



A-Antics



Winter Snowbirds Return...,

But To What....?



Rowdie Business Meet Notes

Events Calendar

Cure That Drip!

The Future Of MGAs



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: 59 Active and Paid-Up Members

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

Classified Ads

Letters

Is It Over Yet?



To some folks it seems that winter will never end, but others don't seem to be bothered by it. How can that be? Pictured above are the business meeting day at Weakley's vs. your editor and wife searching for news stories South of the Border this winter. Notice any differences?

Ken and Kathy Nelson

Party Time Again!

LAMGA will be hosting the **Kimber Birthday Party** on Saturday April 7, 2018 at the Delhi Cafe.

The room has already been reserved. Meet in the parking lot at 11:30 or so with lunch off the menu at noon.

I tried to include folks from the following clubs, BMC of Mid-Michigan, Michigan Rowdies (NAMGAR), West Michigan Old Speckled Hens and LAMGA. If someone else from these clubs should be included, please forward the email and let me know.

I'm requesting that the Windsor/Detroit Club provide the cake again this year.

If you have any questions or concerns, feel free to contact me.

Jai Deagan

Lansing Area MG Association.

Problems, Problems

Dave Quinn sent in a suggestion that perhaps driverless cars may not be as simple as it seems. See article on page 16 also.

I had to SMILE reading this report: "There are a range of problems with putting a self-driving vehicle through a traditional car wash, experts say. For example, soap residue or water spots could effectively "blind" an autonomous car. A traditional car wash's heavy brushes could jar the vehicle's sensors, disrupting their calibration and accuracy. Even worse, sensors, which can cost over \$100,000, could be broken. A self-driving vehicle's exterior needs to be cleaned even more frequently than a typical car because the sensors must remain free of obstructions. Dirt, dead bugs, bird droppings or water spots can impact the vehicle's ability to drive safely." If you've ever driven through a swarm of bees, or love bugs, or even a bad night of skeeters, the concept of an autonomous car simply shutting down or coasting to the side of the road seems highly likely, while we drive by in MGAs.

Dave Quinn

Come One, Come All to GT-43

As co-hosts of GT-43, the Central Virginia British Car Club & the Mid Atlantic Chapter of NAMGAR invite you to join us in Richmond, Virginia, June 13 through June 17, for what we hope will be an exciting and memorable GT event.

Our venue will be the Virginia Crossings Hotel & Conference Center - a member of the Tapestry Collection by Hilton. Virginia Crossings is located at 1000 Virginia Center Parkway in Glen Allen, Virginia. The hotel complex sits on 20 acres of manicured grounds, overlooking The Crossings championship-level golf course. We have reserved 150 of the 220 rooms for GT participants which will be available at the NAMGAR rate once GT registration formally begins in early January 2018. Breakfast for two is included at The Glen Restaurant with the room reservation and the hotel also features a less-formal Tavern Bar & Grill for additional on-site dining options. Virginia Crossing is also convenient to local shopping and restaurants as well as the historic district in downtown Richmond.

Visit the Virginia Crossings Hotel website. Their telephone number is 804-727-1400.

GT-43 will host a full slate of traditional GT events such as Tech Sessions, events tailored for the ladies attending, Valve Cover racing, a First Timer's reception, Tour of Richmond Road Rallye as well as on-your-own drives to explore the historical flavors of the greater Richmond area. The Awards



Banquet will be held Saturday evening with a Sunday morning departure for those wishing to head 185 miles north to Gettysburg, Pennsylvania to continue their MG experience with the NAMGBR MG-2018 national event.

The MGA Coupe is the featured body style for GT-43 – and we expect the largest gathering of Coupes in recent memory. A special drive and luncheon will be offered at the nearby Richmond Auto Museum for coupe owners on Thursday.

A feature of Virginia Crossings is the large courtyard area between the hotel and the conference center complex – which will be the setting for the car show held on Saturday morning. The courtyard setting for the show will provide convenient access to both the guest rooms and restaurant areas, making the car show accessible to everyone attending the GT.

Online registration is now open thru the GT43 website, and mail-in registration forms will be available online and in the MGA! magazine. We expect GT-43 to be one of the largest-attended GT events to date and we encourage everyone to Rallye to Richmond!

[NAMGAR Get TogetherGT-43 June 13-17, 2018](http://www.namgar.com/Get-TogetherGT-43-June-13-17-2018)

Pretty Sight In An MG

Bruce Mann sent in this picture of his granddaughter, Allison Brooke Mann, sitting in his MGTD. She will be on the cover of the TSO for the T Clubs Octagon Magazine as the MG Girl.

Very nice car and driver indeed!



submitted by **Bruce Mann**

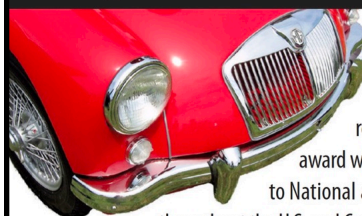
'Shut 'Em Down'-With A Riley!

Little known pictures of famous stars from the 1960s have just been found indicating that the Riley automobile was in demand as a vehicle of choice by Rock Stars on *both* sides of the Atlantic.



submitted by **Sir Cecil Sedgewicke**

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.



