



A-Antics



Why Are These Ladies
Smiling? See Page 9

Camp Dearborn Meet
Drive Your MG Day
Judson Supercharger
Tales Of An MG Addict



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: 49 Active and Paid-Up Members

Deadline for submitting material for the next issue is: August 20, 2019

Letters

Interesting Riley Facts



Unbeknownst to many an automobile enthusiast is the fact that Riley Saloon cars make excellent tow vehicles for your caravan when it is time to head out for the West Coast and another "Surfin' Dude" vacation. Here is another satisfied Riley owner taking his lovely family for a vacation trip to a seaside ocean spot!

Sir Algernon BlueBottom

Door Mirrors



Several people have asked about the clamp-on rear view mirrors that I added to my A. I bought them off eBay from Speedway Motors. They have a large selection at:

[https://www.speedwaymotors.com/Search?](https://www.speedwaymotors.com/Search?query=door+mirrors)

[query=door+mirrors](https://www.speedwaymotors.com/Search?query=door+mirrors)

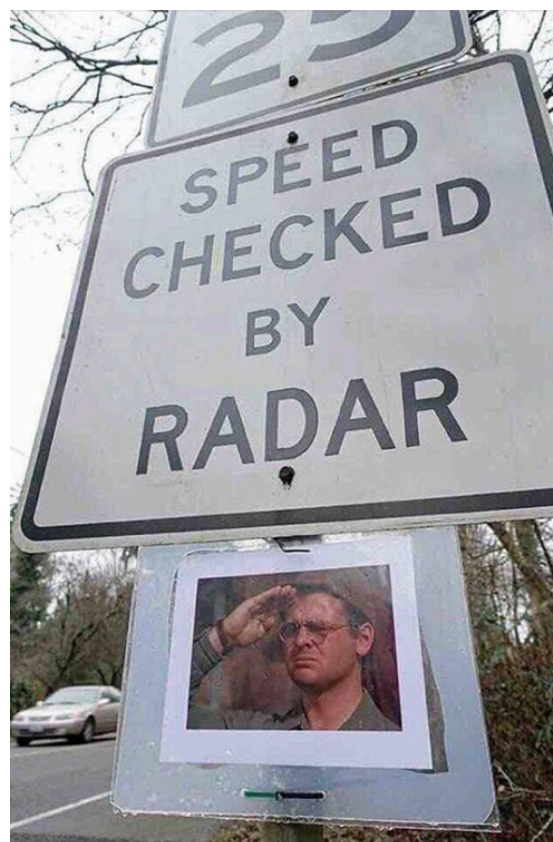
For those who were at the Inverness Inn on Drive Your MG Day, and saw my right mirror fall off, the problem was

simply that I hadn't tightened the mirror adjustment screw sufficiently, and it fell off. The clamps to the doors seem to be holding well after I modified them to fit the door edge better and replaced the set screws with hex head bolts.

Chairman Bill

Beware!

Dave Quinn sends in a word of warning for us all as we take our MGAs out on the highways and byways.



Cars and Coffee

MG Friends

Friend Tom Garvale and I attended the first **LaFontaine Auto Group** event of the year on May 11, 2019. The day was cool & cloudy, but dry. The turnout of cars was in the hundreds. I only saw a few Cars from the 1920's thru 40's. Nice assortment of Muscle cars and nice Kit Cobra and even a Chevy powered Cheeta. Most of the field were 80's and up imports, but many with highly modified engines & suspensions/wheel kits.

The best part of the day was talking to folks that graduated from high school from 1960 thru 1969. The memories of Drive in Movies, Drive in Burger joints and cruising Woodward were GREAT. Our experiences were very similar, even though I cruised in Lansing and Owosso, Mich in a Triumph TR-3 and also a 1963 Fuelie Vette, both owned by my BFF Terry Schmuecker. We still talk about how the 327 scared the heck out of us.

The Show only runs from 8:30 to 11:30 AM, so if you want to stroll the show and talk to folks, get there EARLY. The next two dates are June 8th and July 13th. The traffic arrives at South Boulevard from NB and SB Woodward (Michigan M1). By 8:00 am there are dozens of cars on Woodward making the turn. Tom and I came in from Eastbound South Boulevard and encountered no traffic at all. I suggest that you drive a daily driver and park in the free Spectator Lot on the South side of South Boulevard, directly across from the M1 entrance. It is not well marked, but if you get to the McDonalds on the SW corner of Woodward & South, you have gone too far. Due to the heavy traffic, it is difficult to double back. Locals may remember this property as the GM Plant site that made the S-10 pickup truck. You may use 394 Howland Ave, Pontiac 48341 in your Garmin to get to the parking lot from the west. Once parked, it is about a 5 minute walk to the show.

As this is a free show with free parking, it is a great deal. LaFontaine also has free coffee and Donuts, and the line to get those is reasonable. The LaFontaine staff are car buffs and interesting to meet. They have a Tent setup with some cool handouts too. There are also some vendors with regalia too. Enjoy the show! And remember, these are **free events!**

Dave Smith



About **M1 Concourse**. . .

We are kicking off the 2019 Cars and Coffee season on Saturday May 11th at 8:30AM.

M1 Concourse is an 87-acre playground for auto enthusiasts that includes a secure community of 250+ Private Garages and a state-of-the-art 1.5-mile Performance Track with its own private Motorsports

Club. M1 is a place where enthusiasts can keep, show and exercise their vehicles in the company of other enthusiasts and enjoy unforgettable experiences in a social setting unavailable to people who keep their cars at home or in a traditional storage facility.

Plans for the development also include an open-air experiential walkable village of auto-focused retail businesses with year-round entertainment programming open to the public, including car shows, concerts, celebrity speakers, product demonstrations and more.

In short, M1 Concourse will become the epicenter of all things automotive in metro Detroit and provide the largest concentration of auto enthusiasts in the world a venue to enjoy their passion with friends and family.

