



A-Antics



Kimber Birthday Party, April 14
Rob Cote' Day in the Garage, April 28
Brewery Tour May 12, Ypsi Funkhana, May 19
Rowdie Racing Sebring Report

Michigan Chapter of North American MGA Register

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MG WEB SITE www.mgcars.org.uk
NAMGAR WEB SITE www.namgar.com

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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 appropriateness. No placement is guaranteed. The entire contents are copyrighted, Michigan Chapter. Permission to use is granted, provided you give credit to both the writer and the club. HISTORY The Chapter was established August 14, 1976. It was the 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 too.

CHAPTER DUES \$18 annually
NICKNAME *Rowdies*
MOTTO *People First!*

PAST CHAPTER CHAIRMEN
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*
2005-2007 *Gordie Bird*



Rowdies Calendar of Up Coming Events



April 14, 2007

Kimber Birthday Party, Delhi Café, Holt MI
Michigan MG Clubs host

April 28, 2007

Day in the Garage, Clarkston, MI
Rob Cote' and Steve Holiday host

May 12, 2007

Brewery Tour, Webberville, MI
Dick Grucz hosts at the Michigan Brewing Co.

May 19, 2007

Rowdies Funkahna, Ypsilanti, MI Curt & Stephanie
Smith and Jon & Theresa Burchwell host

June 16-17, 2007

Stratford Festival Trip, Stratford, Ontario
Windsor-Detroit MG Club hosts
www.mgcars.org.uk/wdmqcc

July 8, 2007

Mad Dogs & Englishmen XVII British Car Show
Gilmore Car Museum, Hickory Corners, MI
maddogsandenglishmen.org

July 23-27, 2007

NAMGAR GT-32: Whistler, BC, Canada
gt32@shaw.ca

August 10-12, 2007

University Motors Summer Party, Grand Rapids, MI
John Twist hosts

August 25, 2007

Rowdies Birthday Party, Oakland, MI
Steve & Cathy Holliday host

Rowdies Calendar cont:

September 9, 2007

Battle of the Brits, Sterling Heights, MI
Detroit Triumph Sports Car Club hosts

October 20, 2007

Covered Bridge Tour, MI
Herb & Carlene Maier host

December 2, 2007

Rowdies Christmas Party, Livonia, MI
Dave & Phyllis Goeddeke host

February 10, 2007

Rowdies Business meeting
TBD



Condolences to Curt Smith on the recent death of his father, Ian Smith.

Condolences to Mac McDonnell on the death of his mother this past Winter.

Cover Photo: Preparing for the Kimber Run at the Meijer's parking lot in April 2006
Dave Goeddeke photo

Deadline for submitting material for the next issue is: April 20th

Letters & e-mails

March 14, 2007
Orion, MI

At the annual business meeting on March 10 we discussed the possibility of hosting a Regional GT this fall (2007). For those of you who still have GT 30 fresh on your mind, let me assure you that planning and carrying out a Regional GT is nothing like a National GT. For one thing, it is only a few days long, generally starting on a Thursday and ending on Sunday. We would expect to draw people from Illinois, Ohio, Ontario, and Indiana. Probably 70 - 100 cars.

We have made the decision to host a Regional GT this fall. The purpose of this email is to solicit your input as to the best or at least most desirable venue for this event. We have narrowed it down to 2 choices:

1. One of the Midwest's premier car shows is held each September, this year on the 9th. The Battle of the Brits is hosted by our friends from the Detroit Triumph Sports Car Club. A suggestion was made to have our regional in the Sterling Heights area with our Show of Cars along with the Battle of the Brits show.
2. Gilmore museum in Hickory Corners near Kalamazoo. You may be familiar with this venue as the popular Mad Dogs & Englishmen show is held there each year. The Gilmore museum has several 'barns' with old car displays of various makes and origins. With a large field for the Show of Cars and even a small asphalt track onsite, there is lots to see and do at this venue.

