

A-Antics



*Chili Meet at Neil
& Thelma's*



Photo by Dave Quinn-see pages 2, 18, 19

Chili Meet at Neil & Thelma's
Battle of the Brits
Return of the Lister
Put-In-Bay Race Week Report



Neil & Thelma's Chili Meet Cookoff 9-28-2013



"Chili-It's What We're Here For"



MICHIGAN CHAPTER OF NORTH AMERICAN MGA REGISTER

Chairman Dave Quinn
2929 Wolhaven Lane, Jackson, MI 49201-8268
(517) 782-9749
dlqs2000@comcast.net

Treasurer Jeff Zorn
29311 Aranel, Farmington Hills, MI 48334-2815
(248) 489-1855
jzorn@mgcars.org.uk

A-Antics Editor Ken Nelson
3126 Brentwood SE, Grand Rapids, MI 49506
(616) 957-3158
kenneth.nelson1@comcast.net

A-Antics Assist: Printing, distributing, &
database: **Larry Pittman**
Webmaster: Larry Pittman
11406 Majorca Pl, Fenton, MI 48430
(810) 750-0047
larrypit@chartermi.net

Meets Chairman Dave Smith
2401 Pinetree Rd, Holt, MI 48842
(517) 694-4856
mgarace@comcast.net

Regalia Chairman Brian Beery
1769 Minnesota Ave, Marysville, MI 48040
(810) 488-1975

Membership Chairman Bruce Nichols
629 Portage Ave, Three Rivers, MI 49093
(269) 273-3118
nicholsbm@aol.com

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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 (\$35 for printed newsletter)

Nickname: Rowdies

Motto: People First!

Rowdies Site:

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

MG Car Council Site: <http://www.mgcars.org.uk/mgcouncil/>

NAMGAR Web Site: www.namgar.com

Past Chapter Chairpersons:

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

Rowdies Website: Larry Pittman, Webmaster
<http://www.mgcars.org.uk/michiganrowdies/>

Larry Pitman's Database Report:

69 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: Dec. 20, 2013

New Members

Welcome to:

Ed and Louise Baugh
17262 Bell Creek Lane
Livonia, MI 48152

Ph: 734-522-4566; Cell: 313-695-4831 (Ed).
313-421-8159 (Louise); edbaugh@aol.com
Car: 1960 MGA 1600

Letters:

Car 29, Where Are You?

Rowdies, <http://youtu.be/ub7L1qRHkoU> is a link to a neat video of MGAs in action this year in a setting that takes you back to the 1950s.

Decades after Bob Bucher drove Spankey Smith's MGA (Green 029) to victory in the 1957 & 1958 Collier Cups at Watkins Glen, 029 is still winning. Chris Meyers, the current owner and editor of the MG Vintage Racers newsletter, won the Group 3 race at the Pittsburgh Vintage GP this year. This

very popular event has raised over \$3,000,000 for charity and is a favorite of racers everywhere. Many Michigan Rowdies have crewed for the prior owner of this car, Joe Tierno from NY, and got their first up-close introduction to Vintage Racing with Joe and 029. Dave Smith was an early crew chief for Joe; Mark Barnhart another. Mark's street MGA was restored to replicate 029 and includes some of its original parts. Others, such as myself, had minor supporting roles to keep 029 on the track, so the car has a special place in our hearts. PVGP is a special track for me as well. It's not far from where I was born and it's totally unique because they race through a city park with trees, stone bridges, curbs, light posts, and hay bales. They relive racing like it was in the 50s including its dangers. Because of the dangers, the organizers limit both the performance potential and age of the cars that can participate. Dave Quinn

Broken Spokes

Warren White wrote to Dave Quinn:
Looking for some help with my original steering wheel. All three of the metal spokes on the bottom right have broken close to the hub. Need some advise on if this can be repaired and how. Would appreciate you forwarding this request on to other members of the Rowdies. Thanks, Warren White

Dave Quinn replied:

Warren,

Personally I would not recommend trying to repair the steering wheel if you plan to do any amount of driving. I have several originals up in the attic in various states of decay. Although I had a brand new one on my MGA I replaced it with a 15" Moto-Lita. There are several after-market wheels

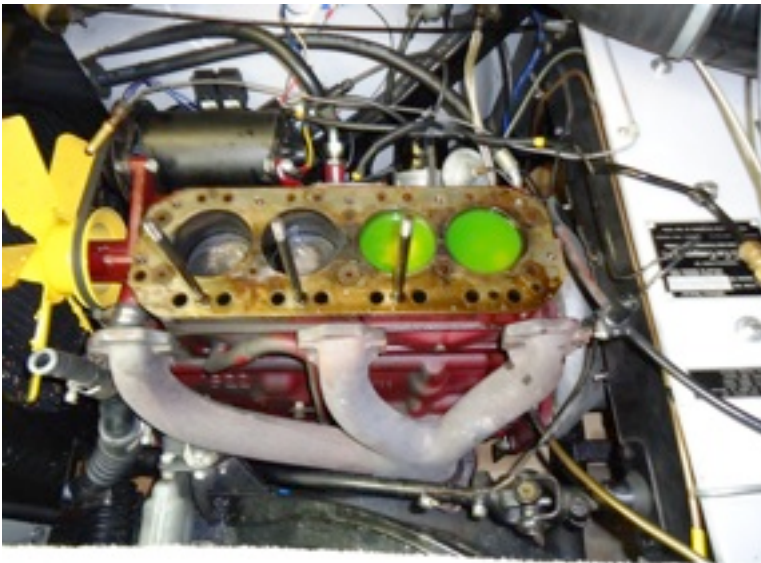
available. I know a number of the Rowdies feel, as I do -- that the original is a safety hazard due to the poor design. The chance is too great that the metal spokes could too easily end up in you in the event of an accident or give way so easily that the steering column ends up in you. A repaired one would be even less safe IMHO. That's my 2/cents worth on the subject. Others are welcome to offer theirs for or against.