M1 CONCOURSE CARS & COFFEE
SCHEDULE

SATURDAY, JULY 13
SATURDAY, SEPT. 14
SATURDAY, OCT. 12

May The Force Be With You

Previously undiscovered files from the MG car factory in Abingdon have recently come to light showing a prototype for future production of a modified MGA. This car was to have been built on a scaled down version of the British Hovercraft design and would be able to hover 8-12" off the ground, thereby reducing production costs by eliminating the 4 tires and wheels. Here we see Luke and Leia from *Star Wars* posing for one of the publicity shots just before the unveiling at the Earl's Court auto show. Unfortunately moments before it was to be introduced a group of *Star Trek* Klingons and Romulans were able to enter the building and teleport the vehicle to Kronos, after which it was never seen again.

Hans Solo



Camp Dearborn Spring Meet

The Rowdies came out in force! It was like a GT, there were MGAs all over the car park! The Windsor/Detroit MG Club provided quite a picnic spread with chicken, salads, desserts and really good cookies! They are a top notch club!

The forecast was for clearing skies and temps in the low 70's. This convinced your intrepid reporter, and Meets Meister-Master, to spend an hour trying to remember how to dismantle and fold away his soft top, jump into his MGA in his summer togs, and zip along to the Camp a little over half an hour away. Arriving at the destination found that the fingers were frozen in a death grip to the wheel because it was only 54 degrees!! Spent the first half hour shaking. This is the price one must pay to be seen as one of the true "sports".



The weather did later produce sunshine and those warmer temps so the ride home



was pleasant.

The owner of the silver MGA Coupe (formerly owned by Mike Goeddeke) was accosted separately by me, Chairman Bill and several other Rowdies, to become one of our number. He is a WDMGC member. I believe he was convinced by the plethora of our rational arguments! Who wouldn't be?! It is known that Rowdies Rule!



The Rowdies in attendance were John Alexander, Bill and Mary Ellen Weakley, Justin and Lori Mero, Philip Wiltshire, Curt and Stephanie Smith, Dave and Donna Quinn, Steve Holliday and Tom Fant.

Showing their mettle in the face of near winter-like conditions in the morning commute with top off were John, Justin and Lori, Bill and Mary Ellen, Dave and Donna. Obviously, they were not afraid of Pneumonia and possibly, they are one brick short of a load.



Looking forward to Summer!

Nanook of the North

A.K.A. **John Alexander**



Pictures by John Alexander

Rowdie Glider Meet

3 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 date is 10 August)**

ROWDIES 2019 CALENDAR OF EVENTS

June

- 23-26 NAMGBR - MG 2019
Great Wolf Lodge
Traverse City, MI
- 30 Michiana Brits 31st Annual British Car Show
Campus of Saint Mary's College 10am-3pm
Notre Dame, IN MGA is featured Marque
Michiana Brits British Car Enthusiasts Club

July

- 7 Mad Dogs & Englishmen
Gilmore Museum Hickory Corners, MI
Host: Bruce Nichols (269) 273-3118
- 10-14 GT-44 Dubuque, IA
NAMGAR GT-44
- 12 Rolling Sculpture Car Show
Main Downtown Streets Ann Arbor, MI
\$20 Registration Fee 2-10pm Flyer to follow
- 27 Waterford Hills Racetrack Vintage Race
Weekend MG Vintage Racers
Host: Dave Quinn (517) 945-1267

August

- 3 Glider Rides - \$80 for a 30 min glider ride
Group Drive is TBD **Alternate Weather Date August 10.** Bring picnic lunch to enjoy at
Soaring club field. Adrian Soaring Club
Host: Larry & Mitzi Pittman
- 11 Alden Classic Sports Car Show Alden, MI
9am-4pm Awards at 3pm
Driving Tour of Torch Lake & Dinner on Sat
Twin Bay British Car Club
- 17 Rowdie Birthday Party-Ken & Kathy Nelson
3126 Brentwood Dr. SE Grand Rapids, MI
49506 616-957-3158 Arrive 12-1pm

September

- 8 Battle of the Brits - Gathering of the Faithful
Camp Dearborn, Milford, MI
Detroit Triumph Sportscar Club

September (continued)

- 8 Cars on the Green
5221 Church Road, Dixboro, MI
Eastern Edge of Dixboro Villager Green
- 15 Orphan Car Show Riverside Park Ypsilanti, MI
Ypsilanti Automotive Heritage Museum
- 24-27 Put-In-Bay Road Races
Put-In-Bay, OH
Click on website for online or paper registration

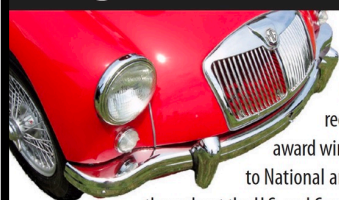
October

- TBD Rowdies Color Tour
Host: Dave & Donna Quinn (517) 945-1267
2929 Wolhaven Ln., Jackson, MI
Date Weather Dependent via email

December

- 1 Rowdie Christmas Party - Chelsea Depot
Chelsea, MI Host: John Alexander & Carolyn
King (734) 665-0682

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.



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

In our last issue, I admitted to buying a 1960 MGA roadster at an estate sale. I finally got it home and have checked it out. It's some good and some bad. The body is very straight with no sign of accident damage.

Apparently, the previous owner put on a new gas tank, stainless exhaust, brakes, 60-spoke wheels and tires.

Unfortunately, the new tires are now 15 years old, and the new flexible brake hoses are completely plugged. I was able to get the Weber carb working, so the engine starts and runs OK as far as I can tell without driving it. The lights, horn and other things seem to work. The interior is mostly trashed. I contacted the NAMGAR Registrar and learned some of the history on the car.

I haven't decided what to do with it. I think it would make an excellent candidate for a complete restoration. It could be put into use with minimal work and expense, but it would be rough and not very impressive. So if I find someone this summer who wants a project, I could be persuaded to pass it on. If not, I will shove it to the back of the garage for a year with the intent to do the full restoration myself.

