



A-Antics

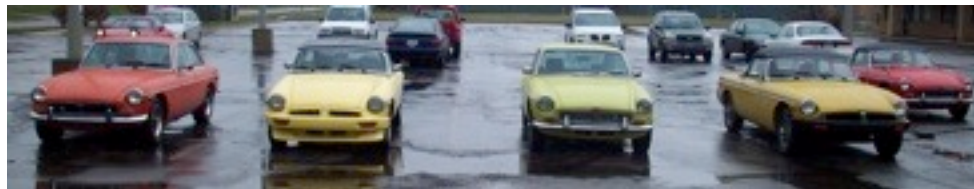


*Drive Your MGA
Day-May 7, 2011*

Phil's LeMans Classic Report
Member's Profile Section
Tire and Electrics Tech Report
Cecil's B'Day Bash Pics



Pictures of the Kimber Meeting- Holt, MI 5-16-11.....



Pictures left to right and rows from top down: Row 1-Rich Pollion, Mitzi & Larry Pittman and the 'Mighty Midget'; John McMullan, Bruce Nichols, Brian Beery, Marji Barnhart; Bruce Nichols, Gordy Bird. Row 2-Ken & Kathy Nelson, Gordy Bird, Larry & Mitzi Pittman, Donna Finch; Jai Deagan, Dave Goeddecke; Gordy Bird, Brian Beery, Dave Smith. Row 3-Rich Pollion, Dick and Diana Grucz, John McMullan, Bruce Nichols, Marji Barnhart; Not an MGA in sight anywhere. Row 4-Yellow rules the day; Sexy looking VW powered Kelmark-GT.

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:

It is with the greatest sadness I must share with you that Kathy (Kathleen) Dryden passed away April 18th, 2011. Brad advised long-time friend Gordie Bird it was peaceful and the family was all there. As many of you know, Kathy had been fighting cancer since being re-diagnosed last November. I am told the poster the Rowdies signed for Kathy at last year's Christmas party was hanging on the wall over her bed.

Kathy and Brad were the kind of Rowdies we all love. Both jumped into the club spirit after buying their first MG. They became active MG'ers - hosting

meets, restoring MGs, and most of all being a great fun-loving couple. They continued their Rowdies membership even after job transfers moved them to their present home at 4643 Township Walk, Marietta, GA, 30066-1717.

In Georgia Kathy served as secretary/treasurer in the Peachtree MG Registry and Brad is a director after having served as VP and President. The Rowdies have made a donation to the American Cancer Society in memory of Kathy Dryden.

Chairman Dave Quinn



Kathy Dryden

Brad Dryden writes:

Thank you Dave for the wonderful memorial. Kath would have really appreciated it. She often spoke of the great time we had at Mackinaw, and the "Party Girl" nickname that you so affectionately gave her while she celebrated her 50th birthday there.

Thanks so much to you and our wonderful Rowdie friends for so many great memories. I will treasure them and the times we had with them all.

Brad

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Chapter. Every effort is made to use
appropriate material. The editor reserves the
right to edit material for length and content.
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contents are copyrighted, Michigan Chapter.
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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

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

4 **Rallye To Reno** -A drive along RT 50 starting in Ocean City, MD and cruising out to Reno with numerous other MGers (www.RallyetoReno.com for details.)

5 **Fort Megs** Perrysburg Ohio <<http://www.lebcc.org/>>

12-18 **NAMGAR GT-36** Reno, NV

17-19 **Stradford Festival**, Ontario, CA. Philip Wiltshire host

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>>

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



WANTED: One pair of MGB front disc brakes including spindles, hubs & rotors to replace old MGA front drum style brake assemblies. Must be suitable for solid disc type (non-spoke) wheels. Will pay cash. Please contact Dave Goeddeke at xenon2000@earthlink.net, or call 734-425-5254.

