



A-Antics



*Dave Quinn's Band of "Happy Trails Color Tour" Rowdies-Oct 15, 2016
See Page 11-12*

Birthday Party Meet
Color Tour Report
Battle Of The Brits
Rowdie Racing Wrapup



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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:

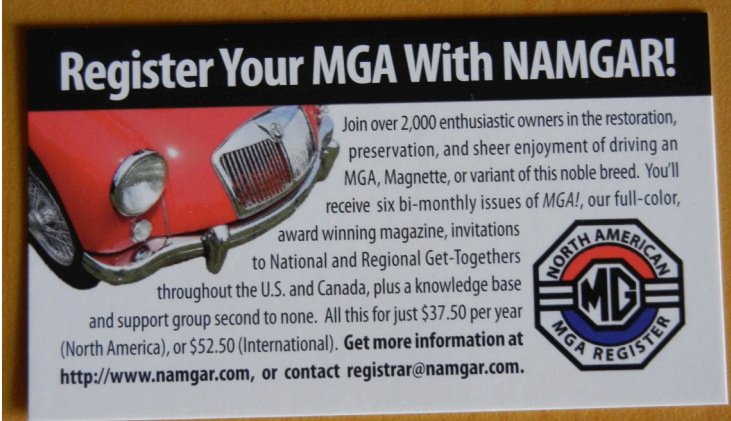
<http://www.mgcars.org.uk/michiganrowdies/>

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

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



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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.**

MEMBERS PAGE

**Rowdies Website: Larry Pittman,
Webmaster**

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

Larry Pitman's Database Report: 61 Active and Paid-Up Members

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

Classified Ads

For Sale: 1961 MGA 1600 Roadster



Excellent condition, very reliable with many improvements and updates.

Solid body without rust. Red with black top, black interior and trim.

4 new Michelin tires on painted wire wheels,

New windscreen glass and seals.

New top professionally installed, new cock pit trim and carpeting.

Original trimmed side-curtains with new black matching material.

Side curtain storage pouch

Under dash insulation has been installed.

There are new floor boards with proper multi-ply wood, fitted galvanized steel sheet on the under side with marine insulation, wood layer, then carpet.

Rebuilt early MGB 5 main GB 1800 engine. Less than 1400 miles. Rebuilt HS4 SU Carbs

New stainless steel exhaust system with MGA exhaust manifold, 5 speed transmission kit (Sierra)

Radiator re-cored with added capacity and enlarged lower tank. Approx. +20 percent.

Working park brake with new cable.

New battery bracket, enlarged for 12 volt, New alternator installed. New hi-torque starter

New fuel pump, fuel lines, gas tank and sender.

New front suspension bushings, front brake pads and rear shoes.

Three point seat belts with extra buckle at back to wrap over the top when down.

The price includes a 1600 MGA engine with the matching rebuilt trans.

Other misc. parts included. Original speedometer, rebuilt generator etc. This is not a trailer Queen. It could use some cosmetic attention.

Priced at \$18,500 Contact: Tom Newton at 313-407-7334 or newts2u@gmail.com Pictures available.

For Sale: I am cleaning up my shop (need more room) and getting rid of some extra parts.

Item 1. For anyone who wants to convert your MGA over to the better MGB brake system, I have a complete used MGB wire wheel front end (stronger king pins than an MGA) and a wire wheel 3.9 banjo rear end. \$500.00 for all.

Item 2. I have a set of 4 used 60 spoke 15 inch wire wheels. \$175.00

Item 3. A set of 4 new Kelly Springfield 165R15 tires, never mounted. \$200.00

Item 4. A set of 4 used 60 spoke wire wheels with M&S 165R15 tires with good tread mounted. \$275.00

Item 5. I have a set of MGA MK II (1622) front wire wheel king pin and hub assemblies with the brake discs, I do not have the calipers for this. \$100.00

Item 6. 1500 MGA rebuilt Head with rebuilt rocker assembly – Head has been crack tested, resurfaced, and rebuilt with new valve guides, new seals and the valves ground \$550.00 or Head without the rocker assembly \$450.00

Item 7. Engine Test stand for MGA or early MGB. Motor bolts up in this stand that has a tray for a battery, a small fuel tank, a radiator, oil pressure gauge, water temperature gauge, and a starter button. This is a great tool for testing, breaking in, and tuning a rebuilt engine before it is installed in a car. \$400.00

Item 8. MGA lightened (20 lb) flywheel with new clutch plate (10 or 23 spline your choice) and pressure plate. \$350.00

Item 9. MGA original one piece complete exhaust system, used but still solid. \$50.00 Photos are available.

Mark Barnhart 989-366-8980 or

rowdie92@charter.net Will deliver in Michigan for gas money.

Letters

Member's New Acquisition

Larry Pittman recently has a new member of the family in the form of a "slightly used" MG Magnette. The salesman described it as a car that just needed an oil change and a light buffing out of the exterior paint to transform it into a show winning concours show car. You be the judge.



Mark Griffin admires the "patina" on Larry latest project

You Never Know Who You'll Meet

Hi Ken,

We attended the Orphan Car show in Ypsilanti today. While looking at the participants we discovered a Michigan Rowdie with his car. Jerry Jesion was showing his MGA. Notice the car in the background! It belongs to Andy Hoffman but we were unable to locate him. On our way out we happened to see our awesome president and First Lady, the Weakleys! They were heading into the show as we were leaving! Unfortunately I didn't think to take their photo!



Hope you can use the photo!

Stephanie Smith

(Ed Note: You send 'em, and I'll use 'em! See above)

All's Well That Ends Well

Hi Ken,

We had a great time at your house last Sunday. Thank you and Kathy for everything. I included DQ on this since he is the focus of many of the photos (great job, as usual, Dave).

I made it back to Hamburg, MI before getting trucked back to Livonia on Monday (*electrical problems-see pages 14-15*).