I had an interesting experience today, Father's Day, attending the Eyes on Design car show at the Edsel and Eleanor Ford Estate. Last fall, I found a note on the windshield of my A. The note writer was selecting cars for the show and asked me to show my car in the "sports cars of the 50s" group. I didn't know anything about the show and didn't know how competitive it was. I offered that I knew of several show winning MGAs that might better represent the marque. But he graciously said he wanted mine.

Anyway, the show included everything from fairly common cars to one-of-a-kind concept cars and several that would probably sell for more than a million dollars. Since the cars were invited to provide a selection of cars in each category, there were no two cars the same make and model.

The winning car in my group was an Arnolt-Bristol, a very deserving car in terms of unique design but odd enough that they never sold many. I didn't see the winners from every group, because the grounds were so wet that they didn't have the winners parade before the reviewing stand, and we spent some of the time just hiding from the rain in our A. It had rained all morning and continued misting the rest of the day. That and the high water in the lake meant the

grounds were pretty water logged. It was very unfortunate. The show would have been especially pleasant if the weather had been decent. The show was super well organized with lots of volunteers and resources, but all pretty soggy.

We did have a chance to tour the mansion, a good example of what people do when they have essentially unlimited funds and they make spending it a full-time occupation. I think it is extremely rare to find a mansion like this, at least in this country, that was lived in by more than one generation of a family. Edsel and Eleanor's children only lived in the house for a handful of years. Edsel died young, then Eleanor bequeathed it to the public on her passing. They spent years creating a home for the ages that was only a family home for a few years.

So now I have to get ready for the trip to Dubuque. Besides working on the car, I need to figure out how to store a week's worth of clothes for two in the trunk of the A, along with some tools and spares. I hope we can travel with some other Rowdies to and from. I would love to go to Elkhart Lake for the vintage races, but that would mean two weeks on the road or a second round trip in a week. It's too bad that NAMGAR couldn't have scheduled the GT immediately before the vintage weekend. I suppose that would not have worked well for some of the vintage racers who helped organize the GT. Anyway, I hope to see many of you in Dubuque.

Chairman Bill





Drive Your MG Day-May 4, 2019 Report



Seventeen Michigan Rowdies hit the roads on Saturday May 4th (drive your MG day) to meet up in Gregory, Michigan for lunch and tire kicking as a warmup for the season. Ken and Kathy Nelson claimed the distance prize for a 250 mile round trip drive. We fit in one impromptu tech session in the parking lot (continued later alongside the road-see below) when Dave Quinn's heater valve spewed forth upon the distributor, but all made it home safe and sound under their own power.

Pictures below of the group at lunch, 7 of our lovely ladies in the group, 3 red MGAs (out of our total of 8 MGAs and one Royal Enfield motorbike), and John Alexander happily showing the water showering down on the MGA distributor (he's smiling because it isn't his car). A great time was had by all!

(PS. The ladies are smiling because they're socializing at another great Rowdie Meetup)

(PPS. See Dave Quinn's tech session story on the following page also) **Ken Nelson**

Pictures by Ken Nelson,
Mary Ellen Weakley



Curt & Dave Q.



Bad Boy Biker
Dave & Da Boyz



Kevin, Donna, Stephanie, & Mark



Justin and Lori Mero



She's 'a broke!



Newlyweds Norma and Kevin Peck
with Chaperrone Dave Quinn



Bill & Mary Ellen, Norma & Kevin



Carolyn King & John Alexander

Roadside Tech Session

Following lunch at the Inverness Inn on Drive Your MG Day, several folks drove to a local Dairy Queen, but after some debate the Quinn's and Smith's decided to follow several other Rowdies to Dexter when the Inverness Inn party broke up. The Rowdies were heading to the Dairy Queen but our plans were to find an offbeat spot with adult beverages. However just a couple miles down the road our plan came to a cough, cough, sputter . . . stop as Dave's heater control valve turned into a small shower onto the distributor below it.

Thankfully Dave's worst fears did not materialize. The water did not fry his year-old Pertronix distributor even though some water did get inside the cap. One thing Dave is generally not short of is repair-supplies. One thing Curt Smith is never short of is "MacGyver-like" extraordinary problem solving.

To divert the flow of water Curt snipped a notch into the end of a spare radiator hose and slid as much as possible over the nine year-old heater control valve. By itself that was not enough. A heavy plastic ex-name tag pouch was placed at the bottom that directed the water inwards toward the engine block and away from the cap. These items were secured using plastic wire ties and a hose clamp.

The trusty MGA fired up and they returned to the Inn to get a couple sheets of aluminum foil. It was the one thing Quinn didn't carry; apparently using it up on previous road kills that were slow cooked under the bonnet for daytime snacks. Curt wrapped the foil around the distributor cap and wires; added insurance should the coolant strike again.

Car ran perfect for 40 miles home. A trip to Dave's used parts bin revealed two heater control valves. Thankfully it was easy to decide which one to use as a replacement – the one identified as good. That's something to keep in mind when storing used parts of questionable condition. Especially important when online reports say new replacement valves are of questionable quality. As we always say, driving an MGA is an adventure - especially when the British design a failure point directly above the distributor! Thanks Curt. **Dave Quinn**

Curt Smith continues: To add to the story we motored down the road to spot a red MGA on the

opposite side of the road. We immediately recognized the occupants as our talented newsletter editor and his lovely wife. THANKFULLY, they were just deciding on their route back to Grand Rapids! It was a great adventure and we were happy to be of service to get the Quinns rolling safely home!

Curt Smith

Ken Nelson finishes the story: Thanks for the writeup Dave and Curt, and glad you made it home OK finally. We meandered around for awhile on back roads-turns out we got a little too far south and had to drive up M-50 and go right by Wolhaven on the way home. A bit too late to stop in, but we had a nice drive. I'm glad to see that you not only picked the "good" heater valve, but an old 'proper' one as well.

