



# A-Antics



*Larry Pittman's Maiden Voyage  
in his Restored MGTD*

*Stahl Museum Visit*

*Drive Your MG Day Report*

*British Spring Meet Pics*

*MG2016 Report*



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**A-Antics:** Published every other month. Opinions expressed are those of the writer and not necessarily of NAMGAR or the Chapter. Every effort is made to use appropriate material. The editor reserves the right to edit material for length and content. No placement is guaranteed. The entire contents are copyrighted, Michigan Chapter. Permission to use is granted, provided you give 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:** \$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/mgcouncil/>

**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
- 2009-2015 Dave Quinn

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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).



# MEMBERS PAGE

**Rowdies Website: Larry Pittman,  
Webmaster**

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

Larry Pitman's Database Report: 56 Active and Paid-Up Members

Deadline for submitting material for the next issue is:  
August 20, 2016

## Classified Ads

## Welcome New Members!

Last issue we welcomed new members Jeremy & Amy Brown without a picture. Here they are in person (picture) for you all to meet.



## Letters:

### *Deal of a Lifetime!*

**Dear Editor;** I was recently perusing some news about a new “vintage” car that Jaguar will be offering soon. It is to be called the “continuation XKSS” and will be a production of the last nine of 25 cars Jaguar was building in 1957. The factory was destroyed by fire before the last nine were built, and this will finish off the production run started in 1957. The truly exciting thing for any Michigan Rowdie who



suddenly realizes that his given name of “Rocky” is actually short for “Rockefeller” is that these cars are

being sold for less than half of what the originals will go for now! So here’s a link to the site to see what \$1.6 million can get for your garage: <http://www.cnn.com/2016/03/24/autos/new-york-auto-show-jaguar-xkss/index.html> Your Roving Auto Reporter, Ben Bentley

## *Mad Dogs*

**To Chuck Benner**, organizer “2016 Mad Dogs & Englishmen” car show at the Gilmore Car Museum on July 10th:

Thank you for helping the Michigan Rowdies have a "spot" to assemble at the Mad Dogs event on 7-10-2016. As Bruce indicated earlier, I am the Rowdie Meets Chairman for 2016.

Our Rowdie Editor & Webmaster will promote the event, as it gets a bit closer. I will ask the membership to RSVP to me, so we know the number of attendees, and their arrival times. Please let me know if pre-registration would help your management of this event.

David Smith, Rowdie Meets Chairman

## *Golden Age of British Sports Cars*

**Dear Ken:**

Somehow I missed this seeing wonderful video before. If you have not seen this before, it’s a great hour long video of British sports cars in the 50 & 60s.

<https://youtu.be/UzoolNs7sHQ>

Dave Quinn

P.S. Another fun video link is for the 1962 Earl’s Court promotional video showing the new British Car offerings for 1962 at <https://www.youtube.com/watch?v=sltz5ZO2b9Y>

## *A Rowdie Update*

Hi Ken!

We attended the first of the season Tecumseh car show a few weeks ago. I was there but let our granddaughter Zoe ride from the restaurant to the show

with Curt. A friend sent this to our other daughter when she saw it in the paper. I don't know if you'd like to use this or if you can but we thought it was pretty cool. I am sure they snapped it due to a ten year old in the car!! Stephanie Smith

Classic cars take to Tecumseh streets



MGA arrives at the car show on May 19 in downtown Tecumseh. The show is an array of classic and modified vehicles, as well as a healthy crowd of car fans.

(Ed. Note: Thanks Stephanie-I'll be glad to get this in the next Antics. Now we have to be sure that Zoe starts looking around in a year or two for an MGA to start restoring with Grandpa! Ken)

**My Thoughts**

TO: Michigan Rowdies – A-Antics, Ken Nelson

FROM: John McMullan

DATE: 5/19/16

Recently, I was traveling south on Gratiot Ave., near 16 Mile Metro Parkway (Clinton Twp., MI) and saw a full-sized auto transporter heading north on Gratiot Ave., preparing to make a left turn across the boulevard into the area home streets. On this transporter was a very yellow MGA, with no top. I turned to follow the transporter as it went down the street. The driver was an Oriental fellow, saying he was from Irvine, California. He was picking up old cars that were being transported back to southern California. I looked at the "A" which was a 1500, in very original condition, not great but fairly complete. It had a yellow paint job that was painted over the fender piping. There were a couple of areas of yellow paint that had been scratched

down to the original paint, which appeared to be a light sky blue (probably the original color).

