



A-Antics



Anniversary Celebration!
Rowdie Color Tour
Twisty Bits Tour
Removing Oil Stains



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: \$25 annually (\$40 for printed newsletter)

Nickname: Rowdies

Motto: People First!

Rowdies Site:
<http://www.mg-cars.org.uk/michiganrowdies/>

MG Car Council Site: <http://www.mg-cars.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



MEMBERS PAGE

Rowdies Website: Larry Pittman, Webmaster

<http://www.mg-cars.org.uk/michiganrowdies/>

Larry Pitman's Database Report: 59 Active and Paid-Up Members

Deadline for submitting material for the next issue is: December 20, 2017

Classified Ads

Letters

Calling All Youngsters!

Stephanie Smith writes in:

"Our granddaughter Zoe painted this for Curt for his birthday. (see cover picture of Zoe, Curt, and painting). Last year she presented him one of his Mustang. We think she does a fairly decent job for an eleven year old. (Perhaps this is newsworthy.)"

Editor Ken replies:

You bet your sweet pa-tootie it's newsworthy! I'm always looking for pics and stories about young-uns and MGs, starting with the other cover picture of Neil and Thelma, who were our original youngsters. So send me some more about your kids and grandkids and I'll publish it. If you don't believe me, look at the next 2 letters below.

Like Father, Like Son, Like Grandson



Here's living proof that nepotism does run in the family (pun intended)! Upper left pic is grandson

Oliver, bottom left son Matt, and upper right Dad Ken Nelson with son Matt. People age, but the cars stay the same!

Ken Nelson



And Still The Young Keep Coming!

Bruce Mann writes:

Next gen getting involved. My grandson jack, 16 senior at Saline High School. Plays golf on varsity team...

Bruce



Highway Safety

Rowdies:

We should consider a traffic warning to the membership in the A Antics and in our Website.

In 2017 the Michigan Traffic fatality numbers have increased over 2016 to date. In turn the 2016 annual fatality count increased over 2015. Going back further, from 2007 to 2014 Michigan observed an annual drop in statewide fatality numbers.

State and Local Police report a rise in the "wrong way" head on accidents on US 131. This has not been observed on other Michigan Freeways and the US-131 problem is still under study. MDOT looks at the signage for the ramps that are used by the driver at fault. No indication of a problem at this point. Drug and alcohol use has been the common cause to date, but this does not account for the increase of deaths on US-131. We have always had drunk drivers. MSP is increasing patrols where fatality's are trending upward.

Locally in Lansing area the Smith Family has experienced an increase in the number of drivers ignoring the red light or stop sign and entering the intersection at speeds at or above the posted limit. In some cases the intersection entry is 2-4 seconds after the light is red. In one case the vehicle was above 60 MPH. A delayed startup on the green, after looking both ways has helped keep us safe.

A cross intersection accident in an MGA or MGB would be even more serious. Please be careful.

Dave Smith, D/Lt MSP retired

Another Balancing Act

In follow up to the September-October A-Antics' numerous comments about the difficulty of finding a tire store that still does wire wheel balancing I wanted to share that I located such a place in August. My left rear wire wheel was making noise and a check revealed the splines in the wheel were worn. While that wheel only had 92,000 miles on it, the 1/4" movement suggested a replacement would be wise.

Ignoring the sage advice of Ken "Old School" Nelson I ventured into the brave new world and purchased a tubeless 60-spoke MWS Dunlap wire wheel from LBC and began my search for a shop to do the swap. I considered driving to Old School's house, drinking his beer and borrowing his Fosseway balancing cones; however, one can never be sure he's home since Old School can often be seen on the side of the road changing his points and condenser.

Checking with both Discount Tire and Belle Tire I got the same story - it's a dead art. But, No, it is not. I got a lead from a member of the Lansing based British Motor Club which proved to be good. The store is Cline Tire, 1223 N. Cedar St, Mason. Phone 517-699-2372. The owner's name is Roger and he has all the proper equipment to mount and static balance wire wheels.

The store is located about half way between Holt and Mason on Cedar. As I recall I think the charge was \$10 to swap the tire from the old to the new and balance it. Heck, I even gave Roger an extra \$5 and told him to have a beer on me.

Dave Quinn

Trip To Old Blighty

We paid a visit to the MG dealer in London on Pickadilly and got to see the MG3, MG6 and the MG EV Concept Car. Pretty cool.

And just to make the day complete, we followed that we a stop at London Morgan.

