



# A-Antics



*Mac Spears Award - Bruce Nichols*

*GT-40...The Inside Story!*  
*Congrats to Two 'Bruces'*  
*Drive Your MG Day*  
*Mid Ohio Racing*



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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:** \$25 annually (\$40 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/mgscouncil/>

**NAMGAR Web Site:** [www.namgar.com](http://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: 64 Active and Paid-Up Members

Deadline for submitting material for the next issue is: August 20, 2015

## Classified Ads

**FOR SALE:** 1959 MGA Roadster. California Car-No rust. Rebuilt MGB motor (27K miles), rebuilt transmission (6K miles). Rebuilt brakes, new cylinders, including master cylinder, new lines, rebuilt suspension (front and back, including new rear springs), 3:90 rearend. Tires and top are 4 years old. Chrome wire wheels. Original engine goes with car (45-50 psi oil pressure-hot, 6 K miles since valve job) , original transmission goes with car (good synchros). MGB alternator (original generator goes with car). Make an offer. Bruce Nichols 269-273-3118.



**FOR SALE:** 1958 MGA 1500 Coupe, silver with red interior and new carpet. Runs great, but needs paint & some body work. Well cared for by 30 year owner, always garaged, with many improvements since earlier partial restoration circa 1970. Includes some non-original components. Wire wheels (painted) including spare, front disc brakes, new tires (less than 1,000 miles), new front dampers, new master cylinder, electronic ignition, rebuilt generator. Asking \$8,000 firm. Contact Mike 586.232.1292. Shelby Township.



## Letters:

### *Wise Investor*

Dear Editor, errrrr Ken;

I really enjoyed our last A-Antics (V40, N.3), particularly the two submissions by OLD time member Neil Griffin, on pages 8 & 14/15. Dumb old me, I didn't realize Asphalt was an actual mineral. I thought it was a composite of a number of things, but since the recent Michigan election results, we are not expecting asphalt to exist much in the future.

The second submission is on pages 14/15 (the body panel costs from 1962) which intrigued the old parts man that I am. I did some totals and research on the part numbers outlined. I totaled out the body parts and their value. The new body in parts would total out to \$1,227.13. Knowing our good OLD friend Mr. Neil Griffin probably purchased all the parts back in 1962, to build this coupe body.

My offer to the smarter member of the Griffin household (Thelma) is \$2441.99 for all these panels, which would give Neil a 99% margin profit on all those panels he would have bought back then, being the smart old guy he has always been. I'm not offering the 100% margin because I demand at least a 1% discount for making such a generous offer. All my best to everyone, especially Thelma & Neil.

John McMullan

# ROWDIES 2015 CALENDAR OF EVENTS

## JULY

- 10 Rolling Sculpture Car Show, main streets of downtown Ann Arbor.
- 11-19 Pittsburgh Vintage Grand Prix, the only sports car race still run on city streets. Vintage racing the second weekend. [www.pvgp.org](http://www.pvgp.org)
- 12 **Mad Dogs & Englishmen** car show & time trials. Gilmore Museum at Hickory Corners. [www.GilmoreCarMuseum.org](http://www.GilmoreCarMuseum.org)
- 25-26 Waterford Hills Vintage Races. MG and BMC family of race cars featured. Rowdies have private parking, tent, and a prime viewing area of the track. [www.waterfordhills.com](http://www.waterfordhills.com)

## AUGUST

- 9 University Motors Summer Party, Douglas Walker Park, Byron Center in Grand Rapids.
- 16 **Rowdies Annual Birthday Party** at Todd & Connie Binsz, 900 Crystal Drive, Jenison.
- 29 All British Yankee Air Force Event 9:30am, at Willow Run Airport, featuring the Blue Angels. Host Jerry Jesion and the Michigan Rowdies to invite all British car clubs.

## SEPTEMBER

- 1-2 Put-in-Bay Ohio Road Racing on South Bass Island, Ohio. Nightlife and Vintage racing.
- 13 **Battle of the Brits Car Show**, Camp Dearborn, hosted by Detroit Triumph Club

## OCTOBER

- Color Tour**-Larry & Mitzi Pittman. Date TBD depending on weather.
- 11 **Fall Colour & Winery Tour** at Sandhill Crane Winery, Jackson MI. Hosted by BMC club of Lansing.