Gordie Bird

Sebring, FL
March 18, 2007

Great idea but a moot point for anyone planning to attend the Watkins Glen Vintage Fall Festival. Also be aware there may be plans in the works for a regional at Mid Ohio on October 12th - 14th to coincide with the MG Vintage Racers Focus event there.

PS: Sebring was great. Dave turned a lap 1 full second faster than his previous best time there and was second in the race. Four of the original MG Factory Sebring cars were there and as guests of the racers, Jack VanDriel and Gus Ehrman who drove one of them to a class win 50 years ago this weekend.

PSS: Brian Beery votes from Sebring Florida for Mackinaw City, fall colors, and great off season rates.

Mark Barnhart



Chairman's Chatter

by Gordie
Bird
The 2007
Rowdies Busi-

ness meeting was held at the lovely home of the McDonnell's on March 10. Thanks Mac & Joni for hosting, and Joni for the incredible chicken you prepared. Definitely some of the best chicken I have ever had. All of the faithful were in attendance and we were able to come up with some exciting ideas to roll out for the membership in 2007.

We're putting together a club calendar using member submitted photos. All you have to do is log onto our calendar printers' website and upload your favorite, calendar quality digital pictures. If you don't have digital photos, a scan would work. We'll need 80 to 100, so upload several of your favorites. Our printer will then decide what photos to use, and where. We hope to have the calendar run from May 2007 thru April 2008, so we'll need your photos by April 20, 2007. See elsewhere in this issue of A-Antics for further details.

How would you like to have the club pay for your car repairs/restoration/upgrade, or possibly some accessories that you just can't live without? Simply attending an event puts you in a drawing for a \$50.00 gift certificate from Little British Car Company. You don't even need to drive an MG, just attend, be a paid up member (are your dues up to date?), and make sure the host knows you are there. We'll draw for the gift certificate at the end of the event. We're going to have a

separate hosts drawing at the annual birthday party. The lucky host will win a \$100.00 gift certificate to Little British Car Company (www.lbcarco.com). With consistent attendance, hosting an event, and a little luck, you could end up with several hundred dollars to spend!

Another topic of discussion was the possibility of offering an electronic newsletter only option to save money on postage. One thing led to another and we decided that having the newsletter online was adequate. Since no one could recall ever raising the dues, yet postage has continued to increase, we decided that we would have to raise the dues to \$25.00 per year. To soften the blow, we'll be sending all club members a club calendar this spring, one time only. Future calendars will be available at a very reasonable cost.

Please look over our events calendar in this issue and plan on attending one or more. The first event is the annual Kimber Party in Lansing at the Delhi Cafe. This has been a great event to get the car out and clear the cobwebs. This event is attended by most all of the MG clubs in Michigan and is a good time to get out and meet other like minded people. As always, weather is guaranteed for this event. Whether good or bad weather is still in question, but it is guaranteed none-the-less. May will be a busy Rowdie month with the annual, always well attended funk-hana scheduled for May 19 and a new, sure to be fun, event being hosted by Dick and Dianna Grucz at the Michigan Brewery in Webberville on May 12th. With this years National GT in Whistler, BC and many of us unable to attend, we're looking into the pos-

Cont. pg. 5

sibility of hosting a Regional GT in September with the venue yet to be announced. This is a low key event that is much easier to pull off than a National GT. Those that went to Grand Bend in '99 will remember the great time that was had by all. People still fondly talk about that Regional GT.

Oh, one more thing, if you haven't noticed a color A-Antics, you will in the very near future.

Looks like it's going to be another good year and I know I'm looking forward to getting the 'A' out and seeing everyone at the events, and maybe even winning some parts money.

Safety Fast!

Gordie

Rowdies Business Meeting Report

March 10,2007

Meeting called to order about 2:30 p.m.