It was a day of storied English makers!



The MG EV Concept Electric Vehicle, unveiled in 2014 to celebrate MG's 90th Anniversary — with Joann Will pictured below.



A nice Morgan Aero at London Morgan on Astwood Mews - the last working Mews in London!



Morgan Aeros (and a Morgan 4/4 and a Jaguar KX120) line the showroom at London Morgan.



Andrew Hoffman

A Special Thank You

Our thanks go out to the Rowdies, who on short notice gathered to help us celebrate our 65th wedding Anniversary. All the cards, well wishes, and dinner were a little overwhelming, but fun.

It was nice to see all the Rowdies once again, with all the socializing prevalent at our get-together.

Thanks again, especially Curt, Stephanie, Dave, and Donna.

Neil and Thelma Griffin

(see story and pictures on pages 9 and 10)

Back When They Were New

It only took \$17.95 to protect your MGA in days gone by...



Dick Knudson June 4, 1930 - September 1, 2017 by Bob Vitrikas

A legend in the MG world, the Reverend, Dr. Richard (Dick) L. Knudson, passed away on September 1st. He leaves behind a legacy of caring, fostering, honoring, challenging and leading MG enthusiasts around the world. He will be dearly missed and remembered for his many contributions to fostering the love for the MG automobile and among MG enthusiasts. No doubt he is already busy organizing a "Gathering of the Faithful" in heaven and I can't wait to attend!

I was privileged to have known Dick for the past 40 years and am proud to say he was my mentor, colleague and friend. I first met Dick at his home in



Oneonta, NY where he generously mentored me for the better part of a day on how to fulfill my dream of writing a book on the MGA. I couldn't have asked for a better mentor. Dick held a doctorate in English, was an English professor at Oneonta State University and has written over 30 books and hundreds of articles on the MG, including "M.G.: The Sportscar America Loved First".

Dick immersed himself in all things MG, including a sabbatical spent in Abingdon, the home of

MG, where Dick met and really got to know the men and women that were MG. Dick passed that enthusiasm and learning on to thousands of MG enthusiasts around the world. With Frank Churchill, in 1964 he co-founded the New England MG T Register (NEMGTR) and led that group on so many MG adventures. The T Register's annual national and regional "Gatherings of the Faithful" were legendary. Dick used his connections with MG greats by hosting them as honored guests at these gatherings, thus enabling others to meet and share MG experiences with them first hand. Dick and Frank challenged the T Register to get out and drive their cars. It's hard to imagine that in 1976 the NEMGTR held a rally that ran from the U.S. east coast to the west coast and back again! What a way to celebrate our bicentennial. Teams competed from as far away as South Africa. That was followed by a rally to Alaska starting in Michigan. Some T owners even pushed on to travel above the Arctic Circle! Dick was an enthusiastic supporter of the MG Vintage Racers, sponsoring races and helping his son Erik get into vintage racing with their MG TD. Ever the scholar, in 1988 Dick established a series of seminars called "Kimber Festivals" that featured scholarly presentations on subjects related to MGs. These continue to this day.

Dick retired from teaching in 1991 and in 2004 he began a new life path when he was ordained as an Anglican priest. Dick served as vicar at the Church of the Holy Spirit in Schenectady, New York. Most recently on June 2nd, Dick was inducted into the British Sports Car Hall of Fame along with other greats such as Donald Healey, Cecil Kimber, Sir William Lyons, John Thornley and Sir Stirling Moss. I was delighted to be in attendance to see Dick, and others, receive this distinction.

In lieu of flowers, his loving family requests donations be sent to the Knudson Churchill Scholarship Trust, 8 Woodston Lane, Palm Coast, FL 32164 or to the Church of the Holy Spirit, Arch Street, Schenectady, New York 12155.

ROWDIES 2017 CALENDAR OF EVENTS

2017

December

- 3 **Rowdies Christmas Party-1:00 pm**
Chelsea Depot-Chelsea, MI
Host: John Alexander, Carolyn King, Kevin and Norma Peck-see notice page 8

2018

- TBD **Rowdie Business Meeting**

Michigan Rowdies

The first chapter of NAMGAR, the North American MGA Register.

"It's the cars that get you there, but the people keep you coming back."

Learn more at www.mg-cars.org.uk/michiganrowdies/



The Future Of The Automobile???

