



A-Antics



First Place MGVR Races-Waterford Hills July 31, 2016-Dave & Mark



Mac Spears Award-Neil

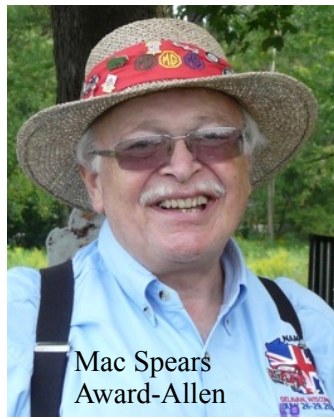


Renkenberger Spirit Award-Dave Quinn

Mac Spears Award-Bruce



Mac Spears Award-Steve & Diane



Mac Spears Award-Allen



MGVR Spirit Award-Dave



Renkenberger Spirit Award-Brian

Rowdie Awards-See page 10

*Mad Dogs & Englishmen
Rowdie Award Winners
Winter Car Storage Tips
Rowdie Racing 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:

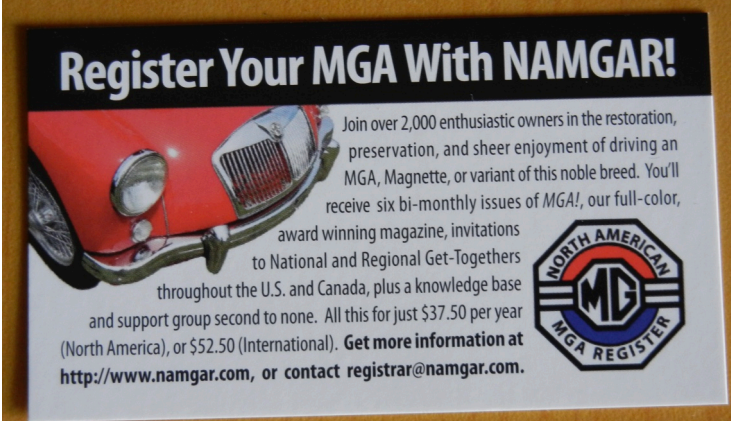
<http://www.mgcars.org.uk/michiganrowdies/>

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

NAMGAR Web Site: www.namgar.com

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



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.

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:
October 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

5 speed transmission kit (Sierra)
New stainless steel exhaust system with MGA exhaust manifold
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 Pictures available
Contact: Tom Newton at 313-407-7334 or newts2u@gmail.com

New Members

Welcome:

Tim and Judy Scheerhorn
5911 Chauncey Dr, Belmont, MI
616-874-3286 Home phone
616-210-4184 Cell phone
tscheerhorn@gmail.com

Cars: 1959 MGA, 1955 MGTF, 1980 MGB LE, 1961 MGA project car.



Letters

Accessorize Your MGA!

Dear Editor; Who knew that as early as 1962, MGA MK II's already had "Cup Holders"?

Mark Barnhart



A Promise Made is a Debt Unpaid- Until Now...

Dear Rowdies;

In a Rowdie Birthday auction many years ago, Mac was the successful bidder for a ride In # 49. We finally were at the same track at the same time. (See pictures below @ Waterford Hills Race track)

Dave Smith, Rowdie Racing



Save The Date

Hi Rowdies,

Larry and Mitzi Pittman are again hosting a get-together at their house on **September 10th** and have provided the following updated information.

"We have a Rowdies get-together planned for the nearby **"Apple of Your Eye"** car show. We recently learned this week that it has been changed to the weekend of Sept 10th and 11th.

Along the way the T-club, of which we're also members, decided they would join in for this event at our house again. They have also said they will be cooking and providing the fixings for a BBQ meal."

So here's the details as they now stand:

The **Mueller's Orchard Car Show** runs from 10am to 5pm on Sat & Sun, Sept 10 & 11. (Their address is 6036 Lobdell Rd, Linden, MI 48451)

We're planning lunch on Saturday, September 10 for around 1:00 at our house. Both Rowdies & T-club members will be part of the get-together.

Don't have the food details as yet, but it will be a BBQ meal provided by the Michigan T club. The worst thing about this date change is that it's now the day before the Battle of the Brits. I'm sure there will be those who won't want to make a drive this direction two days in a row which is completely understandable. This is a fun, low-key event. Hope to see you there.

See the club calendar at <http://www.mg-cars.org.uk/michiganrowdies/calendar.htm>

Safety Fast; Larry, Mitzi, & Chairman Bill



A Fine Eye For A Curve

Our Roving Rowdie Reporter submits this period publicity shot for MGA at Sebring with this comment: *"I suspect you can find room for this in AA. Nice driver's suit!"* **Dave Quinn**



One For The Ladies

In an attempt to give gender equality, here is a question for the ladies and MG mechanics (male or female) among you: *What is wrong with this man's car to cause him such consternation? Would you hire him to be your mechanic? Submit your answers to kenneth.nelson1@comcast.net and winners names will be posted in the next Antics.*



The Retired Prez Speaks

Congrats to the Rowdies Edgar Allan Poe for yet another really good A-Antics (V41, N3, *July-Aug 2016*). I especially enjoyed it since it's the first AA in a long, long time that I didn't have to read from cover to cover several times before it arrived. Thankfully my proofreader days are a thing of the past, so 80% of the content was entirely new to me. The back cover shot was great! Ken, the Rowdies are lucky to have someone with your wit and drive that shows up in issue after issue; even if you have to go to Alaska to get a short break. Thanks.

Dave Quinn

Car Updates

Last issue we saw John Alexander's car just after returning from the body media blaster and it was well on its way to completion. Dave Q. offered ongoing encouragement: *WAY TO GO JOHN. Look'n good. You didn't need no body to bring it to the English Inn and you could park on the grass so no one could see the oil leaks - but then, you wouldn't have had any, would you? You will definitely know that car inside and out when done. I want to see it at the Waterford Hill's Vintage meet, so don't be slacking off any.*

Dave Quinn

Car Update Response From John

Well Lads,
Although I've yet to get the tub back from the painter, Kevin assisted me yesterday in retrieving the wings and one door. Boy, now that they're painted, they take up even more space than they did before! I think I'll move them to the safety of the house garage and only take out one at a time as needed.

The green I chose tends toward blue like the old Jaguar Lemans racers of the 1950's and I'm really happy with the way it looks.

I'm going to construct a better hold down configuration for my trailer to get the tub back home.

Supporting it on old tires just won't cut it now that it will be painted. I can see it
(continued net page)



bouncing around and scraping the paint off. That wouldn't be good.