The driver was there to pick up the next car, which was an original condition Porsche 356 SC. This car was a very badly rusted original car. The floors were in need of replacing, COMPLETELY. It's amazing the seats did not fall through the floor. The car was very complete and in original condition, with the carbs and original air cleaners, generator and air box in place. The front area where the trunk would be was complete with the spare tire and rubber matting on the visible areas of flooring. The bumpers were there, front laying over the seats, rear in place as it should be. There was a gold colored "SC" on the engine bonnet.

I learned through the internet that the SC model was a very low production model, around 300 produced, it also had 95 HP. This would have been pretty good for a light car. The transport driver told me that he was heading down to Ohio next to pick up a couple of cars. McMullan editorial: It's too bad these two cars could not be kept here in Michigan, cars that had been here in Michigan for over 50 years lost to California. The Porsche could be worth \$150K after it was restored. It might cost that much to restore it in California. The "A" would have been a good restoration project for a young person. Oh well, they are gone now!!

My neighbor, who is a gear head, gave me a "Road & Track" magazine from November 2008. The article that I am referencing, "Our Hero," is an obituary of Formula 1 pilot, Phil Hill. As a young boy in the 1960s I read all the stories about Mr. Hill and his exploits. I was always in awe of Phil Hill and Sterling Moss along with Dan Gurney. The story's photo had Mr. Hill in his garage at his work bench. Although immaculately tailored, he could be any other gear-head in the world.

Now my editorialization: I happened to meet Mr.Hill one night. Rosanne and I were coming back from Meadowbrook one evening on one of the mile roads in this area. On the side of the road sat what appeared to be a Talbot Lago (I learned from the

driver that it was a Talbot Lago T150SS Teardrop Coupe), and now you ask, none other than Mr. Phil Hill. I realized immediately who it was. "Mr. Hill, can I help you?" He smiled, seeing that I had recognized him, but we both realized he was parked in a very inconvenient place with a lot of traffic flying past. He said we need to push this "shit box" to a better place. He showed me where to put my hands on the body of the Talbot, and how hard to push it. My wife was sent to call the owner of the car, so it could be picked up. Mr. Hill and I spoke for about a half an hour. He told me about the car, relating its restoration, etc. I then told him about my ownership of various MGs and my Rolls Royce. I told him my Roller was a 20/25 Hearse and that we had used it as our wedding car. I had him really laughing when I told him that my mother was telling the wedding guests that the car was a "station wagon" rather than what it really was. Here I am having a real belly laugh with one of my heroes, I was truly in my glory.

Well, my experience ended shortly after when a flat bed truck came to pick up the Talbot. He thanked me for my help and I thanked him for

the experience. Mr. Hill went off with the flat bed driver and Rosanne and I went home. I often remember this experience and I certainly remembered it when I read the Road & Track article. Although I don't spend much time remembering ancient history, sometimes it can be fun.  
John McMullan

***ROWDIE, ROWDIE, ROWDIE!***

Congratulations to all the Rowdies who attended MG2016! NAMGAR announced that the Rowdies won the ***Chapter Recognition Award***. Quoting from the NAMGAR web site:

"The Chapter Attendance Award has been changed to the Chapter Recognition Award and is based upon the ratio of GT registrations compared to number of Chapter members. The host chapter for the GT is not eligible to win the award."

