



A-Antics



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History: The Chapter was established August 14, 1976. It was NAMGAR's first chapter. We are a low-key club, dedicated to the preservation and enjoyment of our MGA's/ Anyone is welcome to join our chapter and they are asked to join NAMGAR as well.

Chapter Dues: \$20 annually (\$25 for printed newsletter)

Nickname: Rowdies

Motto: People First!

Rowdies Site: www.mgcars.org.uk

MG Web Site: www.mgcars.uk

NAMGAR Web Site: www.namgar.com

Past Chapter Chairmen:

1976-1980	Bruce Nichols
1981-1982	Tom Latta
1983-1984	Dick Feight
1985-1988	Dave Smith
1989-1990	Dave Quinn
1991-1994	Mark Barnhart
1995-1995	Herb Maier
1996-1996	Tom Knoy
1997-1998	Neil Griffin
1999-2002	Bruce Nichols
2003-2004	Bob Sutton
2005-2008	Gordie Bird

ROWDIES 2009 CALENDAR OF EVENTS

SEPTEMBER

- 12 - Lemon Creek Winery All British Show, Sat, Bruce Nichols host, Berrien Springs.**
Great cars, good wine, and a Rockabilly Band to Boot!
- 13 - Battle of the Brits, Sun, Campus of Orchard Lake St Marys, Orchard Lake.**
“And the winner is....”
- 19-20- Indy British Car Days Indianapolis, IN**
In conjunction with the Jaguar Association of Indiana. Car show Sunday, 9-20
- 23/26 - MG In The Poconos, Fall Regional GT NAMGAR**
If you miss the GT, try this one...

OCTOBER

- 10 - Chile Meet, Sat, Mark & Marji Barnhart host, Prudenville.**
Awards for the best “hottie”
- 11 - Ludington Barn Tour, Sun, Matt & Lisa Wigent host, Ludington area.**
Nothing beats a beautiful Fall Color Michigan day for a drive in an MGA.

DECEMBER

- 5 - Rowdies Christmas Party, Sat, Bone Island Grill, Dave & Donna Quinn host, Jackson.**
Let's Have A Party! Be sure to wash the salt off your MGA after driving here and back.

FEBRUARY 2010

- 13 - Rowdies Business Meet, Sat, Gordie & Tracey Bird host.**
Show up or risk being appointed the new A-Antics newsletter editor.

Cover Photo: Birthday Party at Goeddekes. front row, Kathy Nelson, Tracy Bird, Larry & Mitzi Pittman, John McMullen. back row, Stephanie & Curt Smith, Margie Barnhart, Phyllis & Dave Goedekke, Bruce Nichols, Cheri & Dave Smith, Jeff Smith, Gordy Bird, Mark Barnhart. Cars by Larry Pittman & Ken

MEMBERS PAGE

Rowdies Website:

Larry Pittman, Webmaster

<http://www.mgcars.org.uk/michiganrowdies/>

Mac McDonnells Database Report:

72 Active and Paid-Up Members

Best Wishes: To Chairman Dave on a speedy recovery from a broken hip (See B'Day Party Story)

Win \$50

The Rowdies will have a drawing at each meet for a gift certificate worth \$50 in merchandise from Jeff Zorn's Little British Car Co.

We hope to see some new faces at our meets and encourage you to bring a friend to join. All paid-up members are eligible for the raffle to determine each meet's winner.

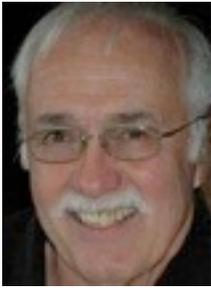
Classified Ads

Personal for sale or wanted classified ads are free to all paid-up members. Commercial ad rates: Full page \$40 issue/\$200 year; 1/2 page \$25 issue/\$135 year; 1/4 page \$20 issue/\$110 year; Business Card \$10 issue/\$55 year.

Total ads may not exceed 12-1/2% (2 pgs of 16); ads accepted on first come, first served basis.

Deadline for submitting material

for the next issue is: Oct 20th.



CHAIRMAN'S CHATTER

Chairman's Chatter

If you have a running MG and have not been driving it - shame on you. Most of June and July may not have been great pool weather but they were *wonderful* months as far as I'm concerned for MG motoring. Mid-70's and sunny. That is the best. By the time you read this the summer will be ending but that just means cooler weather and more great top down motoring. Thank goodness we have two great events set for September and two more in October. In the two months since getting my A back on the road I've managed to log 1,300 miles on my new motor and it is running sweet. Loads of power in the 1622, bored 40 over with a rally cam engine. Lots of red's in second and third gear. Just what a Phil-Hill-want-to-be guy loves in those twisters. The addition of a Motto-Lita walnut steering wheel and matching XZX wheels on all four corners, even used, all add to the handling and enjoyment factor. In the past couple months we have taken in the Rowdies meets, a car show, a brewery run, and even a sun-set night drive with the BMC club that ended up at the MSU observatory. Star-gazing rather than bar-gazing on a Friday night! I know, hard to believe. In almost 40 years of MG-ing that was my first evening run. It was also my first meet ever where no two cars were alike - Mini, Bugeye, MGB, Alfa, Spitfire, Morgan, etc. Two memorable moments in one night.

