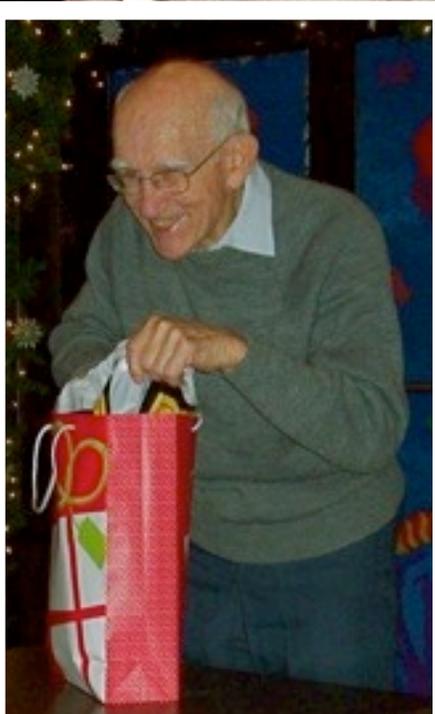
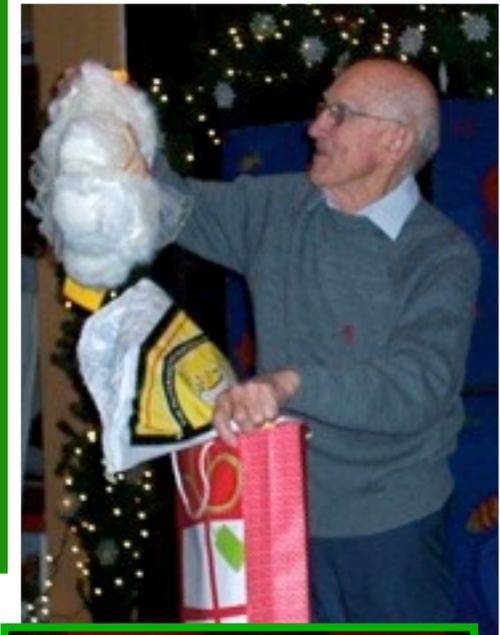
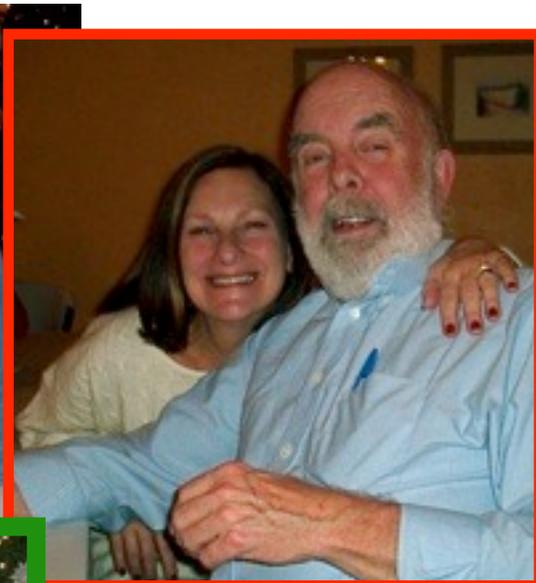
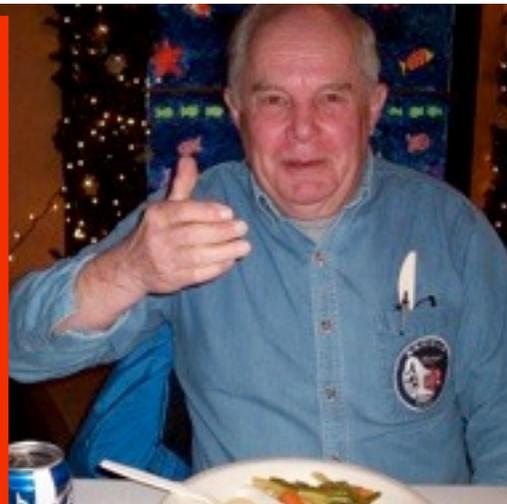




A-Antics



MICHIGAN CHAPTER OF NORTH AMERICAN MGA REGISTER

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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: \$20 annually (\$25 for printed newsletter)

Nickname: Rowdies

Motto: People First!

Rowdies Site: www.mgcars.org.uk

MG Web Site: www.mgcars.uk

NAMGAR Web Site: www.namgar.com

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
2005-2008	Gordie Bird

ROWDIES 2010 CALENDAR OF EVENTS

OFFICIAL ROWDIE events are in “**Bold**” print; other events of interest are in “*Italics*”

JANUARY 2011

Watch the snow pile up on the roof
Charge the battery
Check to see if the mice in the car need more food.

FEBRUARY 2011

19 Rowdies ANNUAL BUSINESS MEET, Holt, MI. Dave & Chari Smith host.

Cover Photos of Christmas Party 12-4-10. Photos by Ken Nelson

Michigan Rowdies 2010 Regalia

Grille badge with mounting clamp

\$25



Lapel Pin

\$5



Patch

\$5



Tee shirt

\$16



Cap

\$15



Key fob

\$5



To order: Call Phil Wiltshire @248-676-0986 or Brian Beery @ 810-488-1975 or email Phil at pwiltshire@comcast.net

MEMBERS PAGE

Members Update:

It's with sadness that we report the death of Marjie Barnhart's Mom who passed away rather suddenly in November.