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

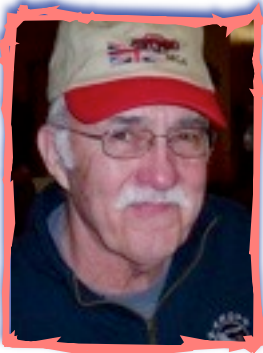


Key fob

\$5



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

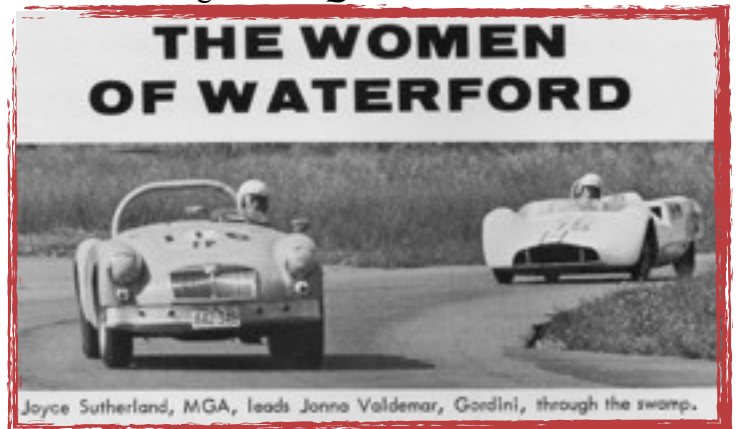


CHAIRMAN'S CHATTER

Looking back. June 10-11, 1961. I can't believe it's 50 years since the extraordinary time I attended the greatest of all endurance

races, the 24 hours of LeMans, for the first time. Imagine 300,000 spectators and cars of that era averaging well over 100 mph for 24 hours. Phil Hill and Olivier Gendebien driving Ferrari Testa Rossa's teamed up to win both years I was fortunate enough to attend. The MGA (YD3627F) of Lund and Olthoff finished in last place due to an engine failure after just 14 laps with Lund at the wheel. However, TR4's gave a good accounting by finishing 9th and 11th in the small-bore sport class. I could fill up pages with the names of the legends racing those years. They included Moss, Gurney, Cunningham, the Rodriguez brothers, Hopkirk, and Ginther. When I returned the following year I was better prepared to take it all in. Arriving several days ahead of the race allowed me to meet hero drivers such as Graham Hill up close. Hill was just thirteen years older than me and he would win the F1 Drivers Championship that year. Arriving early allowed me to spend hours in the pits. I searched out and found the off-site chateaus where some of the teams stayed. That is where I met Graham after his wife Betty invited my buddies and I to join them for a soft drink. An MGA was on the entry list for 1962 for Lund and Reid, but it never arrived. I made it into the MGA-powered TVR race garage and took a picture of the TVR reserve car. Sadly the TVR Grantura that did run with a similar engine finished dead last due to a water leak after a mere 3 laps. Of course in those days my dreams were of owning a Ferrari, Maserati, or Jag.

One need not be at LeMans to enjoy sports cars and speed. I have a copy of the Waterford Hills Digest, July 18-19, 1964 that recently turned up in my spring-cleaning. I was pleased to see the MGA of C. Cantwell held the F-P class record, set in September 1963. The Saturday's race results for the month before, June 1964, show Don Watson's MGA taking first place in FP and Joyce Sutherland first overall in the Ladies Race in an MGA. Sunday's June race saw MGA's taking the first three places in FP in the order of Don Watson, John Pierce, and Tom McDonald. Watson and Pierce also finished 1-2 in the small production feature race. A great weekend for MGA racing. *Dave Quinn*



Joyce Sutherland, MGA, leads Jonno Valdemar, Gordini, through the swamp.

And the Men of LeMans....



Olivier Gendebien & Phil Hill. Ferrari 330LM. Le Mans, 1962



Graham Hill. The original inspiration for Dudley Do-Right and Nigel Snively



Phil Hill in the Winner's Circle



Olivier Gendebien & Phil Hill. Ferrari 250 TRI. Le Mans, 1961

WDMGC Tech Meeting Report

3-5-11-report by Dave Quinn.

I attended the WDMGC Tech Session at the Milford Public Library on March 5th. Rick Astley and Doug Butcher repeated the presentations they made for the Michigan Rowdies GT-30 in 2005. Attendance totaled 41. Philip Wilshire summed it up - both presentations were very well received with new insight into tires from Doug and explanations of the way our MG's process electricity from Rick. They captivated everyone who attended. To quote Philip, "It always helps to have presenters who are passionate about their specialist subject matter." Philip went on to say "So, to a packed meeting room, Doug made his presentation on tyres and fielded dozens of questions during his 2 hours on his feet. Although I had seen the presentation before, Doug had updated it for 2011 and I realized that I had forgotten how much technology goes into the design and manufacture of those black items at the four corners of our MG's. Rick is well-known by the WDMGC and internationally for his electrical engineering prowess. Rick worked his way through every electrical aspect of our vehicles using a combination of a slide show and physical examples. I particularly enjoyed the ignition coil demonstration unit where Rick tossed it across the room as a result of giving himself an electrical shock. As I said earlier, our presenters threw themselves into their pet subjects with gusto....."