It only stands to reason the more you drive your car the faster you can sort out the problems - both big and small. Fix those, keep driving, and before you

know it the car will be darn near bulletproof. It's a nice feeling starting out on trips of several hundred miles, alone, knowing you have confidence the car is sorted out and running well. This is the way I always felt with my old red car and my white is getting there. Sometimes it's just making little adjustments such as moving the dimmer switch to a better location. What genius at MG thought putting the dimmer on the bulkhead above the clutch on the 1500 was a good idea? I repositioned mine to the toe-board frame cubby-hole as found on later MGA's and it was a welcome and easy fix. I readjusted the headlights. The manual suggests doing the adjustment at 25 feet and setting the lights to the height of their center in the car. Here's another handy tip I found. While doing the alignment and using reference points, such as your garage door molding, cover up the light you are not adjusting. Such a simple but good tip. And here's one from Bruce which saved me lots of time. If your fuel gauge was working fine and then suddenly quits, check your brake lights and turn signals. If they are not working, chances are really good that it is a bad fuse - no matter how good it looks. I had these events happen returning from the Brewery event and at Bruce's suggestion the first thing I checked was the fuses. Both looked perfect; however, a quick check of both on a tester indicated one was bad. Instant fix.

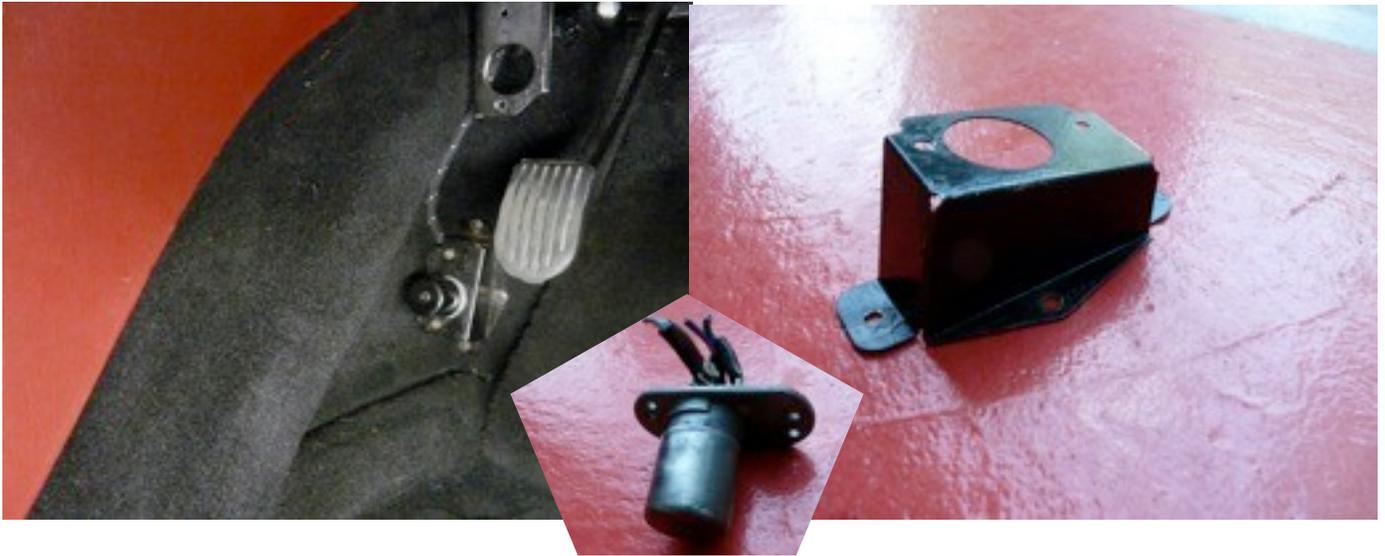
(Ed Note: The identical episode happened to my car, except I first noticed the turn signals not working and then glanced at the fuel gauge. The fuse likewise looked perfect, but must have corroded on the inside)



FIZZLING FUSES BY LUCAS



TECHNICAL TIPS



Here's a picture of what "Chairman Dave" is talking about regarding the location of the headlight dimmer switch. The left hand picture shows his car with the earlier mounting bracket location high up on the bulkhead where your foot has to dangle in space like a Russian Cosmonaut before finding the switch, which is certain to occur long after any oncoming car has been blinded by the twin candlepower Lucas high-beams. The far more reasonable location is mounted lower down on the toeboard where you can easily swivel your foot over to it. But you need one of the 1600 style mounting brackets pictured on the right, and I don't know if these are available easily or not.

Rowdie

Tech Tip No. 2: While staying at the Westover Inn near Stratford, Ontario your intrepid editor came across an invention too good to ignore. The Pub in the Inn served Stimson Beer on draft. The brewery supplies its own glasses to the Pub, and they come equipped with a handy little refill reminder so you never have to run low on your favorite beverage. When the "Reorder Line" comes in sight, just call for "another round, my good man".



CHAIRMAN DAVE'S WORDS OF WISDOM: "At Holliday's Pool Party Meet there was considerable discussion about turn signal faults. Here's a online manual that might offer some help with finding faults with your Lucas systems. Page 39 covers turn signal tests."