From Mark & Cindy Michalak

ROWDIES 2017 CALENDAR OF EVENTS

2018

Mar

22-25 **GOF South Altamonte Springs, FL.**
Classic MG Club of Orlando

April

7 **Kimber Party-Delphi Cafe**
Holt, MI-11:30 meet & greet

May

5 **Drive Your MG Day**
Host: Curt & Stephanie Smith

TBD **Spring Brit Picnic**
Camp Dearborn Host:TBD

June

13-17 **GT-43 Richmond, VA**
Host: NAMGAR

27-30 **GOF Central-Lake Delavan, WI**
Host: Vintage MG Club of Chicago

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

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

August

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

September

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

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

October

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

December

1 **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."

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



CHAIRMAN'S CHATTER

by Bill Weakley



Mary Ellen and I spent a couple weeks in Fort Myers, Florida in late January. We drove the minivan, although the roads were almost clean enough to drive an MG. We were lucky in our timing so we didn't have any bad weather going or coming, and we were there just after the big cold

snap.

On the way down, we didn't see temperatures above freezing until south of Atlanta. High temperatures in Florida were in the 70s. We hit the beaches a few days and checked out some nature preserves. We mostly just enjoyed the warm weather. One day we dropped in on a casual car show at the original Shell Factory – no LBCs but a few nice hot rods and an original 427 Cobra. It must take a lot of guts to drive a million dollar car to a local car show.

Living in a place where one can drive a collector car year-round sounds appealing. However, most of the roads down there are not very interesting. It's very flat so the roads tend to be pretty straight. Of course, the road surfaces are in much better shape than those in Michigan. When we got back to Michigan, I expected the body work for my MGA to be finished and ready for assembly. The center body had been delivered on the 12th of January and six guys showed up the next day to help set it on the frame. After looking it over, we all decided that it had too many flaws to go ahead. So I talked to the painter, and he agreed that more work was required. So I thought I would have it back in time to have the body on the frame before the annual meeting, but he put me off three weeks in a row with stories of equipment problems and worker shortage.

In fairness, this was at a time of heavy snow fall, so I know all the body shops were flooded with insurance repair work. I got the bonnet and most of the small pieces last week and started assembling the dash. I picked up the boot lid and doors on February 21. So finally on February 23, the body tub was delivered. The fenders and fascia are due next week. I'm very happy with the color, and it's very shiny. It isn't perfect, but I didn't pay for perfect.

Now, as they say "Some assembly required." The photos show the first step, dropping the body on the frame. That went very well using my engine hoist and slowly, gently lowering it in place. It took a little wiggling, but all the attaching bolts are in and cinched up. GT-43, here I come.

We have our reservations for the GT, and I have plotted a couple routes. I hope we can organize a good-sized group to travel together. We'll be passing fairly

close to Weakley Hollow in the Shenandoah National Park. Weakley Hollow is where many generations of my clan lived before they were kicked out to make room for the park. My grandfather was born there. After almost 90 years, there is nothing to be seen but trees, rocks and a pretty stream.

Speaking of the business meeting, a report can be found elsewhere in this issue. I'm very happy that John Alexander agreed to step in as Events Coordinator. It was nice to get together with the folks who were able to make it through the weather. It's our only official chance to meet-up between early December and the Kimber Run in April. Maybe we need to find another excuse to get together in the winter. Anyone out there have an idea?

On a sad note, I see that Dan Gurney has passed away. What an amazing driver he was. He won in every series he competed. I don't recall that he was ever injured. When he was driving, a crash almost always resulted in injury or death. A lot of his contemporaries did not die of old age. I'm very pleased that he was able to live a long productive life. To me the pinnacle of his career was winning the Dutch Grand Prix in a car of his own construction, arguably one of the prettiest GP cars ever.

Of course, he had a long career of constructing race cars and running race teams. I watched him drive the Team McLaren spare car to a third place at the only Can-Am race at Michigan International Speedway behind Bruce McLaren and Denny Hulme. I really think the only reason he was third was that he didn't want to pass the guys who loaned him the car. He was the king of Riverside. During the 60s, one would often see signs at a race saying "Gurney for President". It sounded like a joke then, but today I have to think that he might have made a good president after all. Unfortunately, he had more sense than to get involved with politics.

I hope you are all able to get your MGs ready for spring. Maybe spring will come early this year.

Chairman Bill.



Rowdies Tool Chest

We encourage members who own a unique tool to make it available for other club members' use by adding it to the Rowdies Tool Chest list. If you would like to borrow an item contact the person in possession of the item directly. The borrower and the lender are responsible to work out the details for the item loaned and its return. The club assumes no responsibility. Members storing club owned items are accountable for them and should notify the club Chairman of any permanent change of location.

You may [download this information](#) in PDF format.

