



A-Antics



Phil's Stratford Tour Pictures

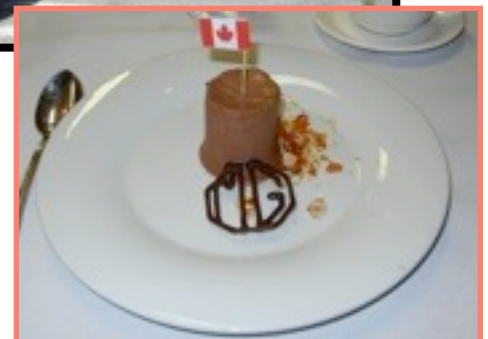
Bruce Mann's Family Affair

Rallye To Reno

Ensign Motors-John McMullan



Pictures of Phil Wiltshire's Stratford Tour June 17-19, 2011.....



Pictures left to right and rows from top down: Row 1-Bill Weakley & Ken Nelson; Mitzi & Larry Pittman; Lloyd & Janice Herring. Row 2-Phil Wiltshire, Larry & Mitzi, Jerry & Reggie Goodwin, Janice & Lloyd, Steve & Ruth Swarin, Jan Wiltshire, Kathy Nelson. Larry, Mitzi, Kathy; Phil, Mary Ellen & Bill Weakley, Jan, Mitzi, & Larry. Row 3- Mary Ellen, Kathy, Jan; Two of everything-GT's, B's, and A's. Row 4-Six in a row; Special MG dinner desert. *Pictures by Bill Weakley & Ken Nelson.*

MICHIGAN CHAPTER OF NORTH AMERICAN MGA REGISTER

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and not necessarily of NAMGAR or the
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appropriate material. The editor reserves the
right to edit material for length and content.
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credit to both writer and the club.

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 (\$35 for
printed newsletter)

Nickname: Rowdies

Motto: People First!

Rowdies Site: [www.mgcars.org.uk/
michiganrowdies](http://www.mgcars.org.uk/michiganrowdies)

MG Web Site: www.mgcars.org.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

MEMBERS PAGE

Members Update:

Rowdies Website: Larry Pittman, Webmaster

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

Larry Pitman's Database Report:

68 Active and Paid-Up Members

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.

Send Email & Address Changes to Editor.

Deadline for submitting material

for the next issue is: April 20, 2011

Letters To Members At Large:

Recently Cathy Holliday has had ongoing health issues and the Rowdies want to extend Get Well Wishes to her, and offer our support to Steve as well.

Dave Quinn writes on June 11th:

There are times when it's difficult to pass along news about our members and this is one of those times. Cathy Holliday has had one very serious health issue after another recently.

Initially Cathy suffered kidney failure. This required being on a dialysis machine three times a week for three to hours at a time. Then she learned she had

multiple myeloma and began taking chemotherapy treatments twice a week along with bone marrow testing, etc. to pin-point the best method of treatment.

However, problems recently compounded when she suffered a stroke which paralyzed her right side. I was told she has feeling on that side. In an effort to control her heart rate Cathy received a pacemaker on Thursday. Friday she was taken off the Cardiac floor and is currently in a rehabilitation unit. Dave Quinn

(Ed. note: I later spoke with Steve and he said Cathy's speech was recovering and she was getting strength back in her leg and seemed to be continuing to improve.)

Steve Holliday wrote in on June 14th:

Hi All,

They pretty much let Cath rest over the weekend after the pacemaker. Today the voice was good and could be heard from across the bed for the most part. They probably walked her at least 100 yards holding a hand rail. The leg is pretty strong, but the arm has a way to go. They tell me I'm going to have to install some handrails around the house, but I can handle that or assign others to help.

She amazes me every time I see her, but has gotten me in trouble a few times helping her do something the hospital doesn't want her to do alone yet. She writes fairly well left handed and I think I might be in trouble when she remembers what she wants to say. I have to show the A on Sunday at Eyes on Design, but would stop by the hospital later in the day. Hope all out west are having a great time at the GT. Steve Holliday

Steve Finch writes about R2R on June 12th:

Hi All, from the Rallye to Reno. What day is it? If it's Ely NV then I guess it is Saturday night. All is going well. The car is running great.

The picture from the Dubliner is at the St. Louis M.G. Club hosted event in St. Louis. The DSCN pics are from the Victoria British sponsored BBQ in Kansas City. Check out the 1946 MG TC S Type. The IMG pics are from Heartland Park Topeka Racecourse where we took laps before going to Kent Prather's race shop. Prather is a national champion racing an MGA in SCCA competition.