***Chairman Bill***

**ROWDIES 2016 CALENDAR OF EVENTS**

<b>2016</b>	<b>September</b>
<b>July</b>	11 <b>Battle of the Brits</b> Host: Detroit Triumph Sportscar Club, Camp Dearborn, Milford,MI
8 <b>Rolling Sculpture Car Show</b> Ann Arbor, MI <a href="#">Rolling Sculpture Car Show 2016</a> Must pre-register	18 <b>Apple of Your Eye Car Show</b> Host: Larry & Mitzi Pittman, Muellers Orchard, Fenton,MI
10 <b>Mad Dogs&amp;Englishmen</b> <a href="#">Gilmore Museum</a> @ Hickory Corners, MI Featured Car:MGA	<b>October</b>
29-31 <b>Waterford Hills Racetrack</b> Clarkston, MI MG Vintage Racer Focus Event Host: D. Quinn (517)782-9749	TBD <b>Fall Color Tour</b> Host: Dave & Donna Quinn (517)782-9749
<b>August</b>	<b>December</b>
20 <b>Rowdie Birthday Party</b> Host: Ken & Kathy Nelson, 3126 Brentwood, SE Grand Rapids, MI (616)957-3158	4 <b>Christmas Party</b> Host: Deb & Jeff Smith Chelsea Depot Chelsea, MI
29-31 Put-In-Bay Reunion Races	<b>2017 February</b> Business Meeting-Date & Host:TBD

**CHAIRMAN'S CHATTER**

by Bill Weakley



Summer is finally here. I hope you are all enjoying your MGAs. I have been unable to work on my A for a few weeks, because Mary Ellen and I spent a week in Ireland and one in Scotland. Some of you have

experienced this, but it was our first trip across the Atlantic and quite an adventure for us. I made all the arrangements myself, so I was pleased to find that we got to everywhere we had planned, made all our connections and had places to sleep and cars to drive. Still I have no desire to go into the travel planning business.

Speaking of cars to drive, this was my first experience driving on the left and in a right-hand drive car. I opted for manual transmission to save a few bucks. That in itself was not much of a challenge, however the shift mechanisms on both cars were very rubbery and at times difficult to find the right gear. I guess the designers have never driven an MG. The first week we had a Ford Focus diesel with a 6-speed. The car looked just like a US Focus. The engine was fine, very torquey, but the clutch had a very long throw and the brakes were extremely touchy. The worst part was that the Focus felt very large on the Irish back roads and had poor visibility out the back. Some of their roads are barely a car width with only occasional wide spots for cars to pass. On top of that, most of them have stone walls or hedges right up to the edge of the road. The photo shows a road that looks like someone's driveway. When the road is less than two lanes wide, they don't put a stripe down the middle. Driving at any speed is like a fast-paced video game. At one point, I asked Mary Ellen how fast she thought we



were going, and she said about 60 mph. Actually, we were just over 40. In Scotland, we had a Vauxhall Corsa, a small hatchback. It was smaller than the Focus, which I really appreciated, although we spent less time on back roads in Scotland.

Driving on the left was less of a challenge for me than understanding all the road signs and dealing with traffic conditions. We avoided driving in the large cities as much as possible. When we did, the complex and irregular road patterns plus the unfamiliar signage led to a number of detours. We had a GPS, but I couldn't always interpret all the instructions quickly enough to make the right choice. So we saw more of the country than we might have. Another thing that confused me was that people often park on the opposite side so that their car is facing against traffic. Several times I entered a town or street to see parked cars on the left facing me. My first instinct was that I was entering a one-way street in the wrong direction. All in all, I was satisfied with my driving experience. I didn't cause any accidents and only got honked at once, when I couldn't figure out which lane of a round-about to be in.

It seemed to me that many drivers drive those back roads at a much higher speed than I was comfortable with. It takes constant attention to keep the car in the very narrow lanes and to be ready for oncoming traffic around all the blind corners. These people use driving skills every day that are like driving a race car on a road course. Amazingly, we didn't see any accidents and only saw police cars on the road two or three times in two weeks. I have no idea whether my observations are truly representative of the road situation over there.

Many of the roads in Ireland have small curbs with fairly sharp corners. This caught me out when I ran over one in a parking lot at low speed and cut a tire sidewall. Late on Saturday afternoon, we were lucky to find an open tire shop in a nearby town that

had the right size tire. The cost was covered by the rental agreement. By the way, car rental is not overly expensive, but insurance cost is outrageous.

One day on the Dingle Peninsula in southwest Ireland, I noticed some older cars, including an MGB, with signs stuck to the door. When we caught up with some at a scenic turnout (see photo), I found that this group seemed to be all German speakers (although the signs were in French) and that they had gone on many of these tours. I believe their sign means "Ireland in old ones", presumably old cars. I only saw one other MG. Unfortunately, it was in traffic going the other way, so we only got a quick glimpse of it. It was a 4-door hatchback and looked pretty new.