**NOVEMBER** - No planned events; day in the garage possibility.

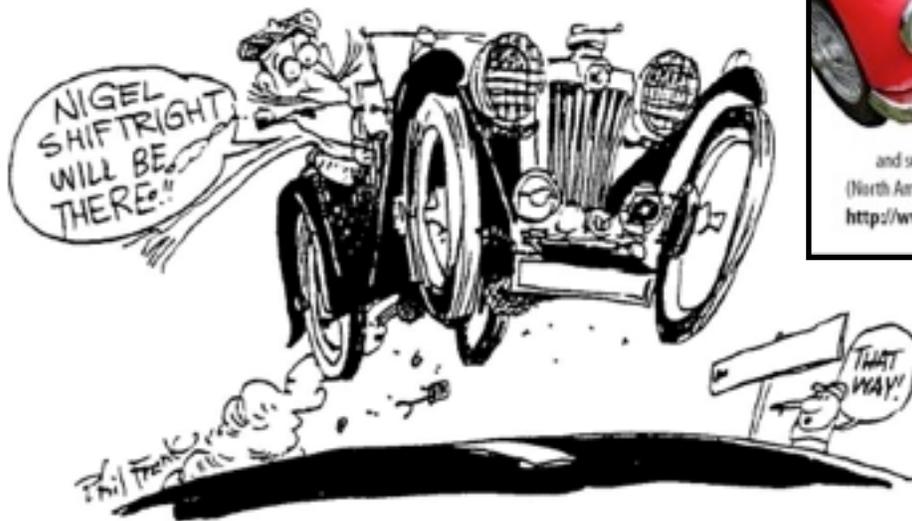
## DECEMBER

- 5 **Rowdies Annual Christmas Party**, hosted by Jeff and Debbie Smith. Details to follow.

## 2016

## FEBRUARY

**Rowdies Annual Business Meeting**. Host Needed. Details to follow.



**Register Your MGA With NAMGAR!**

Join over 2,000 enthusiastic owners in the restoration, preservation, and sheer enjoyment of driving an MGA, Magnette, 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](mailto:registrar@namgar.com).**

## Reflections On GT-40...

As our former GT-40 Chairman writes elsewhere in this issue, GT-40 is indeed a wrap. And as our present Rowdie Chairman also writes elsewhere in this issue, it's a darn good wrap at that. Larry Pittman gives us some great statistics for attendance and probably for finances as well. I don't think any of the Rowdies attending could have asked for a better time at a GT, and I'm sure the NAMGAR audience had to agree. The Bavarian Inn Lodge did a bang-up job of making everyone feel at home, down even to the owner of the lodge (Judy Keller-Zehnder) providing part of our Award Banquet entertainment. She was a wonderful raconteur, and Carol Shamonsky could do worse than invite her to GT-42 to tell tales about GT-40 from an insider's point of view.

In addition the car show setting was gorgeous and the weather was taken right out of a Hollywood movie, complete with happy endings for many of the Rowdies at the Awards table. I don't think Elvis had a better backdrop when he was driving his MGA in "Blue Hawaii" than we had in the grassy lawned show area outside the Bavarian Inn, with the Cass River flowing peacefully by in the background and bordered by swaying trees along the banks.

Speaking of Awards, Willy and Bruce Mann received 2nd place with their MG-TD in "Other British" while their beautiful red MGA won 1st place in the Premier Class. Way to go, Bruce and Willy! Other award winners in their classes included Jeff and Jan Zorn, Lloyd and Janice Herring (with their infamous "Chicken Shift" car), Dave and Chari Smith, Tom Fant, Brad Dryden, Andy Hoffman, Mark Michalak, and Matt and Lisa Wigent.