What a great guy and what a cool shop. That engine on the dyno is a customer 1275cc Spridget motor

that is turning 146 hp and 186 ft lbs. He fired it up and did a full pull to show off for us. Wow was it cool!

Dodge City was Wednesday. The mountains in Colorado and Utah were beautiful. Some of the climbs needed 2nd gear @ 4300 rpm to crest the summits. We have traveled over 2,225 miles and I have not put the top up since leaving Detroit. I have used two quarts of oil and topped off the radiator a few times (temps running 185-210). Welch plugs holding tight. The slipping clutch was probably from an overfilled sump purging itself out the rear sleeve and has since cleared itself. It's been really hot in the afternoons thru Missouri and Kansas. We are seriously tanned. I have lots of new friends.

Only one minor incident going over the Monarch Pass (11,312 ft.) in Colorado. An instrumentation failure lead to severe fuel starvation. I swear that the gauge said I had over a quarter tank, ask Donna. No big problem. We had just passed a hole in the wall gas station. Donna put on the hazard vest and the next MG stopped then went back and got us a can

of petrol. The fuel gauge is now constantly reading full and doesn't move unless the ignition is turned off, regardless of how much gas is in the tank. I swear to God that its broken, honest (no laughing Neal). We are now tracking fuel consumption with the Garmin. Today we stopped every 200 miles for gas. The gauge said full but the 11 gal tank took 7-8 gallons to top off. I'll have to fix that when I get home.

Tomorrow is the last day on the road before arriving in Reno. The last stretch is from Ely NV across the Nevada desert and "The Loneliest Road". We are told to take provisions and not to pass a gas station without topping off. It will be 6 hour drive time and 322 miles. We are regrouping in Carson City for a parade run of 157 cars into downtown Reno. This is indeed the M.G. Trip of a Lifetime.

The MG 2011 Convention begins in Reno on Monday thru Thursday. They are expecting 1,000 cars for the convention. Then Friday begins a 4 day return blast back to Detroit. See you all soon.

Safety fast, Steve Finch (*pictures below by Steve Finch*)



ROWDIES 2011 CALENDAR OF EVENTS

MAY

7 **Drive Your MG Day**

20 - 23 **Carlisle** Import Show

21 **Jackson Road Cruise** Ann Arbor <<http://www.jrcruise.org/>>

JUNE

25 - 26 **Sloan Car Show** Flint MI <http://www.sloanmuseum.com/car_shows.html>

27-29 **Put-in-Bay Road Races Reunion** <<http://www.pibroadrace.com/>>

JULY

8 **Rolling Sculpture Car Show** Ann Arbor MI

10 **Mad Dogs event, Hickory Corners** <<http://www.maddogsandenglishmen.org/show-registration.html>>

28-30 **GOF Central XXXIII** Kalamazoo, MI & Gilmore Car Museum <www.michiganmgt.com>

29-31 **Waterford Hills Vintage Races**

AUG

7-8 **Alden Sports Car Show**

20 **Rowdies Birthday Party** Lloyd and Janice Herring

21 **Grattan Vintage Races**, Belding, MI

SEPT

8-11 **U.S. Vintage Grand Prix**, Watkins Glen Int'l Raceway

10 **Lemon Creek Winery** British Show

11 **Battle of Brits**, Orchard Lake

25 **Orphan Car Show** Ypsilanti

28 **Namgar Regional GT** Solomon, MD

OCT

TBD **Color Tour** Host Dave and Donna Quinn

NOV

TBD **Day In The Garage** Neil & Thelma Griffin

DEC

3 **Rowdies Christmas Party**, Jackson. Dave & Donna Quinn host

FEB 2012 BUSINESS MEETING

18 Rowdies Annual Business Meet, Holt. Dave & Chari Smith host



For Sale-For Sale 1977 MGB Roadster, Rebuilt engine and front suspension in 2011, retrofitted with twin S.U. carbs, nice maroon paint, interior great, runs strong, smooth transmission, both long and short tonneau covers, equipped with great sounding high end Pioneer sound system. Price \$6,500. Lloyd Herring (616) 566-6381

We want your MGA...
to be registered with NAMGAR!



Yearly membership is \$37.50 North America or \$52.50 International. The application form is available on-line at www.namgar.com or from: NAMGAR Registrar, 7522 SE 152nd Ave., Portland, OR 97236-4861



Members receive *MGA!* Magazine, the bimonthly magazine devoted exclusively to the enjoyment, care, and preservation of the MGA, Magnette and Variants; and an annual Get-Together in various locations in U.S.A. and Canada.