Looking over my notes I thought I would share a couple. Hopefully, I am not misrepresenting them.

Doug encouraged MG owners to stick as close as possible with tires originally designed for their car. He pointed out the added weight of

larger sized tires and heavier tires with less give will cause excessive wear of suspension components. I was comforted in knowing my 165 sized tires, S speed rating, and (reportedly) made in America tires were a good choice. He recommended staying with top name brands; I failed on that point. My \$48 Vanderbilt classic all season tires purchased from Belle Tire are probably not the first name to pop into anyone's mind. He encouraged people to find the sweet spot for handling and ride by experimenting plus or minus three pounds from the recommended settings. He runs 3 pounds less in the front vs. the rear on his own car. He strongly cautioned everyone on buying tires "made in China". I failed on that point as well.

With research help from Doug I discovered the tires I believed to have been built in Memphis, TN and distributed by TBC Corp's Private Brands Division were in fact made by Dongguan Huacheng tire company in China. This was not very comforting to learn. These off brands should not be allowed to trade like they do, they should be up front with unsuspecting consumers.

Rick covered a wide variety of topics. He talked about wire fasteners he liked; for example, the fully insulated Faston connectors at Home Depot and others to avoid. He provided a very complete explanation of the differences between MGA generators and later alternators. Generators put out voltage that goes beyond the boiling point of our battery fluid, which boils at 14 volts, and that is why it is important to regularly checking fluid levels. Vaseline on the battery posts and connections adds protection from acid build up. An alternator, unlike a heavy generator, has the advantage of working when the car is at idle. Anyone thinking of switching should pay

close attention to the pulley size; you want the smallest size pulley you can find.

It was good to be reminded not to use a modern 35 amp fuse in our cars although older shop manuals list 35. They are using an old measuring system and are talking about a 17 amp/ 35 surge fuse - not a modern 35 amp fuse. A 15 amp or 20 amp would be the modern equivalent. When I got home I double checked my own (hey, could have had a senior moment) and was comforted to find both on mine were 15 amp. Rick had a good tip for those still using an old-style coil with a screw-on tip. He suggested adding silicone grease inside the entry point to make a better seal. And, so it went with more tips, like setting the timing.



Bottom line, these tech sessions were excellent. Sadly I had to leave before Rick finished his session; the time had run on by additional couple hours due to the interest..... but my grandson's 7th birthday took priority. I didn't get a chance to look at the two books Rick sells but I am sure they are very informative. To see a description of his books go to www.veloce.co.uk and put "Astley" in the search box. Here's a link to a WDMGC member/vendor who makes priced-right MGB relay kits for improving headlight/horn and fuse box safety. Something to consider for your MGA as well. <http://www.bits4brits.net/Products.html>



Doug Bucher later wrote this to Dave Smith about Chinese Tires:

Dave,

Just an FYI - this is one of several such reports I have seen recently, I thought you'd be interested to see it because it helps to explain why I felt it best to avoid tires made in China wherever you can.

"Beijing, China, March 31 2011 -- China's General Administration of Quality Supervision, Inspection and Quarantine has ordered its offices throughout the country to begin a nationwide tyre inspection. The move came after Kumho Tire Co.'s plant in the north China port city of Tianjin was found to have used an excessive amount of recycled rubber during tyre production. The inspection is not restricted to Kumho tyres. It also applies to products of other tyre manufacturers in China, according to a circular issued by the administration. Many Chinese motorists have complained that Kumho's tyres wear out quickly, according to an investigative report done by the official China Central Television Station. After initially denying the report, Kumho admitted using excessive amounts of recycled rubber in the Tianjin plant. The Korean tyre maker said it would order a tyre recall. Kumho, with a combined annual production capacity of 30 million tyres, supply a wide range of automakers operating in China. Customers include General Motors, Volkswagen, Hyundai and PSA, as well as domestic Chinese brands"

The most disturbing thing about this incident is that it involves a reputable Korean tire company, Kumho, whose tires are very good out of Korea. I am surprised their quality systems didn't catch it and prevent it from happening. It serves to convince me that there is a fundamental problem in the Chinese industry, where a willingness to cut corners to save pennies exists.