Ken

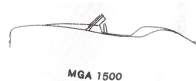


Pictures
by Dave
Quinn

Back By Popular Demand!

Hey Ken, Could you run this in the next Antics? The shop we used to get our Rowdie T-Shirts from closed, but I found a supplier that can do heat transfers. This company is called Arrow Printing, and is very close to us. The heat transfer process is what is used to put “Michigan Rowdies” on the sleeve, and the car silhouette on the front of the shirt.

Bruce Mann



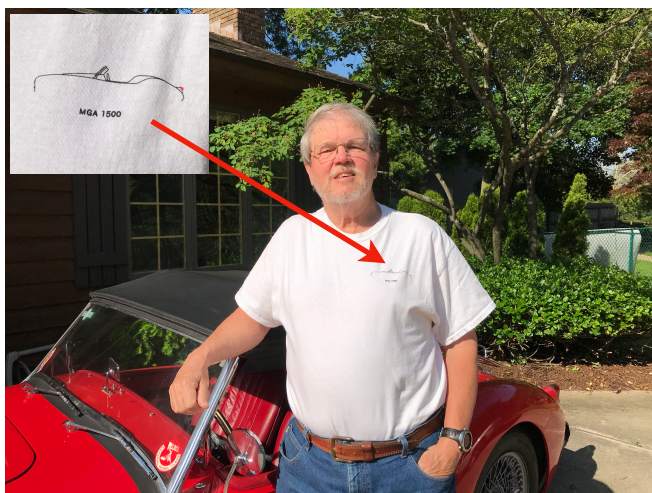
Their prices are very reasonable and they will do the “Michigan Rowdies” on the sleeve and the car image on the left front of the shirt. The cost to members is \$15.00 tax, title, and out the door.

If any one is interested please email me (**Bruce Mann**) (bwmann@att.net) and I will consolidate the orders and place them once we have enough interested parties.

The amount of inventory we have on the heat transfers is:

Rowdies White “Michigan Rowdies” (50), Rowdies Black “Michigan Rowdies” (29), White Car 1500 (13), Black Car 1500(3), White Car 1600 (13), Black Car 1600 (9), Mk2 Black Car (12), Mk 2 White Car (21). They can be different color shirts, blue, black, white, yellow, on and on. There are pics on the regalia part of our web site (<https://www.mg-cars.org.uk/michiganrowdies/regalia.htm>).

Members would choose shirt color and size and transfers from the list of remaining ones and order through Bruce as above. And we would sell them with the transfer on the front of shirt and the sleeve for \$15. No tax. I would bring to next meet unless they want to pay for shipping. Easy peasy!



Confessions of an MG Addict

My first contact with MG cars was 1957 when my brother bought a new MGA 1500 roadster in Lansing Michigan. The intoxicating smell of the leather interior and the beautiful body lines made a deep impression. My first MG was a 1952 TD purchased in 1970. It was a fun car and searching for bits led me to an original owner 1959 MGA roadster that had a duff engine. It was fitted with a fresh engine and provided over 50,000 miles of fun for the Smith Family as members of NAMGAR and the Michigan Chapter of NAMGAR.

In 1989, Chari and I were in Wisconsin in our MGA,



when we saw an advertisement for a vintage road race at Road America track. We decided to attend and met Joe and Bridget Tierno in the paddock with their beautiful BRG MGA 1500 # 29. I later

contacted Joe with some thoughts on the car's performance. One thing lead to another and later I became the crew chief. In that role for 6 years I learned a great deal on how to make an MGA race reliable and quite quick. Racing at Watkins Glen, Road America. Mid Ohio and Road Atlanta were lots of fun and we were quite competitive with the other cars in SVRA Group 3f.

In September 1996 We built our own racer as #49, using a 1962 MGA Mk II roadster. It was a frame up construction with many hours of donated time and skill from the members of the Michigan Rowdies Chapter of NAMGAR to install the roll bar, race suspension, a close ratio transmission. We also built 4 different ratio positraction rear axles for the different length tracks. The final piece was a Kent Prather 1622 engine with 125 horsepower. The car was completed in 7 months by March 1997. Chari urged me to take a Skip Barber drivers school at Lime Rock Park. The Barber cars were open wheel with Dodge Neon engines. They were quite potent and in the graduation race, I lapped LRP at 1.11 Having been a Michigan

State Police Trooper, I was used to triple digit speeds anyway. We named our team "Rowdie Racing" after the Michigan club that helped with car design and construction.

"Rowdie Racing" first race was an SVRA event at Road America on 5-19-1997. Rowdie Mark Barnhart volunteered to be the Rowdie Racing crew chief and on this occasion and every other race for 20 years. I was required to take the SVRA rookie school at the track. My first race only hours later was sponsored by Victoria British company. Ten seconds after the drop of the green flag, I learned ALL about being ready to go as 3 cars passed me going into turn One. I soon got up to speed and had a respectable finish. When the Sunday feature race occurred, I was somewhat more confident in the car and finished first in class by passing an Austin Healy 100-6 and some other great cars with my rookie stripe on the back of the car.

Fast forward to 9-8-2016 I took the checkered flag at the end of the Sunday feature race at Watkins Glen to complete 20 seasons of Vintage racing in our MGA. Amazingly not one "shunt" in that career, but many close calls. There were many great memories of competitive races with other MGA, MGB, T Series, Midgets, Triumph TR3, Porsche, Daimler and even Corvettes. The

List of racers met, such as Stirling Moss, Dan Gurney, Roger Penske, Brian Redman, Michael Andretti, Dale Earnhart Jr,



and others was priceless. Awards of significance were the Collier Cup, and Twice with the Bucher-Decker Cup at Watkins Glen. The SVRA Group 3 Championship in 1997 at Road Atlanta. In that year we were doing very well in Group 3f, so SVRA moved us into Group 3e against Porsche 356, but we still won the championship, and represented Jake's Stable with pride.