As we pulled into the Meijer parking lot to end the Twisty Bits tour on August 27th, I noticed a Tesla Model X at a Tesla charging station at the edge of the lot. Larry and Mitzi Pittman and I went over to take a closer look. While we were checking it out, the owner and his niece came over to talk to us. He was on his way from northern Michigan to Virginia and was visiting with his niece who lives in Ann Arbor while his car charged. He was very enthusiastic and was eager to tell us all the virtues of the car.

The car has an advanced GPS that not only plots a course via charging stations but also tells the driver how long to charge at each station to minimize travel time. Since the battery pack charges faster when the charge is down, it isn't efficient in terms of travel time to charge to 100% every time. He was an early buyer of the Model X and receives free charging at the Tesla stations. Later buyers have to pay. The Tesla system keeps track of a great deal of information about the car and driver, even knowing who to charge for charging service as soon as the charging cord is connected. It also keeps track of driving information, including how fast you drive. Meijer is hosting a series of Tesla charging stations, so look for them next time you go to a Meijer.

He also talked about the advanced cruise control that can drive by itself under good conditions. He doesn't use it if the conditions are less than optimal, such as

during rain or snow or on secondary roads. As an all-electric vehicle, it is very quiet. Teslas have a reputation for high performance, and the Model X is no different. The Model X is a cross-over SUV, so one might assume that it has off-road capability, but I don't think they really intend it to be used that way. The ground clearance is car-like, and the large, low-profile tires would be very bad off road and are probably really bad in snow. By the way, there is no spare tire. If you have a flat, you call

Tesla, and they come and replace the tire. They have service arrangements across country and promise quick on-road service.

I'm not ready to give up my MGs yet, but I could be convinced to use an electric car, if the price was reasonable. I would still think of it as a second car for local use, at least for now. As an engineer who has worked in the power industry for many years, I understand the mechanics, physics and economics of electric vehicles.

I also understand that the majority of our electricity in this area is still generated by coal-fired plants. So while electric cars are clean on the road, the full energy cycle for them is still not that clean. Natural gas fueled cars can actually be cleaner and cheaper to operate. All of this is in flux, and electric cars may be the way of the future. But I don't think Teslas are for us yet, since Moss doesn't have a catalog for them yet.

Bill Weakley





CHAIRMAN'S CHATTER

by Bill Weakley

Although the autumnal equinox marks the official end of summer, the MG driving season is not quite over for the year. As I write this in mid-October, I am looking forward to some nice fall color tour drives. It had been very dry here around Ann Arbor, and many of the trees were dropping leaves before they change color.

Then it got wet. Michigan weather is never boring. We'll soon know what effect that has on the fall colors.

I have been thinking more about electric cars lately, since I saw a Tesla Model X. Several major manufacturers have declared that they will be making only electric cars after some specific date. This seems premature to me. There are still a number of issues to resolve, such as battery supply, battery recycling and disposal, and possibly battery safety. Another issue is electrical supply. According to the Energy Information Administration, in 2016, 39% of all U.S. energy went to electric power. Of that, 34% was generated by coal, 27% by natural gas, 22% by nuclear power, and 15% by renewable resources. This is a significant shift from just a few years ago when natural gas was much less abundant and more expensive. Nuclear power has been fairly constant, while coal usage is shrinking and natural gas is increasing. Also in 2016, transportation consumed 28% of the country's energy, 92% of which came from petroleum.

So if all of the transportation energy was provided by electricity, electricity supply would have to increase by about 70%. Where will that energy come from? Most of it will likely be from natural gas. But with electricity generation already consuming 36% of all natural gas, supply would have to almost double. While there is plenty of natural gas in the ground, the distribution system would need considerable expansion.

I apologize for throwing out so many numbers. My point is that switching all cars to electricity will require a lot more than making the cars. It would be much easier and almost as beneficial ecologically to switch cars with internal combustion engines to burn natural gas, which is already proven technology. While natural gas is not carbon neutral, it would reduce carbon emissions and serve as a transitional fuel. Plus, internal combustion engine technology development is still advancing. In any case, GM failed to ask for my opinion, so I guess they will have to do the best they can without my advice. Maybe my big worry is that when all cars are made electric, the infrastructure for gasoline fueled cars will fade away.

Then I guess we will have to convert our MGs to electric, not a happy thought.