I regret not taking photos of the MGs at the Party. I have split these into 3 separate e-mails.

Dave Goeddecke

(Ed Note: Don't worry Dave, we've got you covered on the MGA pictures-see next page)



Thanks again to Dave and Donna for a wonderful color tour! We were pleasantly surprised by the wonderful weather as well as the relaxing route! We had a great time! Who cares if the first place turned away the Rowdies! We don't let things like that stop us! We move on to where we are appreciated!! lol. Great day!

Stephanie Smith

Fantastic job everybody! Looks like you all had a wonderful day while Kathy and I were trying to sleep on a Big 'Ol Jet Airliner crossing the Atlantic on our way to see the Leprechauns, don't ya know? I'm right proud of my team of reporters for doing their job on pictures and reportin'. Especially Bruce and DLQ, but also to everyone for looking so grand in all the pictures.

Leapin' Lizards, Leprechauns, & Faeries,

Ken & Kathy Nelson

Pictures From Abroad

Kathy and I are sorry we couldn't make the annual color tour with the Rowdies, but we were fortunate enough to get a color tour of our own from a land where all the idiot drivers use the wrong side of the road! Here's a couple pictures.

Ken & Kathy Nelson



Sebring Cars Race at Laguna Seca

For the first time since 1962, the three works 1962 Sebring Team MGAs were reunited at the 2016 Laguna Seca Historic Races. (pics below)

Approximatly 550 historic cars attended the event. Shown with the cars are #51 Jim Plowden, #52 Hugh Burrus, and #53 John Wright. As of this weekend, Larry Smith now holds the honor of being the only person known to have driven all three cars.



From Facebook-Jim Plowden

Kudos to the Quinns

Great color tour. Nice job as usual Dave and Donna. Great day! Hope everyone got home without incident.

Bruce Mann





The Saga Continues

How about this! Right rear fender is on, shut panel is in place, wheel well splash shields are bolted up. Only 3 fenders to go ---- then the other stuff, too, I guess. Soon,



soon, soon!

When this is done and I get a few miles on it, I'm going to have a good night's sleep. I've been too excited the last few days and sleep eludes me.

John Alexander

(Responses: Looking Great! - Tom Fant

Looks great. It should be ready for GT-50! -

Dave Quinn

Fantastic! This is definitely the exciting time, when you can work on the car and not have to wash grease off your hands afterward. Of course, once it's done there's going to be the awkward question of what exactly do you do the first time your car and a gravel road meet face to face! - *Ken Nelson*

Why Didn't I Think Of That!!

Got some old used MG wiper blades on the shelf?

Buy some new rubber and make the lady in your life happy with the New Anti-Mist Blade!



Winter's Coming!

Seems like there's been lots of discussion lately over how long we can ride on older tires before they aren't safe, even if the tread is still plenty good.

I'm not sure I have anything to add to that controversy, but I thought I'd just get in an advance meeting notice for all you Michigan drivers out there.

Remember to bring some snacks to share during the meeting. It could last long into the evening.

Yours Truly, **Old Man Winter**



The annual meeting

of the Summer tires club

Notes on a Rowdie Racing Career
By Dave Smith

Friends:

Sunday Sept 11, 2016 capped a Racing career that began in April 1964. Hard to believe that 52 years of Racing have passed by. My first race car was a Chrysler Hemi powered Dragster that did the quarter mile in 8 seconds at speeds north of 185 mph. Did that when I was a junior in High School. Then a string of Barracuda drag cars, Twin Engine pulling tractor and finally the beloved Rowdie Club built MGA # 49.

Here is the final race report from the Rowdie Racing team from Watkins Glen this weekend.

Lap Times: Lets go there first, after all this is racing. On Hoosier TD tires and on the old WGI track my personal best lap time was 2:28

On the new stickier Speedsters and on the new track, I was not as fast. 2:39 on the first practice, but did cut 7 seconds off in later sessions. The new WGI track is glassy smooth and lots of grip. My challenge was it is totally featureless. No reference for braking zones or turn in points. My Apex was a bit erratic due to these issues. As a result I was a bit slower on turn in, but never did a 2 tires off the track either.

I looked over the list of MG drivers on Friday, and selected Steve Konsin as a worthy candidate. I was pleased when Steve was selected as the Collier Cup winner. Steve has a MG TD Special and we had some great races over the years.

Collier Cup and the Sunday Group 1 race were great. My best laps of the weekend, and lots of cars to race with. Also only one partly wet race and all of the rest were sunny and dry. I was very pleased to pass several cars in the wet race.

Due to the end of my road racing career, I had an interview by Fox News of Binghamton NY. After the final race, a second TV interview at the car in the paddock with interviews of Chari and Mark Barnhart. I think that interview really brought home the realization that my time as a Rowdie Racing driver was at an end.

We had two good Seneca Lodge experiences this week. Mark Barnhart & I went to Denny Cornett's porch party and had some 1897 Formula Bourbon. Attending were Otto Linton, Son Roger & Daughter Wendy with her Hubby and Richard & Bethel Powers.

The second outing was Sunday night dinner with Joe & Bridget Tierno, Gordy & Judy Ruston, Richard & Bethel Powers, Dave & Rosie Nicholas, Mark Barnhart, and Mark Bucher. Chari & I had a great time.

Left the Lodge about 8:00 PM (no bourbon this time) and overnight in Clute RV park downtown. On the road by 8:45 am Monday & home at 6:45 PM Monday after 475 miles. Zero wait time at both CA & USA customs.

Will be detailing #49 & get it listed in Media. Seeking \$32,500 firm. It is too good a racer to not stay on the track. The new Prather engine has 7 hours of run time on the hour meter. Best of all, #49 has raced thousands of miles and has never been in a shunt. Don't think that was not on my mind in the Sunday Races.