My proudest moment was induction into Jake's Stable in 1997. The stable began in 1956 in Binghamton NY by Spanky Smith. It was created to poke fun at

NART, the N. America Ferrari Team. It's prancing Jackass logo had a strong resemblance to Ferrari's Prancing Horse. However, the stable soon had a more serious side as the original 12 drivers later won six National Driver championship's.



Membership in the stable is by invitation which is extended with support from the remaining drivers. Only stable members can put the Prancing Jackass logo on their race car. Of all the insignia on the car, this one means the most to me.

Away from the race track, I have always been supportive of the Michigan Rowdies and served as the Chairman and meets chairman. In NAMGAR I served as the Vice Chairman and later the Chairman. In that position and in cooperation with the Other MG registers, Including Tom Boscarino's MGC register, we chartered the N.A MG Council of Registers in Ohio, and I served as it's First Chairman. The MG council was created to improve communications between the MG registers and as a vehicle for the all MG convention each five years. Chari and I are also members of two Lansing area

British car clubs and attend as many local meets as possible. I am also a member of the MG Vintage Racer group and serve as the technical editor.

Recently I learned that a 1969 MGC in a nearby town was on property that had been sold. Using my police training, I was able to find the brother of the car's original owner and buy it under a bill of sale. Michigan does have a program for vintage cars to be issued a title after a police investigation and inspection. During this process, Dave and Lois Gribler made an original MGC engine available. What a great thing to do. Now having a titled car and a replacement engine, I realized the task was only beginning, I knew that support from other MGC owners for technical advice and finding other obscure parts was necessary. Bill Weakley sent me the membership application and I quickly joined. Reading my first C Notes was informative and lots of fun.

Chari and I plan on attending the Dubuque MG event held on July 10th thru 14th 2019. We look forward to meeting as many MGC owners as possible.

Dave Smith



From Texas MG Register



Mad Dogs & Englishmen

Host: Bruce Nichols

269-718-9329 or 269-273-3118

bruce_nichols09@comcast.net



This meet takes place at the Gilmore Car Museum at Hickory Corners, MI., north east of Kalamazoo. The Gilmore Museum is rated as one of the top five car museums in the U.S. With a number of buildings filled with cars of all makes.

July 7, 2019 9:00 AM to 3:00 PM

The show draws an eclectic mix of British iron including some one off cars. Judging is by the participants (peoples choice). The meet includes a swap meet, car games, bagpipers and British Tea Time. Awards are announced starting at 3:00 PM. The meet runs from 9:00 AM thru 3:00 PM. I usually get there around 10:00 AM.

If you have never attended this event in the past now is your opportunity. This has always been on event that I do not miss. Our club will have an area set aside for us to congregate in, just off from the show field. Yes there is shade and there are food vendors on site.

You can register at the gate or at the web site below. It is \$25.00 to show a car or \$14.00 for a spectator.

For more info go to: maddogsandenglishmen.org or gilmorecarmuseum.org



I know GT 44 is only a few days after this. Those not planning on going to the GT this is an opportunity to see many Mg's.

Join the Rowdies at the Waterford Hills Vintage Races July 27th

Waterford Hills is celebrating its 60th year of wheel to wheel racing at this very challenging 1.5-mile road course July 27-28, 2019 on a newly paved racetrack!

MG Vintage Racers are Invited

Waterford weekend follows the MG Vintage Racers focus event at Road America at Elkhart Lake on July 18-21. I want to give a shout out to any MGVR's wishing to extend their mid-west visit and fun.

Full details and registration: <http://www.waterfordhills.com/vintage.html>



Racers Registration

The early entry list of various racers at this writing (April) include '60 Lotus Seven, '61 Sprite, '62 Lotus Seven, '64 MG B, '64 Austin Mini, '65 MG Midget, '65 Volvo 122S, '70 Porsche 914, '70 Lotus 4, '70 Titan Mk6, '72 Porsche 914, '73 MG Midget, and '73 Corvette.

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 and good elevation changes. **Most Rowdies arrive about noon on Saturday.** For those who can't make it, Sunday, the July 28th, is an option, as it is a two day event.

Friday Evening Fish Fry Offer to Rowdies & Racers

At the on-site Oakland County Sportsman clubhouse enjoy a GREAT all you can eat fish fry from 5:30 pm until 8:00 pm. Fried or baked wild caught North Atlantic cod fish and fried chicken, roll, corn bread, hot veggie, fries, coleslaw. Adults \$9; 62+ \$8.50. Carry out available. Full service bar.

Michigan Rowdies Car Corral

The Rowdies have our own roped off parking area to the left of the viewing stands at TURN 6. This is at the end of the long back straight. Upon paying at the main entry follow the dirt road to the 'right'. Go down a short hill, past the race drivers track entry on the left, and continue up a short hill. Approaching hilltop you will see restrooms on the right and Turn 6 viewing stands on the left. You can't miss the Rowdies sign. Turn 6 viewing provides the best viewing of the entire track - see 80% of the entire track action with the best often just a few feet in front of you!

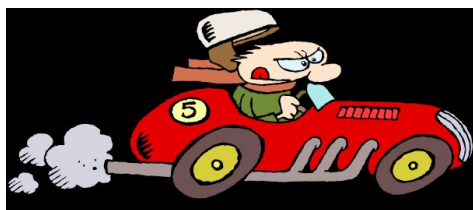
Food & Beverages

Excellent track food and beer is sold at Turn 6 and the main viewing hill to the left of the main entrance. It offers a little wider selection. You may bring your own food and beverages if you prefer. If you bring your own beer keeping it 'low key' as they discourage beer in the stands.



Saturday Evening Offer to Rowdies & Racers

Dave Smith has offered to bring his motorhome to the Waterford's RV Park that is walking distance from Turn 6. In the past his Saturday evening meal usually has 20 or so racers, former racers, and want-to-be racers. Very casual and tons of history BS!