2010-11

Michigan Rowdies 2010 Regalia

Grille badge
with mounting clamp

\$25



Lapel Pin

\$5



Patch

\$5



Tee shirt

\$16



Cap

\$15



Key fob

\$5



To order: Call Phil Wiltshire @248-676-0986 or Brian Beery @ 810-488-1975 or email Phil at pwiltshire@comcast.net



SAVE THE DATE!

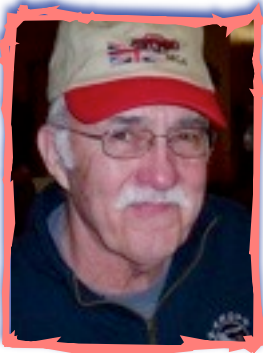
Registration form available soon

September 28-October 2, 2011

Solomons, Maryland

HOST: Mid-Atlantic Chapter of North American MGA Register

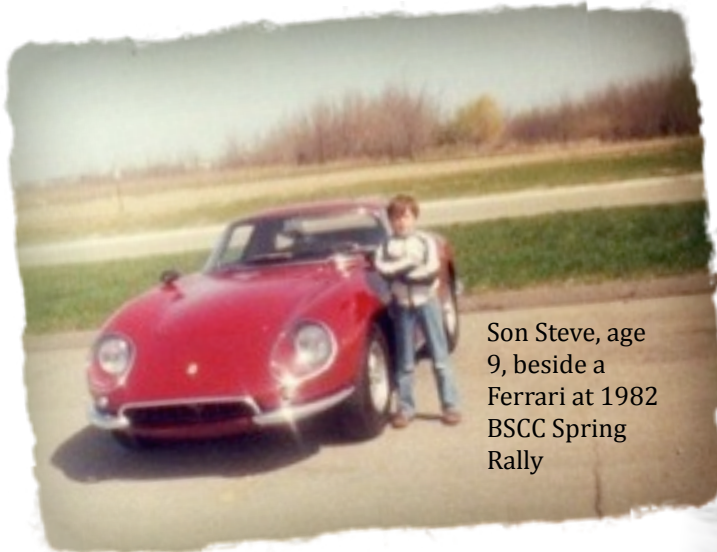
- WHAT** 2011 Regional GT of the North American MGA Register
A driving event around the shores of the Chesapeake Bay in southern Maryland.
- WHERE** Hilton Garden Inn Solomons, Dowell, Md.
- ACTIVITIES** • Visit historic and operating lighthouses. • Cruise on an 1899 oyster dredge boat.
• Calvert Marine Museum – Discover the maritime heritage of the Chesapeake Bay



CHAIRMAN'S CHATTER

Spring has arrived in Michigan. By the time you read this it will be mid-summer but at this writing it is May. May means flowers. May means Kentucky Derby.

May means Indy 500. Nationally May means Drive Your MG Day. Locally May means Rowdies Gymkhana. Well, it did until this year when there was a late cancelation due to a change at the business lot we had been using. I looked forward to this annual Spring event. I know most of you do too. It wasn't the high-end spectacle of vintage racing like at Road America.



Son Steve, age 9, beside a Ferrari at 1982 BSCC Spring Rally

I remember attending my first vintage race at RA. What a wonderful mid-life crises event for the truly rich. I so wanted to stuff my beer belly into a driver's suit and feel the testosterone flow as I blipped the throttle of a million-dollar-one-off vintage sports-racing car while getting ready to pretend I was a top amateur driver ready to take the track. You know, like my old friend Steve McQueen who talked about the high of driving LeMans at 200 mph. Our Rowdies gymkhana's are a

little more, well actually a lot more, low-key. More importantly you didn't have to be stinking rich. You only needed a running MG. Heck, you didn't even need that - just a running vehicle that could weave it's way down a tight pathway of cones. It's great fun to blip the throttle of the MGA prior to taking on the cones and then comparing times afterwards. And speaking of time, and knowing how quickly it flies I've put together a committee to evaluate potential GT-40 site locations. I've asked Dave Smith to chair it. But GT-40 is still four years in the distance, whereas May 2012 is just around the corner. Thus, a more pressing priority is finding a location for a 2012 gymkhana. I don't want this event to slip off the calendar like the British Sports Car Club (BSCC) Spring Rally did. There used to be a British Sports Car Council consisting of local Detroit area sports car clubs - MG, Triumph, Jag, Lotus, etc. - and each year the responsibility for planning the next year's event was rotated from one club to another. There was an overall winner and each club had a best-time winner. I am reminded how much fun this huge Spring event was whenever I reflect upon seeing the 1st Place MGA plaque my son and I won in 1991. By contrast our gymkhana's don't come with fancy trophies; however, they had nice prizes donated by local auto parts stores. These were handed out while everyone enjoyed great food and drink at a nearby pub.