Best regards, Doug Bucher



North American Council of MG Registers
Fourth ALL-REGISTER Meet
June 13-17 2011
MMM - MGT - MGA - MGB - MGC



... from the website... <http://www.mg2011.com>.... Headed to the 2011 All-MG event in Reno, Nevada next June?

Come along with everyone on a drive across Route 50 from Sea to Shining Sea. We'll be starting in Ocean City, MD on Saturday, June 4th and stopping at cities and towns on Route 50 all across America. Cincinnati, St. Louis & Kansas City are just a few of the places along the way. You don't have to start at the beginning, just join in anywhere along Route 50. There will be plenty to do and see, such as a trip to the top of the Gateway Arch in St. Louis or a drive to the top of Pike's Peak in Colorado. Set your own pace during the day and join up with the group each evening at the hotel and other stops. After MG2011, we'll continue to San Francisco to complete the trip (even though Route 50 now officially ends in Sacramento), dip our tires in the second ocean that month, and sightsee for a day

or so in the City by the Bay. For additional Information and a Map to see where the latest info on where people are coming from please click <http://rallyetoreno.com>



NAMGAR at Solomons Island

Regional GT 2011

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



LeMans Classic 2010-July 2010

Report by Philip Wiltshire

My cousin Keith collected me from the Holiday Inn hotel in Poole Dorset, on Thursday morning bright and early at 6.30am. This was not early to me as I was still 5 hours ahead on US time having recently arrived in England from Detroit. He had brought his 1965 Sunbeam Tiger which as standard should have a 260 inch Ford V8 fitted. Keith's car has a 302 inch Ford V8 with a holly 4 barrel, something that we Americans can identify with.

We drove with one other car, a 2006 Jaguar XKR convertible containing Alan and Malcolm, down to the fast cat car ferry that would transport us across the English Channel in three short hours to the French port of Cherbourg. This ferry is basically a huge all-aluminum catamaran that does 40 mph and carries 850 passengers and 235 cars. The weather was warm (low seventies) but cloudy and grey.

Alongside our two cars were a myriad of other classics including early Morgan's, Ferrari's, Lagonda's, MG's, Jaguars, Austin Healy's and on and on....all heading to Le Mans.

I think that 90 per cent of the cars on that ferry were classics heading to France. Everything went well with the crossing and our two cars emerged from the car ferry at Cherbourg into warm, hazy sunshine, and so tops were lowered and we headed along with all of the other classic cars in a southerly direction down the Cherbourg peninsula with our eventual destination of LeMans 330 km away.

All was going well; my cousin and I were flying along in the Tiger with the XKR right behind us. That was until we decided to stop for fuel. We topped up the cars and then proceeded to drive through a small village called Tinchebray. As we turned a corner the Tiger **growled** for the last time and would be silent for nearly 2 days. We coasted to a halt outside the

local bar and started to take the fuel system to pieces with the gift of a special size wrench from a passing Caterham Super 7. An excess of fuel was evident and clearly was in the wrong places, causing our four barrel holly to choke the Tiger to death.

Luckily (?) for us, a number of Holly carburetor experts were readily available in the adjacent bar and put down their drinks to give French verbal assistance. This help culminated with an old man puttering to a stop next to the car on his moped with a small plastic bottle containing half a pint of some dubious fluid. He was ready to pour this brew into the car's fuel tank, but once we had explained in bad French that more fuel was the absolute last thing we needed, the French pit crew lost interest and returned to their drinks. Except now they could debate the fix required for the English car and probably better figure out the solution in the more familiar surroundings.

We also could not find the root cause of the problem, but for sure fuel delivery / control was the cause and we had not got any carb spare parts. So my cousin phoned one of the Tiger Club gurus who was scheduled to arrive in France the following day with a whole **pride** of Tigers. He committed to bring as many spare parts as he could concerned with our Tiger's failure, so that the car could be fixed at LeMans the next day.

Next on the to do list was how to get the Tiger to LeMans. My cousin called his recovery service who wanted to repatriate us and the car back to England. He explained that it would be cheaper if they simply flat bedded us to LeMans. This was agreed to and so we waited 2 hours for the truck in, yes you've guessed it, the bar full of auto experts.

