THE JOURNAL OF THE MICHIGAN ROWDIES VOLUME 43, NO 3, JULY-AUG, 2018

A-Antics







All Pictures This Issue courtesy of: Mary Ellen Weakley, Bruce Mann, and Ken Nelson
Thank You To All!

GT-43 Meet Event

Cecelia Bruce

Coolant Recovery System

Marmont Mansion



MICHIGAN CHAPTER OF NORTH AMERICAN MGA REGISTER

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History: The Chapter was established August 14, 1976. It was NAMGAR's first chapter. We are a low-key club, dedicated to the preservation and enjoyment of our MGA's/ Anyone is welcome to join our chapter and they are asked to join NAMGAR as well.

Chapter Dues: $25 annually ($40 for printed newsletter)

Nickname: Rowdies

Motto: People First!

Rowdies Site: http://www.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: 52 Active and Paid-Up Members

Deadline for submitting material for the next issue is: August 20, 2018

Classified Ads

Letters

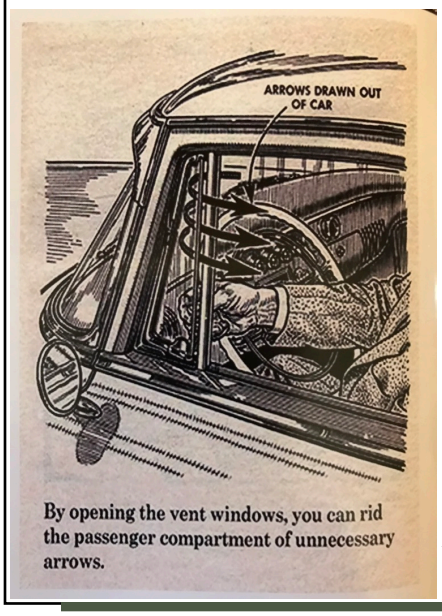
Little Known Riley Facts

Unbeknownst to many, a Riley automobile was being considered for Steve McQueen's use in the famous high speed chase scene through San Francisco streets in the movie "Bullitt". It was later rejected in favor of the Ford Mustang when Steve realized he was unaccustomed to handling such a high powered performance European automobile within the confines of city streets. Steve is quoted as saying, "Geez, they don't even have the steering wheel on the correct side."

*submitted by **Sir Cecil Sedgewicke** as part of his ongoing series of "Famous Performance Sports Cars In America".*

Helpful Tips For MG Magnette Owners

I recently came across this useful suggestion for anyone owning a British saloon car such as an MG Magnette. Knowing we have at least 2 Michigan Rowdies who are owners of Magnettes, I wanted to offer it as a way to show that the Rowdies are willing to cater to members who feel the need for a car with a rear seat as well as our "wind in the hair/ toupee" diehards. Enjoy! ***Sir Algernon BlueBottom***



Coke-The Pause That Refreshes...



...And It's Great For Your Motor Too!



(continued next page)

FOR SALE

Abandoned Restoration Project:

Solid car, bodywork mostly completed. Needs final paint coat. Tires with good tread-probably a few years old. Windscreen glass missing, but chrome surround excellent. New Halogen headlights included, but not yet installed. Engine with older rebuild. Low mileage, in storage for several years. Good grill, bumper chrome slightly pitted. Original 48 spoke wire wheels, no spare. Engine turned over every ~~decade~~ year. Floorboard wood needs trimming. Asking $3500 or nearest best offer. Call 'Fast Eddy' at 616-999-9999. Priced right for quick sale!



Register Your MGA With NAMGAR!



Join over 2,000 enthusiastic owners in the restoration, preservation, and sheer enjoyment of driving an MGA, Magnette, or variant of this noble breed. You'll receive six bi-monthly issues of *MGA!*, our full-color, award winning magazine, invitations to National and Regional Get-Togethers throughout the U.S. and Canada, plus a knowledge base and support group second to none. All this for just $37.50 per year (North America), or $52.50 (International). **Get more information at http://www.namgar.com, or contact registrar@namgar.com.**

NORTH AMERICAN MG MGA REGISTER

Smashing New Riley Model Introduced to Model and Pooch

SIAC of China which now owns nearly all of Britain's illustrious car marques of the 1950s and 60s has decided to re-introduce an old classic model fitted with the latest technological gadgety including electric headlamps which can be lit from inside the car at night. Look for this model (or the other one) at your nearest dealer or lamppost later this evening! The ride is bouncy, but guaranteed to satisfy. Check out one today.

Sir Cecil Sedgewicke



Maremont Mansion at GT-43

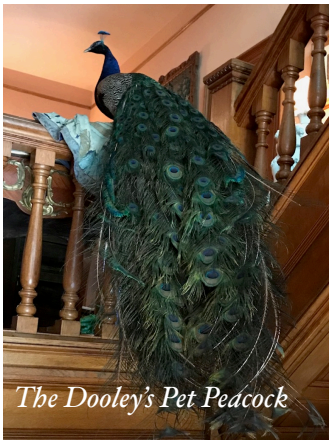
At GT-43 in Glen Allen, VA the hosts arranged a day to drive on a fun rally and quiz in the morning over about a 50 mile course which ended at the James and Sallie Dooley "Maymont" Mansion. Once there a guided tour showed us all how "the rich folks" lived just after the turn of the century and, once again, money spoke very loudly. The Dooleys lived in their 33 room mansion built in 1893 during the "Gilded Age" when fortunes could be made free of taxation. Sallie and James had no children, and Sallie bequeathed their home to the city of Richmond, VA. She seems to have had a love affair with Swans, and their summer home was named "Swannanoa". Her obsession extended to having a bedroom set in the design of a fairy-tale Swan for a bed and dressing chair. Some of the pictures from the Rowdies trip are presented on the next page.