The day after we got home, I took the C for a drive to the store. It didn't feel at all strange to be driving on the right. I guess after 53 years of driving, it is pretty ingrained. We were in Illinois the first weekend in June to visit relatives and attend the

Champagne British Car Festival in Bloomington, my home town. Then two weeks later, we will be off to Stratford. I am really looking forward to the vintage races at Waterford this year and other Rowdy events.

I want to add a quick plug for White Post Restorations. I sent my C brake master cylinder off to them on Wednesday and got it back

sleeved and rebuilt on Friday. Talk about fast turn-around.

I hope all of you are filling up your calendars with destinations for your MGs, especially for the Rowdy events. See you there.

Four engineers get in a car. The car won't start.

The Mechanical Engineer says:

"It's a broken starter".

The Electrical engineer says:

"Dead battery".

The Chemical engineer says:

"Impurities in the gasoline".

The IT engineer says:

"Hey guys, I have an idea. How about we all get out of the car and get back in".

*Reprinted  
from Hoosier  
MG's e\_News  
May 2016*

## *DRIVE YOUR MG DAY-MAY 7*

### *Report On A Wonderful Day's Event*



This year's Drive Your MG Day event was planned rather on the spur of the moment when our new Prez sat his cabinet members down after the Kimber Birthday Event in May and said "Gentlemen and Ladies, I feel we can make this administration a strong one, not by building walls, but rather by driving through the barriers that keep our cars idle in their garages. Let's start this off with a Drive It Day, not to the local 'Dog & Suds Drive-In' but instead to a 'Classy Joint' that is befitting of our fine English Motoring Heritage!"

Following this statement the room erupted in a series of 'hurumpfs' and 'hurrahs' and 'here-heres' as all the cabinet expressed their spontaneous and enthusiastic acceptance of the grand plans our Prez had just expressed. One or two members thumped canes, walkers, and umbrellas (brollies) on the floor in a show of support. In fact, I dare say the wide-spread enthusiasm resulted in even a few moist eyes as we realized just how fortunate we were to have such a strong and brilliant leader replacing our previous marvelous administration and leader of the past 7 years.

But enough of the self adoration, because now the obvious question became, "which 'Classy Joint' would be suitable?" Immediately the members started to bandy about various options across the state. Reasoning that it should be in a central location in the state, we immediately abandoned any thoughts of Detroit, or Grand Rapids. The general Lansing area seemed to make the most sense, and Dave Smith thought of the 'English Inn' in Eaton Rapids just south of Lansing.

We quickly looked it up online and our Meets Chairman (Dave Smith) swung into action with the daring alacrity of Superman's speeding bullet. Quick as old St. Nick's head nod, Dave had arranged a reservation for our group to have a fine luncheon in a private room, along with permission to take a group photo afterwards with the cars and members displayed on the lawn in front of the Inn. Before the event we were invited to tour the house (which is now a charming B&B), as well as the grounds bordering the Grand River. The house, named Medovue, was originally built by Irving Jacob Reuter, General Manager and President of Oldsmobile Corporation, in 1928. Fortunately, and unlike so



many palatial ‘cottages’ of America’s Robber Barons from the ‘teens and twenties,’ this home appeared relatively liveable and comfortable inside.

So the day of the event dawned and reports of the weather indicated possible rain. Some members did experience a bit of precipitation on their travels in the morning, but by noon the sun was shining and the temperature was most pleasant. After some aperitifs we were treated to a delicious luncheon of gourmet quality, along with some delightful socializing among the members. By about 2 pm we were ready to pose the cars and members for a picture, which was taken with 6 MGAs, an MG Midget, and an MGTD (to represent the rapidly growing MG T-series subculture

within the club-be careful or the “T-Bug” may bite you next). An Aston Martin snuck in somehow also.