Dave Quinn

Pist' AND Broke?

Bill Gallihugh wrote in to tell his tale of woe about the drive back from GT-38 this summer... Sorry to hear of your Rowdie Caravan's troubles on the way home from Asheville last July, but I'll trade all of you guy's GT-38 car issues for the "little" problem we ran into about 35 miles south of Cinn (see photo below). After the Hagerty tow home late Friday night, I found that the plugs in cylinders 3 & 4 didn't seem to be firing with full force. Maybe a timing issue...?

Bill Gallihugh



Ed. note: I think you could be on the right track toward solving your problem, Bill, altho you might be driving the wrong train. Good luck, and I would check the spark plug gap also while you're at it. Ken

And There's More...

Dear Technical Editor;

I went to rebuild the engine in my 1500 MGA because it started making quite a hammering type noise lately. This is what I found (picture at left). My concern is, will I be able to smooth out JB Weld enough after filling in the gaps to allow it to run smoothly in the cylinder? Or would Bondo be a better choice for a finer finish? If so, would I prime it first before putting the finish silver paint on it?

Anxious in Ada



Thanks to the Rowdies

I wanted everyone to know that we received a nice "Thank You" note from Carol Shamonsky for hosting the hospitality room on Monday night of GT-38. She mentioned that our presence was known by our chapter shirts, so consider that a good addition. Carol sent the note on behalf of herself and the entire NAMGAR board.

Larry Pittman

Reward for a Good Deed

If you attended GT-38 you helped the Rowdies win the GT Attendance Award this year. As a result of the win the club was given TWO FREE NAMGAR one-year memberships that were given out by a drawing at Neil & Thelma's Chili meet. To be eligible you had to attend GT-38, but you did not have to be present to win. Ken & Kathy Nelson and Bruce Nichols were our lucky recipients.

Dave Quinn

Laughter is the Best Medicine

I just thought I'd write in to the Rowdies to share my love of both comedy and British Cars (aka "Death Traps") with your car club. It's not

exactly an MGA, but definitely a LBC. Check it out at <http://comediansincarsgettingcoffee.com/>

[ricky-gervais-mad-man-in-a-death-machine](#)

Your Friend, Jerry Seinfeld

Tech Tips! TECH TIP from Matt Dabney and the Southern California MG Club: Check Your Fuses!

At every British car show that I attend, I still see cars with the wrong fuses installed. I think that this may be the biggest source of undeserved LUCAS jokes.

Check your fuses. I keep reminding people that original LUCAS fuses have a little piece of paper in them that says "17/35". 17 is the 'continuous' rating and 35 is the 'blow' rating. Some fuses do say 'continuous' next to the 17. US spec fuses are rated for continuous and UK fuses are rated at the blow rating. Since the fuses are externally almost the same length and many people do not know the distinction, there are a lot of British cars running around the US with the wrong fuses. The danger is that using a 35 amp US spec fuse is equal to about 70 amps UK. Then, when the wiring melts, all the LUCAS jokes start!

If you do not buy your fuses from Moss or another British specialty store and have to go to a local auto parts store, then get a fuse that is as close to the 17 amp rating as possible (such as 15 amp) but not over. It is just a difference between "peak" and "average" ratings. But seriously, next time you order parts from Moss, order a few extra fuses. It is a lot less expensive than a new wiring harness!

The Path of Least Resistance: By Don Schmidt – Big Bend MGs

There are many jokes about LUCAS Smoke™ being the intermittent source of power for the sporadic operation of inoperative electrical components installed in our beloved MGs. As with all good jokes, there is some basis in fact. Our MG electrical systems were state-of-the-art for their era of manufacture. In fact, they were actually quite advanced for their time. By current standards, electrical circuit fuse protection is rather dismal. In fact, in many cases, the wires themselves became the fuse. At times, electrical fires are even ignited. This problem is amplified when we install alternators capable of 50 or 100 amps in place of the 15 (or 17 amps on a good day) generator.

As our cars' electrical systems age, rust and corrosion affects the system connections, terminals, and especially the grounds. Rust is actually a quite good insulator which can render an electrical circuit inoperable. The ground terminals are especially prone to rusting because they are generally attached to steel body and frame parts which readily rust. Increased resistance of rust causes current to seek the path of least resistance to ground which may be through another component – causing an overload for that components wiring. That – ladies and gents – explains some of those burned wires and insulation you find behind the dash of your beloved LBC.

Periodic cleaning and de-rusting the ground wire terminals (the black wires) is time well spent. I like to use a new star lock washer between the body and wire eye, and then I coat the terminal with silicon grease to keep moisture out. It appears that this can prolong deterioration of the circuit.

From The eChatter (Volume 33, Issue #3; March 2013)

Note to Rowdies: MGA is the feature article on the upcoming December issue of Hemmings Sports & Exotic Car magazine.



Mark Barnhart Demonstrates to Dave Smith how to get rid of the excess air in your tire...