However, when it came to awards, our other well known 'Bruce' Nichols walked away with an award many Rowdies felt was not only well deserved, but perhaps even a bit overdue in arriving. That, of course, is the Mac Spears Award; Bruce received a standing ovation from the Rowdies when it was announced, and pronounced it one of the more significant of all honors he has received. His daughter Robin was beaming ear to ear as she stood by Bruce's

side holding up the award for his picture (*see the cover picture this issue*).

But the GT wasn't only about car awards. As Bruce Nichols has long stated, it's about "people first", with great friendships and hospitality. And our conviviality included 4 nights of camaraderie in the hospitality room. We served up 4 kegs of beer and over 150 bottles of wine to members, as old and new friends gathered to socialize and remember good times in the past and present together. Our vendors did a good job of catering to the needs of all for any extra parts or paraphernalia to either fix something on our cars, or make them just that much nicer looking and performing. The Rowdie Raffle and the 50/50 ticket sales helped with the budget and offered more entertainment and excitement seeing who would win the various donated items.

The tech speakers (Doug Butcher, Rick Astley, Dave Smith, Peter Caldwell, Tony Burgess, John Twist) all gave detailed and informative talks to a crowd of interested listeners. And John Alexander and Carolyn King offered us all a fun rally that couldn't be topped on a Thursday morning that started drizzly and dull but became stunning and sunny the further we all drove along. I saw more head scratching and cross tracking of cars than I have in a long time. Incredibly enough each clue we looked for was challenging and thought provoking, yet in the end clear enough to eliminate any discussion about ambiguity to the answers. Henceforth, John and Carolyn shall be known as Rally Meisters Supreme!

The Bavarian Inn provided lessons for all who signed up in how to make genuine German Strudel and Pretzels. Kathy and my creations were actually edible *and* tasted good. The Bavarian Belle cruises offered a chance to find out what it was like to wear Lederhosen, ride a real Mississippi Steamboat, and gamble, all at the same time. What's not to like about that?!

I would also be remiss if I didn't pay tribute to two of our Rowdie husband and wife teams who *each* drove their own separate MGs to the GT. I already mentioned Bruce and Willy Mann with their prize

winning MGA and MG-TD, but Neil and Thelma Griffin also each drove an MG. Neil was in their MGA and Thelma was in their MGBGT. Neither of the couples are advertising their age, but I did notice that Neil was wearing a hat stating "1925 Model" (*you do the math*).



impressive, and hopefully will continue for many years yet to come!

*Your Editor, Ken Nelson*



I didn't have room to put all the pictures of the award winning cars in this issue, but I think I have pictures of most of the Rowdies who attended, and I counted close to 50 Rowdies who were there. That's about 3/4 of our entire Michigan Chapter membership, so even after 4 decades of GTs our club supports NAMGAR and MGA in a fashion second to none. I think that's pretty

## *Rowdie Birthday Party-Todd and Connie Binsz's*

*Sunday August 16, 2014  
Jennison, MI*

*900 Crystal Drive  
Phone 616-457-2136*

**Starts at 1 pm-Bring a Dish To Pass and Items to Donate for the Time Honored Rowdie Auction-BYOB and BYOMG + Lots of Cash for the Auction. (This is our only Fund Raiser for the year and it's better than a paper drive or a car wash.) The Club will provide meat on the grill-Todd will provide the Grill from his MGA for the Cooking. Auction to follow food and libations. Entertainment is provided by "Crank and the Four Flying Pistons". Remember to bring goodies for the auction, a dish to pass, and your own adult beverage. Email Todd/Connie at [tbinsz@comcast.net](mailto:tbinsz@comcast.net)**



.....I'm hurrying to the Rowdie Birthday Party!



## “Drive Your MG Day”, or “Shaking in Our Boots”

May 2, 2015 was an eventful day for MGA drivers from Michigan who were heading to Marshall, MI for the annual “Drive Your MG Day” meetup at the Dark Horse Brewery in Marshall, MI. Eventful for the 7 Rowdies and 4 MGA’s that braved the weather on a gorgeous Saturday, because we had a sunny day with great company enjoying food, beer, and companionship outdoors at one of Michigan’s fine craft breweries. The day couldn’t have been nicer, and it seemed that all those MGAs on the east side of the state must have stayed home due to fear of the dangers lurking on the uncharted western side of Michigan. Kathy and I can assure everyone that we really are a friendly group west of Lansing, hardly scary at all, and the stories of giant potholes on the roads that swallow up entire cars are only partly true.