By 7.45 pm, we arrived at our Gite (bed and breakfast) on the flatbed and 634 Euros lighter in wallet with the Jag and settled in for the evening. During our race to LeMans, there were times we were convinced that our flatbed truck driver was an ex-racing driver because we

covered the 130 kilometers to LeMans in record time and the Jag struggled to keep up with us around some of the tight bends!

The next day Friday dawned extremely hot and humid at 95 degrees and with no air conditioning, we decided to stay local to our Gite and wait for our Tiger guru to arrive and save us. The four of us walked into the little village of Yvre le Polin and checked out local life. There was none. The village is 15km from the LeMans race track and could be anywhere in France. It was so typical with deserted narrow roads bordered by terraced, shuttered older buildings. It has just one little supermarket and a small cafe in which we sought refreshment. General Patton and the Allied forces would not have been out of place there, a typical small French town where time has stood still.

On our return to the Gite, an MG Midget had arrived from the overnight car ferry with two more of Keith's friends aboard. Pete had bought the car just 8 weeks previously as a restoration project and decided to build something interesting from it to drive to LeMans. So the tired harvest gold Midget ended up in Gulf racing colors numbered 38 (as were Pete and Mike who dressed in works uniforms) and looked the part as a works car with an Osselli 1380 cc half race engine. In fact during the whole trip, many people thought they were driving a works car for Gulf and so got many questions and photo opportunities. The final members of our group arrived in a Lotus Elise and BMW 1 series. Later in the day, Dean the Tiger guru arrived with his 427 cid Tiger and a trunk full of parts.

It was determined that the float level was too high and that the air cleaner was plugged, plus leaking fuel pipe unions. The carb was put back onto the car minus the air cleaner, adjusted and the Tiger started right up, as smooth as a *pussycat* but ready to snarl like a *lion*-we were ready to rock and roll once again!

We decided to go to the race track and check out what was going on. Friday was a practice day so we got the opportunity to see a range of classic cars mixing it up out on the track.

We drove to several vantage points in Mulsanne and Arnage to watch the cars; we stayed for several of the overnight heats and returned to the Gite at 1.00 am. During all of this, we were surrounded by dozens of classics as if in a living museum.

The LeMans 24 hour Classic race starts at 4pm on Saturday and finishes at 4pm on Sunday. The range of race cars are from 1923 to 1979. Unlike the famous original race which runs non-stop for 24 hours, the classic version of the race is divided into 12 x 2 hour heats of invited classic race cars that are also divided into appropriate classes.

So Saturday the big race day dawned for everyone and Keith had also got us track passes for a 10:30 am start. We set off for LeMans with a perfect blue sky and 70's temperature. The run to the track was excellent with hardly any traffic except for those also heading for the track. We were allowed 3 laps and enjoyed every second; we were able to run the whole 13.70 km circuit. The pace car was there for show only and soon got out of our way. Only the annual 24 hour and this 24 hour classic race (that runs every 2 years) are allowed to use the full combined club circuit and road route, so we were able to blast around the French countryside just like those famous race drivers of yesterday, except we only made half of their top speed at 105 mph in the Tiger. But that felt pretty good in an open top 1965 car! The Jag found an opening and managed 120 mph. After our exhilarating track time, we parked with the Tiger club at their circuit infield group parking area and walked the various exhibits and vendors. The place was heaving with classics cars of every marque and era either parked or driving through, giving more of the living museum to watch.

The official racing began at 4pm with the first heat of cars. The order of racing is a complicated mix so the race heats do not run in chronological order. Again we visited several locations throughout the evening and night and were able to see several classic early sixties and seventies Corvettes and Mustangs racing. The crowds loved the 'Vettes as these heavy and very

loud cars had to make huge drifts around the bends to stay in play and raised cheers every time one made it through a corner.

Eventually, on the Sunday, we drove back to Arnage and sat in a roadside cafe watching all of the wonderful classic cars cruising past. It reminded me of the Woodward Cruise except the cars cruising past are a more varied selection and there is a 50 per cent chance that the driver does not speak English! We did get some overnight thunder and lightning due to the heat and humidity. But we ate outside in the rear garden of the Gite for all meals with no bugs or mosquitoes; France does not have them.