Member Owned	
A-Antics newsletters, Volume 1, Number 1 to current	Dave Quinn
Reamer for front end distance tubes	Mark Barnhart
Binding machine, as used to produce the A-Antics tech manual	Jeff Zorn
Club Owned & Member Storing	
Rear axle nut wrench	Bruce Nichols
Pylons, about 25 traffic cones of various sizes	Mac McDonnell
Lift-a-Dot fastener and punch set	Neil Griffin
Two large octagon signs made by Herb Hasenclever	Neil Griffin
Club banner, royal blue with white letters and white MGA	Larry Pittman
Club banner, royal blue with white letters and red MGA	Bill Weakley
Front end alignment tool, electronic	Dave Smith
Steering rack shim wrenches made by Neil Griffin	Dave Smith
MGA shaped car show signs, silhouette for each model, with base and stands	Steve Holliday
Engine Hoist - AC Delco brand	Bruce Mann
Pop-up tent	Dave Smith
Transmission seal extractor for removing the rear bushing in early transmissions with slide in driveshaft	Mark Barnhart
VHS video: "50 Years of British Racing"	Dave Smith

Renewal Info for A-Antics: Just a reminder that the Rowdies membership renewal is currently underway. Renewal began Feb. 1, but we still have 27 members who have not renewed for 2018. The online renewal page for the club is at: <http://www.mg-cars.org.uk/michiganrowdies/renew.htm>.

As an alternative, go to the Rowdies home page at: <http://www.mg-cars.org.uk/michiganrowdies/index.htm>, then choose 'Membership Renewal' from the left column.

If you're a member without email, you should have received a letter reminder about renewal. Fill out the form you received and return it to Jeff Zorn, our treasurer. His address is on the form.

Finally, here's a link to the current membership list which shows who has renewed for 2018 and who has not: http://www.mg-cars.org.uk/michiganrowdies/holding/Membership_2018.pdf

It's A Family Thing-Mark Z & Mark J Michalak

Hi Ken,

Here is a little something my son and I came up with. I hope you enjoy it.

Question: What does MG stand for?

Answer: Mostly Geezers.

That's a joke I used to tell from time to time but it rings kind of true. Over the years going to MG events I have noticed that the base of MG enthusiasts is getting a lot older and only occasionally do I see younger participants.

So the question is, how do we get the young ones involved? In this day and age that is a lot harder.

Restorable MG's are drying up, daily drivers are becoming more rare and the owner of a restored example might be reluctant to let the kids play.

The key to getting kids involved in my opinion is hands on. That's how I did it with my son and I hope that's how he does it with his twins. My son and I are not afraid to let the twins touch our cars, they love to play mechanic.

There is a certain dance you have to perform with the kids when they are around our cars while we are working on them. We want to expose them to the cars but we do not want to expose them to danger. I think that many people would keep their kids away for that reason, but I think this is a good opportunity to teach kids the proper way to behave

around cars and tools. We need to impress upon them the dangers present around tools and certain parts of cars without scaring them to the point that they don't want to be around them. I asked my son Mark what his thoughts were and this was his response:

"I learned how to work on cars from my dad. I remember being very young when he disassembled his Coupe back in the early eighties. There wasn't much for me to do because of my skill level, but I do remember holding a wrench and turning a nut. I

might have been three or four. After that the car was sort of a mystery while it sat awaiting restoration. There was a body shell and a wire harness hanging in the garage rafters, and some re-upholstered seats in the upstairs closet. When I was around ten my dad really started working

on the car in earnest. There was a little more for me to help with then. I remember installing the rear Coupe glass, pumping the pedals endlessly while my dad bled the brakes, messing around with the odometer stem. I think I might have broken that. Still, it seemed like a bit of an endless project and I wasn't particularly adept at using wrenches or screwdrivers yet, and that made it a little hard for me to keep my interest at times. Or I would get frustrated from only being able to turn a



Hard At Work Aiming The Headlights On Dad's Car

nut one flat at a time, or from being awkwardly jammed under a car. I see that frustration from time to time in my four year old twins when they try to use my tools sometimes, but I can empathize and help them through their frustration.

One thing that I understood was that the car was

‘Important’.

Because it was important to my dad, it became important to me. It was a cool thing that we could work on together and as I moved into my teen years it kept me around on weekends instead of ignoring my parents and going to the mall. I learned more

important things, like how to set jack stands, lower a jack safely, and make sure the car is secure.

When his car was finished we started going to shows. My first big MG show was the 1995 Summer Party in Grand Rapids. That's when I really got the bug. I started picking out what kind of British car I wanted for myself. When you're 15 you're looking for your first car. My first car was not an MG. It was

a 1982 Oldsmobile. It was not awesome, and it was not in awesome shape, but Dad taught me how to do bodywork and fix leaky valve covers and replace alternator belts, and the day I turned 16 I took that car out and couldn't have been happier. By 17 I had an MGB which was also not in awesome shape. By

20 that car *was* in awesome shape, with the help of my dad, and I moved on to my first MGA. It was a Coupe and was not—you guessed it—in awesome shape. That's the car that I drove to my first GT as an owner: GT-25 in Morgantown, WV. Eighteen years later the car still needs a

paint job, but other than that it's in awesome shape. I think that's probably because my dad let me play out in the garage with him 35 years ago, and I plan to let my kids do the same thing.”

Mark Z & Mark J Michalak



The Future Of The Rowdies & NAMGAR

Thanks to Mark Z, Mark J, and the twins for showing all of us how it can and should be done to keep our cars and organization alive for generations to come. I know I have tried to instill some of the Magic of the MG automobile in my children as well. Let's hope we can all follow through on this family bonding experience so that when the current generation is no longer around our cars won't simply be left to gather dust somewhere, but will be driven and enjoyed for many years to come! (See back cover photos also)

Ken Nelson

Memories Of Summers Past-John Alexander

John Alexander wrote in to our newsletter to bring back some memories of warmer days-they will be coming again!