I guess I might have a running MGA by summer's end. Somebody hold me up. My knees are weak!
John Alexander

It's Always Something

Jeff Smith had some car trouble coming home from Waterford Hills after the races Saturday (July 10). Amazingly this time the problem was with Jeff's Detroit Iron and not a LBC. The serpentine belt had snapped and Ken Nelson stayed to help buy a new belt for Jeff to replace. This prompted the following email exchange:

Dear John and Jeff;

Hope you made it home OK without any more problems after the new belt was in place. Don't know if you went back on Sunday to Waterford, but did Dave get a chance to race then, and how did he do?. I made it home w/o problems Saturday, but I left my precious antique family heirloom water jug with one of you. Great-Grandpa Nelson used that very jug when he fought in the Civil War. Could you empty the water and lemon out (it's been blessed by the Pope) so it doesn't ferment into wine, and perhaps bring it to the birthday party meet August 21st? G-Grandpa thanks you in advance. **Ken**

Dear Ken;

What a night we had! After the belt was installed, we drove back to the Auto Zone to return the rental tool (*to release the belt tension and replace the belt*). Upon starting the car to continue our trip back to the homeland, the new belt snapped in a similar way. The general consensus is that one of those driven pulleys (probably the A/C clutch pulley) was NOT turning. The belt got way hot in our drive to the store, melted to the pulley in question when the engine was turned off, then snapped with the return of ignition. A little while later, the AAA tow truck arrived and shuttled us back to the welcoming arms of our respective spouses.

This tow truck business makes for a late night so we left your G-G-Grandpa's water vessel in Jeff's car at the gas station to which we were towed. I might add that I also left MY G-G-Grandpa Alexander's very rare "Igloo" beer cask (still containing some of his home brew from the Revolutionary War - it's lip smackin' good!) right next to yours. Who knows when we'll see them again. History is rife with stolen vessels.

Did not return to Waterford today, but the weather was better so Dave probably did race. I think Bill Weakley was heading up there and the Quinns were staying over night so someone will know. Good night to you,
John

Dear John;

Aye John, 'twill make a grand tale for to tell in the next Antics. 'Tis queer how the plans of men do oft go themselves awry, 'tain't it now? Here's hoping yer G-G-Grandpappy and my G-G-Grandpappy can get together sometime to have a great laugh over it all!
Ken



John & Jeff prove it's not only English cars that break down.

Holy Bat Cave Robin!

Guys:

One of the cars that came to the Mid Ohio Car Show had interesting lines.

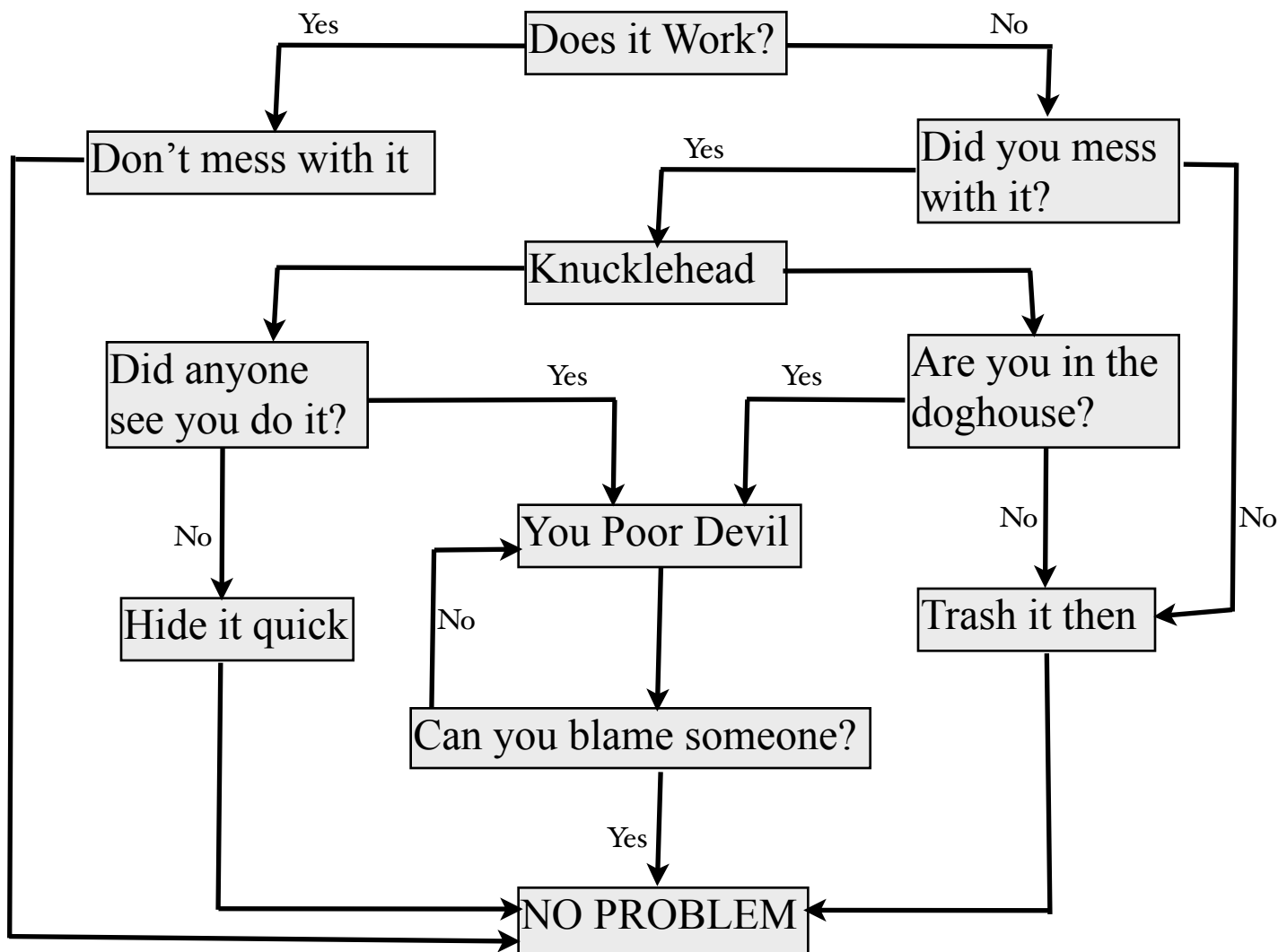
The owner is Bruce Wayne III from Galeon Ohio. He was kind enough to let the Car Show Judges have a photo Op. We still did not give him a trophy. Hey, it is a Sports Car Show!!!
Dave Smith



ROWDIES 2016 CALENDAR OF EVENTS

2016	
August	
20	Rowdie Birthday Party Host: Ken & Kathy Nelson, 3126 Brentwood, SE Grand Rapids, MI (616)957-3158
29-31	Put-In-Bay Reunion Races
September	
10	Apple of Your Eye Car Show Host: Larry Mitzi Pittman, Muellers Orchard, Fenton,MI. See Letters, Page 4 for more details. Email to follow later.
11	Battle of the Brits Host: Detroit Triumph Sportscar Club, Camp Dearborn, Milford,MI
October	
TBD	Fall Color Tour Host: Dave & Donna Quinn (517)782-9749
December	
4	Christmas Party Host: Deb & Jeff Smith Chelsea Depot Chelsea, MI
2017 February	
	Business Meeting-Date & Host:TBD

Problem Solving Flow Chart



Winter Storage For Your MGA

We all know that storing a car is rough on it so a few tips to help minimize the effects may be in order.