Jeff Zorn's **Treasurers Report** as printed in the previous A-Antics was reviewed and approved and seconded. The Rowdies had 2006 income of \$2,0222.67 and expenses of \$1,788.50 for a net income of \$234.17. Current cash assets total \$7,192.82

There was no **Regalia Report**, as Brian Beery was in Sebring Florida with Rowdie Racing. A request was made to purchase 100 Rowdie logo lapel pins for members to wear and trade. Motion to approve by Steve Holiday, seconded by Jeff Zorn and approved by vote. It was recommended that regalia and clothing ads be placed in regular issues of the newsletter. Brian Beery and Denise Cote' will be contacted to produce ad material.

Mac McDonnell provided a **Membership Report** that we have 70 members, 3 currently



in renewal, one past due, and one new member.

There are **Tech Tips Manuals** still available, and Matt Wigent agreed to place an ad on the Rowdies website to promote sales. The price will remain \$27 and delivery will be US postal book rate.

Gordie Bird presented a discussion and motion to develop a purchase up to 70 **club calendars** for not more than \$1,000, which will be distributed free this year, and sold to members in future years at or slightly above cost. Seconded by Ken Nelson., and approved by vote.

The possibility of some Rowdie parties and meetings to be held at community clubhouses or restaurants to minimize hosting difficulties was discussed and met with favorable responses. Dave Quinn agreed to investigate several sites.

A suggestion was made to save the expense of printing & mailing the **A-Antics**, by offering only the website version, but was quickly rejected and several members asked what the cost would be to include color on some pages of the newsletter. Mac McDonnell will provide more information to the board about cost. A recommendation was made to **increase dues** to \$25 per year to cover the

Business meeting cont.

increased cost of printing and mailing the newsletter.

Gordie Bird proposed that an incentive to attend Rowdie meets be offered to all members and those who join at the meets. It was agreed that a LBC Co. gift certificate provided 50% by LBC and 50% by the Rowdies will be presented to the winner of a blind draw at each meet.

Matt Wigent initiated a discussion of the need for club officers insurance. The issue will be reviewed and considered over the next several months.

Steve Holiday reviewed proposals for Rowdie meets and parties as well as other British car events around the state, region, and country. (The calendar is presented on page 2 & 3 of this issue.) Bruce Nichols proposed that the Rowdies host a Regional GT in Autumn, possibly at the Gilmore Museum in Hickory Corners. Another suggestion was holding the regional in conjunction with the Battle of the Brits in Sterling Heights. The decision will be made after obtaining feedback from all members.

The meeting ended abruptly to make a visit to Mac's garage.

Thanks to Mac & Joni for hosting the meeting. Reported by Dave Goeddeke

Win \$50

The Rowdies will have a drawing at each meet for a gift certificate worth \$50 in merchandise from Jeff Zorn's Little British Car Co.

We hope to see some new faces at our meets and encourage you to bring a friend to join. All paid-up members are eligible for a raffle to be held at each Rowdie meet. The winner of the raffle will receive the gift certificate.



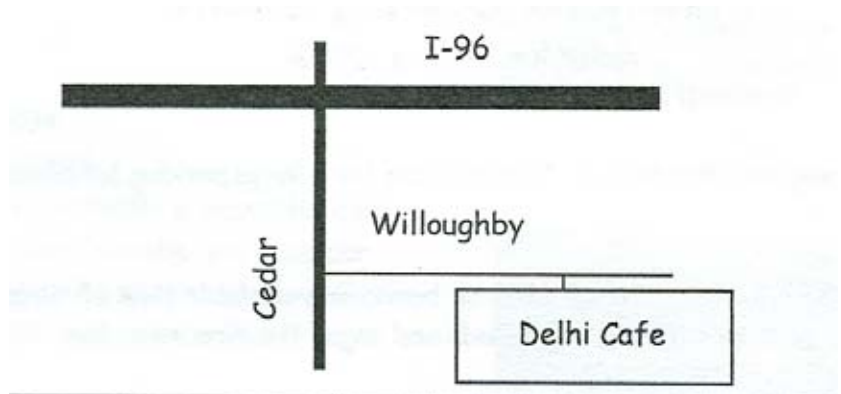
Cecil Kimber's 118th Birthday Party

Saturday April 22, 2006

12:00 Noon

Delhi Café, 4625 Willoughby Road, Holt, MI (517) 694-8655

Get that MG out of the garage and join the Rowdies, the Speckled Hens, the Lansing Area MG club, the Windsor-Detroit MG club, and the British Motoring club in the first get-together of the year. Arrive at noon to have lunch and socialize with a wide variety of British Car enthusiasts at this annual warm-up to our driving season. We all order from the menu and pay for our own, and then hang out in the parking lot for a while afterward to kick the tires. The Windsor - Detroit MG club brings the Birthday Cake, but you have to come and get it.