Later, on Sunday, we toured around the infield and looked at the various clubs in their groups. Just about every marque was represented including some obscurities that we had not heard of. We watched the final heats leading up to the 4pm conclusion of the 24 hours and then drove to that same boulevard in Arnage to sit in a pavement cafe and watch the cars leaving the circuit and surrounding parking lots.

On the Monday it was time to say goodbye to our group and the LeMans circuit. We headed back north towards Cherbourg, our car ferry port. We really did part in all directions; the Jag to the airport and then Italy, the BMW to the south of France, the Lotus to Calais to get back to south London, the Midget to Caen (a ferry port near Cherbourg) and us to Cherbourg. Because of the proximity of Caen to Cherbourg, we drove most of the way in the company of Pete and Mike in the Midget and parted on the French coast to head to our respective ferry boats.

We arrived back around midnight in England to some typical rainy drizzle; I spent the night at my Uncle and Aunt's apartment and then took the train back to London for the flight back home to Detroit. If all of the stars align, I hope to make the next LeMans 24 hour Classic in 2 year's time, but this time I want to be driving myself. I am sure it will be a modern rental and not a classic, but you never can tell eh?

Philip Wiltshire



*Pictures clockwise from the left:
A Snake, Two Cats,
and a Tiger.
Pictures by Philip
Wiltshire
More Pictures on
page 19.*

Member Profile- Larry & Mitzi Pittman

Our MG life isn't as long or as extensive as a lot of other Rowdies. My first car purchase was a 1959 MGA roadster that had a banged up front fender and stiff steering. I bought it in the summer of 1968 while I was enrolled at the University of Missouri – Rolla (now known as Missouri University of Science & Technology). I was an Army brat so I lived in several places growing up. My Dad did a lot of his own repair work on his cars so I picked up a lot of experience with car repair along the way but none of it was on British cars.

I had just decided to become a co-op student for what was left of my time at school. That co-op job was with Xerox Corporation in Rochester, NY, and started in the fall of 1968. I drove the 'A' from home (then Waynesville, MO) to Rochester. That fall, Mitzi and I met at a Shakey's Pizza Parlor. We had several dates in the car and I always sort of assumed that she just put up with the car, so to speak. By November the weather was getting cold and the MGA was already giving me problems. The heater hardly worked, the windows were constantly fogged up, the wire wheels were wobbly, and worst of all, I had many mornings that it wouldn't start. By February, I'd talked my Dad into trading cars for the rest of the winter. So Mitzi and I drove the MGA to southern Ohio to trade it for a car my Dad offered. I

have to admit the drive home was a lot more comfortable than the drive to our exchange point. Anyway, that was the last I saw that car and the last MGA I owned for a lot of years. My younger brother became the driver of my car and managed to drive it into a tree one night on his way home. My Dad decided to rebuild the car. He bought a junked body at the local junk yard and he and my brother rebuilt the car using the two bodies. It turned out

pretty nice but was sold before I even saw it.

Mitzi and I were married in 1969 in



Springville, NY, her hometown. We alternated living in Rolla, MO, and Rochester, NY, until I

graduated. Our first son was born in Missouri while I was still going to school. As with any student, things were pretty tight for us. After graduation, we moved to Warren, OH, where I went to work for Packard Electric Division of General Motors. We lived there for the next 13 years and four more children were born. We moved to our present home in Fenton, MI, in 1984 while I still worked for Packard/GM. I eventually transferred to General Motors directly and Packard eventually became part of Delphi. A lot of my Packard/GM career was spent in automotive wiring although I also worked in vehicle systems, switches, seats, &

displays. Some of that experience came in handy while restoring my own MGA.

In the early 90's, Mitzi started looking for some kind of work that would appeal to her. She had always been a stay-at-home Mom, but our kids were now old enough to fend for themselves. She eventually found a job at the high school as a pre-school teacher. She later moved to another local pre-school. At local events, we're always running into kids that she had in pre-school. Amazingly, she remembers all their names, too.

In the mid 90's I got interested in Radio Controlled Airplanes. I soon joined a local club and became very active running to the air field several times during the week after work. I became pretty good at flying them and usually built another one (or two) over the winter months. I thought occasionally about restoring an older car but never got serious about it. A neighbor also in my RC club showed me an MGB he had in his barn. I was intrigued but didn't do anything more about it.