Lets start at the top. Put the top up. Leaving it down will cause the top to shrink making for an interesting time in the spring. Also, mice will get in the top and chew holes through it. Take the tonneau and hang it up. The lift a dot fasteners have a hole in them and a few small nails in a floor joist in your basement will work. Do not leave it folded or rolled as mice will get into it and chew holes. Take the lower seats and place them in your house to keep mice from building nests in them.

The brakes and suspension will need a little winterizing. Do not leave the parking brake on. If a brake cylinder seizes it will be difficult to remove the drum. You may also adjust the brakes to the lowest position to keep the shoes from seizing to the drums. Spray a little WD-40 on the brake and clutch bleeders then get nipple covers at the local auto parts store and put them on the bleeders. This will help year round to keep water and dirt out of the bleeders. Grease the suspension. Don't forget the hand brake cable. Pump the tires up to 40 pounds or so and if possible roll the car a few feet several times during the winter. This will keep flat spots from developing on the tires.

If you have wire wheels take them off and clean the dirt, rust and grease from the splines and chamfered face on the hub and wheel where the wheel meets the hub. I use a little kerosene and an old tooth brush. Be careful not to get kerosene in the front bearings. Wipe as much of the kerosene off and apply grease to all the splines and the chamfered faces. I usually apply grease to the hub, then put the wheel on and remove it, rotate it 90 degrees or so to distribute the grease. Do this several times. Do not use the same grease that is used for suspension lubrication. It is too thick and in time gets hard, making difficult to take a wheel off. Use a light grease such as Lith-Ease (a light lithium grease), Sylglyde (a silicon grease) or Anti-Seize. This is an important maintenance to do. If you don't do it now make sure to do it in the spring. Lack of attention to this will in time aid in the seizure of the wire wheel to the hub.

Change the oil in the engine and make sure the antifreeze tests to 30 degrees below freezing. I change my antifreeze every three years when I change the oil so I can drive the car prior to storage. Put a gas line antifreeze in the gas tank when you change the oil. Use one that has isopropyl alcohol in it. Methyl alcohol will mix with water but not gas, isopropyl will mix with both so you remove the water when you drive the car. Do this with the the oil change. Fill the tank prior to storing.

Do not cover the car with plastic. This will trap moisture in the car. Leave the hood and trunk open a little to allow moisture to escape. If your storage area has a dirt floor cover the floor with plastic then pull the car over it. This will help to keep moisture from under the car. Cover your car (at least the top) with an old blanket or sheet. Leave the side curtains open for ventilation.

Critter control. Mice get everywhere. They have the ability to flatten their bodies, including the head, to a quarter of an inch so they will get in your garage or house and you don't want them in your car. The top, tonneau and seats are covered above. Some people use moth balls in tuna cans placed in various places in the car. I'm not in favor of this. I have had mice build a nest under the spare tire 6 inches from a tuna can full of moth balls. I have heard of people using charcoal but I have seen mice build nests in a bag of charcoal. The RV people use Irish Spring soap to keep mice away. I tried this ten years ago and it seems to work, plus the car smells nice. I put a tuna can under the hood on both sides of the bulkhead, one on each side of the passenger area then tilt the seat backs forward, and two in the trunk. One of the two under the spare. I shave a bar of Irish Spring and put a little in each can. Take a piece of screen material, steel or copper not nylon or aluminum, fold once so it is doubled and place it over the exhaust and fasten with a hose clamp. I know, it sounds nuts but I have seen mice build nests in exhaust systems and several times in the engine head of an engine (*ed note: not so nuts; I have had both of these happen to my Rover when left sitting in a barn*).

Batteries will go dead so remove them and clean the case with dish detergent and water. Sounds crazy but if the case is dirty there is a electrical path through the dirt connecting the terminals. I have taken a volt meter and checked various spots on a dirty case and picked up voltages. In time this will cause the battery to discharge. Once or twice during the winter put a charger on the battery to make sure it stays charged. (*ed note: trickle chargers attached over the winter allow you to leave the battery in the car*)

If possible put the battery in the car and start it. Let it run for 20 minutes or longer to remove condensation in the motor and exhaust. Put the back axle housing on stands (not a jack) with tires off the ground and put it in gear letting it idle. Work the clutch in and out. This will allow the tranny and rear end gears to get lubrication and prevent the clutch disc from seizing to the flywheel. Do this with caution. If you change gears push in the clutch then the brake. When Spring comes you'll now be ready to get on the road again.

Bruce Nichols



CHAIRMAN'S CHATTER

by Bill Weakley

Here we are well into summer and MG driving season. I hope you are all having safe and happy journeys. I received my latest MGA magazine on July 29. Glancing at the back, I saw a number of very nice looking MGAs and thought that some of those As should be Rowdy cars. After all, we have show winners and cars going to interesting places. So I started leafing through the magazine back-to-front as I usually do (Mary Ellen says that it's weird, but it feels normal to me.) when I noticed John Alexander's article about his test drive on Drive Your MGA Day of his body-less chassis. It included three nice pictures. By the way, the body of John's car is now painted and getting ready for assembly as I write this. As I continued toward the front, I found Ken Nelson's regular column, which is always great to read. Then I found Ken's account of our meet-up at the Old English Inn on Drive Your MGA Day. So I guess the Rowdies were very well represented in this issue.



Franklin Air-cooled V8

We spent a week in July on Skaneateles Lake in the Finger Lakes Region, a beautiful lake with water so clear that they drink it right out of the lake with a

filter and a UV light. One of the highlights of the week was a visit to the Northeast Classic Car Museum in Norwich. The museum specializes in cars built in New York. They have a whole room of Franklins. Franklins were all air-cooled and had some interesting engine configurations. I am always amazed at how many different car brands were manufactured. There were 18 different car manufacturers in Syracuse alone. Norwich is a bit out of the way, but if you are ever in that area, I highly recommend the museum, even though there were no MGs.