(see pictures on next page)

Marmont Mansion-Life In The Gilded Age

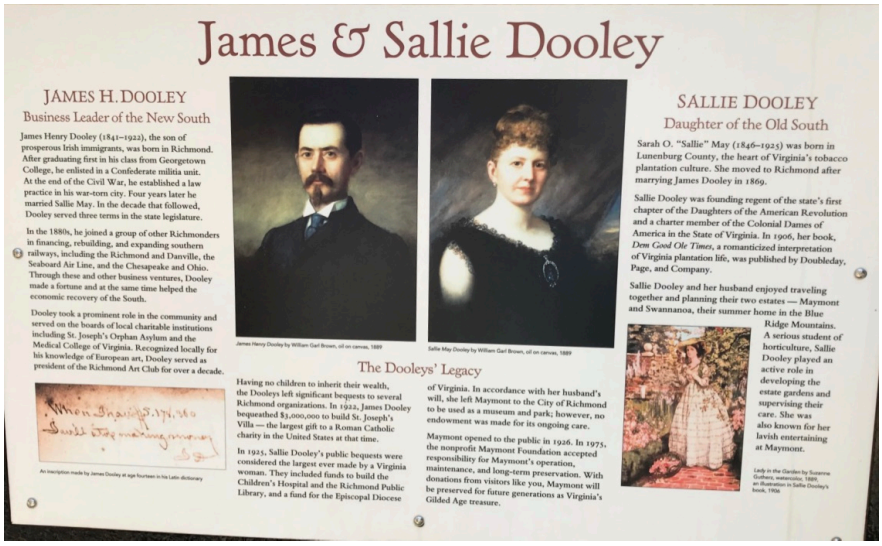

Maymont Mansion
Richmond, VA
GT-43


MGAs At The Mansion


The Dooley's Pet Peacock


MGAs At The Mansion

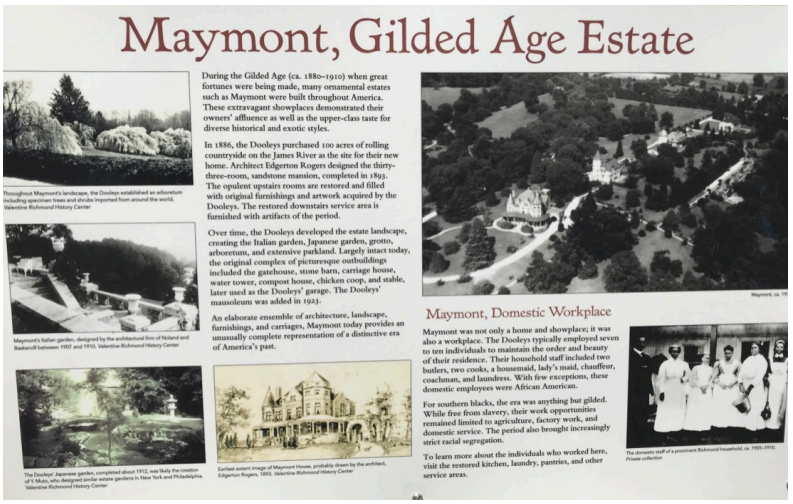
Pictures by Bruce Mann, Mary Ellen Weakley, and Ken Nelson







Sallie's Swan Bed and her Swan Dressing Chair



ROWDIES 2018 CALENDAR OF EVENTS

2018

July

8 **Gilmore British Auto Faire**
Host: Mad Dogs Chapter
Tom Fant to Arrange Caravan

13 **Rolling Sculpture, Ann Arbor**
Host: RSCS

27-30 **Waterford Hills Vintage Racing**
Host: Dave Quinn to arrange

August

4 **Rowdie Birthday Party**
Host: Todd & Connie Binsz

11 **Glider Rides (Alt. Weather Date 8-25)**
Host: Larry & Mitzi Pittman (with Adrian Soaring Club)

12 **Alden Classic Sports Car Show**
Host: Twin Bay British Car Club

12 **Victory Car Show-Willow Run Airport**
Belleville, MI

September

9 **Battle of the Brits Camp Dearborn**
Host: Detroit Triumph SCC

16 **Orphan Car Show**
Ypsilanti Riverside Park

24-27 **Put-In-Bay Road Races**
Host: pibroadrace.com

October

TBD **Rowdie Color Tour**
Host: Bruce and Willy Mann

December

2 **Rowdie Christmas Party**
Hosts: John & Carolyn; Kevin & Norma

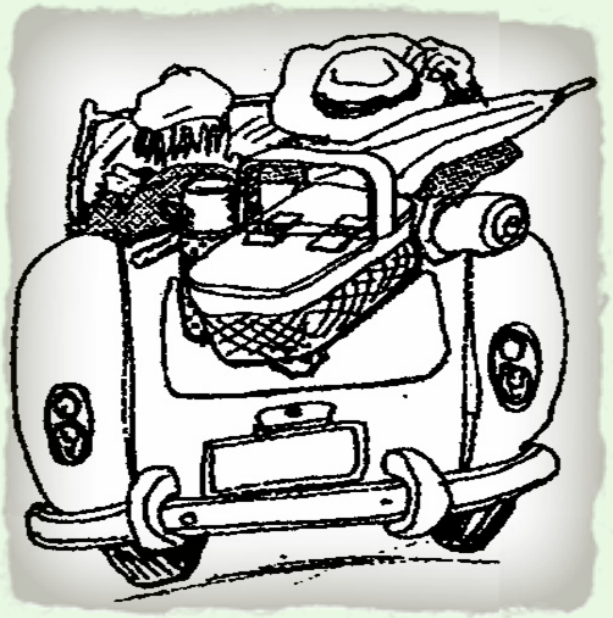
2019

Feb

TBD **Rowdie Business Meeting**
Host: Dave & Chari Smith

See the Rowdies calendar page also for details about meets:

http://www.mg-cars.org.uk/michiganrowdies/calendar.htm



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."

NAMGAR Michigan Rowdies MGA

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



CHAIRMAN'S CHATTER

by Bill Weakley

As I left off last time in my saga of the MGA restoration, I had driven the car in the driveway and was looking forward to Drive Your MGA Day. However, the Secretary of State took over a week to clear my 52 year-old Illinois title, so the C had to stand in for the A.

Of more importance, once I did start to drive it, the engine would cut out when I got up to 50 mph or so. After a few seconds, it would pick up again. If I kept the speed down, I could drive it for a long time. If I accelerated harder, it would cut out sooner. It had to be lack of fuel delivery, right? I'll spare you some of the details, but I checked out every aspect of the fuel system from the tank to the carb internals without success. I ended up with dual fuel pumps and even ran both at the same time – still no success. By switching off the power as soon as the engine cut out, I was able to confirm that the float bowls were full. OK, so maybe it isn't fuel delivery. Then John Alexander loaned me a rebuilt distributor and a good coil. They worked fine but did not solve the problem. Finally, the only thing left was sticking exhaust valves. I did use bronze guides when the head was rebuilt, and now I learn that many, including John Twist and Forrest Johnson advise against them. Live and learn.