<http://www.vitessesteve.co.uk/PDF/LucasFaultDiagnosisServiceManual.pdf>

GT-34 in HOT HOT SPRINGS

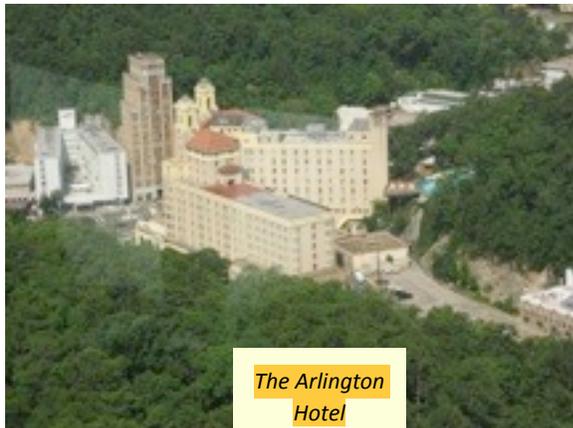
by Larry Pittman

The word that comes to mind after attending GT-34 in Hot Springs, AR, is HOT! We arrived on Sunday mid afternoon, the day before the official start of the GT, so we'd have some extra time to check out the area. We didn't do too much that first afternoon except unwind and try to cool off. It was in the mid 90's when we arrived. We ran into fellow Rowdie Bruce Nichols and his daughter Robin for dinner that evening



Mitzi & Larry Pittman, Ken & Kathy Nelson, Robin & Bruce Nichols, Steve & Diana Mazurek

Although this GT was in Arkansas, it was organized by the Texas MG Register. They were hoping to find a venue slight closer to a large part of the population and not as hot as their home state – I'm not sure they succeeded on the temperature side. The Rowdies presence at this GT besides Mitzi and I included Bruce Nichols and his daughter Robin, Ken & Kathy Nelson, and (now former Rowdies) Steve & Diane Mazurek. This was only our fourth GT and it was the smallest in terms of people and cars. I'm not sure of the exact number, but there were around 100 cars present. We were housed in the Arlington Hotel, one of the oldest hotels in Hot Springs.



The Arlington Hotel

On Monday night, the GT organizers arranged a trip to the Gangster Museum, an interesting place that related the history of Hot Springs and the large number of "gangsters" that came to Hot Springs to relax. Many of us dressed in Gangster Regalia which added to the evening's fun.

On Tuesday was a drive to Mount Magazine, the highest point in Arkansas. We left early enough that the temperatures weren't too bad on the drive there. It was a nice MG drive with beautiful scenery both enroute and at the final destination. On the way there we stopped in Hot Springs Village at a restoration shop. It really was an amazing place in terms of the size and quantity of cars housed in two large buildings.

Wednesday was the car show which was held across the street from the host hotel on National park service grounds. It was a nice setting and extremely convenient because you could make a quick trip back to your room if needed. Just prior to entering the field, each car was given a "diaper" which was placed under the car to keep the grounds clean. This was a requirement of the park service and I can't imagine where they got the idea that our cars would cause any problems! That evening we were treated to a ride on the Belle of Hot Springs riverboat. It was a good time for socializing and meeting others.

On Thursday, the last full day, we participated in the Gimmick Rally, sort of a drive around the area combined with a poker run. We didn't win, but enjoyed the drive. That afternoon during an interesting Tech Session given by MGA racer Lou Marchant, a long lasting, loud thunderstorm started and lasted for a couple of hours. This really cooled things off and made the remaining time there more comfortable.

The Awards Banquet was held Thursday evening. Some highlights: Lee and Liz Niner won the Mac Spears Founder's Award. Steve Mazurek was presented with the Apex award in the category of "One to Two Person-Produced Magazines & Journals" for his work on the publication of "MGA" magazine. The winner of the premier class in the car show was the car of Jerry and Liz Andres, also the winner in Key West. The car was trailered there by Bruce & Carol Woodson (Bruce is Liz's brother). As is also traditional at these banquets, next year's GT location was announced. It will be held in Lake Geneva, Wisconsin, a little closer to home for Rowdies.

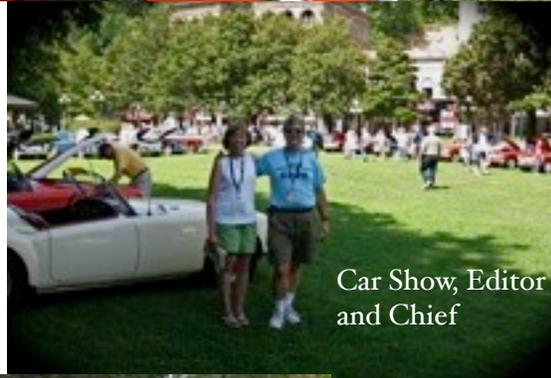
As far as I know, all the Rowdies made it to the GT and home without any major problems. The worst

we had was a wet distributor on the trip there in high waters in southern Illinois. I know that Bruce Nichols had a problem with his alternator bracket alignment, and the Nelsons had a problem literally fueling their car in the St. Louis area due to the emission sleeves on the pumps not wanting to fit the 'A' fuel inlet tight enough to dispense any fuel. They finally managed by repeatedly filling a 1 gallon gas can and transferring that to the car. The Mazureks had no mechanical problems that I know of, but might have suffered the most expensive problem with a stray rock causing a cracked windshield on their return trip home.

I know all the Rowdies did some sightseeing as part of their GT trip. We managed a few side trips on the way home, visiting relatives and friends in Missouri, following old route 66 through Missouri & Illinois, and playing tourist at some Abe Lincoln memorials in Springfield, IL. All in all, it was another fun trip in the 'A'.



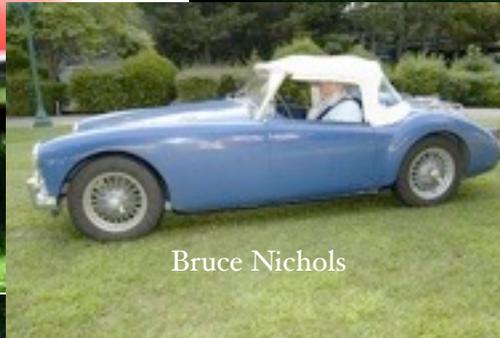
Field Of Dreams



Car Show, Editor and Chief



Twin Cam-bought new in Germany in 1959-Original owner



Bruce Nichols



Tea Anyone?