At the end of September, Mary Ellen and I made a nice trip to Abingdon, the city in Virginia, not England. It was for the AMGCR annual event celebrating 50 years since the introduction of the MGC, nice follow-up to our trip to England in June. The attached photo shows all but a few of the cars that attended, which is a typical number for the MGC annual get-together, about the same size as a local club event. Even though the event includes many of the typical activities of a large get-together, it doesn't require a large host hotel, and meals can be in almost any restaurant. We had great weather and enjoyed some great sports car roads. They just don't have any straight, flat roads down there. I'm sure we will see similar roads at next year's GT. All I need is a drivable MGA to make it ideal. I finally stopped tinkering with panel alignment when the painter came and took the body out of my hands and hauled it off to the paint shop. Now I just have to feed him money and hope for the best. **Chairman Bill.**





Rowdie Party Centre Abingdon West



"HO, HO, HO, UH-OH! NO BRAKES! BETTER CRASH AT THE ROWDIES PARTY."

Announcing the **2017 Rowdie Christmas Party** at the Chelsea Train Depot

SUNDAY, DECEMBER 3RD, 2017

Knight's Catering will deliver our appetizers at 2:00 pm.

DOORS OPEN AT 1:00 PM!

We will be offering, for your dining pleasure as appetizers: Stuffed Mushroom Caps, Swedish Meatballs, Cheese & Crackers. The Main Course will consist of: London Broil w/Sauteed Mushrooms, Spinach Lasagna, Mashed Potatoes w/ Gravy, Steamed Veggie medley (green beans, carrots & cauliflower), Mixed Green Salad w/choice of 2 dressings, Rolls w/butter.

Rounding up the Menu will be Chocolate chip cookies & Brownie Triangles. We will provide coffee and soda so remember to bring your own favourite beverage.

Following dinner will be the famous Rowdie Gift Exchange so all are encouraged to bring a "wrapped gift".

The deadline to RSVP for our extravaganza extraordinaire is November 19th. Please let John Alexander know (king_alex@msn.com) if you will be attending and the number in your party. The cost is \$20.00 per person at the door (with children free!)



The Historic Chelsea Depot
125 Jackson Street
Chelsea, Michigan 48118

From I-94: Take Exit 159 toward Chelsea. Turn North onto Chelsea/Manchester Road which becomes South Main Street. Continue north approx. 1.5 miles to Jackson Street, immediately South of the railroad tracks, and turn right. You have arrived!

Neil and Thelma's Marvelous Adventure!

Who knew, 65 years ago, where the heck this marvelous adventure was going to lead for Neil and Thelma when they tied the big knot that day. Judging from how long it has lasted, and using my experience as a seasoned sailor, I'd have to say it must have been a Bowline knot to have lasted this long. Even a Square knot might not have made it as long! Certainly not just a Clove Hitch or a Granny knot. Folks came from far and wide to celebrate the event, and a wonderful time was had by all as Neil and Thelma's Rowdie Comrades socialized 'til the cows came home.

There was a great turnout for Neil & Thelma Griffin's 65th wedding anniversary



surprise party at the Crossroads Grill & Bar in Leslie. Attending were Curt & Stephanie Smith; Dave & Donna Quinn; Gordie & Tracey Bird; John Alexander & Carolyn King; Bruce Nichols; Tom Fant & Lynne; Philip & Jan Wiltshire; Mark Griffith; John McMullan; Brian Berry; Steve Holliday; Bill & Mary Ellen Weakley; Bruce & Willie Mann; Dennis & Judy Johnson; Mac & Joni McDonnell; Larry & Mitzi Pittman; and Herb & Carlene Maier.

Everyone wanted to know the secret of their success, and wished them all the best for the next 65 years!! Pictures below. **Dave Quinn**





*The party's ends just after daybreak.
Here the cows come home, still
wearing their party clothes.*



*There's always one guy who
wants to watch the game*

Photos by Stephanie Smith, Mac McDonald

You Can't Keep A Good Man & Woman Down

Well, whadda ya know-turns out that the Rowdies very own trophy collectors may be out hunting for gold for a third time. Not content to sit on their laurels after two first place wins at national meets (NAMGAR and GOF for MGA and MG-TD) Rowdies Bruce and Willy Mann are off on a quest for gold with another MGA

rebuild. This time it's a 1962 MKII MGA which will receive his and Willy's winning touches as they continue down the road to MG stardom. Check out the "Before" pictures below, as we eagerly await the "After" pictures in upcoming issues.