Members attending were Dave & Chari Smith, Curt & Stephanie Smith, Ken & Melody Klemmer, Roger & Bev Melton, Bill & Mary Ellen & Adam Weakley, Ken & Kathy Nelson, Doug & Trudy Kniff, Mark Griffin, Bruce Nichols, Bruce & Willy Mann, Dave & Donna Quinn, Larry & Mitzi Pittman, John McMullan, and Jeremy & Amy Brown. A Mighty Grand time was had by all, and I heard no reports of breakdowns either coming or going to the meet. We’re all looking forward to the next great event for the summer. *submitted by Royce Rolls*

## *Pictures From Drive Your MG Day*

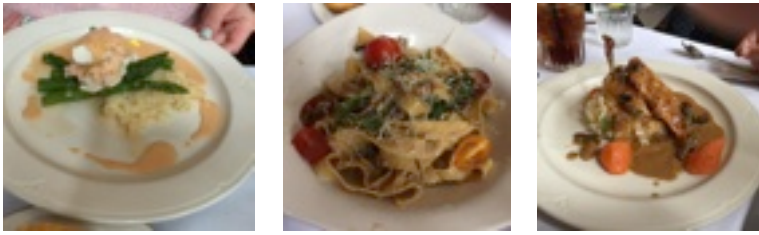
*photos by Dave Quinn, Mary Ellen Weakley, Ken Nelson and Stephanie Smith (see next two pages also)*



*(Drive Your MG Day Pics Continued)*



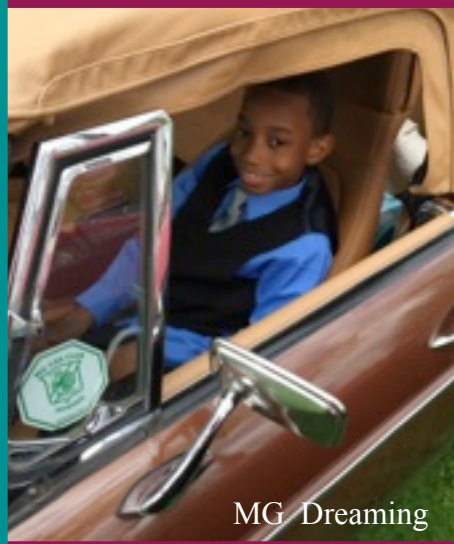
*(Drive Your MG Pics Continued)*



Hail, Hail the Gangs All Here (mostly)!



Bill & son  
Adam



MG Dreaming



Girls Like MGs Too!

## *A Day In The Life Of An MGA Restoration-by John Alexander*

Yesterday, I trailered the body to the media blaster for a spritz and some epoxy primer coating so I can get on with the body work.

Today, I fired up the chassis and gave it a good 2 1/2 mile run up and down my dead end dirt road to make sure all systems operated and checked out OK. The shifting was a little stiff but there was nary a rattle, and the engine pulled like a



race horse. Temp stabilized at 195 F. OK, it can rain now. My testing is complete.

Wish I'd been able to attend the "English Inn" drive with the Rowdies and hope they stayed dry - but I need to start prepping fenders for paint, ya know!



Finally, a day in the sun!

More fun than I thought it would be 'cause everything worked!

Me and my honey out fer a drive in a buckboard built for two.

That's it for now. I'm taking the day off.

John Alexander

*Spring British Car Meet May 22-Camp Dearborn*



Car Repair 101



Will It Leak Again?



Morgan

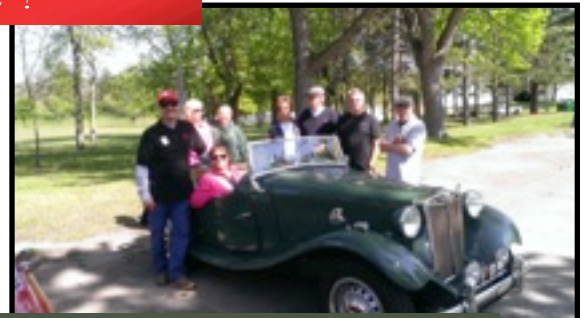


“Did the Boss say You could Drive?”



The Ladies

*Pictures by  
Bruce Mann,  
Dave  
Goeddecke*



# Stahl Museum Visit-May 20, 2016

On May 20th, a group of the Rowdies took time off from work (permanently-it's called retirement) and met for a lunch of Coney Dogs at noon before proceeding to The Stahl Museum in Gratiot, MI to spend an afternoon gazing at the Stahl collection of immaculately restored vintage cars.