Mitzi and Larry



Run What Ya Brung



Sure Is Lonely Out Here Alone...

Pictures by Larry Pittman & Ken Nelson

Rowdies B'Day Meet

August 16th Dave and Phyllis Goeddeke welcomed the Rowdies into their home for the annual Birthday Party and Auction. Attendees travelled from as far as Three Rivers, MI and Grand Rapids, MI as well as various parts of the eastern side of the state. Nineteen Rowdies were in attendance and the day remained sunny and clear. After the usual greetings and libations a pot luck dinner was served in true Rowdie fashion, followed by deserts and coffee. Dave Smith and Mark Barnhart brought along the Bucher-Decker Trophy that Dave won in 2005 and 2008 with the help of Mark as Chief Crew Chief in Charge of Crew (redundancy, anyone?). Dave also displayed some other trophies he has won over the years alongside it, including the "Spiral Jack Shaft Award" and the "Pist'n Broke Award", for all to admire.

Following this, some of the Rowdies sent cellphone messages to our beloved Chairman Dave Quinn who we found out was convalescing in a Mansfield, OH hospital after undergoing surgery for a broken hip suffered at the Mid-Ohio Race Track. Theories abounded over whether he was injured pulling a driver to safety from a burning wreck, or perhaps injured protecting onlookers from a car spinning wildly out of control at the track. Dave Smith felt that Chairman Dave should be allowed to tell his story in his own modest way and whetted our taste with just a few bare facts until our hero can tell it to us himself. Either way, we were glad to hear that Dave is on the mend and wish him a speedy recovery.

Having completed that, we all got down to the business at hand, namely the fund raising auction. Dave Goeddeke ran a tight ship from the auctioneer's table and was ably assisted by Tracy Bird who got us all back on track after occasionally digressing too much over the bids. Some extremely valuable junk...er, parts went under the hammer and I'm sure once the grease is cleaned off my winnings there will be a jewel of an item underneath. \$190.50 was collected, and Dave G. is kindly asking the winner of the one-of-a-kind designer vase and oil container to pick it up before next spring.

The winner of the \$50 Little British Car certificate donated by Jeff Zorn was Stephanie Smith. Attending were Larry & Mitzi Pittman, Mark & Margie Barnhart, Curt & Stephanie Smith, Dave & Cheri Smith, Gordy and Tracey Bird, Ken & Kathy Nelson, Bruce Nichols, Jeff Smith, John McMullen, and

our hosts, Phyllis and Dave "Queen For A Day" Goeddeke.



*Photos by Dave Goeddeke & Ken Nelson.
See page 18 for more on the Smith/Barnhart Award*



Rowdies Pool Day-by "Doc" Holliday

When we got up and moving on Saturday morning, it certainly did not look like it was going to be a good day for a swim party. We awakened to rain and a completely overcast sky. That always makes a party tough, since you don't know whether to set up inside or out. We chose to risk our luck and go with setting up outside. We called it right. The sky cleared and the sun came out. The turnout was good despite the morning rain. Except for a small shower, our luck held all afternoon. It was good to see all of our friends and in the words of the Beatles "a splendid time was guaranteed for all." I think only Gordie & Tracey Bird, Larry & Mitzi Pittman, Jeff & Jan Zorn, Dave & Donna Quinn, Steve Finch and Matt Wigent were brave enough to bring their A's out in the precarious weather. Swimming was done, Chicken was eaten, tires were kicked, and lies were told (the older I get, the faster I was). Steve Finch won the raffle for the LBC gift certificate. With his recently acquired A, I'm sure that one won't go unused for long. I've owned my A for 40 years as of this fall and there's always something on my wish list. A few folks sneaked out before Dave remembered to take a group photo. Good thing one of us was on the ball. Thanks Dave. All in all, despite the shaky start, it turned out to be a very good day.

Picture by Dave Quinn



British Car Showdown at Mid-Ohio-Report and Picture by Bill Weakley

On Saturday, June 27, I made a quick trip to Mid-Ohio race course for the British Car Showdown that was held as part of the Vintage Grand Prix. It promised to be beautiful weather and a good test for my new 5-speed that I recently installed in my Midget. It was a bit over 150 miles from Ann Arbor, mostly on little travelled two-lane roads through small towns. At the track, I found the show set up in the infield with easy access to much of the track. There was a lot of action on the track with qualifying sessions in the morning and qualifying races in the afternoon. I'm not too familiar with the vintage racing scene, but I enjoyed seeing a wonderful mix of cars, from Formula Vees to 60s Trans-Ams to Can-Ams and everything in between. There seemed to be a nice crowd of spectators, some of whom were competitors between sessions and probably lots of relatives and friends of competitors.

There was no entry fee for the show, and all entrants were given a nice commemorative glass. The show got under way at 10 AM with popular judging. The featured marquee was Mini, old and new. The Griffith club had a gathering in conjunction with the show, so there were more Griffiths than I had ever seen in one spot. There was a nice mix of around 150 cars. There were only three MGAs and no other Rowdies. At noon, any entrants who signed a release were escorted onto the track for a parade lap, actually two laps. Although we were mostly restricted to slow speeds, it was still a thrill to drive on the same track that I have watched so many races over the last 40 years. It was fun to think "This is where Michael Andretti cart wheeled into the gravel" and "This little rise is where Parnelli Jones would get his Mustang completely off the ground."