Photos by Bruce & Willy Mann

"I Was There"-from Hemmings Classic Car-September 2017-submitted by Dave Quinn

Tony Haryn
Parts Department
Ford Dealership

FROM 1972 TO 1974, I WAS THE

stock boy for a parts department at the largest Ford dealership in New Jersey. I was working my way through college, paying for my tuition, books, car insurance, and car repairs, all on \$2.49 per hour. That meant I worked Monday through Saturday putting away parts (44 years later I still remember FOMOCO and MotorCraft part numbers), sweeping down all the mechanic bays, squeegeeing the shop floor, and washing cars on Saturday; so, I was there pretty much all of the time, and saw a lot of funny things go on.

One day, I was talking to the parts manager when we both turned towards the shop to see a new 1973 Thunderbird rolling out backward, with the mechanic's legs waving up and down from under the hood, with four other mechanics and the service manager in hot pursuit. It looked like the Keystone Cops chasing a car in the movies. The car and the mechanic were both saved, with no damage to either. The mechanic later went on to become a doctor.

Another day, I was walking into the showroom just behind one of our salesmen and his customer. This was a nice woman who had just traded in her mint 1968 Camaro convertible for a new 1973 Mustang convertible. She was so proud of her Camaro, she was bragging that the Camaro was so good to her that she never had to change the oil, just add some! The gasp that came out of me and the salesmen echoed throughout the showroom to the extent that other sales people stopped and turned towards us. As soon as she was in her new Mustang and off the lot, we all ran to the Camaro and lifted the hood. Sure enough, the original GM factory oil filter was still on the engine.

The service manager told a mechanic to remove the valve cover to take a look. We saw what 50,000 miles of unchanged oil looked like. It was caked with black sludge from the top of the valve cover to the bottom. The manager then ordered that the oil be drained and replaced with kerosene. Then it would be replaced with a lightweight oil and new filter and repeated one more time. The shop was filled with

white smoke for the 20 minutes the engine ran with kerosene, and by the time they had changed the oil and filter a second time, the engine was running smoothly with no smoke. The Camaro was sold by the weekend and never came back to the shop.

A customer came in and bought a new 1973 Ford Custom four-door with a straight-six. This was the model that was primarily used for police and fire chief cars or taxi cabs. Some people, who wanted a big Ford without all the frills, still purchased these cars. Our customer had a strange request: He wanted all the Custom badging taken off and wanted it to look like an LTD. So, we ordered all the LTD badging and the shop put on white-wall tires, full hubcaps, and an aftermarket



vinyl top. The car went from looking like a taxi cab to an LTD overnight.

One of the parts counter men had just gotten back from Vietnam. His first present to himself was a new car; but it was not a Ford. For \$1,895 he purchased a new 1972 four-door Toyota Corolla. It came with an AM/FM radio, rear defroster, and carpets, but no air. At the end of the day, he proudly brought it into the shop to show it off to the guys. About 12 guys were standing around it when the dealership owner walked in and started to look it over. Now, the 1972 Pinto cost around \$2,395 with nothing in it. The dealership owner did not say a word all the time he was looking it over. As he turned to leave, he said to the parts counter man, "Very nice car, don't park it on my lot again," and walked away. For the next two years, or until he left, he had to park the Toyota across the street in the supermarket parking lot.

Pintos were always having problems. If the rack-and-pinion was not falling off, they were being hit from behind and blowing up. A new problem was that the plastic

fan blades might break off, as one of our mechanics found out. It hit him in the upper lip, knocking out all his front teeth. A few weeks later, he had a new set of teeth, but something else arrived at the dealership: a car carrier, with a Michigan dealer plate on it, pulled onto the lot with only one car on it—a red 1972 Mustang Mach 1. Without a word, the new car manager walked up to the mechanic and handed him the keys, and nothing more was ever said.

In 1974, a man about 60, pulled in with a mint-green 1958 Thunderbird to have it serviced. He told us that his wife had won the car on a game show, and she'd passed away after a short illness, having driven it only 1,800 miles. He put the "Square Bird" into his garage, and rarely drove it. The service manager offered him \$21,000 for the car, but the gentleman was still attached to it. We all took turns going around the car. It was like looking at a time capsule. One mechanic sat in the car with the windows closed because he said he wanted to smell what 1958 was like.