Ken,

Composed during a white-out of a snow storm, I located several photos of a small spur-of-the-moment drive through the countryside taken by myself, Kevin Peck and Tom Fant.



Kevin and I puttered over to Tom's lakeside resort, picked him to be the tour guide of our band of "MGA-teers", raced away to cover about 50 miles, ending up at the famous Zukey Lake Tavern where we did wet our whistles. It was a beautiful day!

I just realized how much I miss green grass and temperate temperatures. GAAAHHHHH!

John Alexander

On another summer day several of us (me, Tom Fant, Jeff Smith and Gary Cunningham) drove to Hickory Corners to see the uncaged Mad Dogs. Once again, Tom led the way. The drive over and back was just superb. Nice roads and scenery all the way and not a cloud - good because my top was not yet installed.

Tom and Jeff tried their luck on the Gilmore Museum's track.

We saw a nice Rover car. (*whoever's could that be?!)*

For those of us local to Washtenaw County, Tom seems to be the designated tour guide!

Let's hope the winter weather gods relent soon. Can't wait to get on the road again!

John Alexander



Anyone Got "The Drip"?

Last issue we talked about floating the carburetor bowl, and this issue we will talk a little bit about catching that drip. I know that, as we all get a little older, this title could have several connotations. But this time we are talking about the underside of our little MGA. I know that many of the members with a more recent rebuild have been installing a conversion to a modern style rear main bearing oil seal which may have solved this problem for them. (Although I can't believe that a BMC 'B series' engine can't find some way to overcome that and still be capable of marking its territory somehow). Anyway, I have come across some clever methods on the internet to catch the oil that runs out of the rear main crankshaft seal before it hits our friend's driveway as we go visiting. I offer these four styles up for our members benefit as need be.

Ken Nelson

MGA DRIP CATCHER

Reprinted from "mg-cars.net" website

If you have owned your MG for very long, then you know that there are oil leaks that are almost impossible to stop....It's one of those things that you have learned is part of owning almost any year MG.

I did this for my TD, a car known for oil leaks, and it helped a lot....

So I decided to try it on the "A"....Now, if you are leaking from the front cover seal, or the fronts or sides of the sump, this won't help, but if your leaks are mainly at the rear of the pan, (and down the front of the rear [engine](#) plate), and/or through the drip pin, then you will have less visible leaking....

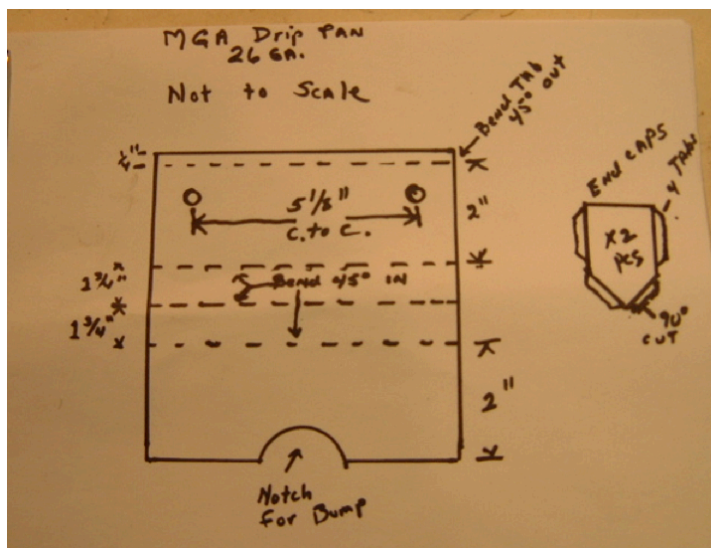
Most of us have learned to put a piece of absorbant material under the car, but what do you do at your friend's house, when you are dripping on his clean driveway? Apologize?

The drawing IS NOT TO SCALE...Measurements shown are pretty close to the drawing, but in the second image, I made a full size carboard mockup first, to make sure it would fit....

Then I cut the sheet metal...After bending it up, (drill bolt holes first, and cut notch). I traced the end panels...Leave the top of the end panels short enough to get a wrench in there....Also, use a washer between the rear plate and the drip pan, so fluid can run down at the 1/4" bend on the front side.

Not shown on the drawing, but seen in the third photo, is the radiator-style drain tap...I used one with a 1/8" pipe thread...screwed and soft soldered in place....I chose to attach the end panels with silver braze, then, filled the inside with a good sealer...Finally painted the inside with rubberized undercoating, to help keep out the leaks... One other slight benefit, is that oil that blows back from the front, hits the pan, and helps keep some oil off all the rest of the underside.