Steve, age 30, at 2003 Gymkhana

Over lunch we swapped lies about how fast we were, only to learn who was the really hot-shoe of the day when the truth was told. Our gymkhana is ideal for taking action photos. I know some of my favorite photos over the years came from these events.

To make this happen next year we need access to a large parking lot. Club members lay out the course the night before using the club's orange cones. The next day we do trial runs mid-morning and then the gymkhana timing fun begins. Access to restrooms is nice but not an absolute. We have never had safety issues. NAMGAR provides liability insurance for the event. It covers both the Chapter and the facility. We ask each competitor to sign a waiver but more importantly we set up a second-

gear course designed to demonstrate car control and not speed. We just need a location! And we need to firm it up as soon as possible. In the past we have used school lots, college lots, and business lots. Finding a lot of sufficient size with Friday evening and Saturday access or Saturday evening and Sunday access has involved networking by a club member who had a direct contact or knew someone who had a direct contact with the people in charge. If you are on a school board, church board, or know a business owner with a potential lot, please make the effort to talk to them. I'd be happy to follow up by answering any concerns they may have. If we act now, I'm hopeful we can add this event to next year's calendar. In not, we could see another great event slip away for good.

Dave Quinn

See Page 20 for more travelogue pictures. Details available upon request.



John McMullan wrote in: "Ken, as promised, I am including a short article for the A-Antics. It's not often that an MGA is purchased from the original dealership, it was first sold by. I am titling this "MGA 344" because this is the NAMGAR number that Ruth Renkenberger gave the car at GT#1." John's story follows below:

MGA 344

This is circa 1971, I was 16.5 years old and fully involved in the British sports car scene. At the time I had two Austin Healeys, an early 3000 and a 3000 MKII with triple carbs. At the time, my world, as unfocused as it was, revolved around my Healeys and MG "T" series cars. I had met three "older" men, all in their 40s, who had TCs, TDs, and a TF. They put up with me asking a myriad of questions and attempting to clean parts for them on a wire brush machine. At about the same time I had met a 19-yr.- old from high school who worked part-time at the British Leland dealership in my city of Mississauga, Ontario. He was a short time from graduation and was hoping to move on to a better-paying job. He explained the job as "washing cars, doing oil changes on used cars, and generally being a "go-for" for the general manager." In effect, I fell all over myself saying I wanted the job. I almost said I would work for free, but I didn't.

Well, this was a dream job come true for a 16-year-old with a new driver's license and only one speeding ticket--to be allowed to drive sports cars every day after spending seven useless hours at school. I interviewed and got the job working for an Irishman who was a physical double for actor Ed Asner. The Irishman was named Ron Lauder, a great guy, but more on him later.

The dealership's name was Ensign Motors, and at that time, 1971 was the last factory-owned (British Leland) dealership in the world. Although

British Leland owned a number of dealerships around the world, they had been selling them off as private franchises. This particular dealership prepped the Sebring MGA Twin Cam team, the Sterling Moss MGA car used to impress dealers with the "A"'s performance. Also, the president of British Leland Canada liked to have Jaguars prepped and tuned especially for him.

Back to the main subject of this story, my 1960 MGA

1600. My car had been owned by one man since it was shipped from England. He was in his late 50s when he purchased the car from Ensign Motors in 1960. I learned that he brought it in at least twice a year to be inspected and tuned for summer use. This process went on until 1971 when he sold it back to Ensign

Motors, saying he had become

too old to enjoy driving it.

When I started at Ensign, the 1600 had just been taken in and was having a ring and bearing engine job along with a new clutch. I learned that the car was for sale and was to be cleaned up for the showroom. I told my new boss, Ron Lauder, that I wanted to purchase the 1600. Of course he said, "Yeah, sure kid." I then really had to impress upon him that I wanted the car. He said I must talk to the president of the dealership, a grey-haired man in his late 50s. He was very "proper British" with his nose pointing very high in the air. To say I was a little



scared to talk to this man was an understatement. I was 16.5 years old, new to the dealership, and was told I was to talk to the Top Dog of the dealership. I did manage to talk with him in his big “British” office with the wood paneling and pictures of Jaguars, Healeys, Triumphs, MGs, and Rovers hanging strategically on the walls. All this to impress visitors to his inner sanctum. He gave me two minutes and blew me off as just a high school kid that didn’t know anything, which is what I was.