Below: Brian Beery, Gordie Smith and Cathy Holiday wish Dick and Diana Grusz a safe trip home after last year's Kimber party.

Right: Brian, Gordie, Niel Griffen and Curt Smith kick the tires on one of the many fine MG's at last years meet.



Michigan Brewery Tour



LUNCH & TASTING AT NOON FOLLOWED BY A BREWERY TOUR.

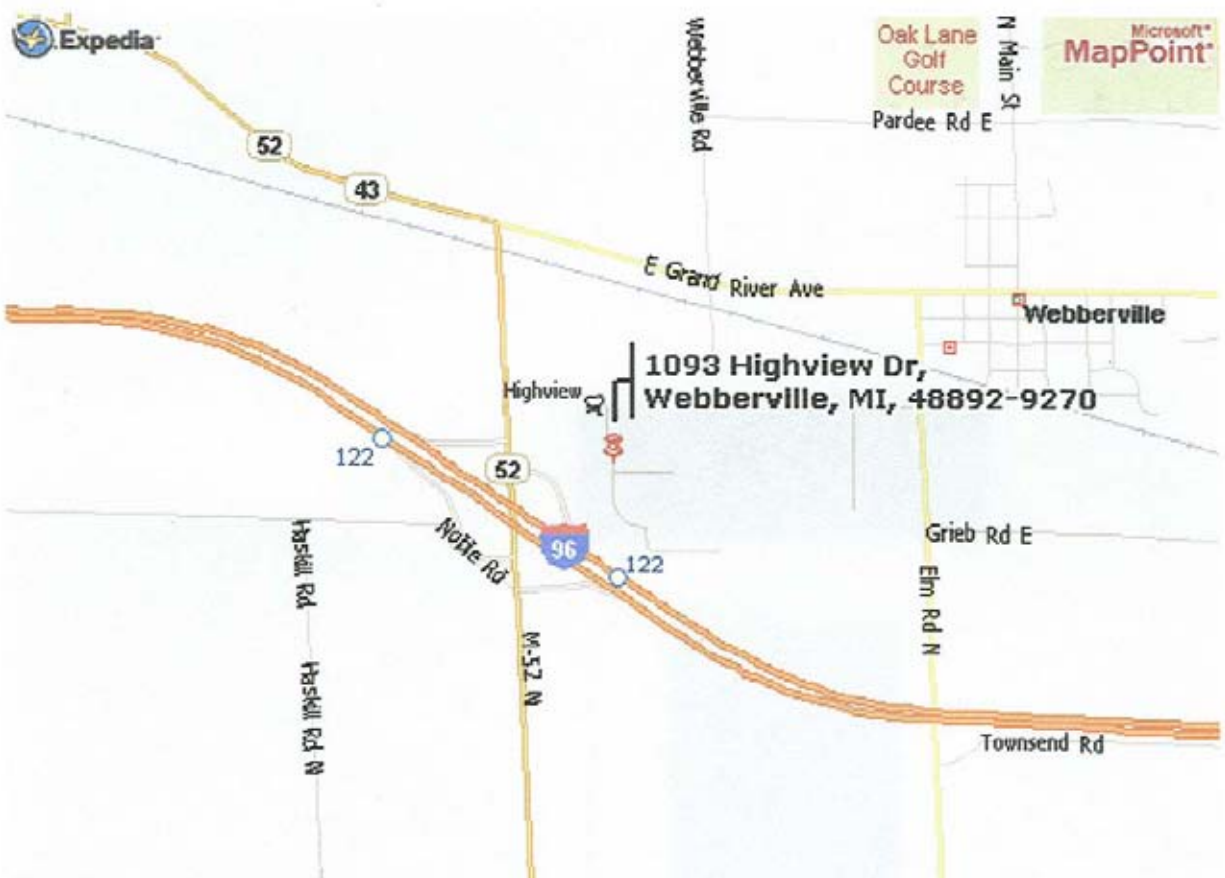
A 10% DISCOUNT IS OFFERED AT THINGS BEER FOR BEER & WINE MAKING SUPPLIES AS WELL AS T-SHIRTS AND BREWERYANA. (PINT GLASSES, SIGNS, MIRRORS ETC.)