Edward Wesson



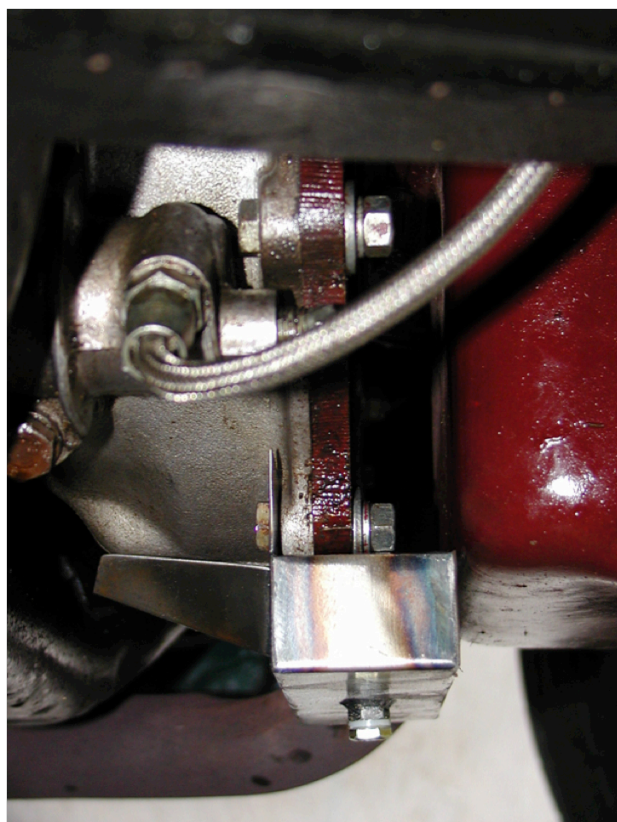
**Template for cutting and shaping
drip catcher-finished picture next
page**



Image of finished steel pan, mounted and painted:

One note...If you make the center bend 90 degrees, then bend the other two parallel to each other, you don't really have to worry about it coming out...it will....I used two hard boards in a large vice to do the bending...A block of wood and a hammer to get it flat.

Edward Wesson



Made this several years ago. It catches all oil coming from rear crank/bell housing area. (*Picture above in prior column*)

CM Harter

These trays/pans catch the dripping oil, and , hopefully keep it from making a mess all over the rest of the car....You have to occasionally drain the pan, way before it's full!

Obviously , it's not intended for catching huge amounts of oil...Just the drips from the rear of the sump, the joint between the tranny and the rear plate, and the drip pin....

If your car is like most, it will leak about a teaspoon full of oil every time you drive your car. That oil will spread everywhere under the car, and , mixed with road grime, makes a sludgy mess....

Hope this answers your question.

Edward Wesson

Thanks to Colin Manley here is a pic of my drip catcher (before this thread disappears) trial fitted prior to a camouflage engine maroon paint job. The old can I used here appeared to be a bit narrower (just 7" wide) and as you will see needed

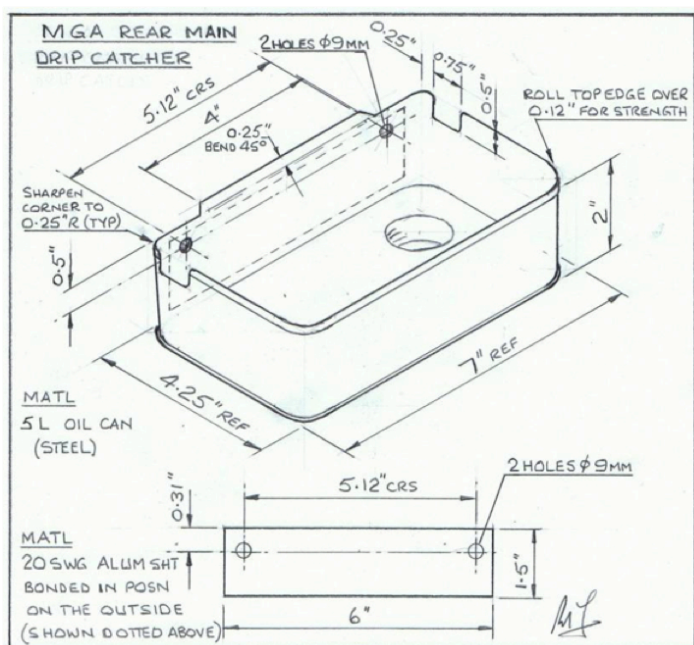


cutouts to clear the back plate. As the can was so thin I knocked up and bonded on an aluminium plate to give some extra support to the thin material. I've also turned over and hammered down the sharp edges to make it a more user friendly thing and with the suggested 1/4"x45deg lip. Happy snipping everybody!

Pete N Tipping

Here you go chaps, before this thread drops into the abyss - see the drawing attached of the Colin/Pete Drip Catcher. No excuses now. Happy snipping !

Pete N Tipping



You know, I've been cooped up here for a few weeks. There's 2.5 feet of snow just laying on the ground not going anywhere due to the 11°F temperature and I read about drip trays.

Hey, if I could get out to the garage, I could whip out a version to keep my driveway spot-free.