Mitzi and Larry Pittman are going to be ordering a couple of things from Thread Logic. If anyone else is interested in also ordering something from thread-logic, they're willing to place a combined order to save on shipping. The plan would be that the merchandise would be available at the Christmas Party. If interested, let them know no later than Nov. 12th. They'll need the items, sizes, colors, etc. Money can wait until the Christmas Party. larrypit@chartermi.net
Larry & Mitzi Pittman 810-750-0047



ROWDIES 2013 CALENDAR OF EVENTS

DEC 7

ROWDIES Christmas Party, Bone Island Grill, Jackson, MI. Dave & Donna Quinn host
dlqs2000@comcast.net
(517) 782-9749

2013

FEB ? **ROWDIES** Annual Business Meet, TBD.

Register Your MGA With NAMGAR!



Join over 2,000 enthusiastic owners in the restoration, preservation, and sheer enjoyment of driving an MGA, Midget, or variant of this noble breed. You'll receive six bi-monthly issues of MGA!, our full-color, award winning magazine, invitations to National and Regional Get-Togethers throughout the U.S. and Canada, plus a knowledge base and support group second to none. All this for just \$37.50 per year (North America), or \$52.50 (International). Get more information at <http://www.namgar.com>, or contact registrar@namgar.com.





CHAIRMAN'S CHATTER

by Dave Quinn

Summers go by faster every year. I hope you took advantage of this year's wonderful weather. It might not have been warm enough for you if you owned a swimming pool but if you owned an MG it was perfect as there were lots of days with temperatures in the 70s. We managed drives to North Carolina, Ohio twice, Indiana and several in-state adventures.

Perhaps we remember the things of our youth because they were special or because of selective memories. In either case, one of mine that recently surfaced is a dusty oval dirt racetrack in rural northwest Pennsylvania. The ¼ mile dirt track was located 'out in the sticks' about 6 miles from my hometown. I learned about it soon after it began operations in 1954 and began attending every weekend. Starting at age 13 I walked nine streets to the bottom of Central Avenue, then a few more blocks through town, crossed the bridge going out of town to Hogs Back Mountain. Once out of town I hitchhiked to the track for the Saturday night races. It was fun to see which drivers were the fastest, and which were the boldest. I rooted for a neighbor named Gale "Babe" Ruth. No doubt hanging around his garage with his much younger brother was how I initially got involved. It was daylight going to the track but pitch dark hitchhiking home. Times, we all know, were different then. I have no idea when I saw my last race at Tri-City Speedway. The traits of the racing community with their dedication to goals were lessons I always admired.

Memories of motor racing were fired up again after seeing the 2013 movie "Rush" that chronicles the rivalry of F1 megastars James Hunt and Niki Lauda during their drama-filled battle for the 1976 world championship. Watkins Glen was a key player in that struggle, serving as the backdrop for the penultimate race of the season. Donna and I were there to see a pivotal victory in the championship

race. Lauda was poised to win the 1976 season title after driving his Ferrari to five victories in the first nine races. But he was nearly killed on August 1 at the German GP at the notorious Nurburgring track, with his numerous injuries including severe burns that left him permanently scarred. Lauda was so desperate to beat the Briton that he insisted on returning to the track just six weeks after his near-fatal crash in which he lost an ear and lapsed into a coma.

Donna and I attended The Glen driving our yellow 1972 Triumph Stag from Michigan. It was a wet and cold weekend, with rain on both qualifying days. Overnight snow fell on the circuit, but the sun eventually came out on Sunday and warmed things up quite a bit as 100,000 fans, the largest paying crowd ever, came out to see the Championship battle. Arriving early, we were in the pits the day before the race where Donna got James Hunt's autograph. Having an eye for pretty girl's he signed it, To Donna With Love!

During the race Hunt battled Scheckter's 6-wheeled Tyrrell to win the race with Lauda coming in third. The Austrian's courage was evident to the well-wishers, photographers and VIPs around him when he stepped from his car and removed his helmet to reveal a balaclava soaked in blood. He claimed four valuable Championship points and still led by three points with one race to go. If you have not seen the movie, I will not spoil the outcome and drama that happened in the final race in Japan. We spent time the day following the race in the F1 garages as well. The crews were dismantling the racecars for shipment to Japan. It was then we saw Niki Lauda's burns up close. We could not believe he was racing in that condition - an unbelievable dedication to goals.

For a few years now the Rowdies Christmas party has been the most popular meet on our schedule, I hope to see you there. Meanwhile, fire up your MGA for a drive-there won't be many great days left.

Chairman Dave

Rowdies Christmas Party

**Festivities start 2:00 PM, Saturday, December 7,
2013 at the Bone Island Grill**



Davis Catering buffet dinner served 3:30 PM. Slow roasted hand pulled turkey, honey glazed roast ham, mashed potatoes & gravy, stuffing, sweet potatoes, green beans, tossed salad, macaroni salad, appetizer trays & desserts.

Sign-up deadline is November 22th for catered meal.

You must let Dave Quinn know how many are attending.

The cost is \$15.00 per person. Children free.

Each attendee, including children, is asked to bring a wrapped gift for the *fun* gift exchange. Bring your favorite beverage or buy drinks from the adjoining bar. Coffee & pop provided.

Bone Island Grill, 4614 Francis St, Jackson, MI. 517-783-2144.

Directions from I-94. At exit 142 take US-127 south 6.3 miles to the M-50 exit. Drive west on McDevitt about 1.5 miles. McDevitt makes a 90 degree right turn and becomes Francis St. The Bone Island Grill is immediately on your left. Use the entrance door on the left for our rented hall.

