells everyone it's his birthday once a month. And I believed him!

We all got excited when we spotted a dig site on the right side of the road. All the cars pulled over. There were lots of construction workers, flood lights, huge umbrellas over the hole and yes, lots of pipe. Ok so it was just a crew laying pipe. We couldn't have been the first ones to stop and think it was the Woolly Mammoth site.



Off to Hell for Ice Cream we went. We had our Ice Creams and set out in different directions for home. What a great trip! Thank you so much Mel and Ken for mapping out the route. I know how much time it takes to put something like this together and it was awesome. We will be re-visiting this in the future.

-shari pelic



HIBERNATION PARTY/ANNUAL MEETING

RED CARPET EVENT

JANUARY 23rd, 2016

King's Court Castle
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248-391-1900

www.kingscourtcastle.com

SAVE THE DATE !

This castle is the perfect venue for our British Car Club event.

Invitations for this event will be mailed out mid-November. All the information about the Dinner will be provided in the invitation.

Back by popular demand - we will be having an Auction. Bring those extra parts that have been hanging around the garage for years or any other items you want to donate. Proceeds go back into our Club fund.

Our photographer will be on site to take your picture as you walk down the Red Carpet.



Bleeding the Master Cylinder

Report Prepared by:

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When you are changing your master cylinder on any car it is imperative that you bleed the master cylinder before installing it in the car.

It is much easier to do it on the workbench where you can see that the Master cylinder is operating properly before you install it. On TD's and TF's the master cylinder is easy enough to get to, so even if you would have to remove it to check it is no big deal.



This photo shows where the other end of the temp. brake line should end up. What you've just done is create a loop of brake fluid that goes out of the master cylinder and back into the filler inlet. You are not using any additional fluid.

This photo shows the short brake line that is screwed into the outgoing fitting at the bottom left and travels to the inlet of the master cylinder (top right).



The image is a new master cylinder being held tightly in a vise. You will notice that the fitting at the bottom rear of the cylinder has been installed onto the new master cylinder. SEE THE BOTTOM LEFT OF THE MASTER CYLINDER. This fitting is about 1" long and has a male thread which screws into the master cylinder on one side and has a female tread on the other side where the brake line from the three way fitting on the frame rail screws into.

To make sure there is no air trapped inside of the Master cylinder you can take a short brake line with the correct fitting and screw it into the fitting at the rear of the master cylinder. This line needs to just be long enough to reach the filling opening of the master cylinder (see above photo).



At this point, fill the master cylinder with the brake fluid of your choice. Take a medium sized screwdriver and insert it into the space where the plunger from the brake pedal goes into the master cylinder. You are now ready to bleed the master cylinder. Leave the top off of the master cylinder and proceed to push the screwdriver into the master cylinder. You should see fluid coming from the rear outlet back into the filler inlet. It may not start to come out until the third or fourth push. You should see fluid come out with a small amount of air also coming out with the fluid. This is normal, don't panic. After a couple of more plunges the fluid coming out should be free from air.

Now all you need to do is install the cap, take the master cylinder to the frame rail and re-install the master cylinder. You can now remove the temp. brake line from the master cylinder and insert the line from the frame rail and tighten all fittings. The master cylinder has now been successfully re-installed.

You need to address any other issues you might have with your braking system before you bleed the entire system.

What I have found and what I use on every brake job are the spring-loaded bleeder valves. They make bleeding a one-man/women job. I have these valves in stock at the shop. They are \$8.00 a piece and you will need two for the front and two for the rear.

If you choice of brake fluid is silicone, bleeding will take a little longer because it separates into many small air bubbles during the bleeding process. Dot 3 or 4 is a little easier. Your choice.

Take the car out for a test drive and take the car to a very large parking lot where you can get the car up to about 30-40 miles per hour and do a panic stop. I don't mean just step on the brakes, I mean act as though you just looked up and saw that your daughter just fell off of her bike into the street in front of you, PANIC STOP!

The car should lock up all four brakes with the pedal on the first attempt, no pumping the brakes! If they don't then you have more work to do on the braking system.

I'm not going to go into the other issues at this point, I have addressed them in other tech articles.

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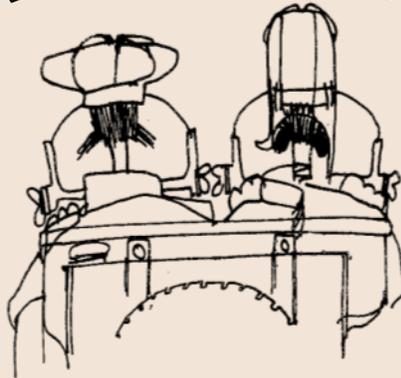
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*April Trobaugh
James Trobaugh*
Mon-Fri 8-5 Sat 8-1

MICHIGAN CHAPTER EVENTS



Nov 3rd	Monthly Meeting - Leather Bottle, Livonia
Dec 1st	Monthly Meeting - Leather Bottle, Livonia
Jan 4th	Monthly Meeting - Leather Bottle, Livonia
Jan 23rd	Hibernation Party/Annual Meeting
Feb 2nd	Monthly Meeting - Leather Bottle, Livonia
Mar 1st	Monthly Meeting - Leather Bottle, Livonia
Apr 5th	Monthly Meeting - Leather Bottle, Livonia
May 3rd	Monthly Meeting - Leather Bottle, Livonia
May 29th	Champagne Brunch, Farmington Hills
June 7th	Monthly Meeting - Leather Bottle, Livonia
Jun 13th-17th	MG2016 - Louisville, Kentucky
Jun 18th-19th	Motor Muster - Dearborn
Jul 10th	Mad Dogs & Englishmen Car Show - Hickory Corners
Aug / Sept ?	Put in Bay Road Racing Reunion
Sept 11th	Battle of the Brits - Milford



shari pelic
37580 Spring Lane
Farmington Hills, Michigan 48331



Where in the world is Deikis ?