I have been replacing the front suspension on my A with components from a late B. I had rebuilt the original suspension and brakes several years ago



and thought that the conversion to B specs would be sometime in the future. My restoration project is moving so slowly that I thought it best not to take any detours. But then some of the suspension components became available for free. I also have concerns about the integrity of the original components because I know what I put them through many years ago. Anyway, the B setup will give me a stronger kingpin, disc brakes and an anti-sway bar, all worthwhile additions. I found that I had to buy a number of components to complete the setup. I didn't want to put on worn hubs and disks. So while

(continued next page)

rebuilding the calipers I came across this nifty tool that can be used to depress the pistons and set the seal rings. It is Moss part number 386-280. It worked very well. If anyone needs to use it, I would be happy to loan it out.

I attended the vintage races at Waterford Hills on Sunday. I was all set to go on Saturday, but it never stopped raining at our house long enough to get the car out. It figures. We have hardly any rain for three months, then it rains all day on the day I want to drive with the top down. I wasn't the only one to go on Sunday. There were a several Rowdies in attendance, and we got to see Dave Smith on the track. Unfortunately, Dave wasn't able to post a qualifying time, so he had to start at the back of the pack. Of course, that did give him the opportunity to pass a number of cars before the race was black flagged for an accident. I think he would have caught a couple more. I got to drive my MGC

around the track during the lunch break. I have driven the Midget there, and it felt faster but probably wasn't. Parade laps are supposed to be relatively slow, but it is always possible to make a little space by slowing down then speeding through a corner or two. It's great fun to imagine what it would be like to be racing. So it was a nice day with no rain. In addition to the race cars, there are always a number of interesting cars among the spectators.

The Rowdies Birthday Party is coming up, but unfortunately, I am going to miss it again this year. My Weakley family reunion is always the third Sunday in August in Illinois. Especially, since my father died last year, I am now the senior male Weakley. I am also sad that I will miss my chance to see Ken Nelson's car collection in his work space. I'm sure a good time will be had by all who attend. I hope there is a great turnout.

Rowdies Rack Up More Awards

At the Rowdie Birthday August 21st our own **Dave Quinn** was presented with the NAMGAR Renkenberger Spirit Award by Dave Smith on behalf of the Michigan Rowdies and NAMGAR. Dave Quinn has been a tireless promoter of anything MGA since joining the club in its early years. He has served as past-Chairman of the Rowdies twice, as well as Newsletter editor, Publicity Department coordinator, keeper of the story of the Michigan Rowdies, and vintage sports car race promoter over the past years. He has been active in all of the GTs the Rowdies have put on, and written a 200+ page book on the history of the Michigan Rowdies with stories and photos from the "early days". He was congratulated by the membership for the award which was presented to him at the Birthday meet, but we wanted to also mention some of the many other Rowdies who have contributed to NAMGAR and our local chapter and received recognition and awards for that as well.

In addition to Dave Quinn, our front cover for this issue shows **Brian Beery** who received an earlier Renkenberger Spirit award for his years of helping with Regalia sales and transporting of club materials to meets. More than one Rowdie has received the prestigious Mac Spears award from NAMGAR for contributions to our MG community, including **Neil Griffin, Steve & Diane Mazurek, Allen Bachelder, and Bruce Nichols**. Our own MGA racer **Dave Smith** with **Mark Barnhart** as crew chief have received awards for Rowdie Racing over the years (including the Collier Cup from Watkins Glen and the MGVR Spirit Award in 2016). They are all to be congratulated, and we can be proud of the accomplishments they have achieved, and the things that they and others have done to make the Michigan Rowdies truly NAMGAR's first and best MGA Club Chapter.

WAY TO GO ROWDIES!!

Mad Dogs and Englishmen-Where Do They Go In The Midday Sun?

How many of you have found yourselves suddenly wide awake in the middle of the night, just staring up at the ceiling wondering about the answer to one of life's greatest riddles? Perhaps the question of life-"what is the meaning of it all?" or "why am I here and not there?" or "what if I were there and not here?" or "maybe I am there and not here?" Then you may toss and turn a bit, thinking and pondering, pondering and thinking, until you finally manage to fall asleep again, no more wiser about the answer to those questions than you were at the beginning of the day.

If you are like me, you may realize there simply is no answer to all of those questions. So that's what makes it all the more appealing when I wake up with a question I truly know the answer to, like the one posed to us in the title of this discussion. Where exactly is it that those Englishmen go with their mad dogs? The answer is disarmingly simple-they all go to the Gilmore Museum for British Car Days to hang out and have a grand old time!

Thus it was that on July 10th of this year I awoke in the morning with the answer to that question ringing in my ears, as I seemed to feel a magnetic pull drawing me toward Hickory Corners, MI and another glorious day joining up with Michigan Rowdies from all over the state, old and new, to enjoy displaying and viewing a veritable potpourri of English steel.

The drive down from Grand Rapids was an enjoyable 75 mile run down some of the two lane roads running south. MGA was the featured car, but I had already decided to drive my 1954 Riley RME 4-door salon car, to get a few more miles on a freshly rebuilt short block of this engine. I had spent about 1-2 years on this project, largely because of parts unavailability. Many years

ago, when first rebuilding this engine, new pistons and piston rings were simply not available for this motor. Folks in England then were selling *used* piston rings for £1 each, if you could find them. So I went to Hastings, MI and spent a day at Hasting Piston Rings trying to put together a set of new rings from various engines that were close enough in size to substitute for the proper rings. About 15,000 miles later it became apparent that the experiment had been a failure. When I disassembled the engine again, several of the rings as well as the piston lands had cracked and disintegrated. The cylinder walls amazingly had not been significantly damaged, and I determined that a good honing would suffice for them, but new pistons and rings were now a clear necessity.

Fortunately, by now the Riley RM Club in England had found a manufacturer who would reproduce oversize pistons and rings in 20, 40, and 60 thousandths dimensions. Unfortunately for me, when I measured the bores, I realized that my short block had previously been bored out to .030" oversize. Since I had disassembled the engine with the block still in the car, I would have to go to a lot of extra work if I was to take the engine out and to a machine shop for a rebore. So I hunted for a long time until wonderful serendipity presented me with a listing on eBay of an unused NOS set of .030" pistons and rings. I was all over those like ketchup on french fries, and I made sure to win them at any semi-reasonable cost. Five hundred dollars later they were mine and the engine was together again, purring like a cat on a warm blanket after a nice mouse sandwich. Along with my newly rebuilt engine the Riley had a fresh repaint as

(continued next page)



well and, since I knew it would never be looking any better than this, I decided the stars were all aligned properly for the Riley and me to head for Hickory Corners.