Mark writes: "Marjie's Mom, Verda Joyner, had moved to Prudenville this last June to be closer to us and we enjoyed a great summer and fall together. She was a healthy 82 year old and as of the first of November was walking a mile each way to our local grocery store. She started having some stomach discomfort and on Thursday the 4th we took her to the doctor who sent us to Munson Hospital in Traverse City. By that evening we were told the diagnosis and that it was untreatable. It seems unbelievable that something can come out of nowhere and take a life that quickly. The only good thing is that she did not have to suffer long and I cannot say enough good things about the wonderful people at the Munson Hospice who helped us through this."

The Rowdies offer their sympathy and condolences to Mark & Marjie.

We also received word of Lyle York's passing in October and want to express our condolences to his family and

friends. Lyle was responsible for founding and maintaining the MGA Twin Cam Register in the 1970's and was a regular attendee at Michigan meets in the earlier days and at RB Hart's house.

Dave Quinn writes:

"Andy, thanks for a great obit. Your dad would be proud. The MG flags worldwide are going to be at half mast upon hearing the sad news. I first met Lyle in the early 70's at the Michigan Rowdies' birthday parties held at RB & Joyce Hart's in Grand Rapids, MI. I know he and RB communicated often. Strange too, that just yesterday I was converting a VHS tape to disc and the subject matter was GT-20 held in Lansing, MI. Of course, one of the cars that received a lot of footage was your dad's unrestored Sebring Twinkie. A great car and even greater owner. At the same time yesterday I was referencing material from a Haynes manual. Yep, a manual I bought from your dad. As Chairman of Rowdies I can say we were all proud to have known Lyle. RIP Lyle."



Rowdies Website:

Larry Pittman, Webmaster

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

Larry Pitman's Database Report:

68 Active and Paid-Up Members

Welcome New Members

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 the raffle to determine each meet's winner.

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 issue/\$135 year; 1/4 page \$20 issue/\$110 year; Business Card \$10 issue/\$55 year.

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

Send Email & Address Changes to Editor.

Deadline for submitting material for the next issue is: Feb. 20, 2011

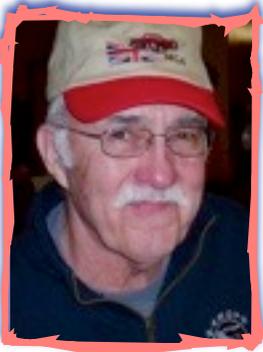
Rowdie Yearly Business Meeting-Sat. Feb. 19, 2011 Dave & Chari Smith Host-2401 Pine Tree Rd; Holt, MI (517) 694-4856

Meet & greet- 11:00 am
Business meeting- 12:00 noon
Chow Time- 1:30 pm

Main entrée provided-BYOB
Bring a dish or desert to pass.

MGA's (red or otherwise) welcomed. But if you can't drive it, at least come and talk about it. Help plan next season's events or offer up your favorite routes, rally's, car shows, or destinations and consider hosting an event yourself. See you all there!





CHAIRMAN'S CHATTER

Veterans Day has always had special meaning. Not because of my serving but because of an uncle I never had the opportunity to meet. Uncle Bill, a Infantry Sergeant, died five weeks after the D-day invasion at one of the toughest battlegrounds early in the war. It happened in Saint-Lô, France. He was killed in an assault on a German machine gun nest. He was 28 years old. Many of our relatives served their country including Donna's dad, my dad and most of my cousins. One cousin, a Naval Lieutenant Commander won numerous metals including a Bronze Star and Purple Heart after two tours in Nam.

You're thinking, what does this have to do with MG's? Donna and I decided the best way we could honor those who served was to enjoy what they fought for - freedom. What could express freedom more than a top-down dash through the countryside in the middle of November with no special trip plan. The British would probably call it Motoring.

Motoring is quite simply the drive to nowhere. It is the slow speed cruise down the country road done with no particular destination in mind. It is enjoying the drive simply for the sake of the drive. It is seeing

what there is to see without having gone out to see it. Motoring is when getting there is more fun than being there, and "there" is anywhere you happen to end up. Donna and I were Motoring.

Motoring must be done in an open, two seat sports car. It is not the same in any other type of vehicle. Anything bigger is too big and lacks the intimacy and coziness of a small two seater. With apologies to coupe owners, a hard top is too confining, too protective, and shelters you from the environment. A hard top passes through the environment; a convertible allows the driver and passenger to be part of the environment.

It is the quest to find the road less traveled. Our Motoring took us along the River Rasin to a walk in Manchester, a British theme restaurant known for tea in Tecumseh, a pub in Britton, a pub in Bridgewater, and it ended with wine tasting at the Sandhill Crane Vineyards. One-hundred fifty glorious miles of cool wind-in-your-face Motoring. It is memories of days like that which make us long for spring when snow isn't covering the land. Motoring at our own pace, in our own time, with our MGA as our magic carpet. For me, it was a special Veterans Day.