I retired from GM in 2002 when they gave me an offer I couldn't refuse. I went right back to work as a contract engineer and worked for six more years. That time was spent at Delphi with assignments working with Ford, Hyundai, & Toyota. A couple of years later, I learned that the neighbor with the MGB had sold it, but I found out he also had an MGA and a Jaguar. It didn't take me long to take the plunge and buy the MGA with no real idea at first what the steps were to get it restored. I ended up documenting the restoration on a web site. Take a look at <http://larrysmga.net> if you get the chance.

We joined both NAMGAR and the Rowdies in 2005. We attended GT-30 just after we had joined the Rowdies but we weren't really part of the GT-30 work that the club did and didn't really know any of the Rowdies. Our car was still in pieces at home so I was pretty envious seeing all the running MGA's together. It was a great experience meeting others who actually owned an MGA. Since getting our own car running, it's been a lot of fun taking the occasional road trip or driving to a GT or having any other reason to take the 'A' for a drive. With the Rowdies having volunteered for GT-40, it sounds like our next GT in Michigan will be a lot different experience for us.

We also went to GT-32 in Vancouver, BC, without our car. We've put 14,000 miles on our car since finishing the restoration. In that time, we've

managed to take trips to a Regional GT in Key West, FL & National GT's in Seven Springs, PA, Hot Springs, AR, and Delavan, WI. **Larry Pittman**



It all started from the rusty car above, and ended up as the gorgeous black beauty below. Larry at a Rowdie gymkhana in 2010



Larry & Mitzi then and now. Would they want to turn back the clock again if they could? Would you?

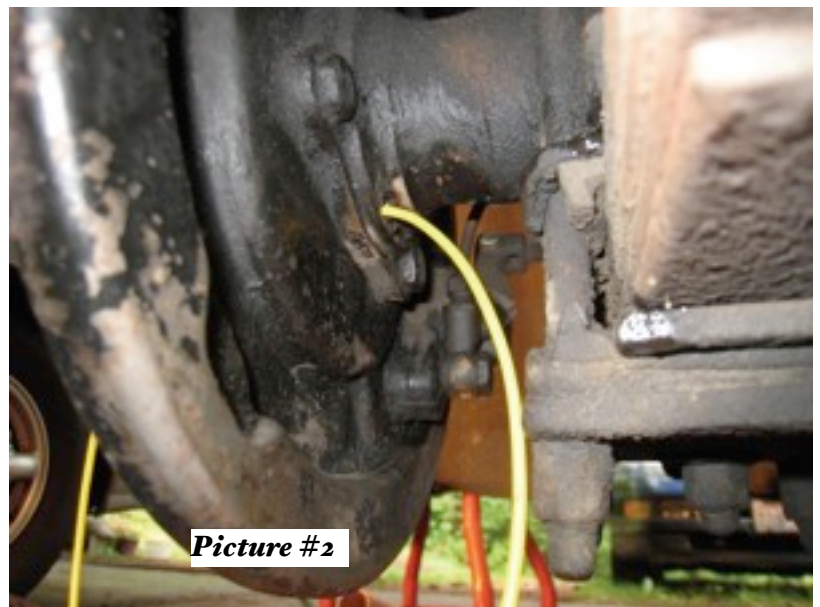
Tech Tips

Tech Tip: The Dreaded Rear-End Lube Leaking onto the Brake Shoes – a Potential Solution

By Ken Snyder

From the onset of the MGA production the factory was aware that there was potential for the rear hub seals to leak oil onto the brake shoes, and provided a method of channeling the leakage to the inboard side of the backplate in order to prevent the lube from oiling the brake shoes and drums. The factory service manuals make no mention of this. Dominic Clancy posted an explanation of this on an MG web forum and Kenny Snyder sent this to the Columbia Gorge MGA Club and it is reprinted from the August 2010 Columbia Gorge “MGAnnouncer” newsletter

Dominic Clancy – Switzerland (Web forum)



There's a little drain hole in the square flange that the backplate bolts onto. It's at the bottom when the axle is in the car. It's usually full of crud, old oil, brake dust and rust. It comes up to the radiused area of the axle housing where the seal runs, and is hidden by the rotating hub when everything is assembled. You may be able to detect it from under the car. To clean it out, just run a drill bit up it by hand. When the hub is off see the “cup” in the backplate that the back end of the hub fits into, this has a drain hole to the under-side of the backplate/housing inboard so if there is leakage the oil goes onto the inboard side of the backplate, not onto the brake shoes.