Upon arriving I was immediately placed in the “Other British” category as I expected. I was hoping this group would consist of just my pristine Riley and perhaps a motley assortment of ragtag English ‘beaters’; if so, maybe I could even be in the running for an award in that class. Fat chance of that happening when I drove up and saw 2 gorgeous early Aston Martins, to say nothing of Allen Bacheldor’s immaculate MGA Magnette and many other perfect cars restored to perfection. There was even a tiny Frisky Sport microcar there that was “cuter than a bug”. In fact it was about the size of a bug! So no prizes for me-but wonderful cars and lots of Rowdies and friends to socialize with.

Rowdies there included Dave Smith, Dave Quinn, Curt and Stephanie Smith, Ken Nelson, Mac McDonnell, Forest Johnson, Allen and Flossie Bachelder, Bruce Nichols, Bill Weakley, Neil and Thelma Griffin, Dick Feight, Doug Kniff, Gary and Diana Cunningham, Lloyd and Janice Herring, and some special guests as well. The special guests included Jim and Holly Bollinger (earlier Rowdies)

with their TVR, and Kevin Peck (also a prior Rowdie) who inspected the MGA he used to own, now on the show field with its new owner (Dave Duolin). Dave Smith also brought his #49 MG Midget Racer and did some serious gymkhana racing on their oval track. Neil and Thelma arrived in their MGBGT with air conditioning, as did Dick Feight. Neil showed me how to turn it on by opening the rear windows, and Dick showed how by lowering his top. In the 1950s and ‘60s that was as good as it got!

Lloyd and Janice Herring brought their freshly restored white MGTD along with the easily recognizable “chicken car”. Vendors had plenty of tasty food for a lunch and the variety of cars included many Rolls Royces, Bentleys, and Jaguars. Some of the interesting cars I observed were an Austin Cambridge Countryman Estate which came with our BMC B-series engine. This car was in excellent original unrestored condition. I also enjoyed seeing a brace of 1950’s Singer convertibles.

The weather was great, and Mac McDonnell led me home on a 2-lane blacktop road through the countryside winding along Gun Lake. It was a beautiful drive, and the Riley kept up with the MGA through ‘mostly’ all the curves. I’m looking forward to next years’ meet! **Ken Nelson**

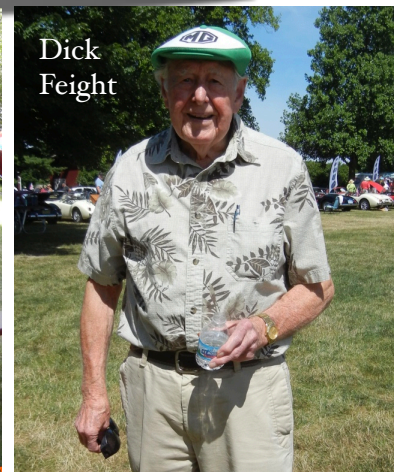
Pictures of some of the Mad Dogs & Their Cars



Bill, Bruce,
& Gary



Neal &
Doug Kniff



Dick
Feight



Dick Feight
& friend
Alasdair

07-10-2016



Kevin Peck by
his former car

07-10-2016

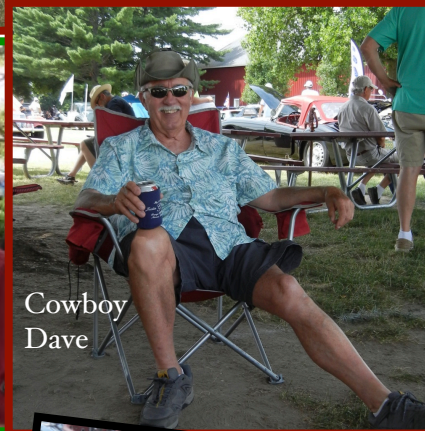


Jim
Bolinger,
Neal, Dave,
& Thelma

07-10-2016



Gary &
Diana



Cowboy
Dave



Curt &
Jim

07-10-2016



'Ol #49

07-10-2016



Holly
Bolinger

07-10-2016



Dave Smith &
Mac McDonnell



Mac and Cheesy Ken

(Mad Dogs July 10th Pics
Continued and on next page)-
photos by Ken Nelson, Dave
Quinn



A Herd of "A" Cars



It's a Singer-
But Can it
Sew?

07-10-2016



A Bunch of "Bs"



Thelma,
Diana,
& Bill



A Gaggle of "Ts"



Curt &
Stephanie



07



Allen & Florrie
Bachelder & Kerl's
Riley RM

Will the Real Riley
Please Stand Up?



Dave Smith Running
The Gymkhana



High Priced
Neighborhood



It's A Frisky!

07-10-2016



Bachelder's Beautiful Magnette

07-10-2016

Age is just a number. We spent the past couple days enjoying Michigan's wonderful cooler weather in the MG. One of the best parts was having a

Age Is Just A Number



couple of the club's youngsters along on our two-day adventure. This past July Neil Griffin turned 91 years young. We all know his youthful spirit keeps his bride Thelma young as well. How many folks at that age bracket are willing to forego naps to log over 300 miles of back roads* in a half-a-century-old-car to party with a bunch of rowdy people who don't know when its time

*Well spoken words from our Renkenberger Spirit Award winner Dave Quinn, but at our Mad Dogs meet in July, Neil's good friend and our fellow Rowdie, Dick Feight, also drove his car from the east side of the state across to the Gilmore Museum and back sans top. He too has reached the young age of 90 and is going strong.



to go to bed? Naturally he took the flat tire on his

MGBGT on the way there all in stride – just another roadside tech session. When I suggested they had soap and water in the gas station, he remarked... “What for? I didn't get my hands dirty!”



As some heard, our local club hosted a national MGA meet in 2015; something we have done every ten years



starting in 1985. Neil wanted to know who was looking for a site in 2025! I can only hope I have that spirit when I'm his age; after all he will 100 when we host the next big one. **Dave Quinn**

And Herb and Charlene Maier have been wonderful friends and fellow Rowdies since before Kathy and I joined the group in the late



1970s. Here's wishing everybody a long and happy friendship together! The cars started all this out, but it's the friends and people who bring us all together again.

Ken Nelson

*Come See The Colors! Join The Fun! Help
“Dave Q” unload his weekly beer ration*

ROWDIES COLOR TOUR 2016

THE OCTOBER DATE TO BE ANNOUNCED BY E-MAIL

The club will announce the color tour date using an email three days prior to the date selected. We will try for a day when both colors and weather are predicted to be good. It will occur during October. Likely dates are 8th or 9th; 15th or 16th; or a later weekend if Mother Nature’s decides to delayed a dry colorful day.

If you don’t have Internet access, let Dave know and he will place you on a call list.