Dave Quinn



Rowdie Christmas Party Dec 4, 2010

This event of the season took place at the Bone Island Grill with a sumptuous catered meal of ham and turkey and all the assorted goodies. We waited patiently for Santa to make his appearance after our bellies started to swell and resemble Santa's own "bowlful of jelly"; but he had already dropped off a tree full of gifts and left strict orders as to how the toys should be distributed to all us good girls and boys. Chairman Dave pulled numbers for each of us to choose a present from under the tree, or from some other nice Rowdie. Much spirited trading took place, but no one went home empty-handed, even if they wanted to. See the pictures below to get an idea of who the big (and not so big) winners were.

Spirits were high as old friends gave each other a Christmas greeting and shared some old fashioned liquid spirits. Shouts of "Merry Christmas" and "Ho, ho, ho, the Mistletoe" resounded from the rafters along with the traditional "How many breakdowns have you had this past year?" and "Do ya think

Santa might drop a five speed transmission conversion kit under the 'ol tree this year for ya"? We all had to reflect inwardly for the answer to the last two questions and hoped that Santa would be kind. See the pictures on the next two pages and the cover for a view of many of the guests, but apologies to any

members whose pictures couldn't be included due to space

limitations. We had a turnout of 3 children and 40 adults (who all paid \$10 apiece with the Club treasury picking up the remaining tab of \$400.15)

As you can see, Neil Griffin helped to make the season

bright with his boyish enthusiasm over receiving a brand new hairpiece while Tracey Bird added a little extra spice for Neil this season as well (see cover). Brian Beery gave the meal a thumbs up and Ryan Cote and the Tyler girls had a good time with their gifts as well. Phil Wiltshire and Brian Beery displayed our Rowdie regalia and, judging by the initial sales, it's a hit. We all found our way home at the end of the evening, and already started looking forward to putting together the 2011 club events at the business meeting Feb 19, 2011.



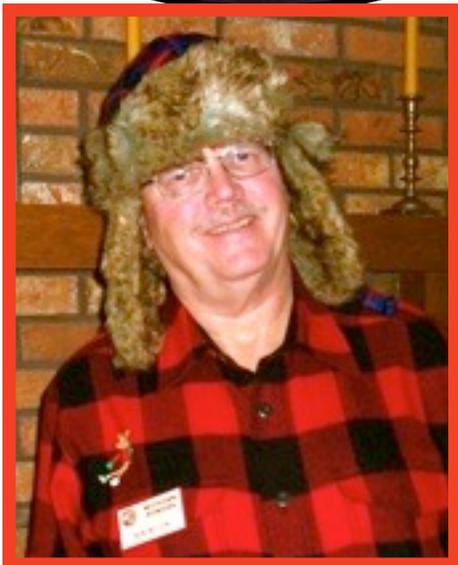
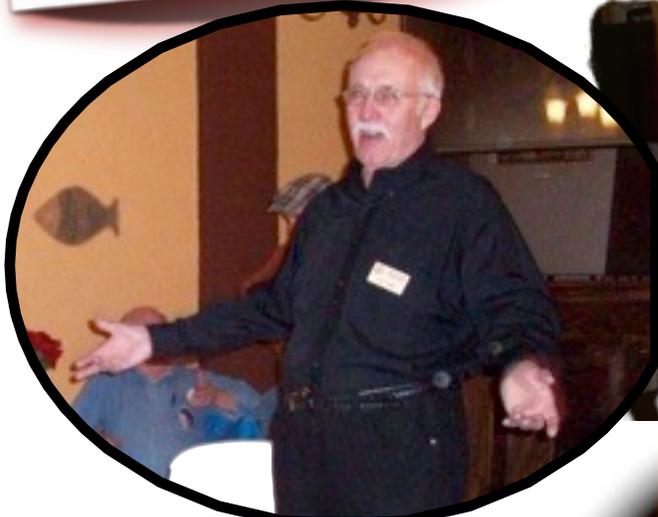
Left: Steve Finch, Larry Pittman, "Doc" Holliday

Right: John and Gigi Somers, Rich Pollion

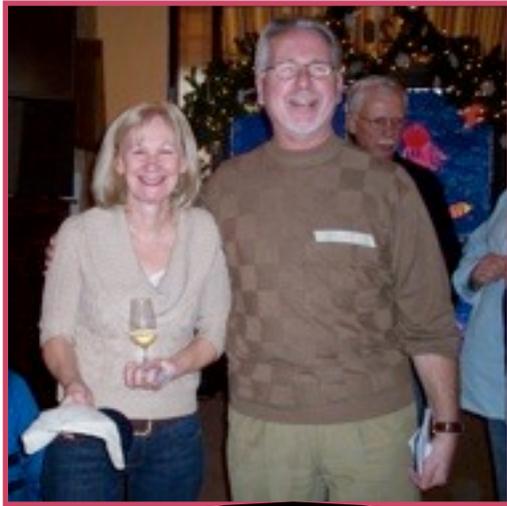


***Everybody Loves
Their Presents!***

L to R, Top to Bottom:
Cathy Holliday; Elena
Tyler, Katerina Tyler, and
Ryan Cote
Dave Quinn; Donna
Finch; Gigi Somers
Ken Nelson; Jeff Smith;
Elena Tyler



More Pictures of the Xmas Party.....



Pictures Clockwise from upper left: Mitzi Pittman, Thelma Griffin, Joanie McDonnell, Donna Quinn, Kathy Nelson; John Alexander, Carolyn King, Bill Weakley; Stephanie and Curt Smith; Bruce Nichols, Phil Wiltshire, Gordie Bird, Donna & Steve Finch, Mary Ellen Weakley; Rich & Jayne Pollion, Rob & Denise Cote; Willy Mann, Phil Wiltshire.