After a beautiful drive (we dodged all the potholes) our group ate outside at a picnic table

under a shade tree and swapped tales back and forth while discussing all things MG. The intrepid Rowdies attending were Ken & Kathy Nelson, Dave & Donna Quinn, Bill & MaryEllen Weakley, and Jerry Jesion. Dave Quinn was awarded the Spiral Jack Shaft Award by Ken Nelson for driving a Ford F150 pickup truck to last year’s “Drive Your MG Day”, as well as for being, well, Dave Quinn.

When it was time to breakup the group, Nelson’s and Weakley’s went for some ice cream and Dave and Donna later went out for an Italian dinner. When we all arrived safely back home, we read the news telling us that a magnitude 4.2 earthquake had struck near Kalamazoo and close to Marshall at about noon while we were eating lunch (*ed note: The last earthquake in Michigan over 4.0 in magnitude occurred in 1947*). Fortunately the beer and tall tales kept all of us from noticing the ground swaying under our feet.

Still, it does make one wonder, is the western side of Michigan dangerous territory after all? **reported by Ken Nelson**

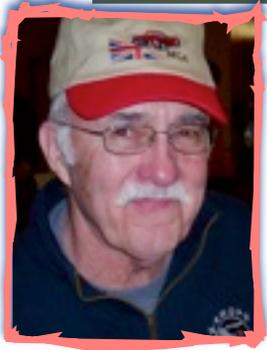
*(pictures below and next page)*





*Pictures by Ken Nelson.*





## CHAIRMAN'S CHATTER

by Dave Quinn

Every now and again something really special happens that makes me really proud and happy to be part of the MG community. For me that happened at GT-40 when

Carol Shamonsky announced that Bruce Nichols was being awarded the Mac Spears Founders Award, the highest honor the North American MGA Register can give. Believe me when I say there were a lot of teary-eyed Rowdies in attendance when that surprise announcement was made. The smile and pride of his daughter Robin's face was icing on the cake. Steve Mazurek once remarked Bruce is one of those individuals that has provided much to the MG community in general, MGAs specifically, and NAMGAR; yet he has done so with little fanfare and visibility. I second that. So it was great to see those efforts recognized.

Bruce spearheaded the recruiting that formed the Rowdies in August 1976 when the Chapter was born. In its formative years Bruce carried the entire load; he produced and mailed the entire newsletter, handled dues, etc; but more importantly, he established the club's foundation by insisting it be a low-key fun-loving club dedicated to the preservation and enjoyment of MGAs. After the first year membership doubled and it doubled again the next. And so it went. His enthusiasm and down-to-earth manner was the catalyst that brought new members into the fold. Under his leadership "People First" became the Rowdies slogan. Lifelong bonds formed that continue as we enter the Chapter's 40th year. Bruce encouraged driving your MGA to meets through his personal example. From the Chapter's start he realized members were reluctant to drive great distances and he broke through these early barriers by putting together caravans, tech days, and encouraging fellow enthusiasts to share information.

It worked. These days, most Rowdies drive, rather than trailer, to every GT no matter how far.

His tech tips are throughout the **A-Antics Tech Tips Manual** that sold in the hundreds during NAMGAR's formative years. Bruce has helped many Chapter members with technical problems by phone, repairs along the road, or by traveling to their home garage. John McMullan once remarked that Bruce is the master of the inexpensive repairs with substitution MGB or other parts. Knowing Mac Spears, as we older members did, I know I speak for all the Rowdies when I say we can't think of anyone who was better qualified to meet the criteria for the Award. It was great to hear Bruce say how honored he was to receive it and we were thrilled to see Bruce receive it. He received a standing ovation later that night when he stopped by the hospitality room. It doesn't get any better!