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SATURDAY AUGUST 17TH

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Cash for the Auction. The Club will provide meat 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.**

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Tech Tips From Bruce Mann

I painted my tonneau cover and a couple of other parts on my 1600 using SEM paint that I had color matched and put in a rattle can. Bought SEM soap, with Scotch Brite grey, ultra fine. Scrubbed it with the soap and SB and wiped with a clean wet towel. Let dry. Then used SEM vinyl and leather prep, sprayed on and wiped off in one direction. Let dry and sprayed with the SEM paint that I had made. Three or four coats, light coats. Let 'er dry and bingo....It holds up nice. I did it before 7 years ago. Same tonneau. The paint is about 35 dollars a pint, the soap is \$10, the prep is \$10, and the Scotch Brite \$1.50. Mixing the paint for the rattle can about \$10. So for less than about \$65 or so total...So the cost is less than a new one. You can do side panels, rails, virtually anything with good lasting results.



I also had trouble getting the pushrods for the brake and clutch to fit into the tops of the brake and clutch pedals when replacing the brake/clutch rods with the master cylinder bolted in place in the car. The forks cannot be screwed in enough to shorten them so they can drop over the top of the pedals to put in the clevis pins. Barney in MG Guru solved the problem saying:

"Begin by loosening the two master cylinder mounting bolts. Then remove the two pushrods. *This may require*

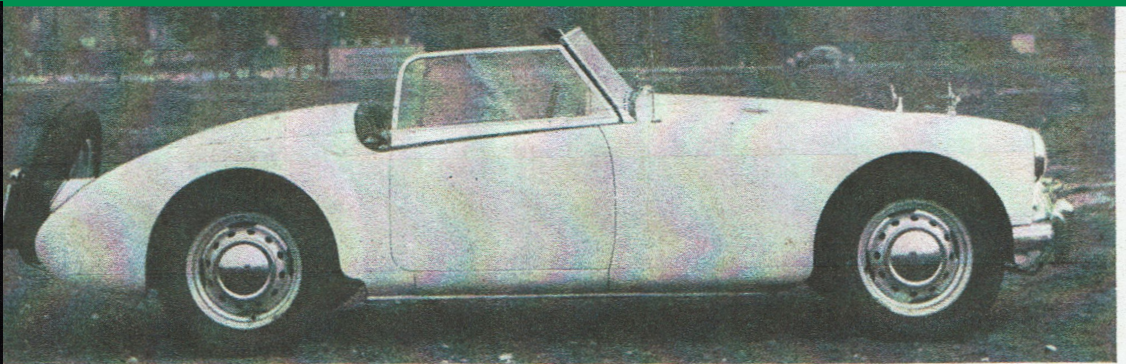
*removing the front mounting bolt to raise the
front of the master cylinder slightly so the
pushrod clevises can clear the pedal tops."*

Once that is done put the clevis pins in place and then replace the master cylinder mounting bolts and tighten everything down and, as the Brits would say, "Bob's Your Uncle"!

Bruce Mann



Judson Supercharger-Road & Track May '58



"Continental" kit nullified performance benefit gained by blower installation.

TEST

MG-JUDSON

FOR NEARLY 10 years we have been taking the attitude that the performance of a given sports car must be evaluated with due allowance for its engine size. The only trouble is that everyone seems to want more. The MG is a perfect example: no sooner had they come out with the "A," offering truly competitive performance for a 1.5-liter car, when along came our readers asking for more. Personally, we feel that 0 to 60 in 14.2 seconds and a top speed of 97-100 honest mph (which the stock MG-A does) should satisfy anyone.

The truth is that although sports cars are gradually becoming accepted for what they are (maximum performers for a given class), there are still many people new to the sport who do not understand. Inevitably, since the MG is the lowest-priced sports car, it becomes susceptible to the wiles of the sorcerer, in this case Judson of Conshohocken, Pa.

Judson say that their supercharger offers 50% more power. Though the car does indeed take on a new character, the truth is closer to 25%. However, even that much of a boost is well worthwhile, as shown by the tabulation which appears in the next column.

This order of improvement, plus a comparison of other

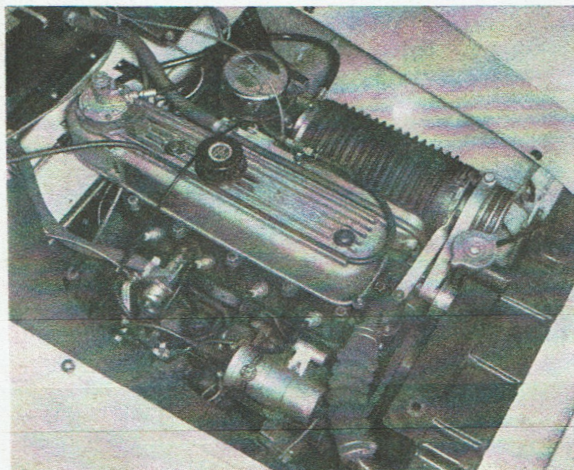
data, indicates that the Judson supercharger gives the MG a very close equivalent to 25% more torque and boosts the peak horsepower from 72 to 90, and no more. But the point is that performance is improved as if the 1.5-liter MG engine were enlarged to 1.9 liters.

	stock	Judson
0-30 mph	4.5	3.8
0-60 mph	14.2	12.5
0-80 mph	29.0	25.0
Standing start		
1/4 mile	19.6	18.1

So, the advantages of a Judson supercharger are stated factually in terms of performance gain—what are the disadvantages? In the first place, supercharging is a matter of degree. It can give fabulous power gains by using plenty of boost, but it is high boost pressures which have given supercharging a bad name. The Judson MG kit is designed to give modest manifold pressures of about 5.5 pounds per square inch maximum.