Chairman Bill's Shiny New Restoration

So I took the head back to the machine shop that did the work. They cleaned up the guides but said that it was more of a build-up between the guides and valve stems, rather than metal-to-metal seizing. Anyway, I haven't experienced the valve sticking since. Chasing down this problem took nearly a month, time I should have been using to break in the engine and getting ready to drive to Richmond.

So with that problem fixed, I was ready to go - NOT. As you may recall, I had the shop install the mechanical seal on the back of the crankshaft, as popularized by Barney Gaylord. It seemed like a good idea at the time. Now the back of the engine leaks way too much. It seems to pump oil out, not just leak it. This is very disappointing, to say the least. I didn't have time to pull the engine and make a repair before the GT. If the seal was bad, I didn't have a spare. I won't know what went wrong until the engine is out. As of this writing, the engine is loose and on the engine hoist, waiting to be wiggled out.

So we did take to A to the GT but on a tow dolly instead of driving it. Take it from me, this is not the most fun way to travel with an MGA. However, we were happy to have the air conditioning in the minivan on the way home when it was very hot. Even without the oil leak, I wouldn't have been ready to drive the A that far. I needed to put more miles on it closer to home to break it in before undertaking that long of a trip. John and Carolyn travelled along with us on the way down. His car ran perfectly, by the way. We took two-lane roads as much as possible, and the roads through the mountains were certainly inviting.

However, those narrow mountain roads were no fun at all with the tow dolly behind. The dolly is quite a bit wider than the car, so it was a challenge to keep it on the road and in the lane. It also limits where one can pull off and stop, since backing it up is almost impossible. Because of our limitations, I'm afraid that John and Carolyn's drive was not as much fun as it could have been.

Anyway, after many years in the club, the chairman of the Michigan Rowdies was at the GT with his MGA, and that is a real milestone. I never drove it off the hotel grounds, but we were there. The event was successful and well run, maybe not quite as well as Frankenmuth but very nice.

Now we can look forward to the rest of the driving season. We will be driving the MGC to Pittsburgh in mid-July for the annual event for the American MGC Register. It will be in conjunction with the Pittsburgh Vintage Grand Prix, which we have never experienced. So we are looking forward to that and hoping for good weather. I am hoping to have the A back on the road yet this summer. I did take Mary Ellen for a brief ride before putting it up for the engine removal. It was the first time she has ridden in the car since 1969. It has been so long that I can't remember clearly what it was like to drive it back then. I know it is a lot more solid and tight. There are several smaller things I want to fix or improve once the engine is sorted. Surely, I will be ready for Dubuque by next June. What else could go wrong?

Chairman Bill

(Ed note: *Send your comments about what could go wrong in to the editor, because Bill would like to sort them out* before *getting on the road to Dubuque. What has happened to you that can top Bill's list for obscurity and strangeness on a breakdown? He'll repair one of each of the tips that get sent in by you* before *they fail in his MGA so his next trip will be trouble free*)

Join the Rowdies at the Waterford Hills Vintage Races – July 28, 2018

Waterford Hills is celebrating their 60th year anniversary at this very challenging 1.5-mile road course this year. Here are two stories from Edward M Murray: "Having witnessed many great races at Waterford Hills, two races come to mind like it was yesterday. An E Production race between Vic Skirmants with a 356 Porsche and Larry Clingman with a MGB. The two of them changed lead positions from one to two times every lap! On the very last lap, Skirmants' car broke and he pulled off into the infield. Clingman drove by the broken 356, checkered flag proudly waving in hand, while blowing the cars horn relentlessly. Vic just gave him 'the look'. Then, for me, the cream of the crop was a race between two early McLaren Mark I type Can-Am cars driven by Charles Bartlebaugh and Don Eichstadt. Bartlebaugh leading, Eichstadt right on his tail lap after lap until, for some reason, Eichstadt got the black flag. To pit lane he went awaiting reprimand. Meanwhile, Bartlebaugh slowed to a dead crawl waiving slower cars by and just waited for Eichstadt to reenter the track. Their race was back on, fighting tooth and nail, Bartlebaugh earning the win. The crowd went wild cheering, screaming and howling with enthusiasm. No one had ever witnessed such a road race." This is just a small part of the Waterford Hills history where excitement is always bound to happen.

The Austin Healey Sprite is the *featured race* marque and the Volvo's 544 and PV-444 the *social featured* marque. For 2018 special races will be added for all an all Healey race (to include MG Midgets as space allows) and an all Volvo race- - all of which turn 60. Here are the race groups:

Race Group 1 — Formula Vee
Race Group 2 — Under 1.5 liter; two groups: pre 1962 and 1963-1972
Race Group 3 — Over 1.5 liter; four groups: as above in 1.5-3 liter and 3-5 liter
Race Group 4 — Open wheel non-winged / small bore; i.e. Formula Ford
Race Group 5 — Large & medium bore; i.e. Trans Am sedans
Race Group 6 — Sports Racing, Can AM and open wheel with wing.
Race Group 7 — 1970-1989 production and purpose built race cars w/pre-approval.

Track Location & Times

The track is in the Waterford and Drayton Plains area, north of Pontiac. It is located at 4770 Waterford Rd, Clarkston, MI on the grounds of the Oakland County Sportsman's Club. You travel a short distance on a dirt road leading off Dixie Highway to get to the track. The road is in excellent condition and everyone respects the classic cars and drives slow. Gates open at 9am, with practice and qualifying at 10am. Saturday racing starts at 1pm. Sunday races begin at 10am. The racetrack is 1.5 miles with 12 turns with good elevation changes. ***Most Rowdies arrive between noon and 1pm on Saturday.*** For those who can't make it, Sunday, the July 29th, is an option, as it is a two day event.

Rowdies Car Corral *{confirmation is pending; they have reserved this spot for us for several years now; if there is a change I will send out an email, Dave Quinn}*

The Rowdies Car Corral is at TURN 6 at the end of the long back straight. To get to the corral follow the dirt road 'right' after coming through the entry gate. The road goes down a short hill, past the racer's entry onto the track, and then up a short hill. Approaching the hilltop you will see restrooms on your right and viewing stands on your left. Our parking corral is the roped off parking area to the left of the viewing stands. Turn 6 viewing stands provide the best viewing of the entire track for action where you can see 80% of the entire track action, with the best often just a few feet in front of you.