The 1600 sat in the showroom for about two months with “the kid” dusting the car off every day. Then came the big news: the 1600 had been sold out from underneath me. I was fuming when I heard this. The next day I went to the bank and took 15 \$100 bills out of my account. I went to my boss Ron Lauder’s office and said I had told all the important people that I wanted the 1600. I then forcefully put

the \$1500 on his desk. Ron could see the flames coming out of my eyes and that I was deadly serious.

He told me to relax, and he would find out about the sale. Ron told me the car had been sold for \$2100, but only \$100 was given as a down payment. Ron told me I could have it for \$2100. I told him I could get \$400 tomorrow and the last \$200 next week when I was paid. Ron gave me a big smile and said I could have the car, and then got me a receipt for the \$1500 deposit.

Well, the end of the story was, the dealership paid the provincial sales tax, I paid the licensing fee, and I drove it out of the dealership show room. I wish that someone had been able to take a picture of me leaving the showroom with my “new” 11 year-old-sports car.

John McMullan

Dave Quinn also sends in this picture of Falvey Motors, a BMC dealership in the Detroit area in the 1950’s-60’s:



Talented Local Duo Sings and Hoofs Their Way To The Top

On June 11, 2011, members of the Rowdies attended a musical that was truly amazing. Perhaps many members recall the email that went out recently inviting Rowdies to attend a musical performance with members Mary Ellen and Bill Weakley. Let me enlighten you on what turned out to be a very entertaining night.

It all started when the email went out. I was interested but doubted that I could get Curt to get on board. He doesn't even care for musicals when they are on TV. Then Curt said Bruce Mann mentioned to him that Willie and Bruce were going to see "Music Makes Me . . . Do the Things I Never Should Do." That's when I persuaded Curt to join them.

Arrangements were made and we met the Manns in the lobby. The evening also included The Saline Big Band performing afterwards for the audience to enjoy some dancing and refreshments. After we were seated, I looked around and discovered Margie and Mark Barnhart hunting for seats. We motioned for them to join us in nearby seats.

We soon discovered the hidden talents of members Mary Ellen and Bill Weakley. They belong to The Choral Connection as well as a smaller ensemble known as Etcetera. This group sings and performs beautifully. The show was entertaining, humorous and delightful before a sellout crowd. We were entertained with familiar songs as well as the unfamiliar. I really enjoyed the Chiquita Banana performance. There was singing with banana shaped props that the Etcetera ensemble danced to with cut

outs for their faces. Most numbers were light hearted and funny. The crowd thoroughly enjoyed the entire performance.



I could continue on and on about the evening. We truly enjoyed the show. Afterwards, the Weakleys sang a number with the band out in the lobby. Other performers sang again. It didn't stop there. The Choral Connection members impressed us with their dancing talent as well.

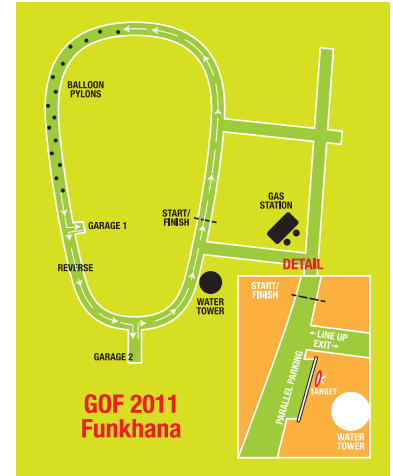
Our group all agreed that it was an entertaining evening. Our club has many hidden talents lurking about. It has been decided that the Weakleys should share their talent at a future Rowdie event. I want to express many thanks to Mary Ellen and Bill for sharing the opportunity to attend your amazing show.

Stephanie Smith

Roving Rowdie Reporter

Pictured above: Bill Weakley tries to win the hearts of the ladies in the crew by selling Sara-Lee cheesecake door to door. The ladies, including Mary Ellen, seem interested in checking out his wares. Pictured below: The cast shows off their stuff.





Dear MG Enthusiast:

The Michigan Chapter is pleased and honored to host GOF Central! The Gathering of the Faithful, Mark XXXIII will be held July 28 – 30, 2011 in Kalamazoo, Michigan. Our host hotel is the 156 room, recently-renovated Clarion. It offers great meeting rooms, easy access, and tons of secure parking.

The highlight will be our car show held at the Gilmore Car Museum in nearby Hickory Corners. It is one of the premier automotive showcases in the country and a perfect setting for our classics. We also have an outing planned to the Kalamazoo Air Zoo aviation museum. Program details will be included in the confirmation packets sent after you register.