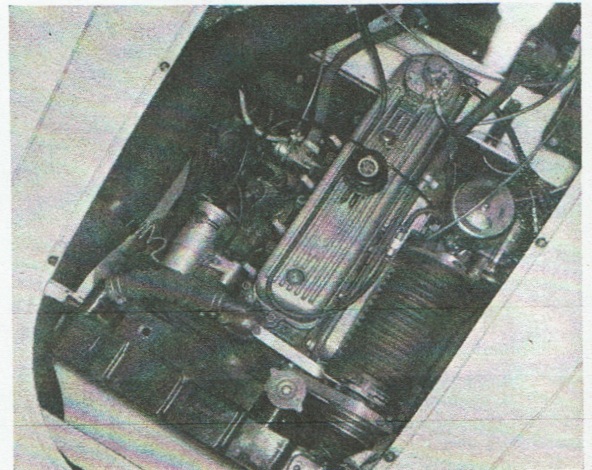
Then we must consider the fundamental principles involved. Judson superchargers are the vane type, which means positive displacement. This type of supercharger gives its performance gain at all speeds, which is impor-

No alteration of panel was necessary to install blower.



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Kit contains everything needed for owner installation.



PHOTOGRAPHY: POOLE

ROAD & TRACK, MAY, 1958

tant. The disadvantage of vane-type superchargers has always been the rubbing friction of the vanes. Here, Judson have shown excellent engineering know-how by mixing good common sense with the very latest techniques. The Judson's vanes are at an angle (not radial), so that the centrifugal forces are virtually, but not quite, cancelled. Additionally, the vanes (or blades) are made from a laminated plastic material which weighs half as much as aluminum and which is dimensionally stable at all temperatures from 50° below zero to 300° F. Similar vanes are used commercially by Ingersoll-Rand (portable air compressor) and Thor Power Tool (air-powered grinder). A small amount of lubricant is used (about one quart per 1000 miles) but the exact amount is not at all critical. For this purpose, Judson supplies with the kit an aluminum rocker arm cover which incorporates a metering valve,

the best boost in go for the least in dough

readily adjustable to give one drop of oil every 4 to 6 seconds at idle. Incidentally, the lubricant is SAE 10, or Marvel Mystery oil. Judson warns, "Do not use any other type or brand of upper cylinder lubricant, as most top oils are primarily a cleaner and not a lubricant." To which we can only add "Amen."

Insofar as the driver's job is concerned, there is absolutely no difference in any way. We did encounter some clutch slip after five consecutive "all-out" standing starts. For the flat-out, always-on-the-floor type of driver, the special competition clutch is necessary. But we honestly feel that most MG owners will not need, or want, the heavy-duty clutch.

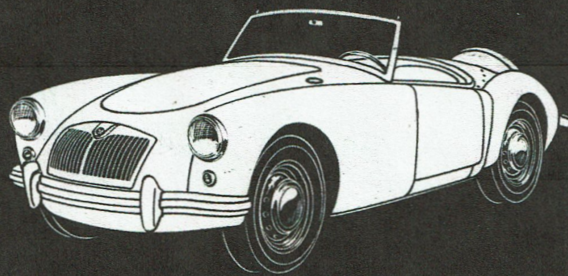
The engine itself sounds no different when supercharged. Peak bearing loads are actually decreased, because the higher combustion pressure opposes the inertia forces which tend literally to throw the piston up into the cylinder head. Occasionally there is a faint noise (a sort of clatter) from the vanes. This is normal and no cause for concern.

The car tested is the property of Bill Corey, who writes our monthly "Tune-Up Clinic." It received no special tuning at his shop and is, according to its owner, not so good a performer as some other examples which have received the same treatment. Judson recommends that a Bendix fuel pump be used for speeds over 90 mph, and we discovered this to be good advice. The test car starts to run out of fuel at about 95 mph, and we were not able to get a true timed speed better than 97.8 mph (one way). However, this run was with top down and with the continental kit shown. The latter item may not seem important, but we ran parallel tests for drag losses on the Tech Ed's MG-A and got the following data with the Tapley meter at 60 mph:

	stock	test car
Test weight, ton	1.080	1.195
Calculated rolling resistance	20	22
Tapley drag, top and curtains up, lb/ton	90	—
Same, lb force	97	—
Tapley drag, top down, lb/ton	100	107
Same, lb force	108	127
Net air drag, top down, lb force	88	105

From this it is obvious that the continental kit makes for considerable extra air drag and has a marked effect on the
(continued on page 57)

ROAD & TRACK ROAD TEST NO. 166



MG-JUDSON

SPECIFICATIONS

Price (kit only)	\$260
Wheelbase, in.	94.0
Tread, f/r	47.4/48.8
Tire size, mm.	165-380
Curb weight, lb.	2110
distribution, %	52/48
Test weight	2390
Engine	4 cyl, ohv
Bore & stroke	2.875 x 3.5
Displacement, cu in.	90.8
cu cm	1489
Compression ratio	8.30
Horsepower (est.)	90
peaking speed	5500
equivalent mph	97.1
Torque, lb-ft (est.)	55
peaking speed	3500
equivalent mph	61.8
Gear ratios, overall	
4th	4.30
3rd	5.91
2nd	9.52
1st	15.6

PERFORMANCE, Mph

Top speed (est.)	105
best run (top down)	97.8
3rd (6000)	77
2nd (6000)	48
1st (6000)	29

Mileage range 20/28 mpg

ACCELERATION, Sec.