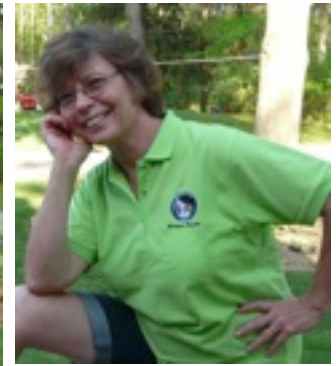
HOW TO ORDER YOUR MICHIGAN ROWDIES REGALIA

Thread-Logic <http://www.thread-logic.com/>

800-347-1612, Jordan, MN, Faith Kaiser handles sales for the Michigan Rowdies account. For a "embroidered" logo in the new style. Rowdies can easily place their own orders online. We charge a flat rate of \$15 to ship orders under \$300. Orders over \$300 ship for free. What has worked well for some groups is to have everyone place their own order online, but have the collective orders shipped to one common address. We typically list a deadline date for orders, say two weeks, for members to get their orders in. Then we ship at the end of those two weeks. Likewise, if 4-5 members wanted to group together, they could split the \$15 shipping if it is all going to one location. We would do that here, after the order is placed. The website will automatically add \$15 shipping. We are not interested in making money from charging you shipping expenses, so we are flexible with the logistics. All the prices you see listed online *include* the Rowdies chest logo and script. Add \$5 if you want Michigan Rowdies in script repeated on a sleeve. No minimum order. No sales tax.

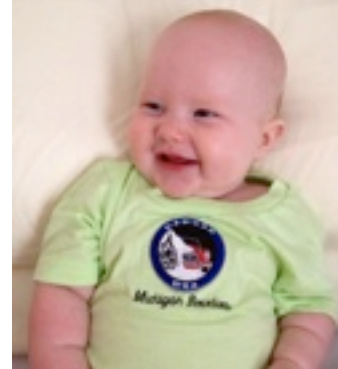


(Note: Pictures are of paid professional models. Your appearances may vary.)



EmbroidMe <http://embfh.com/ShopOnline/>

248-994-0105, 27857 Orchard Lake Rd, Farmington Hills, MI, Daryl & Adria Veit. For a "digital screen printed" logo in the style that retains Michigan Rowdies within the circle. Screen prints work especially well for T-shirts but can be used on any type of clothing. The cool thing about this vector file format is it can be enlarged from 3-1/4" to any size and retain the correct appearance and good resolution. For example, it can cover the full front or back of a T-shirt. Rowdies may deal direct with the store using their various in-store catalogs or use their online catalogs if they wish to have something screen-printed.



Quality Lapel Pins

800-952-0305, Littleton, CO. Gary Konwinski <http://qualitylapelpins.com/>. For your "hardware" items such as a grille badge, key fob, or pin. Rowdies carry the key fobs and pins in stock. Contact Brian Beery at 810-488-1975. Order the grille badge direct from Quality Lapel.



Maggies' Most Magnificent MG's

... MG, the official car
of the UK Prime Minister ...

William Morris, subsequently knighted as Lord Nuffield, founded the British automobile industry, in March 1924, when he introduced the world's first central chassis 4-door automobile. Among the many storied MG affiliations over the years, such as "Creator of the fastest vehicle in the world," "Best-Selling vehicle in the world," and largest owner's club in the world; perhaps the most impressive may read, "MG, the official car of the UK Prime Minister."

Legendary MG owners include past Prime Ministers Winston Churchill, Harold Wilson, and Margaret Thatcher. The recent passing of Margaret Thatcher, at the age of 87, prompts us to examine the personal automotive preferences and public policies of these past Prime Ministers, and the effects they would have on shaping the British automobile industry.



<http://www.mgccyregister.com/node/>

Sir Winston Churchill served as UK Prime Minister from 1940 to 1945 and again from 1951 to 1955. Following WW II, Britain's coffers were depleted and manufacturing for export was seen as England's best

strategy toward post-war recovery, "Export or Die." This phenomenon resulted in America's love affair with the British car, as British cars began showing up on U.S. roads in large numbers by the late 1940's. The last privately owned car by Churchill was a 1964 Morris Oxford (7,066 miles) which was recently auctioned off on March 9, 2013 at the Morris Leslie Vehicle Auction.

Harold Wilson, Labour Party leader, served as the Prime Minister of the United Kingdom from 1964 to 1970 and 1974 to 1976. His socialist policies and industrial planners formed British Leyland Motor Corporation by merging 18 British car companies, including MG, in 1968 and nationalizing it in 1975. This was done in order to stave off massive job losses in the engineering sector, compete in an international market, and reinforce the claim that "there was a common interest in maintaining a national car industry that was owned by the "British people." Under state ownership, British Leyland was given the financial ability to re-equip its factories and develop new models. However, the '70s political landscape was dominated by regular worker strikes under Trade Union power which decimated Britain as a major industrial power. As such, British Leyland was unable to live up to its lofty expectations and was brought to its knees by endless strikes and a tarnished reputation. The

British automobile industry continued to languish under the next two Prime Ministers.

Margaret Roberts was born in October 1925 at Grantham, a small market town in eastern England. The Roberts' ran a family grocery and lived in an upstairs flat. Margaret attended a local state school and then studied Chemistry at Oxford. Conservative politics were a part of her early upbringing as her father regularly talked her through the issues of the day. The Roberts' family car was a British Racing Green MG Y-Type which was depicted in the recent movie, *The Iron Lady*. Margaret married a local businessman, Denis Thatcher in 1951 and while raising twins, trained as a lawyer, specializing in taxation.