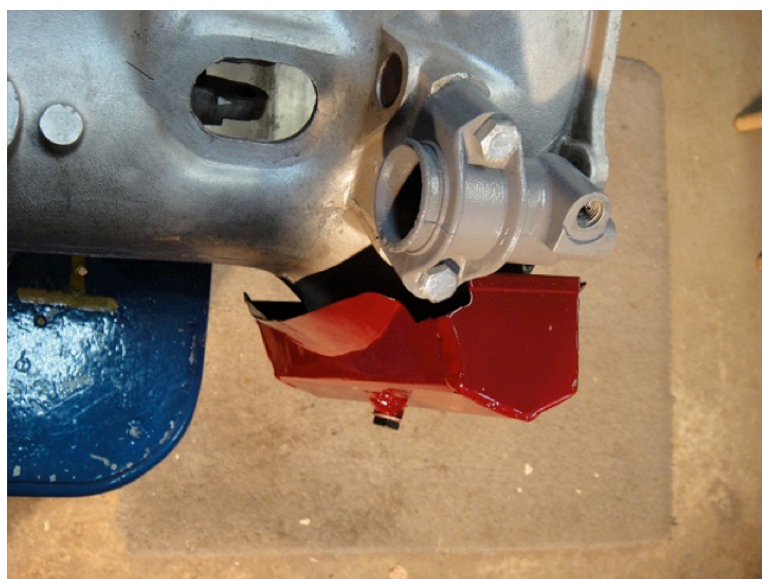
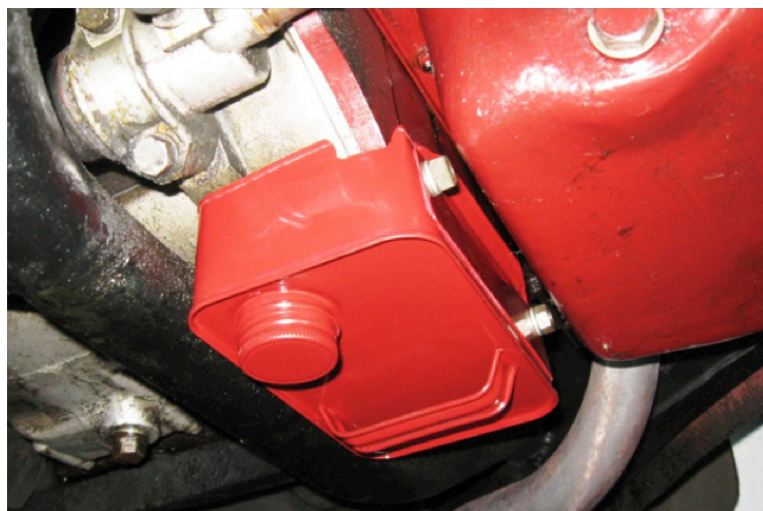
I eyeballed the dimensions onto a cereal box cardboard and fit it to a spare trans bell housing. Transferred design to a scrap of 20 ga. sheet and cut out the pieces. The trusty MIG welder made short work of the assembly. I cut a scallop out of the edge of a 4\"X4\" to use as a form, into which I hammered the rear flange (to catch the bell housing cotter pin drips).

Drilled a 5/16\" hole on the backside for a drain, to which I welded a 5/16\" nut. A 5/16\" bolt with copper washer seals the drain. I'll install it with some wirewool in the trough to keep the oil from sloshing about.

Primed and painted and I feel like I've accomplished something - after weeks of daily snow shoveling which doesn't accomplish anything!

Thanks Ed, Pete, Steve, Colin for this great diversion! (See pic below)

John Alexander



Rowdie Business Meet Report-Bill Weakley

2018 Rowdie Business Meeting

Thirteen hardy souls braved the heavy snow and cold to attend the meeting at the Weakley household on February 10, 2018 for a total attendance of fifteen. There was well over of foot of snow on the ground with light show continuing nearly all day. Some people tried to come and turned around after finding the roads too treacherous. It was quite a contrast to last year when people were sitting out on the porch enjoying 70°F weather!

The menu included barbeque and mac and cheese from Satchel's, supplemented with salads and desserts from the members. Since we planned for nearly twice as many, there was plenty to go around, and many went home with food for another meal.

The meeting was called to order (sort of) by Bill Weakley around 2 PM. Bill noted that although the attendance was low, we did have a quorum of board members (not bored members). Bill summarized Jeff Zorn's **TREASURER'S REPORT**. For the 2017 calendar year, the Rowdies bank account increased by \$769.25 to a total of \$14,694.47.

Larry Pittman provided the **WEB MASTER'S REPORT**, stating that he had recently made a change to the web site to eliminate some confusion to the join and renewal area. This was made possible by a change in the capabilities of the host server. He reported that we have 59 active members but only 19 have renewed to date. He knows of two people who are not renewing because they have sold their cars. (Note: We always say "It's the cars that bring us together but the people who bring us back." So we should encourage people to stay in the club even when they don't have an MGA. We can still be friends.) Larry noted that anyone who receives the paper version of the A Antics will receive a printed list of members. The member list is always available in the members-only area of the web site.

In lieu of the **EDITOR'S REPORT**, Bill reported that Ken Nelson wrote to encourage everyone to submit their stories, photos and hot tips to him for the A Antics, reminding us that it is not his newsletter, it belongs to everyone in the club.

Bruce Nichols provided the **MEMBERSHIP CHAIRMAN'S REPORT**. He reported that he is not having much luck recruiting new members. He makes many phone calls to track down MGA owners. It was noted that NA Classic MG magazine has a list of clubs that includes some other state chapters of NAMGAR. Bill will contact them to add the Rowdies.

Bill reported that Gary Cunningham has decided not to continue as **MEETS CHAIRMAN**. John Alexander volunteered to stand for election to the post and was unanimously confirmed. Gary had provided a proposed list of events for the year which was then discussed. The list is attached. There was discussion about **GT-43**. Larry noted that host hotel rooms at the special rate may be

limited for the opening Tuesday and are filling fast. He also stated that there were a number of activities planned for the Wednesday, encouraging folks to arrive by Tuesday night. Bill encouraged everyone to keep in touch and organize groups to drive together.