After the parade lap, there was a catered lunch in the elevated hospitality pavilion while watching the afternoon races. After the awards were announced (none for me), I packed up for the trip home. As usual, I met some interesting people, saw nice cars and learned a few things. I discovered that old Minis had a cable operated heater valve that I should be able to adapt to the Midget, so I won't have to get out and open the hood to turn on the heat. The ride home was uneventful, other than further convincing me that I did the right thing by installing the 5-speed transmission.

Stratford MG Trip-June 19-21, 2009

Our 18th year of Stratford followed our traditional plan of action. The long weekend always starts Friday with half our group heading to Canada and enjoying nice and sunny weather. In fact the whole weekend had been condemned by the professional weather people. So as every dry and sunny hour went by, I started to relax into enjoying the drive.

The group of 10 cars entered Canada at Sombra which is just across the river from Marine City. We worked the back roads and stopped for coffee at one of the 1,000,000 Ontario Tim Horton's restaurants; this one located at Reece's Corners 15 km east of Sarnia. We have been running this route so long that we reminisced when there were just a couple of shacks at this crossroads, but back then we could get Cadbury Chocolate bars that tasted of England.

The Friday group of travelers consisted of many of our regular folk; we had Ken and Kathy Nelson's 1952 TD riding with us again. Apart from having the most challenging ride, they also travelled from Grand Rapids and would end up making a 750 mile round trip. Dennis and Erika Ferguson drove their MGB GT all the way from the Traverse City area which must have given them the long distance award.

We arrived at St Mary's after an uneventful ride through green and wide open countryside. As usual the Westover Inn was very welcoming and we enjoyed refreshments on the terrace before setting out for dinner in Stratford at the famous Church restaurant. Stephen and Ruth Swarin headed to the theatre and the rest of us strolled along the riverside before driving the 15 km back to St Mary's.

The Weather people's predications came true on Saturday. We awoke to heavy rain and dark grey clouds. But this did not stop the group making a damp tour of the local area ending at St. Jacobs. Steve and Donna Finch drove the whole tour with the side curtains out of their MGA

roadster. They received the "Gung Ho!" award. After a look around the market town, we drove back to St Mary's to get organized for the tour banquet. By the time we had returned to the Westover Inn, the Saturday group of travelers lead by Rick and Anne Astley arrived. So we were whole again!

By now the weather had returned to being warm and sunny and so the drive back to Stratford from St Mary's was very nice. This year, the musical "A Funny Thing Happened On The Way To The Forum" was playing at the Avon theatre, in the centre of town. This was the opening night and so the theatre was packed. We enjoyed a well-timed comedy with some good standard songs and a bit of the old Roman slapstick. (They beat the Three Stooges by a century or so). Then, we drove back to the Westover for some late evening nightcaps.

Sunday dawned nice and sunny and a group of us made our way westwards towards the little coastal town of Bayfield. The only stoppage of the trip was when Ken's TD developed a pretty decent smoke plume issuing out from under the bonnet. It smelled like good ole 20 / 50 W; looking under the bonnet confirmed that it was, because Ken had not put the filler cap back on the engine after topping up that morning. It was a great opportunity to have a tech session / engine bay detailing session by the side of the road so we made it a team clean up event. Bayfield was as charming as ever. The town has the famous "Little Inn", and don't forget the octagon sided park. We took a little light Father's Day lunch, wandered the art stores, and then retraced our steps back south to Grand Bend, Reece's Corners and Sombra. We reached home in Milford by 7 pm, and Ken and Kathy made Grand Rapids later that evening. We have already booked the Westover Inn for next year for June 18 / 19 / 20 2010. Why not come tour with us next year and see some theatre on the 19th?? Put this date in your diary....

Philip Wiltshire



The Rowdie, Windsor-Detroit, Lamga, and Detroit Area NEMGT group trip to Stratford, Ontario - June 2009: (top down, left to right) A Group Photo; Phil & Jan Wiltshire; Group included A's, T's, & B's; Steve & Donna Fitch; The Marine City ferry crossing into Canada; Swan with her brood on the Avon River; "A" dashboard; Oil cleanup by the roadside; The Westover Inn in St. Mary's; Group relaxing on the deck
Photos by Phil and Ken

Last Issue I Commented on the values and prices of our MGA's and asked for comments from other Rowdies. I found an article on the price of one of the rarest MG's from "Olde Octagons" reprinted below, and then also one on a restored MGA recently sold at Carlisle Auctions.....

Reprinted from:

Olde Octagons of Indiana



PA Airline Coupe Belonging to Don Caldwell

Tickfords and Airlines

One of the pleasures of attending the "All-MG" gathering in Gattlinburg in 2006 was seeing 5 Tickford Drophead Coupes, plus some Airline Coupes, all lined up at the car show. It is indeed a treat to see this many of these premium quality and rare MG's in one place. I understand that the values were generally in 6 digits each - not that I bothered to inquire. Not everyone knows the particulars behind these two custom-bodied MG's (apparently including me), so I did a little looking through my "MG Library" and the internet and came up with this thumbnail sketch for those equally uninformed: Tickford is the name given to the custom coachwork built by Salmon and Sons of Newport Pagnell, Buckinghamshire, England. The company began building horse-drawn carriages but switched to building custom bodies for automobiles - and it's descendant is still in business today. Tickford coaches are found on many classic cars, and in the MG line they supplied coachwork for VA, SA, WA, in addition to TA and TB. They are characterized by premium quality workmanship, and many historians use the phrase "more civilized" when comparing Tickford coaches to the factory models. Exact numbers are not known, but it is believed that