The craziness of the shop also spilled over to the showroom salesmen. They were like juveniles. If they were not trying to get dates with the female customers, they were running after the office staff. I would get requests from the manager to clean the footprints off the headliner of his car. One day, a salesman came back from a three-martini lunch in his new 1974 Grand Torino. I guess he thought he could squeeze the Torino into a parking space half the width of an LTD. After his fifth or sixth try, he made it, but also had the whole dealership staff watching outside, and some were cheering him on. He damaged one customer car, a new rental car, and his Grand Torino. After the manager got him out of the car, he drove the salesman home, who was never seen again. Oh, did I forget to tell you about what the mechanics did when a young blonde in a white leather miniskirt, white sweater, and white go-go boots, pulled in with a triple-white 1972 Thunderbird, got out and walked into the showroom? ☹



I Was There relates your stories from working for the carmakers, whether it was at the drawing board, on the assembly line or anywhere in between. To submit your stories, email us at editorial@hemmings.com or write to us at I Was There, c/o Hemmings Classic Car, 222 Main Street, Bennington, Vermont 05201.

Phil Wiltshire's Twisty Bits Tour 8-27-17



Yes, I think it was Smokey and the Bandit or one of the James Bond movies that got me thinking if we could make the jump, but more of that later.

We had not run the Twisty Bits since 2011, so to ensure error-free driving instructions, Jan and I ran the route a few weeks back. Within the 100 or so miles of the route, it was encouraging to see that some road resurfacing had taken place, but there was and is, some pretty rough stretches of "road".

As the Saturday date approached, the local council controlling our picnic spot, Sharon Mills, advised us that a wedding party had purchased the Saturday and that it would now be closed to the public. So a quick scramble and all was re-arranged for the Sunday.

The weather was also cooperating, with a promise of low 70's and dry. Pretty good driving weather for MG's and a whole lot better than the Hurricane that hammered Texas that week.

To make sure all was well, Jan and I ran the route one more time, the day before the event. We found that Construction Season was in full swing. During the drive we encountered several diversions for road resurfacing and barrier repairs. That's a lot of Flagman! We talked with these crews and they assured us that there was no Sunday working, so all would be good for the run.

The one that really got us was taking the bridge out the day before, on Ridge Road. That guy was not going to be fixed any time soon. We drove up and scoped out the situation. It's on a small stream with smooth banks. I reckoned, with a good run up to it, we could have got the V8 and MGC's across, but not the A's, standard B's and Midgets.

Frantically, an alternative was sought, but the original route was using the only blacktop roads in the area, so a short length of dirt road was inserted into the instructions – sorry everyone.

As promised, Sunday's weather was exactly as forecasted; 11 MG's showed ready and willing to tackle

the twisty bits of southern central Michigan. The first half of the run (it's a figure eight, with a stop in the middle for a picnic lunch) went well apart from Bruce Mann's MGA suffering a slight misfire. In fact, we had several Michigan Rowdies out of the 11 cars. We stopped at the impressive Sharon Mills park which is a totally restored mill complete with modern restorrooms. The wedding marquee was still up in the park and we did sit in there for a while until the contractors came to take it away. So we ate outside al fresco as originally intended.

Looking at the MG's in the mill parking lot, it was good to see a sparkling selection of A's, B's, BGTV8, and Midget.

We completed the other half of the figure eight with no issues and wound up back in Ann Arbor with a 102 more miles on the clock. A great ride, using the cars for a gentle run around some great twists and turns.

Philip Wiltshire

PS **Larry Pittman** adds..."The drive was really nice in terms of weather. Couldn't have asked for much better. It was mostly a Windsor Detroit group. Think there were 12 cars total, all B's except our A and Mann's A. Rowdies that made it were: Mitzi & I, Bruce & Willy Mann, Bill Weakley, Phillip & Jan Wiltshire."





Pictures by Philip Wiltshire

Battle Of The Brits Photos *9-10-17*



Photos by Bruce Mann



Dave & Donna's Majestic Color Tour

Dave and Donna did a repeat performance organizing the yearly Fall Color Tour for the Rowdies. However, it almost didn't happen when Dave announced that rain was predicted pretty much every day for the entire month of October, so we might as well kiss the tour goodbye for this year. Fortunately, D&D had never heard such a howl of protest from fellow Rowdies after making that announcement, and were forced to recant their pronouncement and schedule the event for October 18th, "come rain or come shine".

Well, anyone who was there doesn't have to think twice to remember what a beautiful day it turned out to be, and how Mother Nature cooperated not only with nice 70° top-down weather for the afternoon, but with buckets full of sunshine instead of rain. D&D should have known better than to listen to a Michigan weatherman for an accurate weather prediction in our state.