BEER TO GO AT SPECIAL MONDAY ONLY PRICES FOR THE GROUP. 6-PACK \$6.00 12-PACK \$11.00
24-CASE \$20.00 A CASE IS REGULARLY \$28.00

THERE WILL BE A COUPON FOR ROWDIES TO GET THE DISCOUNTS.

DIRECTIONS ARE: I-96 EAST OR WEST BOUND TO EXIT 122 (M52) AT WEBBERVILLE. NORTH TO HIGHVIEW DR. (AT McDONALDS) TURN RT AND FOLLOW AROUND TO THE GREEN ROOFED BUILDING. SIGN IN FRONT (MICHIGAN BREWING / THINGS BEER.)

<http://www.michiganbrewing.com/mbc.asp>



ROWDIE CLUB CALENDAR



EVER SEE A CAR CALENDAR AND
PICTURE YOUR CAR IN IT?
NEITHER HAVE I, BUT A CLUB
CALENDAR IS STILL PRETTY COOL.

IF YOU HELP US PUT THIS CALENDAR TOGETHER, WE'LL GIVE YOU ONE. WE'LL GIVE YOU ONE EVEN IF YOU DON'T HELP, BUT SINCE IT IS A CLUB CALENDAR, WE NEED PICTURES FROM ALL CLUB MEMBERS.

It's really easy, simply upload several of your favorite, 'calendar quality' digital pictures to the website of VI Data Printing.

That's it! Once we get a hundred or so quality pictures, VI Data Printing will put together our calendar.

This year it will run from May '07 until April '08, and the club is going to send all members in good standing (are your dues up to date?) a club calendar. No obligation, no charge.

HERE'S HOW:

Go to VI Data's website, <http://www.vidataprint.com>.

On the left side of the page, click on the word 'contact'.

Bottom of 'Contact info', click on '[Client File Transfer](#)'.

The Username is 'rowdie', no quotes, lower case.

The Password is 'mga', no quotes, lower case.

'Browse' to the location of your picture(s).

Click on 'Upload File'. Repeat for additional pictures.

**PHOTOS MUST BE UPLOADED BY APRIL 20. REMEMBER, IT'S
NOT A CLUB CALENDAR WITHOUT YOUR CONTRIBUTION.**

Oil Part II

By Bruce Nichols

In the first part of this article I discussed the testing and additives of oil. The following test results are from the PDS (product data sheets) taken from the oil company's websites or from e-mails from the companies. I haven't listed all the oils, only those with ZDDP (Zinc) above 0.1%. There are other oils available but I stuck with those that are readily available.

Note: The viscosity (not the Viscosity index) of Castrol oils at 100 degrees C is in the range of other manufacturer's oils of the same weights. Also the W stands for winter not weight.

The Zn content of Shell Rotella was obtained from sources other than Shell. I contacted Shell, requesting the Zn content and they stated, "Shell has made the decision not to publish additive concentrations and to keep this information confidential. The API CJ 1 classification for diesel engine service which became active this past October required a small reduction of the zinc concentration in diesel oils like the Rotella T throughout the industry. However these oils still have substantially higher zinc concentrations than a passenger motor oil."

I also contacted Red Line requesting the PDS on their oils. They told me that their oils contained everything we need for our older cars. For six to eight dollars a quart I would like to see the additive contents.