around 300+ TA's and TB's were produced, with perhaps less than half that number still surviving. The distinguishing feature of the Tickford Drophead Coupe is the "pram irons", or "landau irons" on the side of the hood. Drophead, by the way, indicates that the hood has 3 positions - up, down, and intermediate (the "Deville position") - or is just another word for convertible, depends on which "expert" you read. The "curvaceous bar" will identify a Tickford at some distance, but if you look closer at the TA and TB Tickfords you'll see the door is shoulder height (not "scooped out"), has rollup windows (blasphemy!), and even door locks. The windscreen frame is integral to the body, but the chrome frame around the glass is movable, hinged at the top and sliding out at the bottom. There are many other smaller differences, but these are the ones that stand out. The Airline Coupe coachwork was made for 5 MG models - the PA, PB, NA, NB, and TA by Chalmer & Hoyer Coachbuilders. This is considered by many as the most beautiful of any MG, with its early attempt at streamlining (I prefer the Tickford, but that's just me). According to the Airline Coupe Registry, 51 MG Airlines were created. It is thought that only 2 TA's were Airline-bodied. According to BusinessWeek, an NA Airline Coupe sold in 2007 for \$398,750 - in case you're in the market.

Bill Gallihugh - Chairman, OOOI

(Ed. Note: I am very familiar with the Airline Coupe above which is owned by my Knoxville, TN Riley compatriot Don Caldwell. After purchasing this Airline Coupe he sold an almost equally beautiful 1937 Riley Kestrel. Don's investment has clearly beat the return on GM's stock values lately!)

See the next page for a valuation of a far more practical MG-the 1600 MGA Roadster.

1960 MGA 1600 ROADSTER



Auction Notes

Auctioneer:	Carlisle Auctions	Condition:	Restored-Modified/2+
Location:	Carlisle, Pennsylvania	Reserve:	Undisclosed
Date:	April 24, 2009	Sale price:	\$37,000*

MGA 1600 Values-Hemmings Sports & Exotic Cars-August 2009

Though still considered by some to be the new kid on the block, Carlisle Auctions has been offering more than 200 lots during each of their twice-yearly events since their 2006 introduction. Held in conjunction with the annual spring swap meet a short walking distance from the fairgrounds, this year's spring auction was shifted from its traditional Friday/Saturday dates to Thursday/Friday.

Though weather was generally not an issue, this 1960 MGA 1600 roadster was safely tucked inside the convention center. A relatively late draw on day two that coincided with the prime time auction hours, it was an eye catcher, thanks in no small part to its combination of black paint and red leather interior.

Little was offered about this example's past, but according to the seller, the car was still wearing its factory-installed body panels-with exception of the front valance-when it was sent to a marquee specialist for a complete restoration in 2000.

Our examination of the vehicle during the preview hours left us feeling that this MG was one of the better lots on offer. Considering the roughly eight years since the completion of its restoration, hardly any wear was visible. The paint was rich, with nary a flaw; the chrome was immaculate; each silver-painted wire wheel still looked new' the leather seating hardly looked sat on' even the engine bay was incredibly clean. Perhaps the only indication of usage was some trace elements of shoe debris on the black carpeting . According to the data card, fewer than 3,000 miles had been added to the odometer-showing 2,979, incidentally-since its completion.

More specific details revealed a fuller story, and depending upon your stance-purist, accept driving modifications or no opinion at all-this MGA may or may not have been appealing after all.

Despite retaining its factory "1600" badges, the car's performance was given a boost during the restoration with the insertion of a later B-series 1,798 cc four-cylinder engine, visually nearly identical to the stock 1600. With it came an MGB's four-speed manual gearbox and rear differential gearing. This combination provides the car with the classic look of the MGA and the handling and drivability of the MGB.

Did it work? Let's put it this way: RM Auctions sold this very MG at their 2008 Hershey auction in October for \$35,000, which included the 10 percent buyers premium. In six months time, it was again sold at Carlisle for \$37,000 (add a 5 percent buyer's fee on top). That's essentially top dollar for an unmodified, concours MGA 1600. Also consider the current economy and the fact that Carlisle does not charge a fee for the first vehicle consigned per seller-in short, this was a gamble that paid off. (Reprinted from Hemming's Sports & Exotic Cars-Aug 2009)

Finally, see the next page for a few more examples of recent MGA sales

Dave Quinn Offers Further Sale Prices For MGA's From Recent Sources.....

March 2005: 1961 MGA 1600 for **\$36,850** at RM Auction, Amelia Island, FL.

Winter 2005: 1960 MGA 1600 for **\$51,840** at Kruse Auction, Auburn, IN per Moss British Motoring.. they reported then seeing MGA prices up 40-60%, with roadsters going in the low to high **\$40,000** range.

October 2007: 1962 MGA MkII for **\$31,000** per Hemmings Sports & Exotic Car magazine; they also reported the average selling price for an MGA was **\$27,000**.

December 2007: 1961 MGA 1600 for **\$30,857** per Hemmings Sports & Exotic; they commented the right at the market price for a condition #2 MGA, and they expected to see prices climb for a while longer.

May 2008: Clean, well-maintained generally fall somewhere between **\$20,000 to \$30,000** per David E. Davis, For Drivers.

June 2008: 1959 MGA for **\$23,000** per Sports Car Market; car was restored over 20 years earlier, some scuffs, etc. Condition #3 car. Previously sold two years earlier for \$20,000. Sold under estimate of **\$26,000**.