Many of these were luxury cars from the 1920's and 1930's, but the collection included one of the rare Tuckers from the 1950s as well as Isetta and Messerschmidt microcars. We also saw that one other car maker had an affinity for octagons in addition to MG's Cecil Kimber. That was Locomobile with its octagonal shaped headlamps.



Curt Smith even took

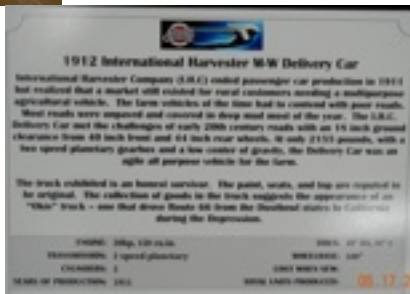


the time to meet the Blues Brothers and say hello.

A 1912 International Harvester delivery car was on display in unrestored



original condition. The original "patina" was to die for, and Brian Beery wanted the club to buy it to haul



regalia and spare parts to MG meets. He was voted down.

An immaculate 22 window VW van with matching camper trailer was recently obtained by the museum. These

can go for over 6-figures at auction today. The Rowdies in attendance were Dave Smith, Dave & Donna Quinn, Ken & Kathy Nelson, Curt & Stephanie Smith, Pat Schwartz, John McMullan and son, Ken Klemmer, Roger Melton, Brian Beery, Gordie Bird, Steve Holliday, and Larry Pittman.



Just like Goldilock's bowl of porridge, Editor Ken tried the Isetta on for size and found



it "too small", but Curt Smith sat in it and said it was "just right".



John McMullan hosted an afterglow and tire kicking event at his garage after the museum gathering. Everyone had a great time and there was general agreement that being retired is a good thing. See the next page for more pictures.



DLQ in a new Honda S2000 Prototype



Ken Klemmer



Blues Brothers with their Cousins



Photos by Dave Quinn, Ken Nelson



Advanced Styling of Tucker



Roger Melton

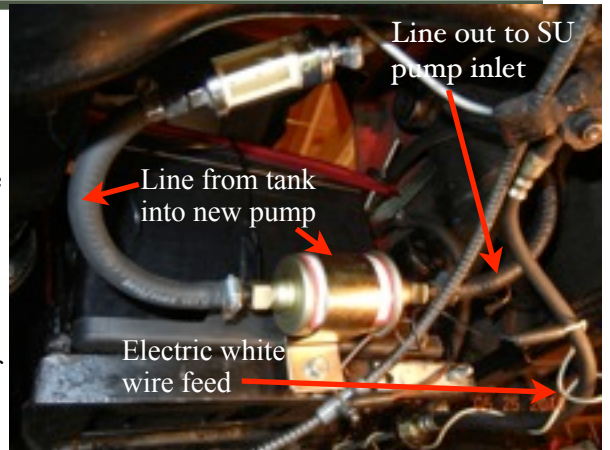


Tucker's rear engine drops down and out for servicing



**Tech Tip-or How to Have Your Cake and Eat it Too**

So tell me friend, have those SU Fuel Pump Blues got you down again? Are you tired of beating the last few clicks out of that uncooperative pump? Is your back killing you after crawling underneath your MGA on a dark rainy Sunday night by the side of the road to change that SU one more time, just to get you to your journey's end before daybreak? But you say you're still not willing to give up on those quirky NOS originality fetishes that caused you to drive an obsolete British car in the first place? *Well my friends, cheer up and stop your fretting now, because your worrying days are about to come to an end!* Simply read the easy directions below and send your money in now for the solution of a lifetime. Absolutely guaranteed to drive away those Funky Fuel Pump Blues for all time, or your money cheerfully refunded! This is the answer to that aggravating problem that will allow you to keep your car original, and get you home every night to your warm cozy bed "on time, all the time". The answer can be easily found at any Auto Parts store nearby in your neighborhood. Simply go out and purchase yourself an E8016S electric fuel pump intended for Subaru and other cars. You can mount this pump to the back of your battery box with one bolt for the clamp. Then cut your metal fuel line from the tank to your old SU pump, and run a rubber line from the fuel tank outlet pipe into the new pump. Run another short rubber line out of the new pump and into the original SU pump inlet. Finally run a white electric feed line from the connection for white wires on your fusebox (on the firewall) to the new fuel pump, with an on-off toggle switch and 10 amp inline fuse, back to the new pump.