Larry mentioned that one event at Solvang last year was a chance to take glider rides. There are locations in SE Michigan that offer glider rides, so perhaps this could be incorporated into a planned driving event. Chari suggested that we could consider a weekend event sometime. The Old Speckled Hens regularly have over-night events. The Stratford trip is another example. Bruce Nichols encouraged participation in the **Mad Dogs** event at **Hickory Corners**. He said that the Gilmore museum is now considered one of the top 5 auto museums in the country.



*Chairman Bill
Prepares For The
Meet*

Bill suggested that we eliminate the charge for attending the next **Christmas party**. This could encourage more people to attend, and the club can afford to cover the cost. There was general agreement but no official vote was taken. John said that he and Carolyn and Kevin and Norma would arrange the party again.

Bruce Mann reported that **REGALIA** sales have been very low, only \$55 in sales for the year. He had two tubs full of items, some of which were sold on the spot. Dave Smith demonstrated a valve lash tool that he and friends are making and selling for \$20.

OFFICER ELECTION – No other officer posts were open or contested.

NEW BUSINESS – Bill asked if anyone would be interested in the club supporting a charity. He noted that John Twists birthday parties used to donate to Myasthenia Gravis, the MG charity. The wounded warriors charity was also suggested. Bill will do an email poll of members for interest and suggestions.

Bill noted that the **club tool chest** list needs to be updated. He will send a copy out to members to find out where everything is. Dave stated that the club pop-up tent was shot. It was agreed that we would wait until we have an event that needs one before buying another.

The meeting was **ADJOURNED** in time for more eating and visiting.

Bill Weakley



*Los Hombres
Más Guapos*



*Las Mujeres
Más Hermosas*



*Clean Plates
All Around*



*New Meets Chairman
John Alexander*

Pictures by Mary Ann Weakley

The End Of The Automobile As We Know It? (Or Perhaps Not...?)

Bob Lutz is a former vice chairman and head of product development at General Motors. He also held senior executive positions with Ford, Chrysler, BMW and Opel. This is part of an article he wrote in Automotive News in November 2017. See what you think...

"It saddens me to say it, but we are approaching the end of the automotive era.

The auto industry is on an accelerating change curve. For hundreds of years, the horse was the prime mover of humans and for the past 120 years it has been the automobile. Now we are approaching the end of the line for the automobile because travel will be in standardized modules.

The end state will be the fully autonomous module with no capability for the driver to exercise command. You will call for it, it will arrive at your location, you'll get in, input your destination and go to the freeway. On the freeway, it will merge seamlessly into a stream of other modules traveling at 120, 150 mph. The speed doesn't matter. You have a blending of rail-type with individual transportation.

Then, as you approach your exit, your module will enter deceleration lanes, exit and go to your final destination. You will be billed for the transportation. You will enter your credit card number or your thumbprint or whatever it will be then. The module will take off and go to its collection point, ready for the next person to call. Most of these standardized modules will be purchased and owned by the Ubers and Lyfts and God knows what other companies that will enter the transportation business in the future.

A minority of individuals may elect to have personalized modules sitting at home so they can leave their vacation stuff and the kids' soccer gear in them. They'll still want that convenience. The vehicles, however, will no longer be driven by humans because in 15 to 20 years — at the latest — human-driven vehicles will be legislated off the highways.

The tipping point will come when 20 to 30 percent of vehicles are fully autonomous. Countries will look at the accident statistics and figure out that human drivers are causing 99.9 percent of the accidents. Of course, there will be a transition period. Everyone will have five years to get their car off the road or sell it for scrap or trade it on a module."

But read on, Dear Rowdie. Perhaps it's not as easy to get rid of our cars as it sounds....

Excerpted from AxleAddict by Paul Goodman Nov 2016

"Driverless cars would likely be out of the price range of most ordinary people when generally introduced, likely costing over \$100,000.

Truck drivers and taxi drivers will lose their jobs, as autonomous vehicles take over.

A computer malfunction, even just a minor glitch, could cause worse crashes than anything that human error might bring about.

If the car crashes, without a driver, who's fault is it: Google/the software designer, or the owner of the vehicle?

The cars would rely on the collection of location and user information, creating major privacy concerns.

Hackers getting into the vehicle's software and controlling or affecting its operation would be a major security worry.

There are problems currently with autonomous vehicles operating in certain types of weather. Heavy rain interferes with roof-mounted laser sensors, and snow can interfere with its cameras.

Reading human road signs is challenging for a robot.

As drivers become more and more used to not driving, their proficiency and experience will diminish. Should they then need to drive under certain circumstances, there may be problems.

The road system and infrastructure would likely need major upgrades for driverless vehicles to operate on them. Traffic and street lights, for instance, would likely all need altering.

Self-driving cars would be great news for terrorists, as they could be loaded with explosives and used as moving bombs.

Ethical problems could arise which a machine might struggle to deal with. Faced with a choice between plowing into a group of schoolchildren or going off a bridge and killing all its passengers, what does the vehicle do? Should the vehicle always swerve to avoid animals in the road or always prioritize the safety and comfort of passengers?

Human behavior such as hand signals are difficult for a computer to understand.

How would the police interact with driverless vehicles, especially in the case of accidents or crimes?"