However the close calls were many. At Mosport I was mid-pack and coming over the blind turn two, saw a 12 car wreck going on. This is an off camber turn and you are at the very edge of tire grip. Without lifting off throttle, I drove straight at the wreck and was fortunate enough to have the cars open a path for me to pass thru. Another strong memory was in the inner Loop at Watkins Glen. Again a cornering situation with no grip in excess. A MG Midget totally lost the line, and hit the tire wall at 75 mph. The tire wall threw him back onto the racing line, but about 45 inches airborne. I drove under the Midget, and remember seeing his driveshaft still spinning and about 10 inches above my helmet. Certainly there were other moments, but those two always stood out in my memory.

I plan on using my Car Log books and my well detailed track and car notes to write a story of 20 years at the wheel. Highlights of my career were being inducted into Jake's Stable in 1997, winning the SVRA E Production Championship after being moved out of F Production and into E Production, winning the Collier Cup in 2006 and winning the Bucher Decker Cup twice. Also, being featured on the Mosport Park 50th Anniversary Poster. Recently receiving the MGVR Spirit Award at Waterford Hills. Medalist at Indy in our one time there. Winning the first race I ever entered while racing at Road America.

Persons met were Renee Dryfus (French GP driver in the 1930s), Vic & Cammy Edelbrock, Dan Gurney, Bobby Rahal, Al Unser, Johnny Parson, Janet Guthrie, Susan St. James, Al Moss from Moss Motors, Stirling & Suzy Moss, Dale Earnhart Jr; and also befriendng Denny Cornett II and family, Tommy Hoan (best Canadian driver in the 1940's), Jim Carson, Otto Linton & family, Oscar Kovalski, Burt Levy, Greg Prehodka, Joe & Bridget Tierno, and many others.

The reminiscing would not be complete without thanks to Crew Chief Mark Barnhart, Crew Jose Tapia, Don Robinson, Don Holle, Tom Ball, Dick Powers. Special thanks to Chari, writer of the many checks, preparer of many great track meals, occasional driver

(continued next page)

coach, timekeeper for mandatory meetings and race grid, and always cheerful.

Dave & Chari Smith

Rowdie Racing

Responses to Above Notes

Wow, great history Dave. I'll be putting this in the Nov-Dec Antics, as well as looking for your 20 year book.

Ken Nelson

Dave,

Congrats to you and Chari. You know I was always jealous of you and Joe for living the dream I always wanted, but just being an occasional part of vintage racing events has been wonderful. I remember when you and Joe were on the track for the first time at Mosport. Boy that seems like a long time ago or just yesterday. In that vein, the laps we did in #49 before the start of the 12 Hours of Sebring with a packed house was a highlight. As was showing you and Joe the proper line around Road America in the Max in the evening after drinks!! I look forward to reading your book.

Dave Quinn

I guess with retirement, now we can admit the story of the infamous "Black Max" at Elkhart Lake.

Mark Barnhart

Dear Dave and Friends,

Congrats on your racing retirement (I'll believe that when I see it) and your recap of highlights since that all began in '64. Racing is a disease, which all who do it know so well. Sure glad you survived it all. Hard to understand how you made it through without at least a minor shunt. Wish I could say the same.

Coincidentally, I too am hanging up the helmet and firesuit this year. At 78, I still have good judgement. We have a weekend at Buttonwillow, CA on 10/1 and 2. That will be my last outing, unless I pull a Jeff Gordon and am reincarnated. These last seven years doing 24 Hours of Lemons racing have been a blast, though not without some frustration – something all racers know about. We will both miss it I am sure.

You have been so fortunate to have had Mark and Chari to consistently support you, as well as others you listed. Most racer's wives divorce them after just a few seasons. Who can blame them? I remember back in the '50s a Lotus 11 with "Myrtle's Mink" lettered on the side, indicating that his wife had sacrificed her mink so that her hubby could race.

I look forward to your book in whatever form it takes. I'm sure you took good notes. Someone is going to get a terrific MGA when they hand you the \$32.5K.

What a racing career with so many honorable and honored accomplishments! The memories will last forever.

Now you can come visit us in NM.

Best wishes to both you and Chari,

Don and Linda Holle

Dave Smith's Replies

Ken Nelson:

Glad you liked it. It was fun to write, and gave me a bit of experience with the 20 year booklet.

Dave Quinn:

Thanks for the kind words, and I too will always remember our "touring" laps at Sebring. Sorry I banged your head so hard on the Roll Bar when pulling 3rd gear, but you took it in good spirits. Now that I think about this a moment, we all need to recognize the role of Greg Prehodka when he foolishly turned us loose in the paddock at Waterford Hills. That was a great moment for Rowdies in General.

I actually thought of our ride at Sebring, when I finally got Mac in the car for "touring" laps at Waterford this year. Both rides turned out better than the one I gave Bridget Tierno at Mosport. In my mind I was at 50% race intensity, however the audience with the clerk of the course after being black flagged certainly was informative.

Don and Linda Holle:

A great letter on our respective careers. I know well what you refer to with the racer's disease. I do realize how fortunate to have Chari's total support and at the same time Mark as the crew chief, and a great list of crew members for Rowdie racing over the years. Without a doubt, many of you will be tasked with review of the career summary for editing, and also insertion of your memories.

Good Luck with your last race in October and may it be reflective of your great career. Say Hi to Linda from Chari & I.

Dave Smith

Rowdie Racing



CHAIRMAN'S CHATTER

by Bill Weakley

As I write this on September 30, it is raining for the third straight day and predicted to continue for a couple more. I guess summer is over. As much as I enjoy summer, I won't complain about the seasons. I chose to live in Michigan, after all, and I do enjoy the changing seasons. Fall still offers many good MG driving

opportunities. And winter allows us to tear into major projects on our cars.