Rowdie Meet Host-Guide For A Club Event-by Mark Barnhart

This is a guide to help you plan a club meet. First and foremost, ROWDIE get togethers are very informal and intended to be fun for everyone including the host.

While there is always work to do to prepare for a meet, they do not have to be at all formal or extravagant. And don't hesitate to call another club member in your area to help if you need it. We have traditional meets like the ROWDIE Birthday Party and the Christmas Party, but any idea you may have for a fun meet works.

It can be a color tour in the fall, or a first drive of the year in early May, a day in the garage to help you with some project on your MG, really any excuse to get everyone together for a good time.

For something like a day in the garage, you may just order pizza where a larger meet may include a meal or stopping at a restaurant.

You may plan your meet around some activity in your area with the club relaxing at your place afterward. In this case, if the group ate at the event, you may only need snacks, coffee, and pop. If the activity did not include eating then you could plan a cook out with the members bringing a dish to pass. If you host a meet where a meal is

served, the club will help defray the cost of the meat.

When you host a meet or event, you need to take names of all those attending to be placed in a hat or any suitable container for a drawing, whereby the winner receives a \$50.00 gift certificate for use at The Little British Car Company. The certificate cost is split 50/50 by the Club and LBC. As a host you will be entered in a similar drawing for a \$100.00 certificate with all other hosts for the current year.

If you do decide to be a host for a ROWDIE meet and you have any questions about doing it, get in touch with the Meets Chairman or the Chairman.

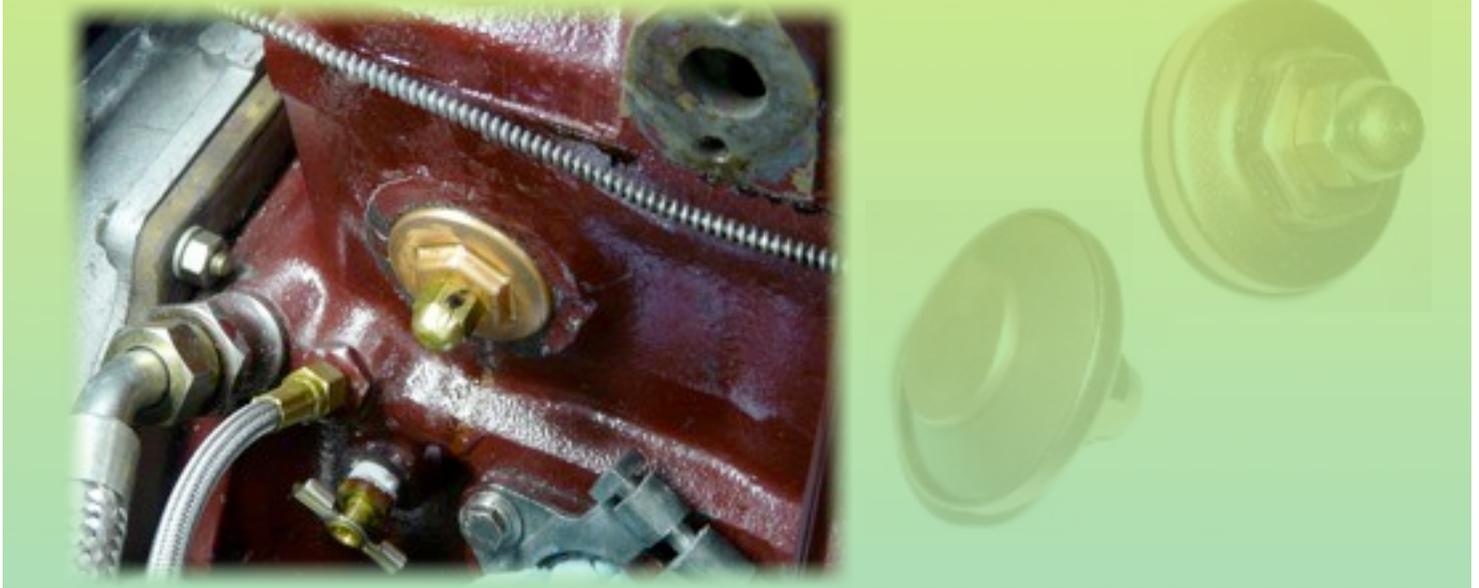


Tech Tip-Core Plug Replacement submitted by Dave Quinn

Steve Finch reported he popped a core plug on the last driving event of 2010. "On the last trip of the season, a dinner drive to Fenton, the MGA pooped a Welsh plug, peed on the dizzy, and came home on a flat bed." Thankfully, my own leak was not as dramatic. After logging a thousand miles on a rebuild I discovered I had minor weeping at a core plug. This November I did my repair. To quote Barney Gaylord, "I hear occasionally (too often actually) about a core plug popping out of an engine block and spilling out all of the coolant. This most often happens soon after an engine overhaul where the core plugs were replaced, and often with the first drive which gets the engine up to full operating temperature (first pressurized coolant)." At his website, Barney covers MGA plugs in great depth in the following four links: http://mgaguru.com/mgtech/cooling/cool_105.htm ;

http://mgaguru.com/mgtech/cooling/cool_105a.htm ; http://mgaguru.com/mgtech/cooling/cool_105b.htm ; and http://mgaguru.com/mgtech/cooling/cool_105c.htm