Now for a little about additives. Again this could go on for pages so I'll try and be brief. Do not use them. Too short? OK, here is a

little more. PTFE or polytetrafluoroethylene, trade name by Dupont is Teflon. In a statement about ten years ago by Product Specialist, J. F. Imbalzano said, "Teflon is not useful as an ingredient in combustion engines." PTFE is a solid and does not dissolve in oil. I haven't looked but I would not be surprised to see 'shake well be for using on the container'. PTFE particles can be removed by the oil filter and can settle in low oil pressure areas of the engine.

The detergent additives that allegedly clean sludge and deposits from the engines contain petroleum distillates (read the label). Might as well go to the hardware store and get mineral spirits and add some to the engine oil. Not the thing to do. As these distillates remove deposits well they remove the ZDDP from the cam and lifters? Not good, using these can promote metal to metal contact. What about the 'No Oil' demos we have seen on TV or at auto shows? These demos mix their additives with oil, run the engine then drain the mixture out and run the engine some more. These demos look impressive but are they? Briggs and Stratton Company ran similar tests using additives and no additives. They ran the engines 20 hours then drained them and ran them another 20 hours. After tearing down the engines both had crank scoring but the engines with additives showed cylinder bore damage that wasn't evident with the non-additive engine. AVCO Lycoming, a manufacturer of aircraft engines state "we have tried every additive we could find on the market and they are all worthless." Briggs and Stratton, North Dakota State University, Nevada Desert Research Center agree. The oil companies and car

Brand and weight	Viscosity Index	Ash % by wt.	Zn %
Valvoline Not Street legal Racing oil			
10W-30	133	Not Given	0.12
20W-50	119	Not Given	0.12
Valvoline VRI Racing Oil			
10W-30	143	1.0	0.13
20W-50	132	1.0	0.13
Kendall GT-1 High Performance			
10W-30	152	0.97	0.086
20W-50	120	0.98	0.113
Kendall GT-1 Diesel 15W-40			
	139	1.3	0.134
Kendall Super D 3 Diesel Oil			
10W-30	142	1.48	0.145
15W-40	138	1.48	0.145
Shell Rotella T 15W-40	135	1.0	0.12-0.13 (see below)
Havoline			
10W-30	135	0.9	0.103
10W-40	148	0.9	0.103
20W-50	122	0.9	0.103
Havoline High Mileage Oil			
10W-30	158	1.0	0.11
10W-40	140	1.0	0.11
Castrol GPS			
10W-40	Not Given	Not Given	0.11
20W-50	Not Given	Not Given	0.12
Castrol GTX Diesel Oil 15W-40	Not Given	Not Given	0.13

Oil cont.

manufactures are some of the worlds largest and most competitive companies. If these additives really worked would they not be selling them? The additive companies use testimonials but no scientific or testing evidence. I will be happy to give them a testimonial about not using additives as I have driven a number of cars to the 200-250 thousand mile mark without using additives and with no rebuild.

As the ZDDP decreases in motor oils we may have to look to additives to increase the Zn content of what is in our crankcase. There are several additives on the market than contain ZDDP. Mechanics Brand Engine Tuneup, both red and blue STP, a K-mart product, Diesel Service Oil Extender, GM Cam Shaft and Lifter Prelube (PN 12345501). The red can of STP has more Zn than the blue and it has less viscosity improvers. The GM product recommends adding a 4- ounce bottle at every oil change to protect flat lifters and cams.

Next issue I will have the third part of this article which will cover the additives that the oil companies ad and what they do. I'll also include the references I used.

Ed. Note Keep it coming Bruce. You're on a roll now!



Sebring 2007 Rowdie Racing # 49 MGA

SVRA, Sportscar Vintage Racing Assn advised that Sebring 2007 would be the 50 th Anniversary of the MGA at Sebring. The MGA would be the featured marque for this event. Rumors of a large turnout of the MG Factory Competition Department cars began immediately. The chance to be the featured Marque when Ferrari, Porsche, Aston Martin, Corvette, Lola, BMW, Alfa Romeo and many other famous Marques were attending was also very enticing. Normally these marques get the recognition at the major venue races.