Mary Ellen and I attended the Apple of Your Eye car show and the following lunch at the Pittman's on September 10. The rain kept the attendance down and MGs even fewer. We got to see Larry's next project, a 1958 Midget that needs complete restoration. It looks pretty forlorn at first glance, but after checking it out, I realized that it was very complete and the body was very straight and solid other than the rockers that are mostly gone. I think Larry has the restoration process down pretty well by now, but the Midget will offer some new challenges.

The next day, we set off for the Battle of the Brits but got only a few miles down the road before my MGC overheated rather suddenly. After taping up the lower radiator hose, we limped home by coasting down hills and stopping to cool off. We jumped into the Midget and went on to the show where I got third in early Midgets without even wiping off the dust. It is nice to have a spare MG. (Psst. Don't tell anyone that there were only three cars in the class.) Several other Rowdies legitimately won awards.

I pulled the thermostat out of the C and tested it on the stove, and it worked properly. So I pulled the radiator and water pump but found no indication of problems. I can only assume that the thermostat stuck closed, perhaps from some debris in the coolant. I have since replaced the thermostat and had a spare radiator recored with a modern, high-efficiency core. The new core has a lot more fins, and the fins are much thinner which gives a lot more surface for heat exchange. It also retains the look of the original for those who don't want the look of an aluminum radiator. The new radiator has made a big difference to the normally hot-running C, but I will keep an eye on the temperature gauge during the first few miles of driving.

I was glad to make the upgrade to the MGC cooling system before we left to drive to Charleston, South Carolina for the American MGC Register annual event, CBA XXXVI. CBA stands for C'event of Brutal Aggressives. It's kind of an inside joke. When the C was

first introduced, one of the magazine car testers called the car brutally aggressive. Remember, this was almost 50 years ago in England. So the name applies to the cars not the owners.

So we took off for Charleston, planning to take



Our chairman doing a little on the road diagnosis and repair work

two days to get there and three to get back. On the first day, in southern Ohio, the fuel pump quit.

This was very disappointing since this pump was new just a couple years ago. It is a standard SU breaker type pump. Fortunately, I had an aftermarket pump in the boot, along with coveralls, nitrile gloves and a few tools. After an hour of struggle by the side of the road, we were on our way.

We stayed in a B&B near Damascus, VA that is owned by the last president of the AMGCR and met two other couples headed for the CBA. We travelled together from there to Charleston. Charleston is certainly a historic and beautiful city. Of course, part of the history is slavery and the Civil War, but it is a very welcoming place now.



Ron Neal's MkII Deluxe-Charleston, NC

The star of the car show was a beautiful MGA MKII Deluxe owned by Ron Neal of Beaufort, SC.

We made several stops at scenic spots on the way home,

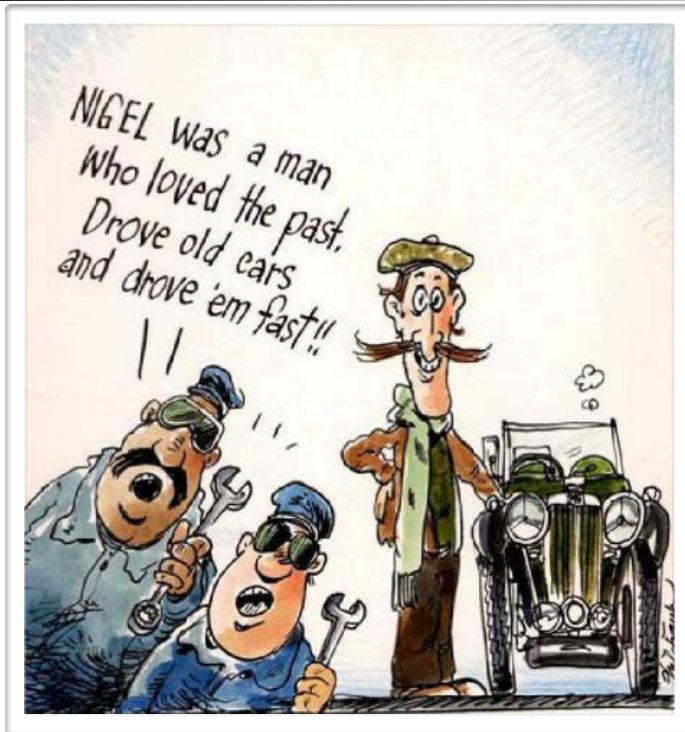
including Abingdon, VA; Cumberland Gap; and Cumberland Falls. After arriving home and resting a bit, I tore apart the failed fuel pump. The points were badly pitted. I had a new set of points in my old pump, so I swapped them out and plan to put the SU pump back soon. I think the aftermarket pump puts out too much pressure and sometimes floods the float bowls. Besides that, it doesn't sound right. I plan to install the aftermarket pump in series with the SU so that I can switch it in the next time the SU fails.

When we weren't traveling, I have spent some time on the front suspension on my MGA. I needed to shorten the sway bar links to adapt the MGB bar to fit under the frame extension. Unfortunately, after cutting and re-welding the links and test assembling everything, I found that the links were an inch too short and interfered with the steering arm under some conditions. So I cut and re-welded again. The final length of the links was

4-1/4" from the center of the lower ball to the upper bolt center.

By the time you read this, we will have had our fall color tour. Here's hoping for good weather, exciting fall colors and a big turnout. See you there.

Bill Weakley



ROWDIES 2016 CALENDAR OF EVENTS

2016 December

4 **Christmas Party** Host: Deb & Jeff Smith
Chelsea Depot Chelsea, MI

2017 February

Business Meeting-Date & Host:TBD

Rowdie Color Tour Report-October 15, 2016

"A group of senior citizens were talking over the breakfast table in a nursing home. "My arms are so weak, I can hardly lift this cup of coffee," said the first. "Yes, I know," agreed the second. "My cataracts are so bad I can't even see my coffee." "I can't turn my head because of the arthritis in my neck," said a third, to which several nodded weakly in agreement. "My blood pressure pills make me dizzy," another went on. "I guess that's the price we pay for getting old," winced an old man as he slowly shook his head. "Well, it's not all bad," said one woman cheerfully. "At least we can still drive! I'm planning on going to Quinn's color tour."