Speaking of efforts, as Chairman of the Rowdies, I could not have been prouder of the efforts of all the Rowdies who made GT-40 a total success. The goal was to make it the best yet and it was achieved. Individuals and couples put in endless hours at various tasks throughout the event and they have my total respect and appreciation for producing an outstanding event. And the Rowdies did exceptionally well in the car show. Congrats to all! This great picture of Stephanie Smith at the pretzel making party sums it up best.

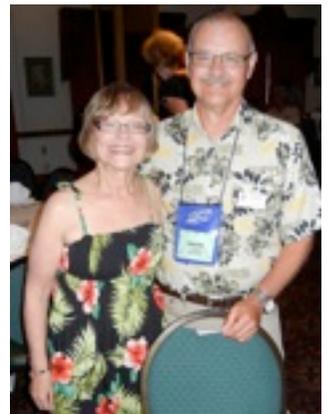


# GT-40 Pics



*Pictures by  
MaryEllen  
Weakley, Todd  
Binsz, Ken  
Nelson, Mark  
Stump.*







Bruce Mann and Dave Smith with Bruce's 1st Place Premier Winner



Janice & Todd and Craft exhibits



Second place winner in "Other British" Class-driven by a 1st Class driver!



I just love this picture. These folks all look like aliens from another planet, or else relatives of Homer Simpson!



All the NAMGAR members who attended all 4 of the GTs sponsored by the Rowdies (GT-10, GT-20, GT-30, & GT-40

## ***GT-40....AND IT'S A WRAP!***

*by Larry Pittman*

Hard to believe, but we started talking about

GT-40 over 4 years ago. It was at the 2011 business meeting that we first talked about and had a vote on whether or not we should consider hosting GT-40. As I remember it, the vote was actually pretty close with many older & wiser members very reluctant to take on yet another GT (*ed note: Neil Griffin voted for it*). But take it on we did. I'll confess that I was also very reluctant to take on the chairman's role



when I was asked. But take it on I did. And so did a lot of other Rowdies as they agreed to take on roles when I called.

It was in 2011 that a group started exploring where in the state to hold the next GT. They finally settled on Frankenmuth and the host hotel became the Bavarian Inn Lodge. We had a contract in hand by June, 2012, with the Lodge. And it was not long after that that we had a contract with the city of Frankenmuth to hold the car show on city land along the Cass River right behind the Lodge.

The GT seems to have been a big hit with all our attendees, so I'd like to think we had a very successful week. I think some of our success factors were:

**Frankenmuth, the city:** It is a very "touristy" focused town, so that played into everyone feeling

welcome there. And driving around the city was not a problem.

**The Bavarian Inn Lodge:** Talk about a place that attendees liked and where they were treated well. The Lodge is quite good at what they do. Even the Owner / CEO, Judy Zehnder Keller, took the time to stop in and say hello at both our Orientation Pizza and at the Awards Banquet. And she was entertaining to listen to.

**The performance by "Etcetera" at the Orientation meeting:** They were a late addition to our GT. Having entertainment at a GT is a bit unusual so that in itself helped to set the mood for the week. And they sang tunes aligned with the age of the group and changed them in ways that fit our cars.

**The car show site:** On grass along the river – it was hard to go wrong. We lucked out with the weather in that it was a pleasant day not overly warm. A very hot day could have worked against us with few trees in the field.

**Great Activities:** Our events were also well received. We had lots of good tech speakers. The pretzel and strudel cooking classes were well attended. The Gimmick Rally was also well attended even though the day started out gloomy looking. Lots of folks took the time to take a ride on the Bavarian Belle (although the rising Cass River canceled some rides later in the week).

**Here's a few stats** for the week in case you're interested:

172 Registrants

347 Total Attendees

159 Cars Registered

The 'Other British' class with 29 registered was the single largest class in the car show.

We had a total of 9 cancellations and / or no shows. Those represented what could have been an additional 19 attendees & another 8 cars.

**And a few more stats**, this time on Regalia:  
We purchased 120 logo pins and ended the week with only 6 left over. We did, however, also give away some during the week.

We purchased 114 T-Shirts including extras and ended the week with 6 left over. We were fortunate to have ordered them from “Pee’s & Dee’s Tee’s” in Houghton Lake, MI. We had already established our prices when Mark Barnhart came up with the suggestion of using a different supplier. Had we stayed with our original supplier we likely would have lost money on the T-Shirts.