Margaret was elected to Parliament in 1959, appointed to junior office as a shadow minister from 1964-1970, achieved cabinet rank as Education Secretary in 1970, and elected Conservative leader in 1975. By the winter of 1978/79, epidemic strikes and economic decline ushered Margaret and the Conservative party into power in 1979, as UK's Prime Minister, with a mandate to break the power of the Trade Union's control over government. As such, she brought an indomitable determination to stand firm against strikes. Margaret showed up for her first press conference as Prime Minister in her Harvest Gold MGB/GT, went on to win three successive General Elections, and served as British Prime Minister for more than eleven years (1979-90).



http://www.youtube.com/watch?v=Dvx_KsnmE9A

As a result of the slow economic turnaround, a large section of Britain's inefficient manufacturing industry closed down, spurring a renewed interest to re-privatize much of the British automobile industry.

In subsequent years, MG was passed along to BMW and then sold as MG Rover in 2000. Following the collapse of the MG Rover group, MG was then sold to Nanjing Automotive in 2005, which merged into the Shanghai Automotive Industry Corporation. According to current MG General Manager, Zhang Xi, MG in China stands for something new. "We want Chinese consumers to know this brand as 'Modern Gentleman,' ... (representing) grace and style." Oh well, ... as for the rest of us, "MG" will always be known as "Morris Garages," and perhaps, "the official car of the UK Prime Minister."

Safety Fast

Felix Lee
- RIP Maggie!

Reprinted from the Editorial of the May 2013 "Octagon", the Northern California MG Owner's Club newsletter

The Lister Returns

Lister sports cars set to return after surprise Cambridge find

By Katy Lewis, BBC News

Lister race cars are back. "Aerodynamics & pedestrian safety be damned, this is an example of auto styling I dearly love" says racing guru, Dave Quinn. "I met Brian Lister a few years back after a private talk he gave at the Glen to the MG Vintage racers and got his autograph. Here's a story on what the new race car is all about."

After a gap of almost 25 years since the last Lister rolled off the production line, the three Lister companies of George Lister Engineering of Cambridge, Brian Lister Light

Engineering and Lister Storm, have been reunited into one organization that will recreate one of the greatest sports racing cars of the 1950's - the fabulous Lister 'Knobbly' Jaguar. Lister Motor Company Limited has invested in a new, state-of-the-art facility in Cambridge, which includes CNC machining, 3D scanning and Catia design, all of which will enable George Lister Engineering to develop and deliver an exciting and near identical development of the

historic, race-winning, competition and track car. Brian Lister's original working drawings and manufacturing jigs have all been re-commissioned, and many of the team involved in the original 1950's project with Lister Cars have been called back into service, including Martin Murray, Colin (Chippy) Crisp, Graham (Curley) Hutton, Laurence Pearce and even Brian Lister himself. The cars will be built to be identical to those of 1958, and will be race-ready 'out of the box' to race with BHL-C (C for Continuation) chassis insignia and up to FIA/HTP Appendix K specification. Race proven, Jaguar D Type-specification engines and D Type gearboxes will be supplied by world-renowned experts, Crosthwaite & Gardener, and all race preparation and track commissioning will be undertaken by Chris Keith-Lucas of CKL Developments, another leading specialist in historic Jaguar restoration and preparation. The streamlined Knobbly body will be recreated using the original Shapecraft body bucks by the skilled artisan craftsmen, Clive Smart and Adrian Breeze. A series of Lister sponsored historic race meetings is planned for 2015, in time for the Lister 125th year anniversary." 23 September 2013, BBC News

The Lister Jaguar, driven by Stirling Moss in 1958, was nicknamed "knobbly".

It began with the discovery of "mothballed" vehicle parts in a Cambridge factory and has blossomed into a plan to bring a classic British racing car back into production.

The Lister "Knobbly" Jaguar was known as a "giant killer" in the 1950s, reaching speeds of up to 180mph and regularly outpacing its Ferrari, Maserati and Jaguar rivals. Designed by 27-year-old Brian Lister at his father George's engineering company, it was entered into 14 races in 1957. In the process of winning 11 of those races, it also broke the lap record at every single track with driver Archie Scott Brown at the wheel.



The company built about 50 "Knobblys" between 1957 and 1959, before concentrating on models like the Jaguar XJS Lister.

They constructed a further four for the engineering firm's centenary in 1990, when the last Lister rolled off the Cambridge production line. Now Lancashire businessman Lawrence Whittaker, along with his father, has invested the money to bring it back into production.

He said of the cars phenomenal success in the 50s: "That would be like entering a car that you had just built yourself, with no massive car knowledge, at your father's engineering plant, in to Formula One and winning the constructors championship in your first season."

It was a "fairytale come true", said Mr Whittaker. Now, in true Lister family style, the two self-confessed "car nuts" are set to bring their own dreams to life. The Lister Jaguar's distinctive body is being recreated using the original bucks

Ten months later, and in a new state-of-the-art facility in Cambridge, they are preparing to deliver a near exact reproduction of the 1958 car. The working drawings and manufacturing templates have been re-commissioned, and the company has contracted all of them back to George Lister Engineering to rebuild the brand.

Original 1950s cars sell for between £800k and £2m, the last was sold in California for £1.9m. Motoring journalist Quentin Wilson, said: "This was a car that was doing 180mph in the 1950s at Le Mans and beating Jaguars. It was a forgotten English car brand that needed rescuing and reinventing. I like the idea of taking the wonderful British

achievements of the 1950s and 1960s and crowing about them.”

They plan to build six cars a year, with the first three completed by March 2014, race-ready and built to Federation Internationale de l'Automobile (FIA) / Historic Technical Passports (HTP) racing specification, known as Appendix K.