Before doing repairs I spoke with renowned MGA engine builder Kent Prather. He recommended using the Dorman 1-5/8" screw-in metal plug with some Green 290 Loctite threadlocker. I found the Dorman plug at a local parts store under part number 568-010 as Barney described. I drained my new coolant into a clean container to reuse it. With the able assistance of Dave Smith, removal of the old plug was accomplished drilling a small grab hole in the center using an electric drill at very low speed. Vacuum the area well to ensure no tiny metal particles enter the water jacket. Ensure there is no debris and the edges are smooth on the plug and block. A light coat of Loctite threadlocker Green 290 was applied to the plug edge before inserting and tightening it. This picture was taken before giving it a quick shot of engine paint. The black mark on the acorn nut was to ensure it was screwed in proper turns. I also decided to carry a spare Dorman plug in my traveling tool bag.



IN PREPARATION FOR THE BUSINESS MEETING-DAVE QUINN:

Dave and Chari Smith are hosting the Rowdies Annual Business meet for 2011. Holt, with it's central location in the state is an ideal setting and we always have a big turnout for the business meet. The club only conducts business once a year and this is it. We plan for the entire year. It's a pretty simple format with each of the seven officers making a short report followed by discussions on old and new business. Plus we set our 2011 events schedule. Mark Barnhart has put together a host's guide, shown in this issue. Note too, the LBCarCo \$50 and \$100 raffle has been reinstated. Review the host guide and consider picking a time to host an event. We love going to new and different locations throughout the state.

This is an election year, the time we elect officers. Officer terms are not spelled out in the bylaws but the general practice has been to have an election every two years. Positions available include the Chapter chairman, Meets chairman, Treasurer, A-Antics Editor, Regalia chairman, Membership chairman, and Webmaster. I am pleased to announce the current office holders have volunteered to stay on if re-elected. However, I encourage any club member, male or female, interested in lending a hand and running things to consider an office. Please let me know by February 1, 2011 which office you would be interested in and I will place your name on the ballot. It's always great to have new members willing to donate time and resources to making the club better. Don't hesitate if your interested. It's a rewarding experience. The Chapter bylaws, shown in this issue, spell out the primary duties. In addition, we have put together an officers guide which goes into more detail and it is available to anyone seeking an office.

I want to take this opportunity to thank Mac McDonnell for his tenure as the keeper of the Excel database for the past two years. He ensured the database was updated, dues notices were sent, and that the paper newsletters got printed, labeled,

and mailed. Thanks Mac for a job well done. Webmaster, Larry Pittman, volunteered to take over the database when the demands at Mac's company became a conflict. The Webmaster duties bring together the database and website member data under one hat. Thanks Larry for stepping up. I have a couple other announcements as well. Effective immediately the Tech Manual price will increase from \$27.00 to \$29.95. Also, an ad will be run on Craig's List.

Membership Survey

Please go to our online survey site, shown at the end, and answer each question. Your answers are confidential. If you prefer you may mail your answers in an unmarked envelope to the chairman.

1. Are you willing to pay higher dues to receive an all color printed newsletter?

Yes No

Do you receive the printed black and white newsletter now?

Yes No

You received or should soon receive a sample all-color printed newsletter to determine your interest in paying a bit more to get more. If popular, we would switch from printed black and white to color. The amount of the actual increase would depend on several factors - what plan you are on now, how many like it, and how many would switch plans to printed or to email only. More details will be discussed at the business meeting. For the purpose of answering the survey, ask yourself if you are willing to pay \$35 dues a year for a printed color newsletter such as you received / will receive. We would continue to offer the lower priced "email only" option as an alternative.

2. Are you willing to volunteer to work at hosting a Regional meet in 2011?

Yes No

The GT for 2011 is in Nevada. Due to the distance, we suspect there will be limited attendance from our region. It could be an ideal time to host a springtime or late summer Regional Meet with enough club support.

3. *Are you willing to volunteer to work at hosting GT-40 in 2015?*

Yes No

Planning a national event takes time and effort. GT attendees these days are huge in numbers, more demanding than ever, and have high expectations. Our average age goes up and we will all be five years older in 2015. Are you willing to commit your time and energy to actively see the tradition continue? We would need dedicated involvement by many members and not just a few "core" people. Having said that, we have a great tradition, and putting on a GT can be fun working together as a club.

4. *Are you willing to volunteer to assist manning a regalia booth?*

Yes No

It has been recommend the Rowdies sell regalia at the Mad Dogs event and Battle of the Brits event in 2011. If you plan to attend, are you willing to assist?

5. Use this space to submit anonymous ideas how the club might improve or add a comment on any of the survey questions above.

Thank you for helping your officers plan for the future.

The online survey site is located at:

<http://www.surveymonkey.com/s/K6PJ RTP>, and the deadline to answer it is the 1st of February.

MICHIGAN CHAPTER NAMGAR BYLAWS-as amended and approved November

2010

Article 1. Name and Purpose:

Section A. Club Name: Officially we are "The Michigan Chapter of NAMGAR". However our more common name is "The Michigan Rowdies". This depicts our large turnouts at events and sometimes our general behavior.