Hambro Automotive of New York was the sponsor of a three car MGA team in 1956 and again in 1957. There were no MGAs in 1958, but in 1959, Hambro Again Sponsored a three car team. From 1960 thru 1962 BMC or Ecurie Safety Fast sponsored MGA teams. The cars built for these races are some of the most coveted MGAs in the world.

Rowdie Racing decided in September 2006 that we would participate in this tribute to The MGA and the drivers that drove these cars under very challenging circumstances. The 56-57 Hambro team cars were prepared at three different MGA dealerships. The drivers had to drive the cars from the dealerships in Northern climates in March to Florida. Then qualify the cars and race them for 12 hours with little or no track support, food, or place to rest. No wonder that the cars were often sold following the race. Driving back to New York in an MGA roadster or coupe in March would not be anyone's idea of fun.

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Sebring cont.

Wife Chari and I took the cushy route with our Motor home and the # 49 in tow on an Enclosed trailer. We arrived at Crew Chief Mark & Margie Barnhart's home in Lakeland At 1:00 AM on Monday March 12. Brian Beery soon joined the team, and early Tuesday We went to the track. As there are hundreds of race cars and over 100,000 spectators, the Paddock space is incredibly tight. We had 100 vintage racers in the space usually used by 50 cars. However this made it easy to find needed parts. Rowdie Racing was able to help Two British car racers with new brake light switches. No brake lights means immediate disqualification. Technical inspection went smoothly for # 49, due to all the hard work of Mark Barnhart over the winter. When passing tech, one usually gets a small sticker to go on The roll bar. At this event the tech sticker was a very handsome MG logo with the 50 years of MG racing theme. These were only presented to MGA in this race. The stickers are an instant collectors item and spares sold out quickly.

In 1956 Car # 49 was driven by David Ash/Gus Ehrman and John (Jack) Van Driel. It finished in 20 th position behind MGA # 50. Jack Van Driel told me at the MG banquet that # 49 was the fastest of the three MGA that year. It was also the most "prodified" of the three. In the 2007 feature vintage race, Rowdie Racing # 49 was leading until the last two laps. The Sebring event does not have a test session, so tire pressures and other settings are made prior to the race. We later realized the tire pressure was one pound too high, and the high speeds and heat of the track caused the tires to overheat and slip. MGA # 189 driven by Bill Treffert was

able to exploit this and took over the MGA lead. As in 1956, car # 49 finished second to another MGA. Unlike the 1956 event, there were 17 MGs in this race with 13 of those being MGA.

Sebring is all about Speed. In 2007 the Prototype Audi R 10 held the pole at 126.889 mph. This includes 17 corners, several of which are tight enough to require your lowest gear. At the other end of the spectrum, turn 1 and turn 17 are 90 and 180 degree turns respectively, and are taken at near top speed in every class. The run off area for most corners have concrete or steel barriers, so running off the race line has severe penalties. The faster MGA's exceed 130 MPH entering Turn 1, so smoothness and the MGA inherent good handling are very important.

On Thursday, while looking at track layout, I watched an Indy Lite car make a wide apex in Turn 17. I watched him thru the corner, and at track out he hit the wall at speed well over 110 mph. It actually shook the ground under my feet. 90 minutes later I was going thru the same corner in my MGA in a four wheel drift with track out about 2 foot from that same wall. This helps the prudent amateur driver to use a degree of caution. Failing to do so is known as having the red mist.

The SVRA officials always tell us that Formula One has all their drivers for 2007 and there are no auditions expected. Mostly, it reminds us how talented the professionals really are with car control. They drive full out for 12 hours, covering over 1000 miles in the day and night, and with slower GT-2 traffic in their path. The vintage racing experi-

Sebring cont.

ence only deepens our appreciation for the professional drivers immense talent.