After meeting at Dave and Donna's house between 12-1:00 pm Wednesday morning, the 20 or so assorted Rowdies spent some time fortifying themselves with crackers, cheese, veggies and dip, and cinnamon rolls in preparation for surviving the next arduous 2-3 hours without any other sustenance. After ensuring that all participants had adequately filled their stomachs, Dave roped everybody up and headed them out to the cars. He passed out instruction sheets of the route, and when all were assembled, he started the procession in search of fall color.

This year the color was not as dramatic as prior years, probably due to the dry spell and relative warm days we had been having. But the magnificent driving conditions more than made up for any slight dimming of the colors. Dave had also planned a very nice route through farmlands and forests along two-lane twisting country roads. He lead us to a nice park by Grass Lake for a big group photo. Present for the day were Neil and Thelma Griffin, Tom Fant, Larry Pittman, Curt and Stephanie Smith, Dave and Phyllis Goeddecke, Gordy and Tracey Bird, Ken and Kathy Nelson, Mark Griffith, Bill and Mary Ellen Weakley with friends Steve and Nancy Chace (they were visiting from Illinois and are "Bug-Eyed" people as Bill explained. I'm not sure if that's a medical condition

or a British car affliction), Bruce Nichols, and of course, Dave and Donna.

After the group photo, Dave led the way to the Michigan Military Heritage Museum at Grass Lake, MI with exhibits honoring Michigan soldiers from wars back as far as the Revolutionary, French and Indian, and Civil wars, all the way up to present day conflicts. They have an impressive display of military uniforms from these wars, including from other nations in the conflicts. The curators gave us all a very knowledgeable guided tour, and answered any questions from the group.

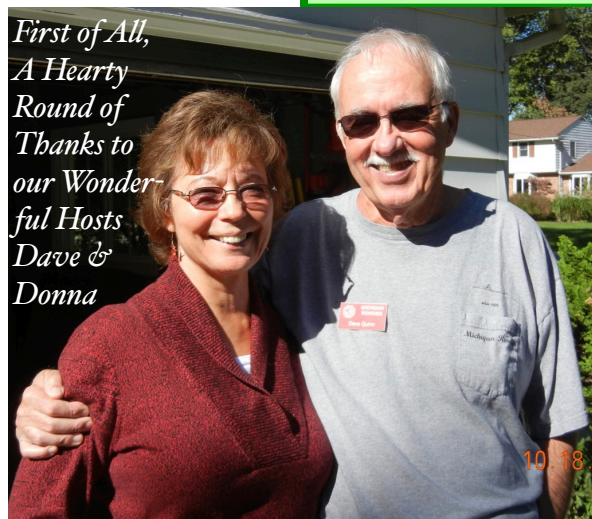
After that there was a crescendo of rumbling stomachs that told Dave the cheese and crackers were wearing off, and it was time to head out for our meal of the day. The group arrived at the Clark Lake Beach Bar and Restaurant at about 3:30 pm and found a table for twenty to hold a load of hungry Rowdies. Libations began flowing as orders were taken and we all settled in for some heavy duty enjoyable socializing. The waitress was kept busy, but the Beach Bar served up some delicious meals, and before we knew it a couple of hours had passed and it was time for us all to begin to make our way home again. The distance award for travel to the event probably was a toss-up between Bruce Nichols (Three Rivers, MI) and Ken and Kathy Nelson (Grand Rapids, MI) with both driving about 90 miles to Dave and Donna's.

I do know that Ken and Kathy racked up about 250 miles by the time their little MGA pulled into the garage at about 8:30 that evening, but they both had a smile on their face from a gorgeous day out with a great car on two lane roads with a great bunch of friends. A total of 6 MGAs did the drive, with the rest in boringly reliable and comfortable American cars. Two red MGAs, two white ones, and a black and blue one made up the color choices for the day, and all were sparkling and clean and shiny for the drive. With such beautiful weather, they all made it home in the same shiny condition.

So once again, a gigantic vote of "Thanks" to Dave and Donna for planning such a wonderful day. We can hardly wait for the next one, but meanwhile, I know I'm starting to look forward to our Christmas feast meet. How about you all?

Ken Nelson

Now For The Fabulous Color Tour Pictures!



*First of All,
A Hearty
Round of
Thanks to
our Wonder-
ful Hosts
Dave &
Donna*



Gordy, Dave G., & Tom



Phyllis, Stephanie, & Tracey



Bruce & Bill



Neil, Gordy, & Tom



Stephanie & Curt and Bill



Four Little MGAs All In A Row...