Section B. Club Purpose: The preservation and enjoyment of our MGA'S. We strive to maintain a low key relaxed group for the whole family and everything should be done in the spirit of Fun.

Article 2. Membership:

Section A. Joining Requirements: The only requirement for Michigan Chapter membership is an interest in or love of preserving, restoring, driving, showing, or admiring the MGA and its variants. The chapter will also strongly encourage all chapter members to also join the NORTH AMERICAN MGA REGISTER.

Section B. Member Privileges: All membership privileges shall automatically cease if a members dues are unpaid. The board of the chapter may expel any member for conduct which threatens the purpose or goals of the club.

Article 3. Dues:

Section A. Chapter Dues: All members including officers will pay annual dues at the prevailing rates and due dates.

Section B. Lifetime Memberships (No Dues): Lifetime memberships have been given to NAMGAR's first chairman Mac Spears, Michigan's first chairman Bruce Nichols, Michigan's second chairman Tom Latta, and Steve and Diane Mazurek for their contribution to the Rowdies website. No additional lifetime memberships will be awarded.

Article 4. Officers:

Section A. Elective Officers: There are three elective offices; the chapter chairman, the meets chairman, and the treasurer. This group is the CHAPTER BOARD.

Section B. Volunteer officers: The volunteer offices are the "A-Antics" editor, regalia chairman, membership chairman, and webmaster.

Article 5. Duties of the Officers:

Section A. Chapter Chairman: The key is to maintain a spirit of fun. The chairman may lead, follow, or get out of the way; usually there is a time and place for each. The chapter chairman oversees club activities as deemed necessary. A column, "Chairman's Chatter" will be submitted to the A-Antics editor for each issue.

Section B. Meets Chairman: Gets specific meet details “nailed down” and sent to the A-Antics editor in sufficient time for a detailed flyer to be included in the issue prior to the meet. The meets chairman serves as the chapter chairman in his absence.

Section C. Treasurer: The treasurer is the only member authorized to collect chapter dues. The treasurer is responsible for keeping an accurate and up to date record of club finances. A treasury report will be made at each annual business meeting. A club checking account will be maintained. The

chapter chairman must be notified in advance of any anticipated or intended liability of one hundred dollars (\$100.00) or more. The only exception to this rule is the cost of editing, printing, and postage for the A-Antics. All records are subject to chapter audit as deemed appropriate.

Section D. A-Antics Editor: Members should enjoy receiving specific meet details with enough lead time to allow planning, tech tips to aid in restorations and maintenance, and stories and articles concerning the enjoyment of our club and cars. An assistant editor may be recruited to help as the editor deems necessary. All printing, collating, stapling, and postage costs will be paid by the treasurer. The chapter bylaws and a membership list will be published annually.

Section E. Regalia Chairman: The regalia chairman is responsible for overseeing all regalia sales. Club regalia may be ordered after consultation with the chapter board. Regalia sales records will be kept and a report made at each annual business

meeting. Assistance may be recruited to help in orders or sales.

Section F. Membership Chairman: The membership chairman sends all new members a welcome letter and membership packet. Delinquent members may be given a personal follow-up phone call as a final reminder and to inquire into extenuating circumstances or club dissatisfaction.

Section G. Webmaster. The Webmaster, through consultation with the treasurer, insures that the

membership receives an annual dues notice and insures member listings in the data base and web site are up to date. The webmaster will provide the A-Antics editor with the specifics on new members for publishing.

Article 6. Chapter News Letter

Section A. The name of the chapter news letter will be “A-Antics”. A-Antics will be produced every other month in the odd numbered months. Advertising (for sale or wanted) is free to members. Commercial advertising, no matter if a member or someone outside the club will be at prevailing rates published in A-Antics. The editor maintains final editorial rights on all material submitted.

Article 7. Bylaws

Section A. The bylaws may be amended or changed only by the Chapter Board by unanimous vote, with all three Chapter Board members in attendance.



We have been re-introducing the Rowdies to long-time members as well as new ones through a member profile section. I will plan to run 2 brief member profiles each issue with some photos as well. We started with Bruce Nichols. Now here are some more familiar faces. Please send me a brief story & photo upon request as I work my way through our membership. Thanks, Ken Nelson, editor-in-chief

Member Profile- Gordie & Tracey Bird



Oddly enough, the Bird profile starts with a Triumph! Somewhere around 1960 or 61, a co-worker of Gordie's mother bought a new TR3...and took me for a ride. That was about the coolest thing a 9 or 10 yr old boy could do.

Six or seven years later, when I got my drivers license I knew I wanted a sports car. I found a rusted out MGA for \$125.

Not only was there no top, there was nowhere to bolt the top bows to the body. I didn't care, it ran great and went around corners a lot faster than all the GTXs and GTOs. We were indestructible teens. I'd fit 5 in with two riding on the back deck and leaning over and grabbing the windshield. The local constabulary just didn't believe they were my 'top'. So, undaunted, off

comes the trunk lid and I fashioned it with hinges at the bottom, added some cushions, and there I had a rumble seat. That car was great fun for a couple of years.