Food & Beverages

The track sells food and beer principally at the main viewing hill, if you were to go left when you come through the entrance gate. You may bring your own food and beverages if you prefer. If you bring your own beer I recommend keeping it 'low key' as they discourage beer in the stands.

Ode To Cecelia-Part 2

*Cecelia Bruce and Scarborough Faire have been one of the several vendors who have faithfully supported our NAMGAR GTs over many years. Cecelia is well known to many Michigan Rowdies, and her "*Name The Part*" contest has stumped many an MGA owner at our yearly GTs. The article below ran in the Pawtucket, RI "*Providence Journal*" in May 2015. See July-Aug, 2017 for Part 1.*



Cecelia Bruce standing next to Bruce and Willy Mann's prize winning MGA at GT-43 in Richmond, VA - June 2018

Cecelia and Kenneth Bruce's long love for British classic led them to rebuild a rotted out '75 roadster

By Peter C.T. Elsworth-Journal Staff Writer PROVIDENCE JOURNAL 5-16-15

PAWTUCKET, R.I. — Cecelia Bruce's British Racing Green and Gold 1975 50th Anniversary MGB GT reflects a lifetime of involvement with the famed British marque.
When she and her husband, Kenneth, met as freshmen at Rhode Island School of Design, she was driving a black 1957 MGA Roadster and he a red 1958 MGA Coupe. Both cars are long gone, but the couple's Scarborough Faire on Main Street is one of the biggest MGA parts stores in North America.

They opened their cavernous auto parts store in 1971. "It was fun, the freedom of having your own business," says Cecelia. The couple raised two daughters while running their business. The store not only carries an inventory of almost every MGA part, but it commissions many parts to be reverse manufactured in Taiwan, to the kind of exacting standards they learned at RISD. The Bruces say that these parts are of such a high quality that many are bought by the British wholesalers, with some even exported as "made in Britain."

"There's nothing we can do about it," said Ken.
As for her prized anniversary model, it had quite a journey to get here. Cecelia Bruce bought the right-hand drive car in 1994 at the International Autojumble at Beaulieu National Motor Museum in Southern England. Bruce said they go every year — the famous event bills itself as "the biggest outdoor sale of motoring items this side of the Atlantic" — looking for parts to ship back to their store. But, this year, the shipment containing the car was diverted to Montreal; U.S. customs would not allow it across the border because it did not meet safety and emissions standards. A dealer friend in Sherbrooke, Quebec, worked on the car and stored it for her.

Meanwhile, she was able to register it in Rhode Island, then traveled to Canada to put the plates on and drive it over the border. When asked if she had anything to declare, she held up a hockey stick she had bought for her daughter.
However, once back, the real work started. "Major isn't the word," she said. "Everything was rotted out. My husband said if it wasn't so rare it would belong in the junkyard."

(continued next page)

Over the next six years, Bruce completed the equivalent of a frame-up restoration — as if the car had a frame instead of its fuselage-like, monocoque construction. As much of the car was rusted out, she had to replace 75 percent of the sheet metal. At one point, she flew back from the Autojumble at Beaulieu with a left rear fender as hand luggage. "[British Airways] hung it in the coat closet in first class."

She also had to rebuild the engine and replace the black cloth upholstery. "Everything is the way it was," she said, including the gold trim on the wheels that she hand-painted. "It's exactly how the car was from the factory. Actually, it's better. They were not this nice."

The bulbous MGA, which was introduced in 1955, marked a big styling change from the boxy MG TF 1500 Midget. It was replaced by the MGB in 1962.
MG produced 750 50th anniversary versions of its Jubilee MGB for the British market; Bruce believes hers is the only one in North America. She said it was an early version that came off the factory floor in March 1975.

The car's license plate reads JUBLEE. "I wanted J-U-B-I-L-E-E, but I couldn't have seven letters, so the choice was J-U-B-L-E-E or J-U-B-I-L-E and we didn't want people asking what a jubile was," she said.



Kenneth and Cecelia Bruce with her 50th anniversary edition right hand drive MGB-GT. When they met as freshmen at the Rhode Island School of Design she was driving a black 1957 MGA Roadster and he a 1958 MGA Coupe. *The Providence Journal/Bob Breidenbach*

GT-43 Event Report - by Reginald BlowFly

GT-43 was held this June at the Virginia Crossings Resort near Richmond, VA in Glen Allen, VA. The weather was beautiful, as long as you didn't mind the heat. One intrepid bunch from Michigan (Bruce and Willy Mann, John Alexander/Carolyn King, Bill and Mary Ellen Weakley, Larry and Mitzi Pittman, Steve Holliday) drove down through heavy rain on Monday and Tuesday June 11-12, 2018. Lloyd and Janice Herring drove down with Todd and Connie Binsz on a different route then also. Ken and Kathy Nelson used the GT as a way to visit some of their family across the midwest, so they came down Monday from Grand Rapids to Annandale, VA towing the MGA on a tow dolly to first visit their son Matt, daughter-in-law Missy and grandson Oliver for 2 days before the meet. Then Ken unhitched the wagon (literally) and he and Kathy drove the MGA the last 120 miles to Richmond on Wednesday.

Upon arrival at the GT the usual suspects were immediately recognized and rounded up for the "First-Timers" reception Wednesday evening with snacks and drinks on the grassy courtyard, followed by the Welcome Dinner. Thursday evening was Valve Cover racing, and Friday started out with the Tour of Richmond Road Rally which lead to the lunch and tour of James and Sallie Dooley's "Maymont Mansion". Friday evening was Party Night with the KOS band featuring our own Bruce Woodson (sax), as well as sit-ins Dave Gribbin (trumpet) and Glen Lenhard (trombone). Saturday was the day of the car show, and the Awards Banquet was that evening. Interspersed among these events were wine-tasting, tech session lectures, museum tours, tire kicking, car washing, and general socializing.

Dennis Urick was offering rides to many people in his somewhat bedraggled looking but wonderfully driving supercharged MGA with 5-speed conversion and engine built and tuned by Bruce Woodson. I drove his car and it was a sheer delight that could take its place alongside any Mazda Miata or equivalent on the highway today. Maybe the SIAC group in China needs to have a talk with Dennis to think about building us a replica of his car to import into the USA in the near future?