Hotel Information:

Clarion • 3600 E. Cork Street • Kalamazoo, Michigan • www.KalamazooClarion.com

Room Rate: \$94.99 per night plus tax

Reservations may be made by calling (269) 385-3922 by June 28, 2011 and referencing GOF Central.

We will be reducing our room block on June 29 to avoid paying for unused rooms – don't miss out on our room rate!

Mail GOF Registration to: Tom Sorensen – 2011 GOF • 226 Dexter Street • Milan, MI 48160

Checks payable to Michigan Chapter NEMGTR - GOF

Info: Tom • 734-439-5691 • toms53mg@yahoo.com

More information and additional registration forms can be downloaded from: www.michiganmgt.com

Agenda of Major Events

Activities and Times Subject to Change

Thursday, July 28

- 9:00AM-11:00PM Check in and Registration
- 9:00AM-11:00PM Spit & Polish at Clarion
- 9:00AM-5:00PM Swap Meet at Clarion
- 2:00PM-5:00PM Tech Sessions at Clarion
- 6:30PM-7:30PM BBQ at the Clarion
- 7:30PM-9:00PM First Timers Car Show at Clarion

Friday, July 29

- 9:00AM-? Registration at Gilmore
- 10:00AM-1:30PM Car Show at Gilmore
- 11:30AM-1:00PM Lunch on your own
- 1:00PM-3:00PM Funkhana at Gilmore
- 4:00PM-11:00PM Hospitality Room open at Clarion
- 6:00PM-7:00PM Valve Cover Races at Clarion
- 7:30PM-9:30PM Auction at Clarion

Saturday, July 30

- 9:00AM-5:30PM Hospitality Room open at Clarion
- 9:00AM-2:00PM Kalamazoo Air Zoo
- 11:30AM-1:00PM Lunch on own at Air Zoo

Saturday, July 30, cont.

- 2:00PM-4:00PM Tech Sessions at Clarion
- 3:00PM-4:00PM Steering Committee Meeting at Clarion
- 5:30PM-6:30PM Silent Auction/Happy Hour at Clarion
- 6:30PM-8:30PM Awards Banquet at Clarion
- 8:30PM-11:00PM Hospitality Room open

Sunday, July 31

- 9:00AM-11:00AM Hospitality Room open/ Goodbyes
- 9:00AM-10:00AM Car Winners Display & Photos
- Car wash, silent auction bidding, regalia, and hospitality will be open throughout the event.

Bruce Mann's MGA-It's "A" Family Affair

When I was 17 years old, I graduated from High School. A couple of my buddies had MG's. My father was a car nut so to speak, and enjoyed most. He worked at Whirlpool and since I was going to college I could work there in the summer. There was just one small problem-my age. I had to be 18 to work in the factory during the summer. My birthday wasn't until the end of summer in Sept.

I really wanted a car, but I didn't have any money to buy one. However, one Saturday, after harping and harping about going to Toledo, Ohio to look for an MG, my dad finally took me. We drove around most of the day and found a dealer who had a 1960 red MGA 1600 roadster with only 9000 miles on it.

My dad bought it for me, with the understanding that when I started earning money I would pay him back. We paid \$1900.00 for the car and drove it home that very day. Oh, when did we buy it? It was July 1961.

I eventually paid him back for the car, I think it took me a long time. Well, after all those years, 50, I still have the car and it now has 76,000 miles on it.

I drove it all through college and a few years into my working career and in 1976, tore it down and re-finished it. Had it painted and it really looked nice. Since 1976

I only put 550 miles on it. It has literally been in storage for all those years. I used to start it up and drive it around the neighborhood on nice sunny days. I did have new valves installed in the mid-nineties. I even put on new 60 spoke chrome wire wheels, and new carpet and interior.



One day in May 2009, my wife and I decided to clean up the car, and I started it up, and was going to put it into gear and it would not go. I knew the master

cylinder was leaking fluid, for years now, but I never did anything but add fluid. This time when I added fluid it

ran right out. Oh well, we will push it out of the garage and



clean it up. I will have to get a new master cylinder at a later time. As we were pushing it out of the garage I noticed what I thought was water leaking out of the car onto the garage floor, but upon further investigation it was gas. One of the float bowls had leaked at the weld and not functioning properly and gas was coming out.