By the time I got out of the Army in '72, I'd had 2 MGAs, one 64 TR4, and a 63 Plymouth Fury convertible, oh, and a Beetle while in Germany. The second MGA was the current ride. Back then, we thought nothing of hopping in and driving to Florida, and did so for spring break! Using the hand crank to start it in Coral Gables, Florida drew some strange looks and comments when they noticed the Michigan tag. We began the trip north and by the time we left Cincinnati we had a full tank of gas and 11 cents between us. We also had a carload of girls following us who we rescued in Georgia with a stuck thermostat. With the long standing stories of MG unreliability, I don't remember ever having any serious problems. Except for the TR4. Typical though, I threw a rod while following a girl when I ran it out of oil.

That was my first attempt at real mechanical work. Found a motor, rented a garage, and proceeded to swap out the motor. Got it running about a week before I had to leave for the military only to have it catch fire and burn up. Never did find out what I did, but I suspect I had a fuel leak. The flames came up through the tunnel first.



A couple of Bonneville's, vans, and SUVs later, I settled down and started to raise a family. I'd of course told my new wife Tracey about the exploits in the little cars and by about 1980 I was ready for another MGA. After some

convincing, Tracey consented.

We only lived a mile from Waterford Hills race track,

so I spent some weekends there and met a guy from Waterford who knew about MGAs and there was a club for them! Yep, the first Rowdie I met was Dave Quinn, and I still joined the club! The pretty blue MGA I ended up buying

from a couple of guys in Flint turned out to have had the frame held together with angle iron underneath both doors.

Managed to get that one taken apart, but never did get that car together, as Dave Quinn and RB Hart had so accurately predicted.

I did, however, manage to convince Tracey that we should buy one of the two remaining new 80 MGBs left at Bob Owens Sales. That was Tracey's first new car, but to put it away for the winter, I had to find a ride! But that's a whole other story.

Off we went to GT6 with our 3 yr old riding on the back shelf! We even went the long way to Harpers Ferry, via Virginia and the Blue Ridge Pkwy. With a 3 year old with us, we didn't get to experience much of the night events and the new MG really

didn't fit into the car show. I think we got lost on the rally in the first 10 miles. Never really having any problems with MG's I was perplexed by the serious rattling and vibration coming from the bell housing on the way home near Pittsburgh. Found an MG dealer (yes, it was still under warranty) who managed to replace the loose flywheel in only a couple of days.

Tracey liked her little MGB, which she called Emma, so when the opportunity came to get a TD, we took the bait. Both the B and the TD won firsts at the Battle of the Brits in 1985. I think they were the only ones in their class. Most of the 20 or so cars were Triumphs. By now I had stripped the B of its emission controls and replaced the Stromberg carb with a 45 DCOE Weber, header, and Ansa exhaust. I still have the original exhaust for the 80 MGB. I just can't throw it out or find anyone who wants it!

By the late 80's we had a budding ballerina on our hands and a new house in our future. The TD would have to go to help with the down payment. A few years

later the B had to go as well as we seemed to be spending all of our time in hotels at dance competitions across the country. I did that penance until the late 90's when the urge for another MGA became irresistible. Before I even started looking, I looked up the Rowdies who I hadn't seen for several years and Mark Barnhart sent me an application.

I found our current MGA in Iowa and the first Rowdies event we went to was the birthday party at Bruce Nichol's in Three Rivers. I knew I had to take something for the auction, so I rummaged around the old parts I had from previous MG's and found what I thought was a new canister oil filter. After a close inspection by the buyer, it was determined that it was a used filter! I don't think I ever admitted that I donated it or I surely would have gotten the Jack Spiral Shaft (Spiral Jack Shaft?) award. Where is that award anyway? We're not quite as rowdie these days, but we still enjoy driving our A to Rowdie events far and wide, albeit with somewhat more preparation than in the early days. ***Gordie & Tracey Bird***



Photo of a younger Gordie & Tracey with the TD on the 1st page. The current MGA above and 1980 MGB to the left this page.



Member Profile- Steve & Cathy Holliday

In our case, the MG has seniority over Cath in our relationship. I purchased it as my first car for \$500 when I graduated from Madeira High School, Cincinnati, Ohio in 1969. At Ohio University, I roomed with two friends that owned a TR3 and a Vauxhall Victor. The A was driven for a few years and then replaced by a more reliable vehicle (A Dodge Dart). At that time, the A went into my parent's garage for storage, while I married, finished school, and got a real job. If dad had held the title, the MGA would have been sold many times over. Fortunately for me, I had the title. Cars came and went. My first wife took a Porsche with her when she sought greener pastures in 1976.

I met Cath in 78, while we both worked at General Motors Norwood Plant. We were married in 1984 and transferred to the Van



Nuys Plant in LA in 1986 when they closed Norwood. The MGA ended up in my sister's garage. It seemed ironic that we lived about 20 miles down the road from Moss Motors in Goleta and couldn't bring the car along for the move. In 1991, we moved to

Michigan. Cath worked as a nurse at the Tech Center and I traveled a lot while practicing and teaching technical problem solving for GM Engineering.

In 1995, my sister informed me that she had purchased a Z3 and no longer had the space for my MGA. At that time, Cath also informed me that she had started a bank account for restoring the car with money that I had gotten as bonuses, etc. (Remember the good old days and bonuses). We trailed the car up from Cincinnati and started disassembly. I contacted Don Holle at NAMGAR about restoring the car. He



hooked me up with Joyce from the Rowdies.