Larry



Mark, Neil & Thelma, Dave



*Gordy & Tracey brought an
emergency rescue wagon*



Ken, Mark, Nancy, & Dave



Dave & Donna offered snacks to all before the drive



Ken & Kathy show off their shiny red car



Curt & Stephanie's matching orange hoodies helped show the way



Out On The Road



Hang a Right...



Then Hang A Left...



Someone Snuck In Here...



Heading for the Military Museum in Grass Lake, MI



Michigan Military Museum-WWI uniforms



Tom Fant and Steve Chace



At The Military Museum



Heading Out For Food





*Pictures by Mary Ellen Weakley,
Dave Quinn, Ken Nelson*

Guard That Paint!

Quite by accident I discovered that bathroom throw carpets work great as fender covers.

My wife washed two in the washer and dryer and then decided to get different ones. I thought maybe they would be useful in the garage to kneel on but had the idea to throw one over a fender while working on a car.

Rubber side towards the fender, it grips the paint and is thick enough to pad the fender nicely. Tools stay put and don't roll off on the fabric side of the carpet.

With ALL of the items that might be used as 'fender protectors', there are TWO primary directives to follow:

1. Make sure the fender is CLEAN before you put the protector on it;
2. NEVER place the down-side of the protector on ANYTHING but a clean fender. When you are done, fold the fender protector so the down-side is folded ONLY against itself so no dirt/grit can ever get to it.

Removing Oil Stains-by familyhandyman.com Submitted by Dave Quinn

Pour 1 oz. trisodium phosphate (or TSP substitute) and a cup of water into a small bucket and mix. Add about a cup of absorbent material and mix to make a creamy paste. Wear eye protection and rubber gloves.



You can't scrub oil and grease stains away. The trick is to draw them up out of the concrete. To do this, mix trisodium phosphate (or a TSP substitute) with water and an absorbent material to make a smooth paste. (See "Buying Absorbent Materials".) The cleaner slowly soaks into the concrete and breaks up the old oil, and the absorbent captures it. Once the paste dries, the cleaning action stops, and you can scrape and sweep it away (Photo 3). Either throw it away or renew it with more TSP and water and reapply it for deeper cleaning. Use a nylon brush for cleanup (Photo 4). A wire brush may leave steel particles, which can cause rust stains. Patience is the key. Old, long neglected stains may require two or three applications for complete removal. And even then, some stains might still show, or the freshly cleaned area might look slightly different from the surrounding concrete.

Buying Absorbent Materials You have a variety of options for absorbent materials. For small stains, simply use baby powder or powdered talc. For larger stains, you'll need a bulk material. One good choice is diatomaceous earth, sold as a filtering agent for swimming pools. It's available from most pool supply stores. Fuller's Earth is a finely ground clay that also works well for making a paste. But it's generally only available through chemical supply stores or mail order (www.sciencelab.com), and at \$9 per pound, it's expensive. Cat litter is also a good absorbent; however, it's too coarse to make a good paste unless you crush it into a powder. The same goes for the absorbent materials that are designed to soak up oil spills.

My experience by Dave Quinn I already had powdered TSP and tried mixing it with crushed up oil soak material I'd bought years ago. It was a pain to crush it up and even so it wasn't fine enough. I realized too that you really didn't want to add anywhere near as much water as suggested.

In my second attempt I used TSP and Meijer's shower & bath body powder which is super fine and it worked. Here's the before and after photos. On the larger spill I put a second coat. If I was super fussy I could have put a third.



BARN FIND

(sort of)



1960 Morris Mini

Stored in my garage(s) since 1974. I knew it was in there, just had to find it again!

I totally dismantled the car in those long-ago days then moved on to some other project. Just inventoried the parts and everything is there. There are also duplicates: a set of rear side windows, 3 radiators, 2 chrome grille "moustaches", extra rear subframe/suspension and 6 wheels. The engine, upgraded to a 997cc then bored +.040" over with mild street cam has been rebuilt as has the later model transmission.

This is a solid body with minimal rust and a good candidate for a ground up restoration. It would make a wonderful Christmas gift for the Santa on *your* list.

I am asking \$5,000.00

For more photos and/or more information contact me:

John Alexander

(734)277-4381

king_alex@msn.com

This ad was sent in late, so will only be in the email electronic version of this issue of the Antics.