Personally, I have mine insured for the stated value of \$35,000 and I don't consider it over insured. Does that mean it's automatically worth that much - heck no but there is no doubt in my mind that the prices of XKE's and big Healy's have pulled up the prices of MGA's. MGA's are now considered to have the 'classic' British look many of the over 40 crowd are looking for without spending \$50-70,000. An XKE at Mad Dogs had a sticker of \$68,000! You've got a secondhand gem..... don't under-estimate it.

Dave Quinn

ROWDIE Chili Meet

Saturday October 10, 2009

Cook up your favorite chili and head North to Mark and Marjie's at 101 Peninsula Dr. in Prudenville on the south east shore of Houghton Lake.



If you have an electric crock to heat up your brew, bring it if you can. We have a grill and a four burner stove and oven that will be available.

For anyone who would like to camp over night we have a large yard. You may have company as we have a doe and her 2 little ones that bed down behind the house some nights. We have a nice motel called The Riviera just across the street on the lake with rooms from \$70.00 to \$150.00 or there is a Super 8, Holiday Express, and Quality Inn at the west end of the lake about a 15 minuet drive away. There are also many mom & pop motels on the lake nearby. Arrive early and enjoy the area. We will plan on eating chili at 3:00 PM.

Riviera (989) 366-5122 www.rivieraresortonhoughtonlake.com

Swiss Inn (989) 366-7887

Korbinski's (989) 366-5306

We have a route map to the Ludington area to meet up with the Barn tour on the 11th by the Wigents.

Prize Winning Rowdies On Display!!

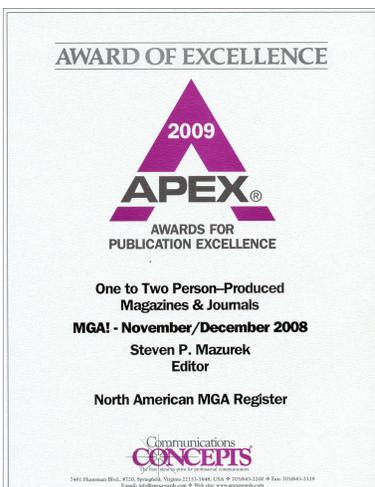
Pictured here are Mark Barnhart and Dave Smith holding the prestigious Bucher-Decker Trophy for the first place MGA at the Watkin's Glen Collier Cup MG Races in 2005 and 2008.



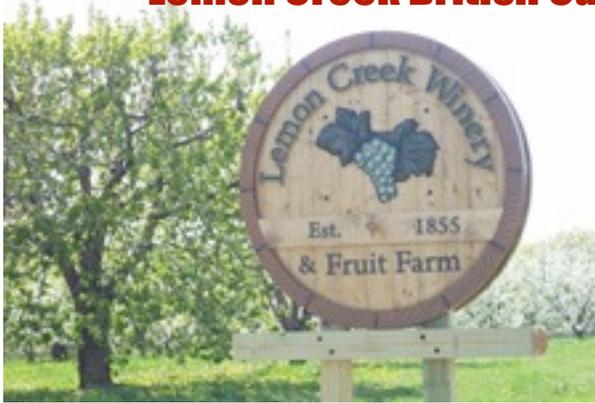
Picture by Dave Goeddeke

Steve Mazurek wins APEX award as editor of *MGA*!

The award is based on excellence in graphic design, editorial content, and the success of the entry in achieving overall communications effectiveness and excellence. APEX mentioned on their web site "this years entries displayed an exceptionally high level of quality." Steve has been the editor since the March/April issue of *MGA*. Congratulations Steve. Steve may have had help with the above as Diane has been copy editor for *MGA* since 2001. Steve and Diane are founding members of the Rowdies and the Ohio Chapter. They have been past events Coordinators for NAMGAR and Steve was NAMGAR Charman from 1983 to 1988.



Lemon Creek British Car Show Meet-September 12, 2009



*Lemon Creek
Winery*

533 East Lemon Creek Road
Berrien Springs, MI 49103
Phone: (269) 471-1321

Membership Chairman Bruce writes:

The Northern Indiana Austin Healey Club (niahc.org) and Lemon Creek Winery (lemoncreekwinery.com) are the hosts for this meet. The time is noon until 6 PM. The cost is twenty dollars & this includes lunch for two, a chilled bottle of wine and many wines to taste. They also have an excellent 50's band for entertainment. This show brings an eclectic mix of British cars which are parked among the trees on the grass. No sunbaked parking lot, just shade, good conversation, and there is voting on the cars by the participants. After attending this show several times I am convinced it is one of west Michigan's best kept secrets. If you need more information or a map see either of the above web sites.

(Ed Note: I've been to this one last year and agree with Bruce's comments above. Besides, I can't resist the sound of a good Rockabilly slapped upright bass!)



14th Annual Harvest Festival and British Car Show

September 12, 2009: (Berrien Springs, MI) - The Lemon family invites you to join them at their 14th Annual Harvest Festival to celebrate the rich heritage of the harvest season. This event, co-hosted by the Northern Indiana Austin Healey Club, will run from Noon - 6:00 p.m. and will include a British Car Show, live rockabilly music by the Bel-Airs, and more. As always Outdoor Kitchen will be on sight grilling up all of the harvest favorites including the famous corn on the cob. Admission includes souvenir wine glass and tasting ticket.