Pictured below is a 1958 MGA RR Axle Housing and Brake Backplate Hub with the Seal Leakage Containment Cup.

In picture #1, the Yellow wire shows the location of the leakage containment cup drain hole on the outboard side of the brake backplate. In picture #2 the Yellow wire shows the exit of the leakage containment cup drainhole on the inboard side of the brake backplate.

GARAGE TIP-from Dave Smith: While working in my garage today, I noticed that several of my punches had been rounded off on both ends thru repeated use. Reminder to MG owners to use your bench grinder to carefully remove the flared metal on both ends. This metal is unstable, and can fly off the tool while being used. The head of the chisel can also have this problem, and the tip should be sharpened to make the tool work better. As always, use protective Safety Glasses AND a face shield while using your grinder or the impact tools.

Put-in-Bay Road Races Reunion Gains Momentum in its Third Year

2011 Version to be Held June 27-29 on Historic Ohio Island

Key Points Summary:

- Sports car and vintage racing enthusiasts are invited to attend this gathering on Put-in-Bay celebrating the road races held on the island back in the early days of post-war sports car racing.
- Events include tours of the original course, a car show, a rally to various island locations, storytelling interviews with notable race participants, dedications of permanent commemorative markers around the course, presentations with 50s-era photos and movies and more.
- Plans are also under way to hold an expanded speed trials event using the island's airport and to



demonstrate converting the airport to a road-race circuit with an eye toward holding a real vintage race at the facility as soon as 2012.

- Original cars and drivers are especially invited, but all with an interest in re-living the early days of sports car racing in North America will enjoy this low-key gathering.
- The event is being organized by members of the Put-in-Bay Road Race Heritage Society and will benefit various developments related

to preserving the island's storied sports car racing history.

- For registration and other information see <http://www.pibroadrace.com>
- Put-In-Bay Road Races memorabilia, photos, movies and artifacts are being sought. Also, sponsorships for permanent markers are available. See contact information at end of this release

Put-in-Bay Road Races Reunion

<http://www.pibroadrace.com>

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Help Wanted!

I need a bit of help from the membership. If anyone has a complete MK II grill of the original chromed brass or the Moss replacement units of chromed stamped steel. I would like to know the weight in pounds and ounces of each one without bolts or nuts fasteners. To find a scale of this sensitivity, please go to your neighbor. If he (or she) is a marijuana dealer. They usually have a scale of this sensitivity. Bonus is that you get to know your neighbors and their Pit Bull.

FYI: for the MOSS plastic units I think it's only the shell that is plastic and the grill fin section inside is the normal stamped and plated steel unit. If someone has a Mk II plastic unit, I would like to confirm that weight too.

I will also be glad to get the same information for the 1500/1600 grill if anyone

cares to send. Any help is appreciated. In a race car the headlights and grill are the single most important area to lose weight due to the pendulum effect on rotation thru corners. Thus even a pound is significant. If anyone wants a boring discussion on pendulum effect, they are welcome to bring a dozen beers over and ask me. The Rowdie Racing MGA started at 2015 pounds and is now down to 1600 pounds. Sadly, the driver has added some pounds to offset this gain.

Dave Smith

Rowdie Racing MGA # 49



*More Pictures of Philip's LeMans trip (see report on page 11):
Photos clockwise from upper left: Recovery Service; Philip drives a Tiger; pseudo-Gulf
Racing Midget; Jaguar on the circuit; pretty MGB; Ground-Pounding Corvette V8;
The Dunlop Bridge at LeMans*



More Kimber Party Pictures



Pictures from left to right, and rows from top down:

Row 1: Dave Smith and the boys with 'ol 49' in the garage, John McMullan looking for the rocket engine underneath

Row 2: Happy Frog, Dave Quinn with a salad and diet Coke-Go figure!, Dave Smith shows Dick Grucz and Rich Pollion and Dave Goeddecke where the secret switch is for the rocket engine

Row 3: The "A", "B", and "C" of it (apologies to the editor's "A" for being left at home out of the rain), Happy Birthday to the Founder of all the above!

Pictures by Dave Goeddecke and Ken Nelson.