And so they did. A hearty band of Michigan Rowdies met at Dave Quinn's Annual 'Happy Trails To You' Color Tour in Jackson, MI on Saturday 10-15-16. His report follows:

The day for two prior weeks had been forecasted as sunny and 70. Dave and Donna were joined by Curt & Stephanie Smith, Tom Fant, Jerry Jesion, Larry & Mitzi Pittman, Neil & Thelma Griffin, Bruce & Willy Mann, Gary & Diana Cunningham, Jeff & Debbie Smith, and Bruce Nichols. The weatherman and the real world don't always align right away. The day started with a little fog and a little drizzle and lots of clouds. After enjoying coffee, cider, donuts, and catching up on the latest news the hearty souls were all

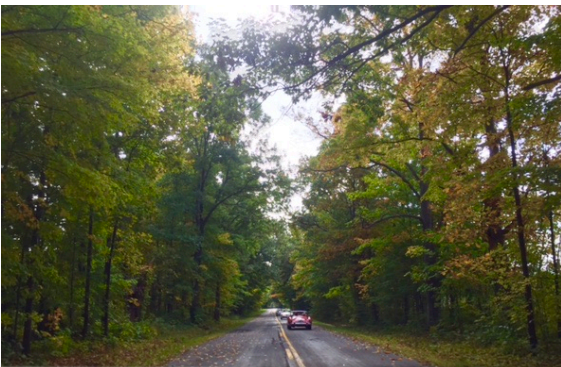
asked by the tour guide to lower their tops even though the temperature had not hit 60 and the sun was nowhere to be seen. Being Rowdies they all complied and we hit the road. Lots of tree tunnels. Some color; not as much as we had hoped but no one seemed to complain. By the time we made our first rest stop, many responded with nice remarks on the route Dave and Donna had laid out. Clouds were still hanging on and the wind had picked up.

After the second stage, we buttoned up the MGs and went to dine - - only to find out someone had rented the entire facility for a wedding. That wasn't in the plans. We came up with plan B and extended the color tour to a new spot that could handle a bunch of Rowdies. At 4pm the overcast sky turned blue, the sun was shining, and it hit 70 degrees! Who says you can't *(continued next page)*



believe the weatherman. Thanks to all who attended and made another enjoyable Rowdies meet. In the back of most everyone's mind was the knowledge another driving season was coming to a close shortly and we would have to put our MGs to bed for the winter.

Dave Quinn



*Pictures of Rowdie
Color Tour-photos by
Dave Quinn, Bruce Mann*

Rowdie Birthday Meet Report-by Ken Nelson & Dave Quinn Receives Renkenberger Award!

August 21, 2016 was the day scheduled for the annual Rowdie 'Birthday Party and Auction Meet' at Ken & Kathy Nelson's house, and they were prepared for it, but a bit anxious about how many Rowdies would show up. The day before had been filled with storms and a deluge of rain, to say nothing of tornados on the west side of Grand Rapids. Trees had been knocked down, along with power poles, leading to many areas without power. Ken and Kathy had spent about an hour the afternoon of the storms in their basement as the news media were predicting the worst, and pleading with everyone in the listening area to get indoors to shelter.

Well, with that as a backdrop for the meet, everyone was pleasantly surprised to find that the winds and rain had blown over by Sunday, except for a brief 10 minute light sprinkling of rain during the event. Once that passed the sun even came out, and allowed the meet to go off without a hitch, as evidenced by the smiling faces and sunshine in the pictures enclosed (*see pages 12-13 below*). We had a passel of people show up for the event, and plenty of food and beverage to share with all.

Among the folks present were the DTS Smith's, the DLQ Smiths, the Curt Smiths, Binszs, Herrings, the F. Johnsons, Barnharts, Goeddeckes, Griffins, Steve Holliday, Mac McDonnell, Mark Griffin, Bruce Nichols, and the Nelsons. Gordy and Tracey Bird were planning on it but were stood up by a dog-sitter and had to stay home. We signed up two new members for the Rowdies also: Tim and Judy Scheerhorn (see Sept-Oct 2016 issue). Welcome!

The camaraderie and conversation were good, as well as the food, and a total of \$863 was raised for the club by Dave Quinn as auctioneer 'par excellence'. Some minor mishaps did occur among the travelers, including a

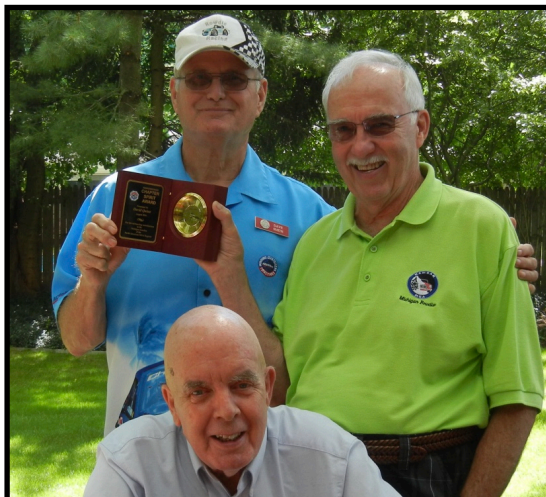
flat tire on Neil Griffin's MGB-GT and a breakdown on the way home by Dave and Phyllis Goeddecke, but all made it home safely finally (*see pages 14-15 below*).