You, Dear Reader, must be the judge!

Submitted by Sir Gaseous Freeway

Unraveling The Mystery Of MG

Reprinted from Hoosier MG eNews May-June 2017

“This issue is dedicated to the Old Octagons and their cars. When I started to look up the history of the MG line I discovered that some of the models made were a lot more complex than I thought. For instance, the MGA line



1928 14/40
Mark 4 MG

has 5 models available from the basic MGA shape. The Roadster, Coupe, Twin cam, Mark II are the mainstays of the line. Now, before you

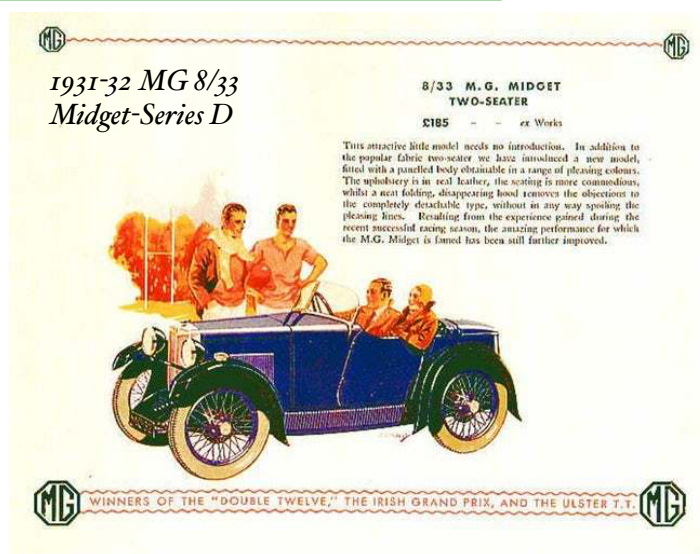
climb all over me there are a lot more classes when it comes to being judged, for instance MG 2016 at Louisville, KY. I am referring to the basic models. The MGB line has the Mark I, Mark II, Mark III, Mark IV, MGB LE, MGB GT, and the MGBGT V8. The MGC has two models, the roadster and the MCGT. Remember these are the basic models of the MGA/MGB/MGC line. This information is obtained online at “The MG Owners Club.”

Now we get to the Old Octagons. Here is where it becomes somewhat convoluted. It may sound simple at first

but stand by and I’ll try to do the best that I can. First off there are the pre-war MG’s listing 25 different types which include the Triple M vehicles. The Triple- M Register is a part of the M.G. Car Club, one of the largest and longest established one-make car clubs in the world. The name derives from the ohc-engined MG Midget, Magna and Magnette cars built from 1929 to 1936 –



1939 MG TB



hence ‘Triple-M’. In the pre-war listings, there are also these types of the cars: We have the Tourers, Saloons, Saloonettes, Continental Coupes and the MG R type (*Ed. note: along with the Q type and K3 racers, Airline Coupes, and many more variations on these themes. Plus the magnificent pre-war large saloons of the SA, VA, and WA models*). I am off to a good start, I think. Now we get to the post war Saloons of which there are 19 types. They have names like, YA Saloon, YT Tourer, ZB Varitone, Metro, Maestro, Maestro Turbo, Montego, MGZR 105, MG Express Van and finally the ZT & ZTT series. (*Ed. note: along with the MG 1100/1300 and the post-war Mark 3 and 4 Magnettes*). Whew, I was almost out of breath on that one





and I haven't even got to the "T" series. They are next and the most common of the vintage MG's you see on the road.

The MG "T" series cars were built from 1936 to 1955. The series included the TA, TB, TC, TD and the TF. MG built approximately 52,643 "T" series cars during this period. The least produced was the MG TB with only 379 units produced because the factory switched to WWII production. The largest number of "T" series cars built were the TD's of which 29,664 units were built and 20,007 were exported to the United



States. The TD was probably the start of our love for MG's. What we liked was the comfort of better seats, more engine power, better handling which lead to a lot of TD's being used for racing on local circuits during the 1950's.


The MG TF, despite its poor reception by the motoring public, is regarded as perhaps the most attractive of all the MG "T" series. It heralded the end of the production of the square rigger MG's and the XPAG series of motors, which in one form or another had been in production since 1936. They are not easily found and if you do find one, be prepared to open your wallet.

That's about it from me. So, before you get your pitchforks, tar & feathers, give me a little credit for trying to unwind the mysteries of the Old Octagons."

Tim Macsay, editor Hoosier MG eNewsletter




Poetry in motion! Soar into a new world of your own in the MGA '1600'. There's nothing quite like the way its swift new horses level the hills and the way it steps through tight bends with cat-like precision. And there's a gratifying feel of solid safety when its new disc brakes take command. No matter what you've been driving—no matter what it cost—you owe it to yourself to test-drive the new MGA '1600'. Call your BMC dealer and name the date today! And...ask him to tell you about the full 12 months' factory warranty.

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Mark Michalak's Grandson Shows 'Gramps' How To Properly Install A Wing Mirror On The MGA-
(See Article On Pages 8-9)

Be sure to send in your pictures today with a brief (or long) story of your grandkids with grandma or grandpa for your very own feature display in an upcoming issue of the Michigan Rowdies "A-Antics" Newsletter! Don't delay, Do it today!