GT-43 saw 195 people registered for the event, and 126 MGAs, and 16 Magnettes registered. Of the MGAs, 14 were Coupes, 3 Twin Cams, and 4 Deluxes were present. Thirty-three attendees were First-Timers. A special treat on the Road Rally Tour was a stop-off at private car collector Richard Nash at his beautiful home on the James River with a dozen or more immaculate cars, mostly of NASH manufacturer. His collection of automobile memorabilia was impressive as well.

The driving distance award in an MGA was again won by Mike "Don't Call It 'Frisco" Jacobsen at 2,886 miles; the total distance winner in an MGB was Jennifer Orum at 3,920 niles. Just think, if she could have been tempted to just do 81 more miles by lapping the parking lot she would have made the 4,000 and up distance award! I'm not sure if that award has ever been given out before or not. (Maybe when I transplant a V-8 with cruise control and air conditioning in my MGA I can have a shot at it? Who knows?).

The only mishap on the way that I'm aware of was a fuel pump that went out on Larry and Mitzi Pittman's car. He had a spare to install, but was unsuccessful due to an unrecognized lack of grounding with the spare pump. A flat bed tow truck brought him in the last few miles only, before he got everything wired up OK finally.

Our esteemed Chairman did finally get his beautifully restored MGA to a GT after years in the making. The only difficulty was it had to come behind his Detroit Van and on a tow dolly due to a prodigious oil leak from the rear main bearing seal. He had the rear crank Archimedes Screw oil slinger system converted to a proper spring-loaded rubber seal, but it must have been bored slightly off center producing a significant leak. The car ran fine, but the oil sump tended to run dry by the end of the driveway. Oil loss was estimated to be in the vicinity of the loss from the Exon Valdex if driven to the GT on its own power. We are all eagerly awaiting a followup report, hopefully in the next A-Antics.

Alas, our Michigan contingent failed to bring home any gold, silver, pewter, or porcelain awards. Perhaps not too surprising since this was in the deep South in the city of the "Southern White House" and we, of course, were the somewhat outnumbered "Damn Yankees" from the north.

Ken was never convinced about the currently suggested 10 year age-limit on tires, but shredded the tread on one and almost two tow dolly tires on the way home after some 2,000 miles. No harm was done, but Ken now knows that 21 year-old tires are not to be trusted. Yikes! If he'd known that he would have replaced them at the start. They sure looked good then.

So GT-43 was a great success. GT-44 will be in Dubuque, IA so maybe we can team up with the corn growers and win back some trophies that year.

Pictures on the following pages.

 (pictures continued next 4 pages)



There's more than one way to get an MGA to a GT.....



...Or Not!



Don't worry babe, I'll be with you through the good times.....



...and the bad!



Dennis Urick's Supercharged "A"

"I hope Grampa will teach me to shift '5 on the floor' soon!"



"O my god, one of the gerbils must have died in there!"



First-Timers Party. l. to r. Steve &Diane Mazurek, Rita & John Drake, Sue & Tim Coyne



Steve Mazurek, Bill Gallihugh

(continued next page)



"Sassy" Ed Sass, Bill & Trudy Gallihugh



Mitzi Pittman, Dave Smith, Trudy Gallihugh



First Timers Pete & Kathy Coen, Todd & Connie Binsz, Dave Smith



Kathy Nelson



Chari Smith, Bruce Mann, Kathy Nelson Cyndi Nolan, Mitzi Pittman



Sue Coyne photobombs Bill Gallihugh and Wally Mann

(continued next page)



First Timers reception on the lawn







Parking lot and Tire Kicking Area



The World's First Nuclear Powered MG- from N. Korea perhaps?





L. to R. George Kress, Liz & Lee Niner, Willy Mann, Mitzi & Larry Pittman



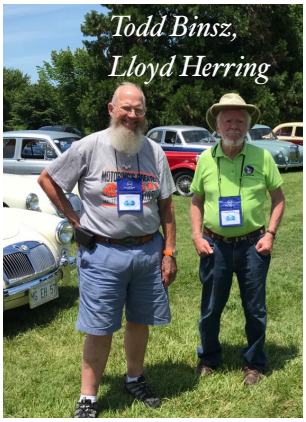
Pictures by Bruce Mann, Mary Ellen Weakley, & Ken Nelson


Steve Holliday, Kathy & Ken Nelson, Bruce Mann, Cyndi & Ben Nolan, George Kress, Lee Niner, Willy Mann, Larry & Mitzi Pittman


Allen & Flossie Bachelder and others




Rocker Cover Races


Todd Binsz, Lloyd Herring


The Car Show Was Held On The Hotel Grounds


Car Show


John Alexander's MGA




Dinner on the Deck Again



Alden Classic Sports Car Show

2018 REGISTRATION

Sunday, August 12th, 9:00 a.m. - 3:00 p.m.

TWIN BAY BRITISH CAR CLUB



Assigned Car Number

Name _____Date_____

Address_____

City _____State_____ Zip_____

Phone _____E-mail_____

No Kit Cars or Replica Cars will be admitted. If you're not sure, please ask before arrival

This Classic Sports Car Show is open to any restored or unrestored sports cars. It is for Sports Cars only! Not Hot Rods, Muscle Cars or "Sporty" cars. If you have questions whether your car qualifies please contact us for clarification before the day of the show. Chairman Dan Rogalny (drogalny3@charter.net) will consult with our Head Judge and his word is final. Registration will be open the day of the show from 9 a.m. until 12 noon.

"NO SOLICITATION OF GOODS OR SERVICES ALLOWED BY PARTICIPANTS"

CAR MAKE	MODEL	YEAR	COLOR

There will be a car tour on Saturday, August 11th departing the lovely Alden Train Depot at 3:30 p.m. We will arrive at the Blue Pelican Inn in Central Lake at approximately 4:30 p.m. for dinner and a cash bar. The cost is $13 per person for Shredded Pork Shoulder or ¼ BBQ Chicken with side choices, so come up early and see some of the beauty the area has to offer.

_____ Number attending dinner for the tour

The cost of the per car entry is $15 for pre-registered vehicles and $20 the day of the show. Additional tee shirts may also be ordered for $15 each.

Enclosed is:

Cars at $15 each: _____

Day of show entries at $20 ea.: _____

Add'l tee shirts at $15 ea.: _____

Persons attending dinner at $13 ea. _____

TOTAL _____

Please make checks payable to: TBBCC and mail to:

John Russell
8021 Bates Road
Williamsburg, MI 49690
tcphoto@aol.com

Valve Cover Racing from 12:30 to 2:00

Circle T-shirt size: S M L XL XXL

Add'l tee shirt size_____

Check if you would like a confirmation email of receipt_____

(Please feel free to make this form available to others)

11 August, 2018

Up in the sky, it's a bird. It's a plane. No, it's a Rowdie with wings soaring over the land in the roadless blue.