Dave Quinn was awarded the Renkenberger Spirit Award by NAMGAR and this was presented to him at the meet by Dave Smith and Bruce Nichols for many years of service to NAMGAR and the Michigan Rowdies (pictures below). It was well deserved, and he received congratulations from one and all. He took the time later at home to write this message of thanks to the club and all the members, as follows:

"I would like to thank the Rowdies for the Renkenberger Chapter Spirit Award. I was a wee lad of 8 when I saw my first sports car, a Cadillac Allard. I can't imagine there were more than a dozen in the whole state of Pennsylvania. Perhaps the entire USA! Here was one in our small town at my house. From that day forward sports cars have been an endearing love that has never stopped.

Fast forward to 1972. I had sold my 1963 Sting Ray and settled into married life with our first child. I still had the itch but money was tight - first home and all that. The sports-car-gods may have been looking out for me. I was able to buy a red 1960 MGA for \$200 from a fellow employee who had been asking \$500. Creditors were after him and he needed money to keep the utilities on. Only in hindsight did I realize what a wonderful investment I made both in joining the MG fraternity and the life long friendships that came with it. Anything I've done for the club has been a labor of love. Thanks all; especially those who played a hand in making it happen."

Dave Quinn



**Pictures of Birthday Meet
and Auction at Ken & Kathy
Nelson's house 8-21-16**

by Dave Goeddecke, Ken Nelson



*"Auctioneer
Dave Quinn
has the crowd
eating out of
his hand as he
raises the bid
yet once
again!"*





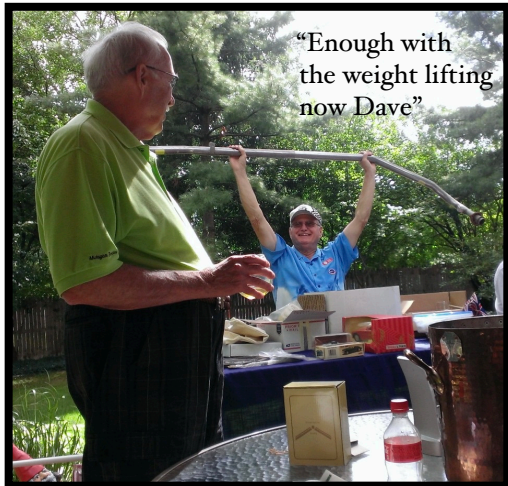
Mark and Dave show their Rowdie Racing Award



Flying the Colors



The 'Big Copper Bucket' Award



"Enough with the weight lifting now Dave"



Still lots of dessert left for Neil

Adventures with "Pearl"-Dave Goeddecke

"Saturday dawned bright and sunny in Livonia..."

Having missed a few of the big Rowdie Meets earlier in the Summer, Phyllis & I carved the Birthday Party at the Nelson's in stone on our calendar. But before we could make the overnight trip to and from Grand Rapids, I would have to do some fixin' on Pearl.

In preparation for GT-40 last year, I installed a new instrument panel (auction item from GT-30) and wiring harness, among other things. After many days (and pain meds) contorting my body and fingers under, over, inside and through various body panels, gauges and switches, I had a fine running vehicle again. Unfortunately, there were a few minor items that didn't work, like headlights, windshield wipers and turn signals, and it was already Saturday.

No problem, (he thought) I'll avoid driving at night, clean the windshield with Rainex, and practice my hand signals. It was just my luck that it poured rain on the way to the Bavarian Inn on Sunday (oh yeah, no side curtains either), but with Phyllis protecting my rear in the Durango on the way up, everything was copacetic.

After the GT, no further repairs were attempted and we had many fun rides in Pearl and we always got home before the streetlights came on.

To get ready for the weekend in GR, I would have to fix the lights, at least. First up: remove the grill and check the bullet connectors and ground connections up front. Next: inspect the wiring connections at the lighting switch under the instrument panel. All good, power in and out. But the output goes to the high/low beam dipper switch next to the clutch pedal before it goes the headlights. So I twisted my aging body into various contortions to access the switch and voila, the culprit is discovered; power in, no power out. Then more contortions to remove, clean the terminals and reinstall the switch for a successful troubleshooting and repair experience.

Now to check the tail/brake/turn signal lights. Removal of the tail light lens reveals several shaky bullet connectors which were responsible for some intermittent signal failures. With some minor adjustments and dielectric lubricant, brakes and tail lights work fine, but alas, output from the switch on the instrument panel is nil. Further inspection reveals a broken spring contact within the switch; this repair will have to wait. Hand signals will have to do for now, and so will the Rainex, since we're leaving for GR tomorrow.

Saturday dawned bright and sunny in Livonia, and we set out top-up on our favorite two lanes to Northville, Whitmore Lake, Mason & Holt. It started to rain a little, so we stopped at the Delhi Café for lunch when Bernie, a lifelong friend and our host for the night, called to inform us that a tornado was on the way to our destination, Hudsonville, and to wait a while before arriving. After lunch the rain slowed a bit so we

set out for Grand Ledge and points West. After a few miles, we encountered the edge of the storm for the next couple of hours. Boy, did it rain!

Did I mention that we don't have side screens, at least none that don't require major restoration?



Still, we had heavy trash bags to place on our laps and a towel to sop up the puddles inside the car. With visibility at about 100 yards, the rain slowed us down a bit, but by the time we got to M-37, near the Gerald Ford airport, the towel was soaking wet, but the road was dry.

On Sunday morning, we put the top down, then toured our old neighborhood in Wyoming, where the tornado actually struck. Trees were down everywhere and generators were running for temporary power. (*Ed note: We got rain, but fortunately very little wind, and no tree damage at our house*). Onward to Ken & Kathy's in East Grand Rapids for the Birthday Party. A good crowd of Rowdies turned out, and we had a great meet under the shady trees on the *(continued next page)*

deck and in the kitchen, where the dining and desserting was staged. The main event, as always was the Rowdie Auction, and Dave Quinn entertained us again with his auction commentary and humor, which encouraged those present to bid a record take for the club treasury. (*\$863 was the final tally!*)



After a fun day with good friends, we headed West to Standale to visit with friends from college and crash for the night. In the morning, the MG didn't turn over, so we attached a battery charger and had our coffee. An hour later we were on our way home via Fulton and Grand River Road. After a pleasant ride, we stopped in Howell for lunch but had to push-start

the car in the parking lot. Oh-oh. Clearly something was wrong with my alternator system which I installed a couple of years ago. We pressed onward; only 40 miles to go.