We purchased 109 Polo Shirts including extras and ended the week with 6 left over. Those were ordered from Thread Logic in Minnesota. Our large order quantity entitled us to a good discount which also helped our bottom line.

And how did we do in the financial arena? Well we don’t have the bottom line numbers all put together as yet. Jeff Zorn is working hard at getting that finalized. I fully expect it to be favorable. Don’t forget that we must share any profit with NAMGAR, but I still expect the bottom line for the club will be good since we had a few areas that turned out better than I had thought.

Big time **THANKS** are in order to everyone who agreed to take on a chairmanship role:

*Dave Quinn* for encouraging me to take the GT-40 chairman’s role (why did I say that??) and for writing all the pre-GT articles that showed up in MGA!

*Bruce & Willy Mann* for taking on the Registration process. They went through a crash course at GT-39 after agreeing to take it on. And it was a long, involved job that took months of work receiving all our registrations and then handling them at the GT itself.

*Ken & Kathy Nelson* for taking on Hospitality. Ken continued to keep me updated



all week on how much wine and beer was being consumed. (Folks drank a *lot* of wine!) Not only did we have a large room for hospitality, but we were able to sit outside, too. Ken also helped with putting together the Program Book that everyone received.

*Steve Mazurek* for taking on the very important task of the GT-40 web site. There was lots of info on the web site and it was much appreciated, especially with the last minute changes that I kept sending. And *Diane Mazurek* for making sure both the paper and online registration forms read properly. Without her, it would have been extremely easy to miss something that could have caused major headaches later on.

*Gordie & Tracey Bird* for handling all the events. This included the cooking classes, the Bavarian Belle rides, setting up the tech speakers, and so on. They went the extra mile to make sure all the tech speakers got certificates of appreciation.

*Steve Holliday* for setting up and keeping watch over the Car Show. He had lots of folks out on the field both Tuesday afternoon for preparations and early on Wednesday to do the final set up.

*Dave & Chari Smith* for handling the food responsibilities and keeping watch over everything during GT week. This included

making arrangements for getting the cake and cupcakes we enjoyed for the banquet.

*Jeff & Jan Zorn* for handling the finances.

Like the registration process, it has gone on for a considerable length of time and still isn't over.

Critical to our success was getting our club Paypal account set up so that our online registration process operated properly.

But non-chairman positions were also important:

*Bill & Mary Ellen Weakley* had a de facto chairmanship in handling the Rowdies Raffle.

Lots and lots of work had to be done ahead of time to pull it all off. Lots & lots of time was spent during the week to keep things humming.

In the end it looks like it'll have great financial results. And this doesn't mention all the time they spent as members of "Etcetera" in preparing their show. Bill also helped with some of the vendor responsibilities.

*Forrest Johnson* for agreeing to bring his 1955 1500 and hold a "Walk Around Tour" to point out the unique things that went on in the assembly of these early cars.

*Leslie Johnson* for agreeing to handle the Arts & Crafts portion of the GT. This was an area I really knew nothing about, but she took care of it all.

*Curt & Stephanie Smith* for agreeing to take care of getting the unique Christmas ornaments we gave out as favors. They were very well received.

*Dave & Phyllis Goeddeke* for handling the "Welcome Bags" including making contact with vendors for favors for the bags and advertisements for the Program Book.

*John Alexander and Carolyn King* for handling the Gimmick Raffle. Several drives were made to the Frankenmuth area to find a good route and then repeats were made to deal with construction caused changes that happened as we got close. Then the (non GT) accident that

happened in the middle of the actual rally caused problems for them both as they were trying to figure out a winner.

*The Binsz's and the Herring's* for taking care of the signs we used during the GT to keep folks straight on what and where things were happening.

*Thelma Griffin* for creating the logo design that proved to be the one we used. Neil & Thelma Griffin for handling the Banquet Centerpiece design and for their creation.

*The Michigan T Club* for making arrangements for Marc Stump to be our photographer for the week. It turned out that Mike Tooke, NAMGAR's MGA! editor, was forced to cancel so Marc was the only source for photography during the banquet.