Join us at the Adrian Soaring Club for a Rowdie Event at a different level. Discover the magic of Soaring!

Meet Larry and Mitzi Pittman at 9:30am in the Kroger parking lot at the northwest corner of M-59 and Old US-23 for an MGA drive to Adrian. Pack a picnic lunch to enjoy at the Soaring field. Even if you don't fly, enjoy Rowdie company while watching those who do.

$80 for ½ hour in the air. ***(Cash or Check – no debit/credit)***

Adrian Soaring Club

2731 West Cadmus Road

Adrian, MI 49221

Need a count for the soaring club, so email Larry at larryppitt@gmail.com if you plan to soar!

Plan to depart by 10:00 for arrival by approx. 12 noon.

Larry's cell: (810) 348-9318

Or travel on your own if you'd like to get started soaring earlier.

(Weather alternate is 25 August)

Tech Tip



While at the GT-43 car show I was looking at Diane and Steve Mazurek's MGA named "PRNCZ" and noticed a shiny stainless steel tube bolted alongside the radiator*... At first I suspected a hidden secret NitroMethane booster package for quick acceleration onto the Interstates during Chicago rush hour, so I asked Steve exactly what it was for and how it worked. Much to my surprise I was told it is a radiator coolant recovery tank to more efficiently avoid overfilling your radiator each time you top it off. Since the neck of the L-shaped fill tube with the radiator cap slopes downward toward the back of the car, it always shows some fluid in it, even if the radiator itself is bone-dry. In order to prevent running low on coolant without being aware of it, a recovery tank allows the coolant to overflow into it when the engine is hot, and to be sucked back into the radiator as it cools down. Thus no coolant is expelled onto the ground and lost and you can be confidant the radiator is full.*

I had been thinking for quite awhile of some way to make a system for my MGA without success, but this was a nice attractive arrangement, so I asked Steve to write an article about it for this issue of "A-Antics". The result is printed below...

Finally, A Coolant Recovery I Can Live With!
by Steve Mazurek

After Diane's and my trip to GT-42 in Solvang, CA, I resolved to put a coolant recovery tank in PRNCZ. During that adventure, I probably left enough coolant on the road to kill a decent number of animals in each state we passed through on the trip. I had procrastinated until now, because I couldn't find anything I thought was easy to install, didn't require half of the remaining engine bay space and plastic plumbing that held as much coolant as the radiator.

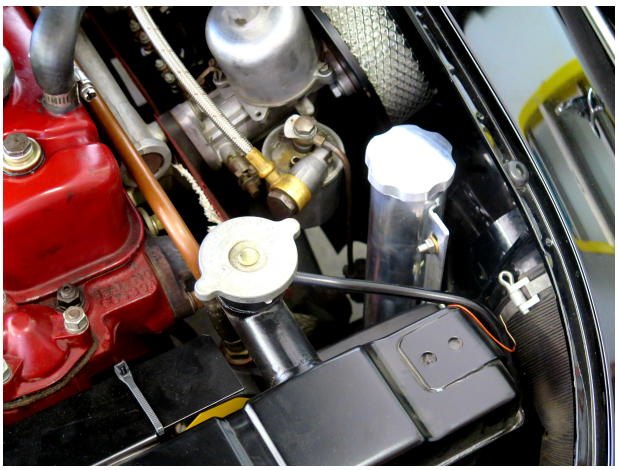


Figure 1

While at a function at the local restoration shop, I got to thinking: "What do the hot rod guys do?" They're always stuffing large engines into small engine bays. With this new (at least for me) thinking, a quick Google Image search led me to a vast array of coolant recovery tanks for hot rods.

After some research, I settled on a cylindrical tank from Demotor Performance on Ebay; two inches in diameter, ten inches long, stainless steel, holding approximately 800 ml (about 1.5 pints) of coolant. The design seemed to lend itself to mounting behind the radiator, on the left, just in front of the carburetors. As you can see in *Figure 1*, this is precisely where it was placed.

From this angle it appears there is little space for working on the carburetors after the installation: there is still sufficient space between the unit and the front carburetor for the usual maintenance.

Things Purchased and Used

(continued next page)



Figure 2

Figure 2 shows you what's included in the purchase. There are a few more items, like some pop-rivets and other assorted mounting pieces, but these are the essential parts.

I did all the installation from my "apron," making the mounting brackets as I went along and using nuts and bolts from my vast supply in a big plastic jug sitting on the shelf. The included L-brackets were not used.

My tools included a 6 oz peen hammer; a crescent wrench; bench-top drill press; hacksaw; small vise; assorted screw drivers and wrenches as required.

Additional purchased material included a bar of stock aluminum 3/16" X ¾" X 36" to make mounting brackets and three feet of ¼" I.D. black rubber hose.

Installation

The mounting location is behind the radiator on the left side of the engine bay, just forward of the carburetors (*Figure 3*). I used the top two radiator bolts for the mount points for the recovery tank.

One thing I needed to contend with was the radiator shroud, which necessitated longer L-brackets. For that reason I'm not supplying any measurements, since your installation may vary. Most of this installation was done by-eye anyway.

The first component I made from the aluminum stock was the piece that connected the top and bottom brackets on the tank. I cut the piece to match the overall distance from the top of the top bracket to the bottom of the bottom bracket. The brackets on the recovery tank have elongated holes. So, I drilled the holes in the piece made so they would nominally be in the middle of the tank bracket holes. This provided a measure of vertical adjustment once the tank was installed. The tank cannot mount too high because it could interfere with bonnet closing.