Host: Dave & Donna Quinn, 517-782-9749. We will meet up at the Quinn’s in Jackson, Michigan between 10:00 – 11:00 am. Additional details will be in the announcement email. The driving tour will have lots of trees, plus some of the curves and hills in the local area. The actual route is still being developed and we will use paved roads! Dave has some helpers this year in planning the route; here is a photo of the layout crew planning the drive.



Picture courtesy of the Quinn Family Archives

When the date is announced the Quinn’s would appreciate knowing if you are planning on attending but it is not a requirement to join us. dlqs2000@comcast.net or 517-782-9749

Michigan Rowdies at the GT-41 Car Show in Louisville, Kentucky



Sharon & Garry Wortman



Mitzi & Larry Pittman



Stephanie & Curt Smith



Donna & Dave Quinn



Diane & Steve Mazurek



Janice & Jeff Zorn

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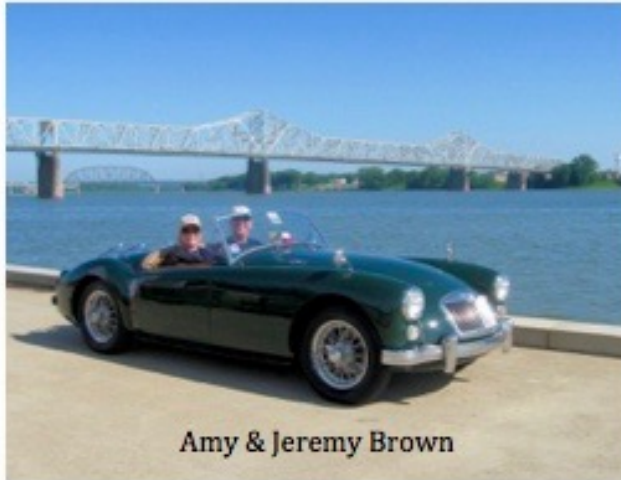
Michigan Rowdies at the GT-41 Car Show in Louisville, Kentucky



Steve Holliday



Janice & Lloyd Herring



Amy & Jeremy Brown



Willy & Bruce Mann



Leslie & Forrest Johnson



Lynne Combs & Tom Fant

Official GT-41 photos sorted by NAMGAR's Mike Tooke and further sorted by Dave Quinn

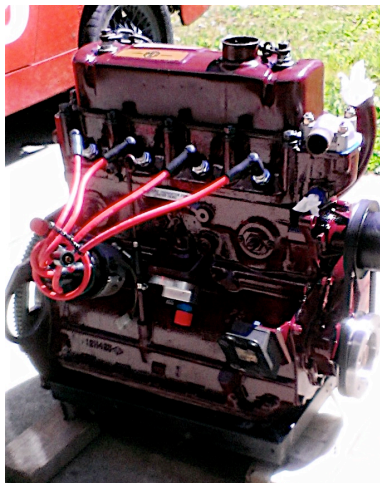
Rowdie Racing Review - 2016

2016 has been an active year for Dave Smith's Rowdy Racing team and Crew Chief member Mark Barnhart. Your editor is including some of Dave's highlights below, and he can fill you in on more of the details himself at any upcoming Rowdie meet for little more than the price on one cold beer. Below are some tidbits and letters chronologically over the past year:

Letter about Dave's new Prather Race Engine:

Guys:

Here is Prather engine # 4, ready to install in # 49 and begin the 20th year for Rowdie Racing. Horsepower is more than double it's original output. Also this is the original 1622 engine that came in the car in 1962. It has 43 race weekends with over 172 individual races to date. They made them pretty tough in 1962. It can rev to 8000 rpm, but peak horsepower is at 7200.



Peak torque is 132 Ft # at 5400 RPM. Idle is set at 2000 RPM. Decibels with Race muffler is around 102 Db. Engine is happy when the car is over 15 mph. Below 15 mph the driver must slip the double disc clutch to keep the spark plugs clear. Top speed will be north of 120 mph running alone. In a draft it can add 10 mph.

Dave Smith, Rowdie Racing

Letter from Dave about his Tech Editor appointment:

Friends:

I am very excited to report that I will begin service to MGVR (MG Vintage Racers) in the capacity of Technical Editor. Considering those that have served MGVR as the Technical editor before, I am humbled and honored to be offered the position. I talked this over with Chari before accepting, and she graciously gives her full support.

Wish me well with this new chapter for Rowdie Racing. It will be announced later this week in the MGVR newsletter.

Dave Smith, Rowdie Racing

Letter to Bruce Nichols about Mad Dogs Meet & Indy Racing: Dear Bruce N;

Thanks for serving as the host for Mad Dogs. In response to your e mail, I have the Rowdie EZ up Canopy. Currently it is need of repair as one of the corners no longer locks in place. I have been in touch with Jeff Zorn, but he is not sure if he has any repair bits. We will be up north for the 4th of July, but when I get home will see if I can heal the sick or possibly raise the dead. Will keep you posted on the progress, and figure out a way to have the tent at Gilmore.

Thanks for asking about **Rowdie Racing at Indy!!** It was a big moment in my motorsports career to pull into the Brickyard with # 49 in tow. We stayed in the Smith Motorhome in the Indycar Drivers RV park. Fortunately we had full hookups as the temps were over 90 degrees most days. The new air conditioning did a fantastic job & kept the interior in the low 70's. The fridge full of chilled bottled water was also helpful. Mark measured the asphalt with his Laser at 130 degrees

This was the first driving session for me in 7 months, so I was a bit rusty in the first two practice sessions on the Formula 1 road course. However the skills began to become more automatic by Friday. The track had two very long straight sections, so we had the engine over 7000 RPM quite often. The Smith designed water pump pulley worked perfectly. The engine coolant temperatures stayed under 180 degrees, even in the 90 degree heat. The coolant pump belt stayed in place, even with high RPM gear changes, which can cause a belt to jump the pulley.

The rear axle mounted alternator also worked perfectly. The racing AGM battery only has a one volt tolerance from full charge to depleted. On the track I have a constant 28 AMP load and an intermittent 34 AMP load. Keeping the AGM fully charged is critical to the ignition system to provide a strong spark to the 13 to 1 compression and firing consistently when over 7000 engine RPM.

In the Saturday Feature race I was turning identical lap times with the several MGAs that raced in 2015. We got a podium finish and I am now the

proud possessor of an Indy Brickyard medal. That was a very emotional moment for me and Mark Barnhart. Many very good race teams go to Indy and never have a podium finish. Pretty cool stuff. In the Sunday Feature I had a hard tussle with a SCCA Improved Performance Midget but got by him, and had my sights on the PI car in class. Sadly the first time out bug bit, and a minor problem took me out with three laps to go. No medal on Sunday.