0-30 mph	3.8
0-40 mph	5.5
0-50 mph	8.6
0-60 mph	12.5
0-70 mph	17.5
0-80 mph	25.0
0-90 mph	36.0
Standing start 1/4 mile	18.1

TAPLEY DATA, Lb/ton

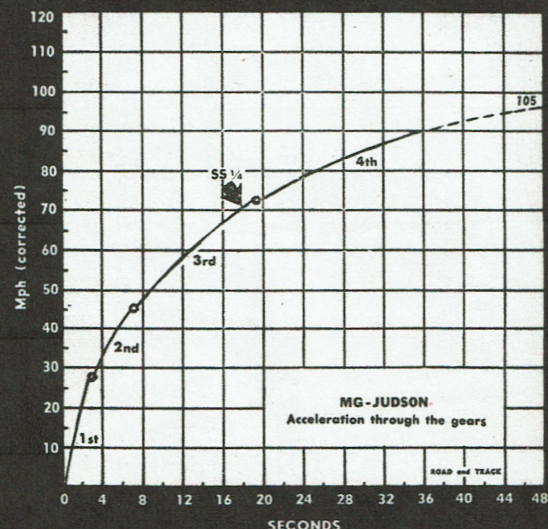
4th	185 @ 55 mph
3rd	290 @ 45 mph
Total drag at 60 mph, 127 lb	
(with top down, as shown)	

SPEEDOMETER ERROR

Indicated	Actual
30 mph	30.4
40 mph	40.0
50 mph	50.0
60 mph	60.0
70 mph	70.0
80 mph	80.2
90 mph	90.4

CALCULATED DATA

Lb/hp (test wt)	25.6
Cu ft/ton mile	74.8
Engine revs/mile	3400
Piston travel, ft/mile	1985
Mph @ 2500 ft/min.	75.5



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MG-JUDSON ROAD TEST*(continued from page 21)*

timed top speed. However, stock MG trunk space is almost a joke and the continental kit is certainly a useful accessory, even if it does take a supercharger to bring back the original top-speed capability. Actually the supercharger makes an MG with continental kit and top down about as fast as a stock machine with the top up and side curtains in place. Accordingly we rate the true top

speed of the supercharged roadster as 105 mph; the coupe, with its radiused windshield, might be able to touch 110 mph when well tuned and equipped with a Bendix fuel pump. According to a power-required curve supplied us by the MG company, a speed of 98 mph requires exactly 68 bhp.

A few calculations with the aid of a slide rule show that a speed of 110 mph would require 90 bhp.

The biggest change noted on first driving this car is the improved high-gear flexibility. This was borne out by the Tapley meter, which shows nearly 25% better pulling power (torque) in the gears. Grades which formerly required 3rd gear can now be climbed rapidly in high, although this is not saying that high gear supercharged is as good as 3rd gear unsupercharged. Incidentally the speedometer error was virtually nil because Corey has substituted 165 x 380 mm. Michelin tires which turn 792 revs per mile, as compared to the standard equipment 5.60 x 15's which give 810 revs per mile. This change actually reduces the high-gear ability: the net result is just as if a 4.21 axle ratio were being used.

Fuel consumption suffers surprisingly little in normal driving. Under quite variable conditions we got 26 mpg consistently. However, during the test the extra horsepower used more fuel—we got 19 mpg. We might also mention that this car was 90 pounds heavier than a purely stock MG-A because of various accessories and undercoating.

The price of the Judson kit as given in the data panel includes a properly calibrated carburetor (Holley) and a special exhaust manifold, as well as all necessary small parts. Installation would take an owner about five hours with the manufacturer's very explicit instructions. The flat rate for installation at Bill Corey's shop is \$35.00, but this includes a dynamometer tune-up.

If you like your MG-A but want more go, this is the answer.



ALDEN CLASSIC SPORTS CAR SHOW

Sunday, August 11th, 2019

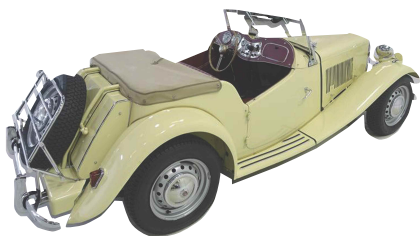
The 19th annual Alden Classic Sports Car Show will be held on Sunday, August 11th, 2019. Sponsored by the Twin Bay British Car Club, the show features cars from all over the world - no hot rods, motorcycles, trucks, muscle cars or replicas, just sports cars. Vehicles from Great Britain, Germany, Italy, France, Japan and the USA have all attended in the past. Last year we featured 119 entries in the quaint Antrim County resort village of Alden, Michigan, 25 miles northeast of Traverse City. Scenic Alden offers shopping and dining with a wonderful, supportive group of merchants who provide door prizes to lucky entrants.



Lodging is complemented in the region with wineries, tasting rooms, casinos, breweries and hundreds of miles of great touring roads. A tour of the Torch Lake area is offered on Saturday, August 10th for show participants with a dinner following at a local restaurant. The tour highlights the region's lakes, rivers, rolling hills and scenery that will provide a memorable experience. The route is on all paved roads and mostly, if not entirely, beautiful county byways that capture the essence of a peaceful and bucolic setting. The tour will conclude in Central Lake where we will enjoy a wonderful dinner at the Blue Pelican. The main event is held the next day on August 11th.



Valve cover racing is also part of our unique and friendly show, with trophies being awarded to the fastest racer. Clubs throughout the region offer challenges each year to the racers and there is no fee to enter this contest.



There will be a new feature to the show this year, a car photo identification contest. Brush up on your knowledge of various makes and models to distinguish yourself as a sports car aficionado. Nothing arcane or exotic, just cars you'll see at any of our shows.

This year there will not be a specific make or model of vehicle that will serve as the marque for the event, so all entries will be special in their own unique way.

Awards are presented on Sunday in several categories to entrants in all classes. Show times will be 9 a.m. to 3 p.m. with awards presented at 2 p.m.

Please join us in Alden on Saturday, August 10th for the tour beginning at the beautifully restored Train Depot at 3:30 p.m. and Sunday, August 11th for the Car Show beginning at 9 a.m.

If you have any questions, please contact the following:

Dan Rogalny, Show Chairman

drogalny3@charter.net

Alan Ashworth, TBCC President

tbbccpresident@gmail.com



For more information, find us on Facebook as the Alden Classic Sports Car Show or at www.twinbaybrits.com

Registration forms for the 2019 Alden Car Show will be posted to our website www.twinbaybrits.com in May with pre-registration beginning at that time. Sign up early since the first 50 entrants will receive a complementary Car Show tee shirt