The next piece I made was the top bracket to attach the recovery tank to the radiator mounting panel. I started with a 5" piece of the aluminum stock. The short leg of this bracket must be made such that one

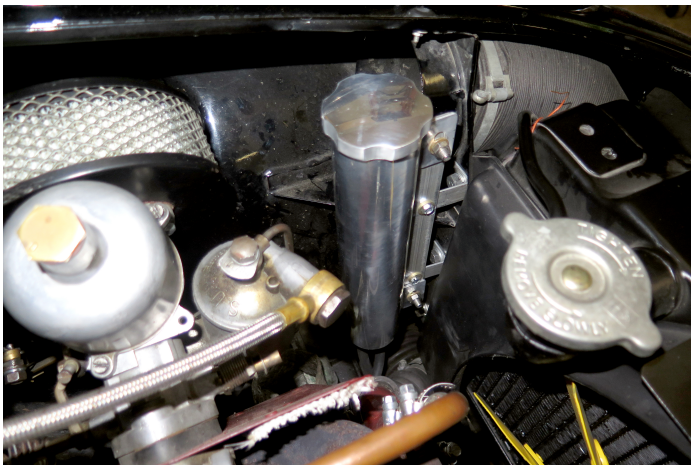


Figure 3

can fit a socket on the radiator mounting bolt during installation and removal. There is not a lot of space on the right side of this bolt before you interfere with a lip on the radiator mounting panel. My radiator set-up for this bolt had a flat washer and a lock washer. The flat washer just cleared the panel lip, so I figured it would make an excellent template for the short leg of the aluminum bracket.

I placed the flat washer at one edge of the 5" stock and made a mark on the other side of the washer, which would become the point at which the stock would be bent to form the bracket. The other mark identified the center of the washer and where the bolt hole would be drilled. This left the short leg just long

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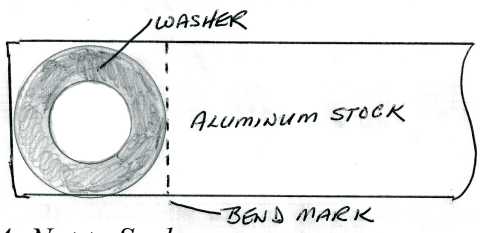


Figure 4: Not to Scale

enough to fit the panel and allow room to fit a socket and yet clear the panel lip. After drilling the bolt hole, this piece was fitted into a vise and bent on the outside of the line marking the edge of the washer. Another bracket for the next mounting bolt down was made in the same fashion.

The next step was to determine how far the long leg of the bracket should extend to meet the bar placed on the recovery tank. This distance depends on what you have mounted behind the radiator. As I mentioned earlier, I have a shroud. I did a test mount of the top L-bracket and made a by-eye determination of a suitable distance, made a mark, removed the bracket and cut accordingly. If you are sure that your other bracket will fit in a similar fashion, you can make that cut also.

The next problem was to determine where to drill the holes on the recovery tank mounting bar. I'm not that good at measuring distances while at odd angles to the work, so I drilled holes for the bolts near the end of the long side of the L-bracket, such that they would be centered on the tank bar when mounted. Then I fitted the aluminum brackets and placed the tank with bar behind and against the aluminum bracket and marked the hole locations I needed. I drilled the required holes in the tank bar. I just happened to have a couple of stainless steel nuts and bolts that were 8-32s, sufficient for the task at hand.

Before the final installation, you should attach the hoses to the bottom of the recovery tank. One will mate to the radiator over-flow tube at the bottom of the radiator and the other will become the overflow for the coolant recovery tank. Unfortunately, the recovery tank tubes and the radiator overflow tubes are different sizes. I used the out-side diameter of the recovery tank tubes for purchasing the tubing: ¼" I.D x 36", black rubber tubing was sufficient.

Final Fit

Before bolting up the tank, I cut the rubber tubing to the approximate length I figured I needed to reach the radiator overflow tube and another for the recovery tank overflow. You will need to determine which of the tubes from the recovery tank goes to the radiator and which is the overflow, before placing the rubber tubing. They are not readily identifiable externally.

I then fitted the tubing to the recovery tank using a small amount of non-hardening sealant, like Hymolar AF Gasket Sealant, and a couple of small wire ties.

Next, I fitted the recovery tank with the vertical bar and the tubing attached, to the aluminum L-brackets, but only snugly tightened the nuts and bolts.

I then routed and fitted the rubber hose from the recovery tank to the radiator overflow tube. Since the radiator overflow tube is a bit larger than the inside diameter of the rubber tubing, I reamed the first ½", or so, of the tubing to get it started on the radiator overflow tube. Once again, I used a small amount of non-hardening sealant. I finished this install with a couple of plastic wire ties.

I routed the recovery tank overflow tube to a convenient place near the fender and cut off any excess tubing.

I then went back to the engine bay and made a slight vertical adjustment of the recovery tank and then tightened all the nuts and bolts.

Test and First Use

Finally, I filled the recovery tank with a cup of coolant and checked for leaks. The recovery tank never becomes pressurized, so this is sufficient for a leak check. Next, I filled the radiator tank to the point where I could see the coolant standing in the radiator tank's neck.

After cleaning up, I hopped into PRNCZ and went for a long ride so that I could get the engine to operating temperature and maybe a bit hotter. Normally when I stop, the radiator would expel about a pint of coolant the first time. So, when I pulled back into the garage, I

(continued next page)

checked to see if there was any coolant on the driveway or garage floor: nada… I opened the bonnet and, with a rag, removed the cap of the recovery tank. Sure enough, there was about a half tank of coolant! I have a four-pound pressure cap for the radiator. Some MGAs have seven-pound caps. Your results may vary.

I replaced the recovery tank cap and returned several hours later to check the contents of the tank. I would expect there to be little or no coolant in the recovery tank: Ta-da, none! I added another cup of coolant to the recovery tank and replaced the top.

Mission accomplished!

Not including my time, the whole project cost about $35, and now I have a recovery tank that is shiny and appears to belong to the car.

Lessons Learned

There are a couple of things I might have done differently were I to do this again.

First, I might have used a little thicker aluminum stock. I used 3/16" stock, perhaps 1/8" might have been a better choice, but I bought what Farm and Fleet had at the time. Because of the length of my L-brackets, the tank vibrates a bit. You don't notice it driving. But you can give it a nudge while under the hood and it will vibrate a little: this hasn't been an issue. There is virtually no weight to the unit, full or empty, so if you use lock washers or Nylocs™ for the nuts, I don't foresee any long-term issues.

Second, I would have drilled and tapped the L-bracket holes for mounting the recovery tank to the L-brackets. Trying to tighten those nuts and bolts was a royal pain because they end up being behind the tank so that fitting a wrench or screw driver was a taxing chore. If this unit ever needs to be removed in the future, that will be done. I now have the templates so it shouldn't take long to make the change.