Now when your SU fails you due to sticky corroded points or stiff diaphragm, simply flip on the toggle switch and your Subaru pump will kick in and get you home. When not needed turn it off, and it simply allows fuel to run through it without any restriction while your SU does the work. My E8016S pump cost only \$15 online with free shipping. Otherwise around \$60 or so elsewhere. ***From the Local 4H (aka Hank's Handy Helpful Hints)***

**Rowdie Birthday Party-Ken and Kathy Nelson's House**

***Sunday August 20, 2016***

***3126 Brentwood, SE***

***Grand Rapids, MI***

***616-957-3158***

**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 bake sale).* **The Club will provide meat on the grill. Auction to follow food and libations. Remember to bring goodies for the auction, a dish to pass (no salmonella please), and your own adult beverage.**

**Email Ken/Kathy if coming at:**

**[kenneth.nelson1@comcast.net](mailto:kenneth.nelson1@comcast.net)**

**I'm hurrying to the Nelson's for the Rowdie B'Day Party. C'mon along!!**







## *Announcements*



### **Celebrating 20 Years of MGVR Focus Events**

The MG Vintage Racers will have both "Mid-West" and "West Coast" Focus Events for 2016, as we celebrate our **35<sup>th</sup> Anniversary!**

Founded in 1981 for MG vintage racers, we have supported MG vintage racing since then. We started our MGVR "*Focus Events*" in 1996.

A "*Focus Event*" is a yearly vintage race event selected by MGVR where we work with the event organizers to include some all-MG races. MGVR would then encourage all MG racers to attend, and would include our own social functions and awards at that event. It has resulted in record breaking turnouts of MGs racing at many different venues, including 134 MGs racing at Watkins Glen in 2004 as well as creating exceptional MG racer's camaraderie over the years! ***A Rowdie Club Event for 2016!***

To celebrate our 20<sup>th</sup> year of Focus Events, our 2016 designated ***Mid-West Focus Event*** will be at the [Waterford Hills Racetrack](#) in Clarkston, Michigan the weekend of ***July 29<sup>th</sup> through the 31<sup>st</sup>.***



## *How to drive a Roundabout-by Speedy Racer*

The USA has certainly gone "Green" about energy generation and use, carbon footprint planning and such. One new way of achieving all of the above is the beloved Traffic Roundabout. This has been a European staple for generations, but basically a new piece of road in America. Imagine the energy savings of this intersection without a traffic light's burning of electricity. The following Walter Mitty moment contains helpful hints on how to safely use this intersection.

### **Driving Your American Iron**

Slow down as you approach the roundabout. Curse your bad luck.

Use the guide signs and lane designation to choose the appropriate lane for your intended destination.

Look for Pedestrian and bicycle traffic as you approach the crosswalk. Yield as appropriate.

Slow down even more as you approach the Yield sign and lane markings. Look to the left for vehicles already in the roundabout.

Once you see an adequate gap in traffic, enter the roundabout. Do not stop or change lanes while in the roundabout.

As you approach your intended lane choice, signal your intention to exit using turn signals. Look for pedestrians and bicycle traffic as you exit.

### **Walter Mitty in his MG**

Control your excitement as you observe an upcoming roundabout. Maintain your speed.

Check your mirrors and immediately get into the right lane to set up for turn in.

Quickly verify that pedestrians and bicyclists cannot get to the roundabout before your track out.

Double clutch with your 4 to 3 downshift as you approach the Yield (turn in) marker. Check for other traffic that could affect a clean line. Adjust to clear them.

Set your hands at 9:00 and 3:00 o'clock position on the steering wheel. If you are a lifelong digital person, please check with a senior citizen to explain this to you.

Checking your left mirror for another LBC, enter the roundabout and transition to the left curb

apex. Look closely at the left curbing for an apex marker. This will be handy in future roundabout usage to fine tune your exit speed. Begin smooth application of the throttle as you unwind the steering wheel for trackout.

Quickly recheck for those pesky pedestrians and bicyclists. If you did a good job at step 3, you should be good to go. If not, adjust your line to avoid contact. Avoid sounding your horn, as that tends to cause poor choices by the average citizen. Similar to problem discussed in step 4.