This event also has a "Taste of Sebring" Festival. The vintage cars are cordially invited to leave the Sebring track and drive their racer with a passenger to the Sebring downtown. The downtown has a grassy commons, and there is an outer and inner ring of race cars. This bring tremendous crowds downtown to talk to the car owners and drivers and see the cars up close. As impressive as the modern race car is technically, it is the Vintage event which resonates with the race fans. Everyone has a story of their MGA in College or as a young adult. As much fun as this is for the fans, it is equally enjoyed by the racers and owners. The Sebring community is very much behind the continued presence of vintage cars.

My deepest appreciation to Sebring car owners John Wright, Frank Graham, Mike Eaton and Hugh Burruss for bringing their MGA to this event. Also my appreciation to original drivers Gus Ehrman and Jack Van Driel for attending and enchanting us with their stories of racing in the 1950's. The stories of driving these cars to Florida were almost as exhilarating as the track stories. Gus and Jack were quite moved by the standing ovations from the drivers and owners. I am not sure that they understand how much they accomplished in their era. I know they quickly realized that they were deeply respected by every driver attending that banquet.

My Thanks to Dave Harrison and Bob Watkin and Chris Meyers for setting up the activities.

Thanks to SVRA for their usual fine job. My thanks to NAMGAR and Bruce Woodson for the dash plaques and soft beverages for the drivers, owners and spouses. Thanks to Kent Prather for building a very strong 1622 for me. Last but not least, my thanks to all of the drivers in cars fast and slow that did a commendable job of driving well while passing and being passed.

On Saturday the 12 hour race starts at 10:00 am and the checker is at 10:00 PM. The vintage race group had the honor and privilege of being the only race group of the seven support race groups to be on the track this day.

We took the track at 8:30 AM under brilliant sunshine for a spirited lapping session. Many of the fans were in place, so this is a incomparable thrill for an amateur racer. This year we had the additional honor of the MG Factory Competition Department cars and the David Ash roadster in the field. These cars had P1 thru P4. Joe Tierno in his beautiful and very historic 1957 MGA was in P5. Rowdie Racing # 49 MGA roadster was in P6. Ralph and Mike Zbarsky were in P7 and P8. The remaining MGA race cars lead the vintage field of cars, and the other marque racers completed the field.

Near the end of lap one we exited turn 16 onto the 4000 foot long Ulmann straight and I was following the David Ash MGA roadster in brilliant sunshine and down the same track that it raced in 1956. The other three MGA works cars were nearby, and the Zbarsky cars closed into close contact. This moment was the highlight of the weekend for me. I t

Cont. pg. 11

Sebring cont.

was history reenacted in a very tangible way. It is a moment that I will long remember, and separates vintage racing from other forms of motorsport. Vintage racing is about the cars, not about us modern era drivers.

After the exhibition laps, the race cars went to a Palm Tree venue near Sunset Bend corner for a group photo. I am sure that this photo, and photos of the cars on track will be in every British Car or Vintage Race magazine in the coming months. If you were not able to attend this event, I urge you to pick up a copy of the coverage to enjoy what was arguably the best MG Competition Department tribute of all time.

Dave Smith
Rowdie Racing Team
Driver

Mark Barnhart
Rowdie Racing Team
Crew Chief

Chari Smith
Rowdie Racing Team
Boss

Brian Beery
Rowdie Racing Team
Member.



Members Page

Rowdies Website

Steve Mazurek, Webmaster

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

Mac McDonnells Database Report

1 new members since January 1, 2007.

70 Active and paid-up members.

New Member Information

Please welcome our newest member:

Jeff Crockett

4216 Lancaster Lane

Milford, MI 48360

crockettj@oakgov.com

E-mail & address corrections:

Please help us keep our e-mails up to date.

Classified Ads

Personal for sale or wanted classified ads are free to all paid-up members. Commercial ad rates: Full page \$40 issue/200 year; 1/2 page \$25/135; 1/4 page \$20/110; Bus Card \$10/55.

Total ads may not exceed 12-1/2% (2 pgs of 16); ads accepted on first come, first served bases.



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