Katy Lewis, BBC News



The Lister Jaguar, here driven by Stirling Moss in 1958, was nicknamed "knobbly"

1954 Lister MG

But Lister didn't start with Jaguar powered cars. The initial engine of choice was the XPAG MGTD engine, followed by the successful Bristol 2-liter engine, and finally the Jaguar D-type engines.

Here's the Story Behind the 1954 MG engined Lister: Lister Cars is one of the few smaller car manufacturers during the early half of the 1900s that managed to carve a niche in the automobile industry because of a product that is now considered as a classic car.

When the company was at its precocious beginnings, Lister Cars (then known as George Lister and Sons) was known for one major creation: the 1954 Lister, a classic car with a very rich history.

The 1954 Lister was actually developed specifically for the racer **Archie Scott Brown**, a renowned Scottish race car driver. Although Scott Brown was not able to win any major tourneys such as the Formula One or the Italian Grand Prix, he gained popularity due to his persistence despite his disability. He was born with major disablement on his right arm and both of his legs. These should have been sufficient reasons for anyone not to try professional racing. Still, his love for the sport made him moderately successful during his time.

At first, Scott Brown rode a Tojeiro (specifically, a John Tojeiro, a famed car manufacturer who has developed a number of classic car creations during the 50s and 60s). Later on, however, Scott Brown inspired Lister to create

the now classic car, the 1954 Lister.

The car had an MG engine and tubular ladder chassis, pretty much like the Coopers during that time. But the competition proved to be too tight for car due to the engine, even with the talented racer behind its wheel. This prompted Lister to shift from an MG engine to a Bristol engine. The change in the engine worked, as Scott Brown proved to be the surprise star racer for the 1954 racing season, snagging top spots in competitions like the British Grand Prix.

The following year, the company created a few Listers inspired by the ones that raced the 1954 racing season. Year 1957 saw the Lister with a new aerodynamic aluminum body and a Jaguar engine, making it the most refined Lister car at the time. However, the following year, in 1958, the company further improved the car by giving it a sleeker body and the brakes of the car - one of the components of the Lister that was often criticized - were improved as well.

Unfortunately, the demise of Scott Brown also marked the halt of the Lister's production. In 1958, Scott Brown suffered severe injuries after an accident at the Circuit de Spa-Francorchamps in the Lister-Jaguar- injuries that later caused his death.

Despite the unfortunate endnote in the history of the 1954 Lister, this amazing creation remains to be one of the most precious classic car creations today.



The Lister-MG pictured left, and below a picture of Archie Scott Brown in 1957 after winning at Aintree in a Lister-Jaguar.



PUT-IN-BAY 2013 RACE WEEK REPORT-by Dave Smith

The idea of racing at Put in Bay was first discussed on September 6, 2008 at Watkins Glen. Jack Woehrle asked a small group of drivers to a meeting to discuss the possibility of restarting racing at Put in Bay. The first three major American race tracks in the 1948-1959 era were: Elkhart Lake Wisconsin, Watkins Glen New York, and Put in Bay Ohio. Both Elkhart Lake and Watkins Glen had gone on to build dedicated race facilities, After 1963 racing had ended at Put in Bay. Jack asked us if we would support a race at Put in Bay if it could be arranged with the Island elected officials. The consensus was that vintage racing was as much about the race venue as well as the race cars. The proposal was given our support at that meeting.

Jack and others did contact the South Bass island officials and found that they were not opposed to the idea, but were very concerned about safety. Clearly this proposal would require patience and careful preparation. Island Resident Richie Hahn became an early supporter. Paul Henry's father raced at PIB with an MG TD, and Chris and Cheryl Kintner's grandfather who organized and chaired the races were also early supporters.

In 2009 A few race cars were brought to the island for touring sessions around the original race course at very safe speeds. This gave island officials a chance to meet the drivers and become aware of the potential that race cars can have on the tourist population. I was not able to attend this inaugural event.

In 2010 there were eight drivers invited to put on an autocross event to give island officials a opportunity to see race cars at speed. There was also a car show with a race theme and many historic MG and vintage race cars attended. The race cars were invited to join the classic cars on

the island for a two lap drive on the original race course. In this parade my # 49 MGA's photo was taken and used in the PIB island guide and map in 2011 and again in 2012. # 49 MGA was also fortunate to be on the cover of MG classic magazine with an accompanying story.

I attended in 2011, 2012 and 2013. The race program had grown into an eight race program with over 70 classic and race cars attending. The event was conducted at the PIB airport. This is the only race event I have experienced on an airport track. That is a wonderful experience in my vintage career, as the sports car racing was sustained for many years on airport facilities after being banned on public roads. Racing on flat concrete is very different from banked asphalt turns at the modern race venue. 2013 had 12 MG Prewar, 7 MG T series, 2 Lester MG, 15 Morgan, 6 Turner, 6 Jaguar including a 57 XKSS, and 3 Porsche including a 59 Porsche RSK. All from 7 States, Canada, and the UK.

Rowdies that have attended the PIB experience are Dave & Donna Quinn, Curt & Stephanie Smith, Steve & Kathy Holiday and Dave & Chari Smith. All have mentioned what a great place to visit, and the race weekend just makes it that much better. The experience is much like Mackinaw Island, but with golf carts. It is also just over 100 miles from SE Michigan. See <http://www.putinbay.com/> for information.