Driving # 49 on the Oval at speed was pretty cool too. Last year three Porsche drivers hit the wall at Turn four while north of 140 MPH. This year the drivers were on the Oval with a pace car. Sad, but I fully understand.

Our experience was well documented with On track Go Pro video and many photos of the crew and car. Mark said the Indy Jumbo-tron Screen had many minutes of # 49 on the track. Chari and Laura were there on Saturday & also saw us on the big screen too. Even I got to see (briefly) some of the Jumbo-tron coverage. Talk to you soon.

Dave Smith

Dave Quinn Wrote About Waterford Hills:

The MG Vintage Racers (MGVR) group was founded in 1981 with about 40 members by MG-TD racer Greg Prehodka. MGVR is the oldest, single marque vintage race support group in North America. With Greg's leadership as newsletter editor it grew to over 150 subscribers by 1995 when Mark Palmer assumed the post. The newsletter then grew to over 200. In 2005, Mark turned editorship over to Chris Meyers. Currently, there are approximately 275 subscribers.

In 1996 a Focus Event concept became an annual race where MG Vintage Racers gather to share the camaraderie on and off the track. In the twenty years since they have gathered annually at selected famous tracks all over the USA and Canada. The MGVR work with the event organizers to include some all-MG races. 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!

This year's Focus Event is in southeast Michigan!! It will be at the Waterford Hills Racetrack near Clarkston and Drayton Plains the weekend of July 30-31, 2016. Waterford Hills Road Racing is located north of Pontiac, just off Dixie Highway on the grounds of the Oakland County Sportsman Club at 4770 Waterford Rd, Clarkston. The club has hosted road-racing events since 1958! It's a 1.5-mile track

with right and left turns, hills and a straightaway where the fastest cars hit over 120mph just before heavy braking to make a 90-degree right-hand turn. With one corner speed as low as 25mph and another at 80mph, there's a lot of acceleration and braking every lap. As you might imagine, this makes for a LOT of action—especially when there are 20–30 cars on the track at the same time! Each year WHRR hosts a Vintage Race weekend and the cars reflect what was raced at Waterford when they were new; you may see Alfa, Austin-Healey, Jag, Porsche, Cortina, Lotus, Triumph, Mini, etc.



Here's a photo I took of Dave Smith vintage racing at Waterford several years ago. He will represent the Michigan clubs this year and we wish him the best.

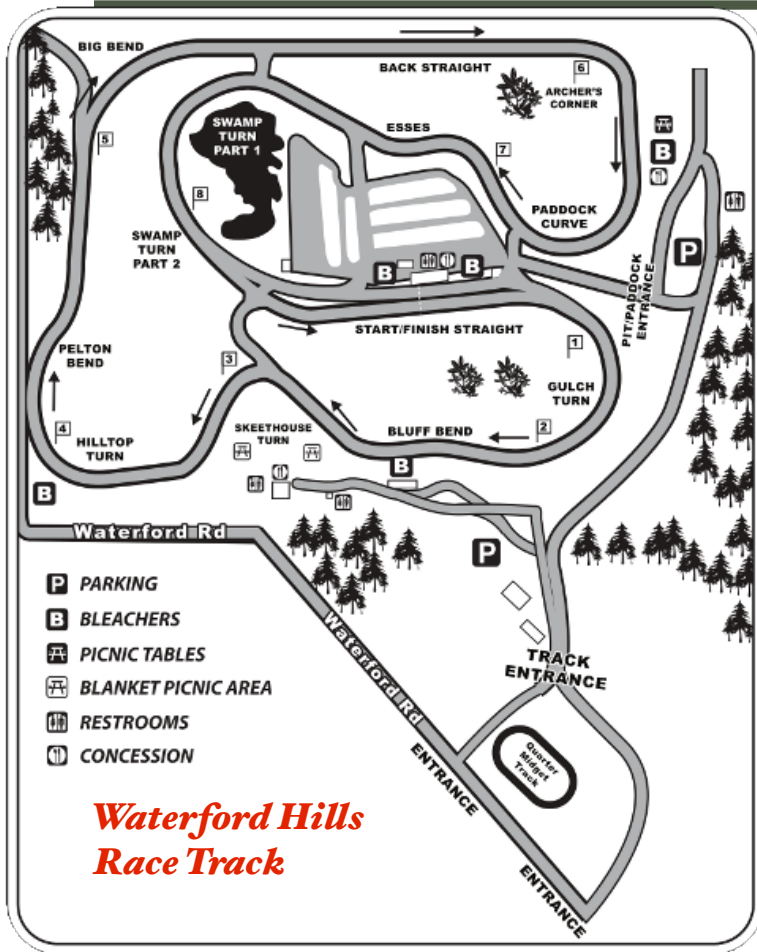


Here's a photo from one of the 2015 vintage races. If you knew the funny green thing that looks a little like a Jeep is a Mini Moke built by BMC, you get 5-stars.

For a small fee (\$5.00) you may drive your sports car around the track during the Touring Sessions. I encourage you to do so. You will have a new appreciation for those racing. The track facilities include hot food, beer, spectator stands, etc. with Turn 6, at the end of the straight, being a favorite viewing spot for many of us. Here's a lineup of the MG's racing at Waterford the along with Dave Smith on July 10-11th. Some of the other British cars that registered for the weekend: two Sunbeam Alpines, Marcos Mini GT, Triumph TR-6, Lotus S-7, four Alfa Romeo GTV, Lotus Elan +2, four Ginetta G4, Ford Capri, Ford Cortina, Lotus Cortina, Shelby FIA Cobra ... and pure racers like Elva Mk7, etc.

Dave Quinn

(continued next page)



Waterford Hills Race Results from Dave Smith:



Chris Meyers awards Dave the "Big Copper Bucket" Spirit Award

Here is a photo that was just sent to me from the Saturday Awards Banquet. I was selected as the 2016 recipient of the **MG Vintage Racers Spirit Award**. It has been given out to the Driver that displays the MG Spirit. It was first awarded to Don Martine on August 3, 1996 at the Meadowbrook Historic Races XII held at Waterford Hills road course. I am the 23 recipient of this award in it's 20th year. MGVR Celebrated it's 20th anniversary of Focus Events this weekend. Here are the Waterford Race Results:

Saturday July 30

Group 3 MG Midgets & MGA (18 raced)

- First: Dave Nicholas 1960 MGA
- Second: David Conrad 1959 MGA
- Third: Bill Greenman 1967 MG Midget

Sunday July 31

MG Feature Race MGA & MGB & Elva Courier (17 raced)

- First: Scott Fohrman 64 MGB
- Second: Joe Lightfoot MGB
- Third: Richard Luening 63 MGB

Group 3 MG Midgets and MGA (13 raced)