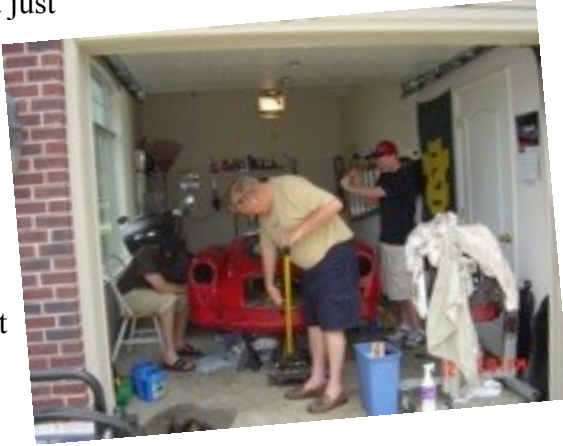
Ok so we just shut it off and cleaned it up. So much for taking it for a ride on a nice sunny spring day.

Well that started what is now the Frame Off Restoration Project Because the Master Cylinder Was Leaking Fluid.



I, or should say we, my wife Willy and I had started taking everything out of the engine bay. One thing lead to another and Curt Smith took out the engine for me.

We got it out just before I had open-heart surgery in April of 2010. That little process set us back at least 6 months.



We are now about to complete our 2nd year of restoration, and starting the 3rd year in May of this year. I have been fortunate to have had a lot of help. My wife of course has been a real supporter of this project. Although she has asked many times, "is this the last part to come off?" Sure it was!

My son, Tim has helped me along with his son Kyle. Kyle is now 16 and a junior at Clarkston HS. He has helped out with many hours of hard work. Kyle, Tim, Willy and I rebuilt the front end suspension system without knowing much of anything. Curt provided technical service over the phone, along with Mark B.

Kyle would come over to my house and help any way he could. We would sand and sand. Grind and grind. Cut off old bolts. Take out gauges. We took off the fenders, trunk, hood, doors, lights, wiring harness, bumpers, and windshield.



We trucked the frame and body to Ohio. My cousin has a big shop with a lift and all the tools. He farms

and they have everything. We took off the body and stripped the frame; sand blasted it, primed and painted it black. We put in new flooring, brakes, front and rear, transmission seals, slave cylinder, hydraulic lines. Many parts were cleaned using a glass bead media and then repainted.

We spent many days in Ohio, and my grandson Kyle spent a weekend helping. He painted the floor boards and many other things.

We then sand blasted the body, and primed and painted it underneath.



We brought it home in Oct 2010, and took it to a body shop in December 2010. It is still there, getting the final touches before it is painted.

Curt Smith and Neal Griffin came over to my house in mid-May and we put in a new clutch, pressure plate, ring gear and installed the engine. I want to thank those guys very much for all their help.

Larry Pittman has helped me as well and has been to my house a couple of times to assist.

To be continued.....





Pictures page 13: Trailering the A, Kyle gets another dashboard gauge to work, Kyle rebuilding front axle.

Page 14: Bruce does great at garage cleanup, Kyle & buddy think the A's cool, grungy old master cylinder, gorgeous rebuilt engine, beautiful new brakes and disc.

Page 15: Body tub being sanded, engine in place in chassis, another front chassis shot, solid metal of body tub.

Pictures by Bruce Mann

Member Profile- Rich & Jayne Pollion

The big bang started in summer of 1961, with the purchase of a 1956 turquoise MGA Roadster, while attending MSU. My 1959 purchased in 1999 is in better condition NOW than my '56' was in 1961; a survivor! I drove the '56' to Florida for Spring Break in 1962 without a second thought. Today, I wouldn't go around the block without a pre-flight check! You will usually see Jayne and I at events in our red Miata, since it's more reliable and I'm not much of a mechanic.

Jayne and I were married in the summer of 2000. We attended the MG event in St. Paul, Minnesota in 2001, in a 1967 Austin Healey (see photo). Next, a trip to Gatlinburg in 2006, in a '79' MGB.

Last year, the '59' MGA made it's maiden voyage to GT 35 in Wisconsin. (see photo)

Jayne and I in a canoe on a trip we hosted for car clubs on the Chippewa River four years ago. (see photo)

We have been members of the Rowdies for about eight years, and have enjoyed the great bunch of people we have met during that time. Our next event will be Phil and Jan's Stratford trip to Canada, our sixth year, a great event!

Rich & Jayne Pollion

(Ed. note: By the time you read this the Stratford trip will be history. Did Rich and Jayne dare drive the MGA there? If so, did they make it home yet?). Pictures next page.



Rich and the MGA at GT-35



Far left: Rich and Jayne with the Austin Healey
Left: The 1979 MGB heading for Gatlinburg
Pictures Courtesy of Rich Pollion.

Member Profile- John & Carolyn Alexander

I first encountered the MGA on the island of Okinawa in 1956-57. My Dad worked on a State Department sponsored project thru Michigan State University organizing the University of the Ryukyus. There was a BMC dealership on the island and they put these beautiful sports cars in the hands of servicemen stationed there. There were races at the airbase. I was 10 and Very Impressed!