Check your right mirror for that surprisingly quick LBC that is hanging onto your RR fender. Smoothly adjust your line to hit the trackout point on the right curbing.

Accelerate and up shift into 4th gear to get back to the speed limit. Check your speedometer as you cross the cross walk line. Make a mental note, so you can measure your progress in future transits.

Note: This Walter Mitty moment is for your amusement only. These maneuvers are conducted on a closed course by experienced drivers. Do not attempt this on your own until having in-car instruction by a 4-wheel drift specialist on a suitable closed course.



### GT-41 Report (MG2016)

by Dave Quinn with photos from Holliday, Smiths & Quinns.

This one will be logged in my brain as Bourbon Week. As some know, white label Jim Beam has been my drink of choice for several years, so naturally a tour of the Jim Beam Distillery was tops on my list of things to do.

The Quinn's caravanned with Curt & Stephanie Smith and Steve Holliday after meeting up in Hudson, Michigan. Experience has taught us a caravan of more than three cars on long trips really does not work well. Given the high temperatures, we were glad we planned for taking two days both ways, with Richmond, Indiana as the stagecoach stop. Round trip was 800 miles except for Steve, who did 1,000.

We had a great time. All our cars ran great. The Quinns & Smiths did the zoo, danced to oldies, lost money at Churchill Downs, found several great places to eat and drink. There were 800 cars registered for the car show and approximately two-dozen Rowdies in attendance.

There are two things you can count on at any GT: it will be really hot and it will rain. This one did not disappoint. During our five days in Louisville there was only one day below 92 degrees. It was 95 on show day but lots of shade.





*Our small caravan stopped for cool ones at Shooters in Madison, Indiana*



Louisville has a nice zoo and we enjoyed a good bird show. There was a baby gorilla we wanted to see but they kept him hidden when they heard Rowdies were in town.

Tuesday evening was rocking and rolling oldies thanks to Captain Rat and the Blind Rivits band. They qualified to be Rowdies! Here's a shot of one of the band members standing on a chair playing.



Bruce & Willy Mann did the Rowdies proud all week - on the dance floor, on the show field, and in the three-hour tech session where invited owners talked about their cars with the best examples of pre-war through MGB on display.

Wednesday was a really good bourbon day! We didn't get to meet the seven generations of the Beam family but even better we had a really great tour guide who had everyone laughing for the entire hour and half as we learned and saw everything first hand. I can personally say it was way better than a Jack Daniels tour we took years ago. This is a shot of the tasting room with the engraved glasses we got to keep.





*Real white lightning on tap*

The real surprise, no make that shock, for me was Donna discovering a bourbon she liked! Jim Beam *Honey* Bourbon. Curt took a liking to Black Label; aged 8 years, rather than the normal 4 years. Soon it was time to leave but not before sharing more of our fun day.



*Rowdies Smith could be in the next Beam ad*



*She always finds the horses*



*Curt forgot its Red Bull that gives you wings - not Jim Beam*



Since we have so little room in the cars I decided to have some shipped home. As we were leaving the sky turned black and a top-down-downpour hit! All part of the MG adventure. A generous young man at a gas station offered us his dry roll of paper towels in the rain! Thoughtful southern hospitality!

At the car show Bruce Nichols, Curt and I had our picture taken with the guest speaker, Dennis Gage from the My Classic Car TV program.



**DENNIS GUEST SE**

He has a very unusual varied background. He's played the steel guitar and opened for acts like Charlie Daniels and Waylon Jennings. He has a Ph.D. in chemistry and worked for Procter & Gamble's where he worked on/created products such as Pringles. He moved on to Bristol-Myers and led to the development of Boost. He met a lot old timers at this show that were ready for the energy drink that's popular with seniors. I had some sent home.

Some out-of-stater's who said to say Hi to the Rowdies included Mike Jacobson, Jack Kurkowski, and Rick Green.

It was a tough decision but we passed up the awards banquet in favor of Twilight Thursday at Churchill Downs - \$1 entry, \$1 beer, and 8 races.



*We were all smiles even if none of us picked a winning horse.*



**CHEERS!**

*then..... you discover it's*

**WATER!**



Steve *really* wanted to drive under this but... thought the better of it.

*Bottoms up*



*The Back Of The Book-But Not The End of The Road*