On the way back from a business trip to Toronto, I saw a small MG stained glass sign in a pole barn window. I stopped in and had the good fortune to meet Wayne Penman. There was even an MGA on his hoist undergoing exactly what my car needed.

We went to Indy in 96 to pick a color for the car. It was there that I met my first Rowdie. That was Kathy Smith (now Bertolini). She introduced me to Joyce (then Hart). We went to a party at Neil and Thelma's that fall and met the rest of the gang. Wayne Penman restored the body on

the car, Dave Smith built the motor, and Cath and I did everything else with the help of many of the Rowdies. I've always said that if I took the parts Neil had given me out of my car, it wouldn't run. We now have 30,000 miles on the restoration and have traveled the US extensively in it. I can honestly say that I have never taken part in any other activity that introduced me to so many knowledgeable, friendly, helpful people. Cath's comment is that we should have restored it ten years earlier.

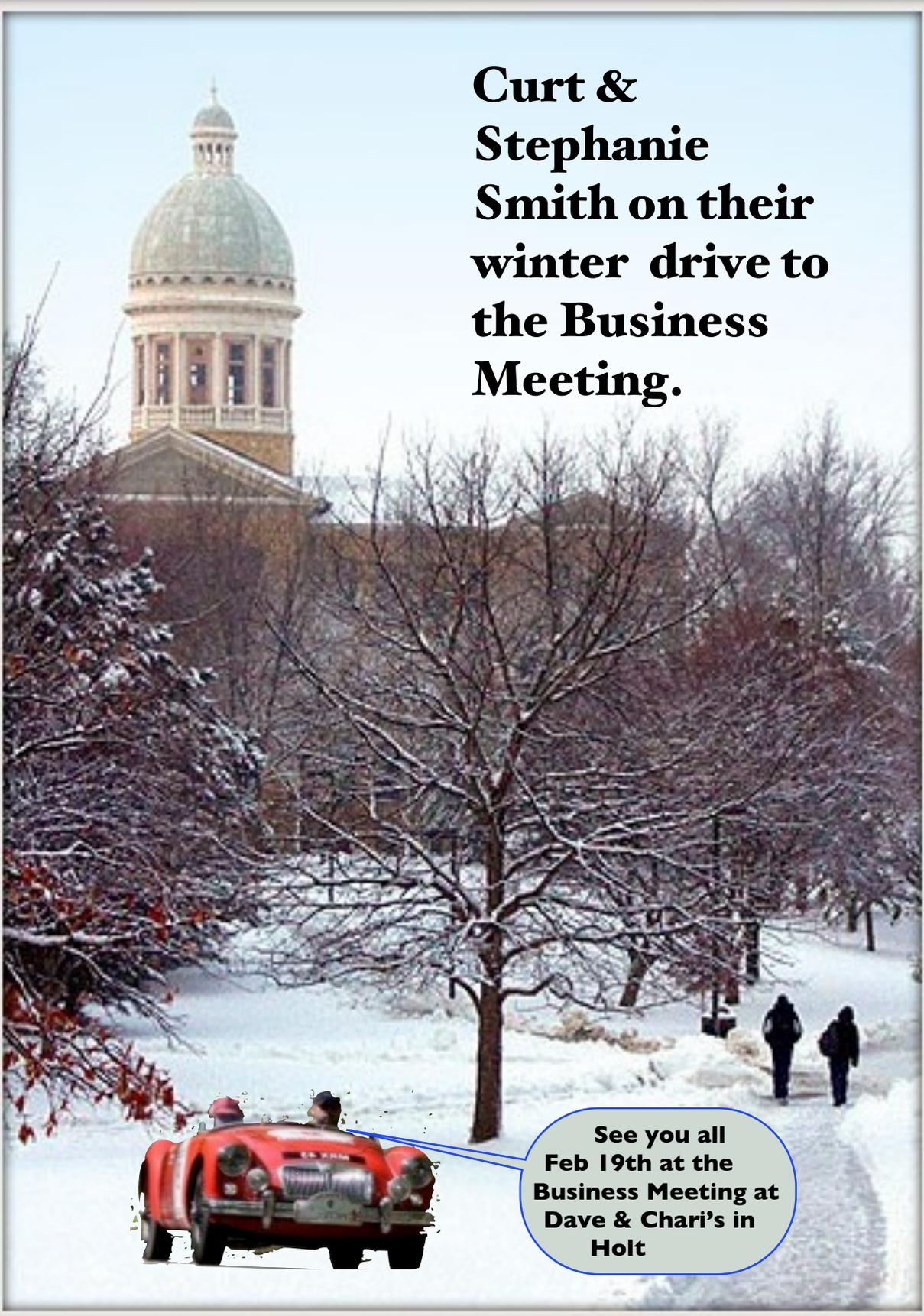
Steve & Cathy Holliday



Prior page; Steve & Cath in the finished "A"; below, the "A" in 1981.

This page, upper left: Four nice MGAs decked out in British Racing Red, at Neil Griffin's house during a meet in 1996.

Above and left pictures: A couple of motorheads in earlier days.



**Curt &
Stephanie
Smith on their
winter drive to
the Business
Meeting.**

**See you all
Feb 19th at the
Business Meeting at
Dave & Chari's in
Holt**