After 4 years or so we came back to the states and landed in



Waterford just as the Oakland County Sportsmen's Club were starting the Road Racing Club and laying out the track. I rode my bike toward the unmuffled sounds of competition until I had located this Paradise. Very Impressed!

As a senior in high school, after taking my Dad's T-bird through the garage wall, it was thought that I needed my own car. My buddy

had just purchased a '59 MGA and I was Very Impressed! I found an ad for a '58 being sold by Holiday Sports Cars in Bloomfield Hills. Looked at it and turned over the princely sum of \$600.



My Dad followed me home. He was Not Impressed! The car ran ok, but I'd never driven a manual transmission – nor had I ever had to start from a stoplight up a hill. Six months later I learned to work on the car by replacing the clutch. Also learned carpentry since pulling the engine with chain-fall over garage gable caused said gable to crack and move downward a notice-able distance. Poor garage! There were some days of stony silence at our house.

I drove my '58 through 2 years at UM after which she was pretty tired and so traded away. However, I had learned much during my ownership and was able to work summers as a mechanic for several imported car shops. During these life lessons I found that science called and finally I went with my education and a metallurgical career.

I raced at Waterford and all the tracks in SCCA Central Division for 10 years, first in Formula Vee then H Production in a bugeye Sprite. Had a great time!(The white bugeye I restored and now drive was my spare racecar tub.) I was surprised, when I sold the



racecar, that I had enough money to buy a house! So I did! Parents Very Impressed!

I took up competitive sailing in small boats for 20 years – oh so much cleaner and easier on the ears.

During and after college I had been involved in theatrical productions. I met my Carolyn in an operetta rehearsal in 1985. She had no idea of my past involvement with cars other than I had the old bugeye in the garage and a BIG pile of parts (or "junk"). We married in 1987, sang with the UM Choral Union, sailed boats, flew airplanes and acted on stage. What a life!

Carolyn already had two children and we are now the proud grandparents of Jack and Georgia who have lots of energy!

Upon retirement, my goofy friends from racing days talked me into restoring my old bugeye hulk. I really enjoyed the process. I'd

been away from the British car scene for long enough so I jumped in with both feet! Finished the white bugeye, bought a '57 MGA out in Virginia, then was given a rust free bugeye tub which is nearing completion of a 3 year ground up resto. I decided to restore and sell this one to fund the MGA resto. Also have a '59 Mini – the engine/trans is done – needs bodywork and paint. What a hobby!

I found NAMGAR and the Rowdies on the internet when I bought my '57. Membership in this group feels good.

There's a great deal of knowledge and camaraderie shown at the gatherings. I was made to feel right at home the first time I attended a Garage Day! As an added bonus, when I first saw the Rowdie member list, I saw a familiar name. Kevin



Peck and I had played soccer for years together with the Ann Arbor Soccer Club in the '80's. We've re-

established our friendship and are helping each other with our projects - Kevin has a



1600 MGA basket case. I'm SO looking forward to beginning the work on my

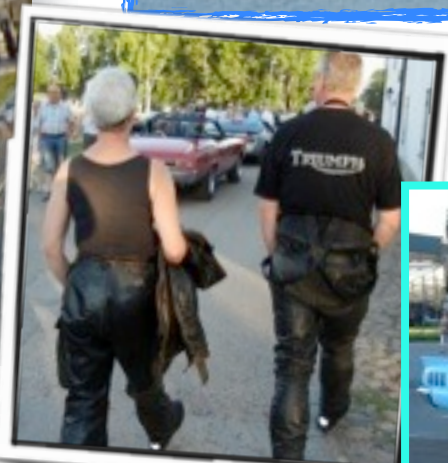
MGA. I'd like to have her ready to drive by the time we Rowdies put on our GT. Guess I'd better get started!

As my Dad said in 1966 - "You shouldn't get rid of this car. It's a classic now." How true! **John Alexander**

Pictures by John Alexander



John Alexander's grand-daughter. He writes "I was going to have my grand daughter write a blurb about "the Bugeye" but she's "thinking about it" at this time. She's so cute! A gearhead in the making."



Your Editor and wife took a trip to Sweden. Much to Kathy's dismay, they accidentally came across one of Sweden's biggest old car's "Cruise Night" next to Vadstena Castle. Take a look at some of Sweden's 'bad boys' with their cars, including the authentic 'Blues Brothers'. Gas costs \$9/gallon here for these American guzzler's!