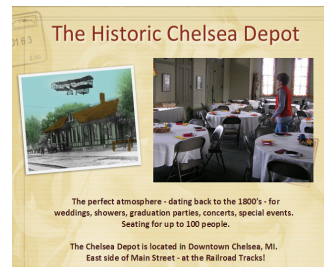
After a few miles Pearl sputtered to a halt. I brought out the tools and tightened the fan belt by prying the alternator upward. A helpful soul offered a jump, so I grabbed the cables from the boot and we were off again. Alas, we only made it to Hamburg before the car stalled again. We were on a bit of a hill, so we gave the push-start another shot. This time we went about one mile before it stalled again (Oops! next to the prison on M-36). Apparently, the alternator fan blades impacted the radiator hose, so now I had a coolant leak to go with a dead battery.

With a sore back and a worried wife, I finally gave up and called Hagerty for a lift. Meanwhile, 4 helpful drivers stopped to offer aid, including a local cop. We were impressed and grateful for their attention and concern. Pearl's last 30 miles back to Livonia were on a flatbed, but she looked pretty up there, too.

Dave Goeddecke

Rowdies Christmas Party

Festivities start at 1:00 pm, Sunday,
December 4, '16 at the Chelsea Depot
125 Jackson Street, Chelsea, MI 48118



From I-94: Take exit 159 toward Chelsea. Turn left onto Chelsea Manchester Rd, which becomes S. Main Street. Continue onto S Main St to Jackson St, about 1.5 miles. Turn right onto Jackson St., immediately south of the RR tracks.

Each attendee, including children, is encouraged to bring a *wrapped gift* for the *fun gift exchange*. Bring your favorite beverage to enjoy, there is no adjoining bar this year. Coffee and pop are provided. Catered buffet dinner will be served at 3:00 pm. The menu will include Beef Brisket, baked beans, mac and cheese, tossed salad, and a holiday dessert table. Gift exchange follows dinner.

The deadline to sign-up is November 20th. You must let Jeff Smith (jlsmith1984@hotmail.com) know if you are attending, and how many will accompany you. Cost is a mere \$15.00 per person at the door, and children are free!

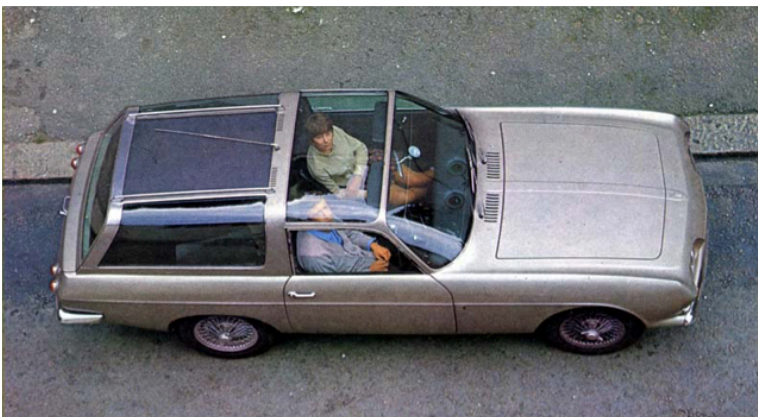
Dave Quinn Meets Olson and the Ogle

Battle of the Brits by Dave Quinn

One of the interesting things about attending events like Battle of the Brits is you never know what might show up. I was checking out the wide variety of cars in the “Other British Cars” section and became intrigued by a glassy station wagon with a very odd name – Ogle. The Ogle was sandwiched between cars like Bentley, Rolls Royce, and the like; probably 99% of the lookers never noticed it. It turned out to be a one-of-a-kind concept car that was in the possession of one of its original designers, who I talked with at great length.



Triplex Glass Company (as originally used in the MGA) asked Ogle Design – a London based studio to build a project car to demonstrate their use of laminated glass. A Reliant fiberglass body shell was modified to produce this car. The car had a heat-absorbing glass roof, curved round side windows, and laminated heated front and rear windows. **Ogle’s Triplex Scimitar G.T.S. (Glazing Test Special) Concept** was covered in a total of 43 square feet of safety glass.



After its feature at the London Motor Show in 1965, two journalists drove the car to the Turin Motor Show, where many Italian designers admired it.

Prince Philip acquired the GTS for his own personal use for two years before being loaned to England’s National Motor Museum. The late Scimitar and Sabra expert Don Pither who passed away in 2002 then owned the car. The one-off concept is now in Michigan in the safe hands of one of its designers - Carl Olson.

Few industrial designers have had the broad experience of Carl Olsen during his over 40 years of work. He has been an educator, a consultant designer, in-house corporate designer, author of many articles on design and is frequently asked to speak on radio and TV. International in scope, he has lived and worked in the USA, Denmark, England and France with consultant work reaching to Asia, and Africa.

In 1957 he began as a designer at GM for 3 years, then 2 years at Bernadotte in Copenhagen, then Chief Designer at Ogle Design. In 1967 he formed his own consulting Company. In 1971 he taught at the Royal College of Art (RCA) in London in their graduate tutor program. Many of his students are now design chiefs in the world's automotive design studios. While talking with Olsen at the show one of his former students approached us, where I learned he was employed in design for Fiat Chrysler. Carl started to tell me how they worked together at RCA with the interesting project of converting several vehicles, such as a Land Rover, for the Pope’s visit. They also worked on cars for the Queen that involved the Secret Service approving every step of the developments. Example: the Queen’s seat had to be a few inches higher than anyone else’s.