The photo of my Austin Healy Sprite in the parade has Annie Parker as the passenger. Annie came to South Bass Island in 1948 to see her sister and find a summer job. She later married Joe Parker and opened Parkers Garage. This business was very instrumental in the early races, and has one of the turns so named. Annie is a delight to talk to, and had a great time in the two laps around the old course. The added bonus this year was the

presence of the Tall ships for the bicentennial celebration of the Oliver H. Perry victory over the British Navy. The land war of the War of 1812 was a British and Canadian rout of our troops. Only by securing Lake Erie and cutting off troop resupply was the U.S. able to prevail.

It appears that PIB is here to stay and the 2014 event in late August has already been announced. Hope the MG club members can make a visit to this wonderful place.



Picture one is # 49 Junior in the race car parade on Tuesday 8-27-13. The lady in the car is Annie Parker. She moved to the Island in 1948 and met and married Joe Parker. Joe owned the island garage and was involved in the racing activities. Annie had never ridden in the race car parade, and had a great time riding in # 49. She is acquainted with everyone on the island and enjoyed waving to her friends. Picture 2 & 3 are racing on the airport circuit on Wednesday 8-28-13.

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Radiator Grille QUICK RELEASE

An issue that frequently comes up on MGA forums is a stuck-bonnet. If the locking mechanism jams shut, there is little that can be done to release it without damaging the bodywork or the grill. This is because the bonnet latch mechanism is shielded from underneath by the radiator duct panel. Also, the grill cannot be removed to gain access to the latch without having the bonnet open. This is because the 3 top attachment bolts are inside the engine compartment; only the 3 bottom attachment bolts can be accessed from underneath the car.

Of course, there is an argument that a correctly assembled and regularly maintained latch and operating rods will never jam. Fine - then read no further.

I recently serviced my latch and, while I had everything apart, I decided to look at the



issue to see what could be done. It is worth a mention here that when I took the latch plate off I found the bottom latch plate around the wrong way. This plate (picture above) has a lip on one side of the hole through which the bonnet pin



locates. The lip should be towards the return spring. Mine was towards the operating rod. This lip is there to prevent the bonnet catch pin being pulled to one side by the force of the latch slider plate return spring. This could cause the

whole bonnet to be pulled slightly out of alignment.

Anyway, back to my task of solving a potential stuck bonnet. After consideration I came up with the idea of dispensing with the grill upper mounting bolts, replacing them instead with locating pins. After a bit of trial and error I found a solution that worked perfectly for me, as described in the following pictures.

My grill has 3 captive nuts each top and bottom. Bolts are normally screwed through the bodywork to hold the grill in place. I simply rotated the upper 3 bolts so that they are



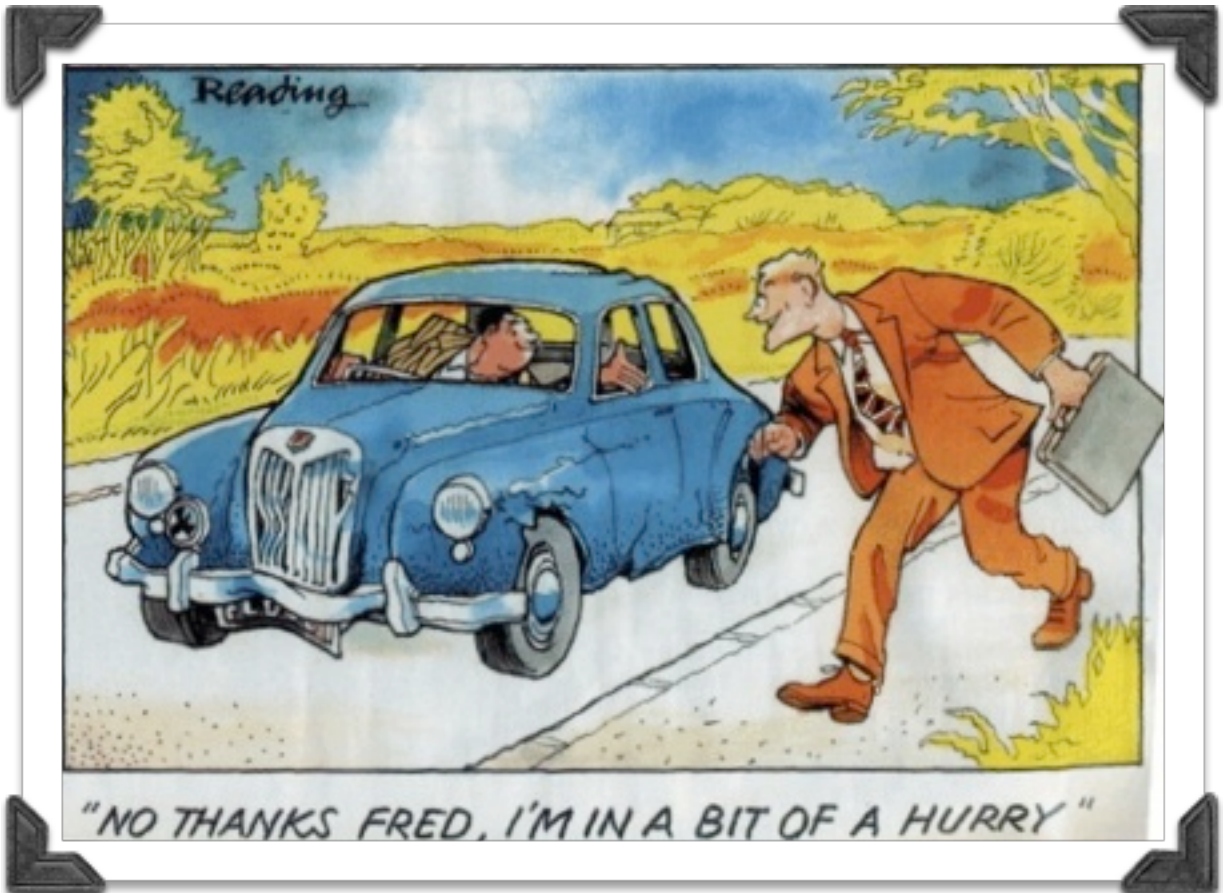
permanently attached to the grill. The idea being that the grill could simply be pushed up into the 3 locating holes and geometrically held in place by the lower 3 bolts attached in the normal way. To provide a tight fit in the locating holes I sleeved each bolt with a strip of plastic