- First: Bill Greenman 67 MG Midget
- Second: Larry Smith 62 MG Midget
- Sixth: David Smith 62 MGA

Dave Smith

MG Vintage Racers Press Report- Waterford:

"The Past Racing Into the Future"

MG Vintage Racers

It all started in 1981 when 40 MG vintage racers got together and created the "MG Vintage

MG RACERS						
15	Konsin	Steve	1953 MG TD	1466	Green	
53	Prehodka	Gregory	1953 MG TD	1250	Red / White	
104	Mount	Frank	1946 MG TC	1350	Black/Silver	
191	Shafer	George	1951 MG TD	1486	Red	
271	Sanders	James	1953 MG TD	1255	Green	
283	Byrnes	Kurt	1951 MG TD	xxxx	Black	
409	Leonard	Dan	1949 MG TC SPECIAL	1480	Blue	
450	Barstow	Michael	1953 MG TD	1380	Red	
470	Brandow	Mark	1947 MG TC	1466	Black	
709	Stevenson	Todd	1952 MG TD	1350	Green	
776	Ford	Manley	1952 MG TD	1500	Blue	
833	Lane	Russell	1953 MG TD	1350	BRG	
7	Van Kirk	Robert	1965 MG Midget	1275	Red	
16	Owens	Robert	1973 MG Midget	1275	Yellow	
18	Zanner	Erick	1973 MG Midget	1275	Yellow	
21	Greenman	Bill	1967 MG Midget	1275	Red	
46	Deikis	John	1968 MG Midget	1275	Red / White	
62	Smith	Larry	1962 MG Midget	1275	Green	
029	Meyers	Chris	1957 MG A	1665	BRG	
37	Good	Dave	1959 MG A	1687	Blue	
49	Smith	David T.	1962 MG A	1622	White / Blue	
51	Holody	Jim	1959 MG A twin cam	1698	Glacier Blue	
76	Nicholas	Dave	1960 MG A	1622	Yellow	
107	George	Carl	1959 MG A	1676	Black / White	
137	Holmes	Dave	1957 MG A	1645	Red	
149	Conrad	David	1959 MG A	1622	Red / Silver	
181	Madawick	Tucker	1959 Elva Courier	1622	Yellow / Green	
5	Munoz	Donald	xxxx MG B GT	xxxx	Blue	
09	Eagleson	Bob	1967 MG B-GT	1845	Blue	
28	Luening	Richard	1963 MG B	1800	Black	
40	Waldrop	Hap	1967 MG B	1800	Black	
42	Allen	Gary	1974 MG B	1869	Blue	
99	Dickey	Donald	1963 MG B	1800	BRG	
281	Korey	Nowell	1963 MG B	1840	Black / Silver	
329	Haas	Kenneth	1966 MG B	1798	Gray	

Racers Newsletter" as a way to stay in touch with each other and share information. Vintage racing was rather obscure back then. Little did they know what they had begun! Their ranks would slowly grow to over 250 MG racers as they now were celebrating their 35th anniversary - 1981 to 2016! Plus back in 1996 they started their "Focus Event" (FE) tradition of designating one special vintage racing venue each year - at different tracks - where all MG racers would be encouraged to come. MGVR would work with the sanctioning race body to get "all MG races" included in it, and MGVR began the tradition of including their own socials and awards at these events. Their first "Focus Event" was at Waterford Hills, Michigan in 1996, and now 20 years later, over 35 MG racers would come back to celebrate the 20th anniversary FE at the very same track! One of MGVR's FE center pieces became the awarding of the "MGVR Spirit Award" - also started in 1996 at Waterford Hills.



Brian Beery gives Dave a pep talk before the big race

It is an award presented to one MG racer at each FE - as voted by their racing peers there -as someone exemplifying the "Spirit of MG Vintage Racing" - both in conduct and car preparation. It literally is a "Big Copper Bucket". Each winner's name gets added to the bucket yearly, as it gets passed on each year. So many significant MG racers have been awarded it over time, and this year it went to MGA racer Dave Smith, from Holt, Michigan. Dave later commented "Receiving the award was one of my Highlights in my 20 some years of Road Racing."

A "West Coast" MGVR FE will also be held in October this year at the Sonoma Raceway in California, with CSRG. More information about the

MG Vintage Racers is available on their web site: MGVR.org

DTS Passes On Put-In-Bay

The 2016 Put-in-Bay Road Races Reunion event (info at www.pibroadrace.com) is shaping up to be a great event for both entrants and spectators alike. It takes place from Sunday evening August 28 thru Wednesday August 31 at 1:30 or so on Ohio's South Bass Island, a short ferry ride from Port Clinton, Ohio.

Ohio Chapter T Register members such as myself and Tom Baumgardner have attended every one of these events since 2009 and will be back this year. If you have an interest in this "Bucket List" event, my favorite B&B on the island is The English Pines . . . how appropriate is THAT for Brit car types? Great place, wonderful people (both the proprietors and the guests), incredible breakfasts and more off street parking than any comparable place available . . . plus it's walking distance from all the restaurants and night life for which the island is famous. If you want to stay there...call Liz or Doug at 419 285 2521.

Regards and thanks.

Manley Ford

Rowdie Racing in my 1962 MGA will not make Put-In-Bay this year. We have been to all but two of the events since 2009. Chari & I will be on vacation in Northern MI this year.

Rowdie Racing has a Third Place from Indy and a First Place from Waterford Hills so far this year. **Our Next race is Watkins Glen in September.**

Dave Smith



English weather for English cars



1974 MGB leading up the hill



Waterford Hills Rowdies Meet -2016

You've read about Dave Smith and Rowdie Racing at Waterford Hills July 30-31, so here are some pictures of the Rowdies who made it there for the meet. On Saturday Ken Nelson, Gordie Bird, Dave Quinn, Brian Beery, Tom Fant, Bruce Mann, Curt Smith, John McMullan, John Alexander, Jeff Smith, Mac McDonnell, Ken Klemmer, Curt Smith, Mark Barnhart, John McMullan, and of course, Dave Smith attended. Rain caused the MG Feature races to be postponed to Sunday, and Dave took a first place for MGAs then. On Saturday Ken Nelson and a few other Rowdies took to the track for 5 "parade" laps taken pretty much flat out on the straights for an extra bit of fun. On Sunday Bill Weakley and Neil Griffin, viewed the races also.

Bill took his MGC out for some "parade" laps that day and enjoyed getting it up to speed.



Photos Dave Quinn, Ken Nelson

(Continued next page)



Dave Smith driving hard at Put-In-Bay
Daniel Mainzer Photography



MG in Photo is Frank Mount's 1946 MGTC. Frank has been racing MGs for over 50 years!