Thoughts

I ran with this arrangement to GT-43 in Richmond, VA. It never spit a drop of coolant. I did notice that over the course of the trip the coolant recovery tank after cooling off had less and less coolant. When filled properly, there should always be a little coolant in the recovery tank. By the time I returned home, there was none. Where did it go?

There is no indication of a head gasket leak or coolant in the oil. Perhaps when the radiator is run without sufficient coolant, the coolant cavitates as it passes through the engine forming little pockets of air that never get expelled. When the recovery tank is installed, the cavitation ceases and these pockets are forced out: possible? Maybe I didn't permit the coolant to pass through the heater core after the installation. Or, maybe I do have a slight coolant leak into the oil, but it is so small that it is boiled-off when the engine gets hot. Only time will tell.

Finally, why should you install a recovery system now? *It's probably the ecological thing to do!*

Steven Mazurek



Ed. Note: A coolant recovery system requires a different cap than originally used on MGAs. Barney Gaylord describes this at MGA Guru (http://mgaguru.com/mgtech/cooling/cool_204.htm) ...

"The primary feature of the cooling system pressure cap is a spring loaded foot with a rubber seal on the bottom. This sits against a step in the bottom of the filler neck. Pressure inside the radiator will displace the seal foot to allow fluid to escape so it doesn't explode the radiator, with the relief pressure determined by the selected spring force. Higher pressure allows for higher working temperature without allowing the coolant to boil. Early production MGAs used a 4 psi relief cap...later production cars used a 7 psi relief cap.

On the bottom of the pressure foot there is a small poppet valve with a very light spring. This is a pressure relief check valve, but working in the opposite direction. When the fluid cools and contracts, this poppet valve will be upset by atmospheric air pressure, with as little as about one ounce per square inch pressure, allowing the poppet to open to allow air (or coolant) to pass and enter the radiator. This will prevent the rubber hoses from collapsing when fluid is drawn back into the radiator through this valve as the radiator cools. Pressure caps, 7-psi with 1-inch reach, as pictured above that will work for coolant recovery include NAPA #703-1411."

HISTORY OF SMITH'S INSTRUMENTS

If you've ever driven a British car made before the 1970s, there's a good chance that you've stared at a set of Smiths gauges. The U.K.-based company supplied speedometers, tachometers and various other gauges for the instrument panels of Austin Healey, MG, Jaguar, Rolls-Royce and just about every other British-based automobile manufacturer.

Founded in London in 1851 by Samuel Smith as S. Smith and Son, the concern got its start making watches and clocks as well as selling jewellery and precious stones. Success allowed them to expand to a larger location and open additional shops in the 1870s when Samuel Smith, Jr. took over. Their reputation had grown near the end of the 19th century such that they advertised as "Watchmakers to the Admiralty and the Royal Observatories." But it was with the dawn of the automobile that Smiths really came into their own.

Although some sources indicate that Smiths built the first odometer in the U.K. in 1900, known as a "mileometer," they didn't start into speedometers until a few years later. This part of the business rapidly grew to become the primary concern and a new publicly traded company was established in 1914: S. Smith and Sons (Motor Accessories) Ltd, with the third generation Allan Gordon Smith as its director and also a patent holder of an early speedometer. As the automotive business took off, so, too, did the aviation business with World War I, a time when the firm supplied aircraft instrumentation, in addition to other products essential to the first mechanized war.

Throughout the decade following the war, Smiths' gauge business flourished, as did other facets of their automobile supply business. They purchased M.L. Magneto in 1919 and K.L.G. Sparking Plugs in 1927, the same year they acquired the rights to produce Jaeger instrumentation for the British market under license. British Jaeger gauges are essentially re-branded Smiths gauges. But in 1930, Smiths sold off all of their businesses related to lighting, starting and ignition, including M.L. Magneto, to Lucas, and the two companies agreed not to manufacture products that the other already had an established foothold in. It's hard to believe such a deal would pass antitrust muster today. If you've ever wondered why a car full of Smiths gauges typically had a Lucas ammeter, it's because Smiths left that business to Lucas.

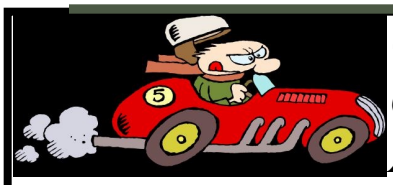
With the Second World War, Smiths continued to prosper. In 1939, the fourth generation director, Ralph Gordon Smith, presciently opened a factory in Cheltenham, some 100 miles west of London, fearing exposure to bombing at their main plant, which was partially damaged during the Battle of Britain in 1940. During the war, Smiths re-organized once again, this time changing the company name to S. Smith and Sons (England) Ltd, with four divisions: Motor Accessories, Industrial Instruments, Aircraft Instruments and English Clocks. By the 1960s, with an additional marine division, Smiths automotive division was making spark plugs, car radios and entire instrument panels, and the name changed to Smiths Industries.

As with many facets of British industry in the 1970s, the automobile business took a beating, and by 1984, Smiths sold off the motoring division to Lucas, who in turn flipped it to another company before VDO acquired it some years later. The German gauge maker, having acquired a rival, decided to do away with the wholly owned division and shut down the Welsh factory. The local management team acquired the operations and formed Caerbont Automotive Instruments which continues to engineer and manufacture Smiths gauges in Wales.

Feature Article from Hemming's Sports & Exotic Car

June, 2012 - Terry Shea





***Get Your Motor Running...Head Out On The Highway... Looking For Adventure...*AT THE ROWDIE BIRTHDAY PARTY *at* TODD & CONNIE BINSZ's!!!**



SATURDAY AUGUST 4TH

Starts at 1 pm-Bring a Dish To Pass and Items to Donate for the Time Honored Rowdie Auction-BYOB and BYOMG + Lots of Cash for the Auction. The Club will provide steak brats on the Grill and Mac & Cheese. Auction to follow the food and libations. Remember to bring stuff for the auction, a dish to pass, and your own adult drinks.

900 CRYSTAL DR, JENNISON, MI 616-437-1783

Save the Date: GT-44



NAMGAR has announced the location and dates for GT-44. This annual event, which will be organized by the Minnesota MG Vintage Racers, will be held in the historic town of Dubuque, Iowa, from July 10-14, 2019. Located on the banks of the Mississippi River, Dubuque offers visitors breathtaking views, award-winning restaurants, charming shops, art and river history museum, elegant turn-of-the-century homes, etc.

Check **namgar.com** for updates on this event later this year.




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