tubing. I cut the sleeves much longer than the bolts as this made initial location in the holes much easier.

Precise fitting remains trial and error. I had to ease (bend) one of the tabs slightly to get an overall tight and consistent grill fit across the top of the shroud. I actually prefer to glue the grill plastic trim to the grill edge. It makes the whole fitting exercise so much more easy.

Thanks to Eric Welty for this tip. (*reprinted from the October 2013 issue of "Backroads" The Texas MG Register's newsletter*).



Chili Meet Report-by Nigel
SniffleNose:

A veritable pot-pourri of Chili was on display September 28th at Neil & Thelma's house for the Rowdie Chili Meet Cook-off. Brian Beery wasn't there, so we missed out on what is often the most eclectic pot at the meet, but we still had a good variety represented. As always, the stars of the meet were the people, and with the reputation for fine hospitality that Neil and Thelma have, we knew we'd have a bumper crop. Indeed we had Rowdies who came from near and far. Your ace reporter counted over two dozen of the finest MGA drivers Michigan has ever known attending this gala event. Among the participants present were Lisa & Matt Wigent, Tracey & Gordy Bird, Stephanie & Curt & Holly Smith, Thelma & Neil Griffin, Marji & Mark Barnhart, Deb & Jeff Smith, Carolyn King & John Alexander, Mitzi & Larry Pittman, Mike Tyler, Willy & Bruce Mann, Donna & Dave Quinn, Kathy & Ken Nelson, Dave Smith, Bruce Nichols, Steve Holliday, and Andy Hoffman. Also stopping by briefly were Keith & Ann (?), friends of Dave Smith from the Put-In-Bay races. They brought a kayak in case of floods, but the day turned out bright and sunny, so most of the group arrived in shiny MGA's. Keith regaled Ken Nelson with tales of vintage racing in a 1950's Singer SM roadster. With a 58 hp engine and a brick shaped ugly version of an MG-TD body, Ken was having a hard time viewing this as a powerful racing machine, but we all have our dreams now, don't we?

In any event, socializing and the telling of wondrous tales of daring-do in Neil's front lawn, amidst a backdrop of shade dappled shiny MGA's, was the initial order of business.

Matt Wigent showed off his gorgeous red concours quality Jaguar XKE, while explaining to Dave Quinn the only slight difference between your average Jaguar vs MGA owner- the number of zero's behind your bank account statement. Seemed simple enough for even the average car club president to grasp. The entire front lawn group was having so much fun that it finally took Thelma to come out and herd them, like so many cattle, into the back yard where the Chili tasting was slated to commence.

Commence it did, with chicken, beef, red bean, and white bean varieties lined up for our gustatory analysis. The tasting proceeded into the afternoon and we all waited with bated breath for the results of the voting. First prize was awarded to Ken & Kathy Nelson's offering of Swedish family style chili using Ken's old family recipe. He refused to give away all his secrets, but he did say the prime ingredient started with pickled herring and built up from there. Thereupon an immediate motion for a recall was made, but fortunately didn't pass because the Tea-Party members were out-voted by the Beer Drinkers, who were only interested in how much beer was left.

The party continued on into the wee hours of the afternoon and a delightful time was had by all attending. They all gave a hearty "Thank you" to Neil and Thelma for hosting, and are looking forward to visiting them again next year for the ongoing Chili cook-off. Hopefully Brian Beery will be present, and Ken Nelson said he is working on a Chili recipe using a combination of Swedish meatballs and lutefisk. Yummy!

See pictures of the meet on page 2 and page 19 below.

More Chili Meet Pictures





Battle of the Brits Report-

by Dave Quinn, aka "Old Saint Nick"

"He was chubby and plump, a right jolly old elf, And laying his finger aside of his nose, And giving a nod, up the chimney he rose."

Here we see the Battle of Brits crew of Rowdies as Dave Q demonstrates his levitational powers. He goes on to say, "A couple of the highlights for me were seeing a 1928 Bonnieville Flyer racing motorcycle cruising around. And getting an owners tour and tales of a 1938 MG

SA Tickford.

The 2.6 L was designed to go all of 30 mph - the speed limit in the UK at the time. The owner changed the differential so it now cruises at 60 mph. The early Philco radio was very interesting as



well. Not sure I can recall who all was there from the Rowdies but here's who I do recall seeing:
Bruce & Willy Mann - 1st place in MGA
Terry Frisch - 2nd place in MGA
Matt Wigent & his daughter - 3rd place in MGA & 3rd place in XKE. Dennis & Judy Johnson - first meet they have been able to make in several years
Gordy & Tracy Bird, Tom Fant, Steve Holliday, Tom Newton, Larry Pittman, Dave & Donna Quinn
Bill & Mary Ellen Weakley, Phillip Wiltshire, Jeff & Jan Zorn