*Chari Smith & Donna Quinn* for running the 50/50 raffle. They volunteered quite some time ago, but I never accounted for it in the budget to be safe, so all the money they made is much appreciated.

And another **THANKS** for all the Rowdies I didn't mention that helped out at Registration, the Raffle room, Car Show set up & tear down, Banquet set up, Pizza Meal, and all the places I don't even know about.

**And, of course, to Mitzi for getting us both through this with our sanity still intact!**



And for putting up with all the "stuff" we had sitting in boxes all over the house. Boxes of windscreen cards, car show ballots, trophies, T shirts, polo shirts, logo pins, name tags, volunteer shirts, and on and on.

And a few other highlights for the week: The Rowdies did quite well in the car show. I don't remember all the winners, but they will all be in the Sept / Oct edition of MGA! I'll keep the things that went wrong to myself, but there weren't really too many things in that category.

Lastly, let's not forget that *Bruce Nichols* received the Mac Spears award during the Thursday night banquet. That speaks volumes and Bruce should be proud.

So, yes, it was a very good week. At least I'm happy with the way it turned out and I think the vast majority of attendees feel that way. I hope the Rowdies that attended feel that way, too.



Will we be talking about GT-50 at our 2021 or 2022 business meeting? Who knows? And how will the vote go? Who knows?

Larry Pittman  
Your *former* GT-40 Chairman



## *Mid Ohio Race Weekend 6-27&28,2015*

*by Dave Smith*



Last weekend SVRA held their Mid Ohio Vintage Race weekend. It is always held on the last weekend of June. Rowdie Racing has participated in this event several times, as it is also my Birthday, and a great way to celebrate my annual appointment with Father Time. The weather is usually warm at mid day and cool in the evenings.

This year I had some family activities that prevented participation in the SVRA racing starting on Thursday. However on Monday I and several other NAMGAR members received an e mail from NAMGAR Chair Carol Shamonsky. Mid Ohio track management had contacted NAMGAR to find a volunteer to assist their staff with the Mid Ohio car show.

The Mid Ohio car show is held on Saturday & Sunday of the SVRA race weekend. The Saturday show was all British entrants and the Sunday car show featured Marque was Porsche and open to all marques. Participants each day would receive a beautiful commemorative glass, a popular vote ballot, and an opportunity to drive laps on the race track at 11:30 am. The Sunday field included many of the British cars that had been in the Saturday show.

In addition to the popular vote, Mid Ohio track also brings in a panel of Judges that select Best of Show and other class awards. After I contacted Mid Ohio's Greg Winter, Rowdie Racing was asked to be one of the three panelists for both shows.

Due to the size of the facility and the car show field, the judges were provided with a golf cart for the weekend. We were also given lunch on the 5th floor of the Race tower and had a chance to meet many interesting people that were in attendance. We were provided with an RV parking pass, so it was not necessary to go to Mansfield for overnight lodging.

The Judging was lots of fun, when the clipboards alerted the car owners that their car was being judged for Best of Show or Best of Class. They would introduce themselves and then share some very interesting stories about the history of their car and the rare factory options etc. It was lots of fun to meet so many interesting car owners and hear their stories.

My personal favorites were a very original green 1967 Mustang, a Red 930 Porsche Turbo, and a white 1954 Studebaker 2 door coupe. Sadly there were no MGAs at the show, but there

were MGBs and some T-Types. The largest marque turnout was Triumph.

The Rowdies should consider this event for 2016. It is a great opportunity to show your car and see many very well prepared American, European and Asian makes. I will check with Mid Ohio Staff to see if a featured Marque has been determined. The track is a 200 mile drive from Lansing and is a pleasant drive down US-23. South of Toledo, US 23 goes thru Fostoria, Carey and other small Ohio towns, so the trip can be broken up into smaller pieces.

US-23 at the southern end ties into the Ohio-30 freeway, which makes the last 50 miles quite easy. Once off Ohio-30, you are only 9

miles from the village of Steam's Corners and the track entrance. Mid Ohio is one of the best spectator tracks in North America. There are many vendors so you will not go hungry or come home without the requisite souvenir.