In 1982 Olsen was approached at RCA to become director of style for Citroen, where he worked for 5 years in Paris being responsible for all of their new vehicles, major facelifts, and producing the Eole concept, believed to be the world's first vehicle created entirely by computer and automated processes.

In 1987 at the suggestion of GM's Design VP Chuck Jordan, Carl returned home to the USA to become Chair and Professor of transportation design for nearly 14 years at the College of Creative Studies (CCS) in Detroit where he steered their program through the evolution into computer-aided design. He retired in 2001. Here is link to some car designs by Olsen’s students during his time. <http://ccs-olsen.com/Home.html>

Battle of the Brits Photos-by Bruce Mann

The 34th annual "Battle of the Brits" took place Sunday, September 11th this year at Fort Dearborn park in Milford, MI. Once again this year the Triumph folk went home with their tail between their legs as the MGs again proved victorious. Our club was represented by several of our members including Tom Fant and Lynne, Bill & Mary Ellen Weakley, Jeff & Deb Smith, Gary & Diane Cunningham, Bruce & Willy Mann and son Tim Mann with his wife Karen, Larry Pittman, Curt and

Stephanie Smith, Dave and Donna Quinn, Ken & Mel Klemmer, Phil Wiltshire, and Shari Pelic.

Bruce Mann won 1st place for his MGA and Willy Mann won 1st place for her MGTD. Bill Weakley received 3rd place for his MG Midget, and Larry and Mitzi Pittman received 3rd place for their newly restored MGTD. Phil Wiltshire also won 3rd place for his MGB-GT V8. Congratulations to one and all!



Willy and Bruce show off their 1st place medals for their MGTD and MGA



Some of our Award Winners



Next Battle of the Brits- September 10, 2017

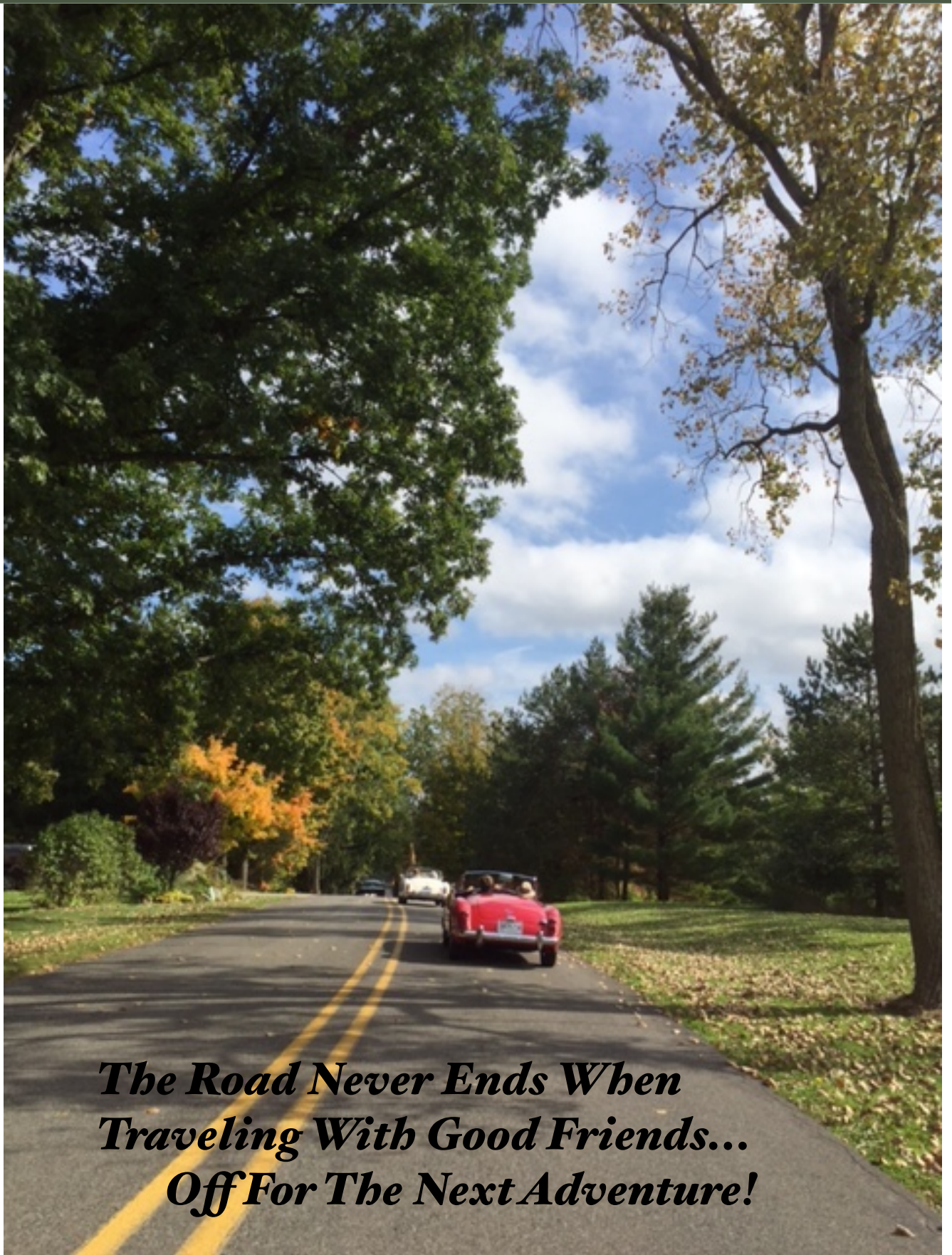


Phil Wiltshire receiving his award



Larry Pittman and his 3rd place MGTD





***The Road Never Ends When
Traveling With Good Friends...
Off For The Next Adventure!***