Cover Charge age 21+ \$5.00

THE DETROIT TRIUMPH SPORTSCAR CLUB PRESENTS

The 27th Annual Battle of the Brits

2009 Sunday September 13, 2009



Sunday, September 13, 2009

***9:00 a.m.-On the Campus of
Orchard Lake St. Mary's Schools***

***3535 Indian Trail
Orchard Lake, MI 48324***

Campus Map (BOTB areas 25/27)

GoogleMap

Register OnLine

***2009 Show Flyer - Orchard Lake Flyer - Fast Facts on new
location - Press Release***

Hotel Information - Vendor Information



NAMGAR in the POCONOS 2009

A FALL REGIONAL GET-TOGETHER

September 23-27, 2009

The Inn at Pocono Manor • Pocono Manor, Pa.

Hosted by the British Car Club of Northeast Pennsylvania

www.bccnepa.com

WHAT Fall Regional GT in the beautiful Pocono mountain region of Northeast Pennsylvania.

WHERE The Inn at Pocono Manor, a charming and historic country resort •

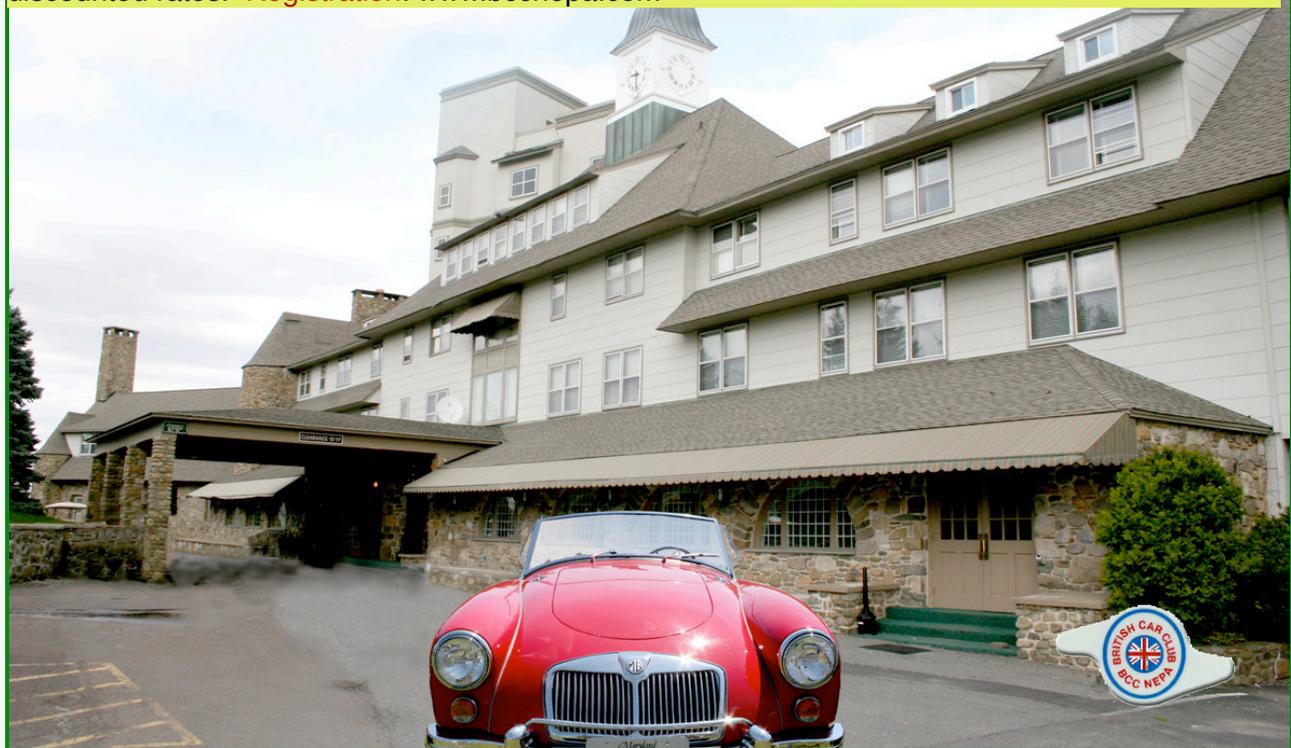
www.poconomanor.com 2 hours north of Philadelphia, • 1hr 45min west of New York City • 2hr 30 min south of Syracuse

WHEN As the leaves begin to turn – Wednesday-Sunday, Sept. 23-27, 2009

ACTIVITIES Back roads cruises to historic Grey Towers estate or town of Jim Thorpe. Western barbecue. Free day to enjoy resort activities: Golf, tennis, swimming, spa, sport clays, fishing, horseback riding on site. Suggested visits to old-fashioned malt shop and movie theater, outlet mall and slots parlor.

CAR SHOW Informal all-British display Saturday morning. Awards banquet Saturday night.

LODGING Call The Inn at Pocono Manor toll-free 1-800-233-8150. Mention 'NAMGAR' for the discounted rates. **Registration:** www.bccnepa.com





I wonder if I can slip this snake down her shirt without getting caught or having anyone notice.....

Come to the next Rowdie Meet or I'll pull the tail right off this cat, and then you'll be sorry.....

Ah, for the joy of having little children around the house again. I just know these kids will grow up to be proper Rowdies themselves in a few years.



Stevie, You Are Like, Way So Cool



How Can She Be So Dumb?

Britney Spears Loves Her New MGA, But Is In Awe Of Steve Holliday's New Transport And Ask's "Whatever Do They Use Those Funny Looking Cars For?"

FOR SALE AND WANTED:

Wanted: Manifold for MGA/MGB for 1 and 3/4 inch SU carbs, Also the heat shield and spacers. Bruce Nichols nicholsbm@aol.com