Please let me know if you would be interested in this event. We can discuss it further at the 2016 business meeting. GT-41 is June 13-17, 2016 and is not a long drive from Louisville Ky.

Dave Smith  
Rowdie Racing

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## *Tech Tips-Antifreeze Types*

### *Antifreeze Types*

Automotive antifreeze/coolant is made of ethylene glycol, water, and a chemical additive package. For many years, there was only one type of antifreeze on the market, conventional green. Antifreeze technology, however, has become significantly more complex in the last several years with the introduction of Dexcool and other extended life antifreeze formulas. There are three main types of antifreeze on the market. They all contain an ethylene glycol base, water, dye and an additive package. Colored dye is added for leak detection and is not a reliable way of identifying coolant type. The additive package is what makes them different.

Conventional green antifreeze formulations usually contain a number of inorganic corrosion inhibitors that provide immediate corrosion protection because they maintain the pH of the solution (buffer it), but are

consumed or transformed chemically as they perform their functions. As the coolant is heated and cooled, and exposed to air, the components of the conventional antifreeze additive package are depleted over time. This causes the pH to drop, and is why the coolant should be changed out every two years or 24,000 miles.

Dexcool-type extended life coolants use organic acid technology to inhibit corrosion, and are referred to as OAT based coolants. OAT antifreezes are touted as having longer potential service life than conventional antifreezes because of the fact that the components in the additive package are not chemically consumed as they perform their function of inhibiting corrosion. The chemicals used in the OAT type formulas protect metals from corrosion by forming a thin, molecular coating on them, and because of this, are not as fast acting as conventional inorganic formulas. However, as long as the cooling system is kept sufficiently full and coolant is not lost due to leakage nor diluted by top-off with water or

conventional antifreeze, it will continue to function properly. Unfortunately, if the cooling system is not properly maintained, a “red muck” is likely to form and could cause serious cooling system problems.

The third type of antifreeze on the market today is the hybrid OAT, known as HOAT (or G O-5). One of the primary problems with OAT formulations is that they are not compatible with conventional antifreezes. The chemicals used in OAT antifreeze react to some extent with some of the inorganic salts and other components in conventional antifreeze. The result of this interaction is the generation of cloudiness and precipitates. HOAT formulations are called hybrid because the additive package contains ingredients from both OAT and conventional formulas and is compatible with both.

Hybrid OAT antifreezes provide both fast acting and extended life corrosion protection, eliminate the problem of anti- freeze compatibility, and therefore are compatible with all types and colors of antifreeze.

Unfortunately, many automotive professionals consider all extended life antifreeze to be “Dexcool” and associate all the problems related to “Dexcool” with both OAT and HOAT formulas. The result of this misconception is often replacing the extended life coolant with

conventional green. Industry experts say that this can be done safely if all of the green antifreeze is removed from the system. However, auto manufacturers recommend specific formulations and replacing the factory fill coolant with a different type that doesn’t meet the manufacturer’s specifications could cause liability issues down the road. A much safer solution is to replace OAT systems with HOAT coolant which meets OAT specifications.

Regardless of the type of antifreeze used, the additive package will eventually break down and cease to provide adequate corrosion protection. The antifreeze will also pick up contaminants from the engine cooling system. In other words, antifreeze wears out and gets dirty. The service life for conventional green antifreeze is 2 years or 24,000 miles, and for OAT and HOAT is 5 years or 150,000 miles, and the manufacturers recommend fluid replacement at these intervals. However, although the antifreeze loses its corrosion protection and picks up contaminants, the ethylene glycol base does not break down and remains intact. In other words, the ethylene glycol retains its ability to lower the freeze point and raise the boiling point of the solution. This simple fact is the basis for the antifreeze recycling industry.

*Reprinted from “Second Chance Garage”*



**An ESPECIALLY big THANK YOU is due to MaryEllen Weakley and Todd Binsz, along with all the other folks who sent in pictures of GT-40 for me to use in this newsletter. Please Keep It Up!  
Your Editor**