



A-Antics



Psst...John, the camera's on your right!

Picture by Mary Ellen Weakley

MGs EX-255

Rowdie Business Meeting

Four Seats For Your MG

The Nuffield Cup



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
2016-	Bill Weakley



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: April 20, 2020

New Members

Welcome! We've had a new member join the Rowdies:

Name: Rick Wiegand

Spouse or Significant Other: Jenness Wiegand

Address: 13301 Lashbrook Ln E
Brighton, MI 48114

Home phone: 248-225-2818

Cell phone: 248-225-2818

Email: rwiegand01@aol.com

Type of MGA: 1961 Roadster

Model: 1600 MKII

Other Cars Owned: 1973 TR6 and 2004 Jaguar XK8

NAMGAR Member? Yes

And a Previous member is returning:

Name: Bill Black

Spouse: Sue Black

Address: 2002 Wayne St
Ann Arbor, MI 48104

Phone: 313-815-8811

Email: billblack48@gmail.com

Type of MGA: 1960 MGA

Letters

MGTD Does 84 MPH!

Here's an interesting short film showing some American MG racing shots, factory shots at Abingdon building MGTD's (spot the Riley's as well), Goldie Gardner breaking records on the German Autobahn, and touring with a TD through France to ski at Chamonix. There are dashboard shots of a 5.125 rear axle TD doing 84 mph at 5600 rpm-I'm sure that engine was howling! Check it out at: [British Pathe: Safety Fast 1948](#)

Mid-Ohio Vintage Grand Prix

MG Folks,

We discussed a driving event for the Michigan Rowdies at the Business meeting. One of the locations was **Mid-Ohio Race Vintage Race Weekend**, on June 26-28, 2020 (<https://www.midohio.com/>). There was a fair amount of interest in a 3-4 hour drive on smooth Ohio roads to attend this event. I was talking to Track Officials today and learned the following:

Mid-Ohio has a winter discount on General Admission tickets at this time, but it ends on 2-29-20. The track has free shuttles, and the race viewing is outstanding. Of course you can buy tickets up to the race weekend, but it will be more expensive.

The Mid-Ohio Deck that we discussed earlier is priced at \$100.00 now and after 2-29-20. This is a great bargain with free meals at Lunch and adult beverages until late in the afternoon. Your admission is good on Sat & Sunday & I believe Friday too.

Mid Ohio is setting up a car corral for each British Marque, Triumph, MG etc. The car corral is available to any entrant with General admission tickets. Once in the car corral and registered for the car show, you can drive your MG on the Track. I have raced this track many times, and believe that it is the Most Technical in the US. Only Mosport in Canada is comparable.

Also, the AMGCRA is hosting a mini "C Event of Brutal Aggressives" that weekend for our MGC owners. We hope to have several MGCs in attendance.

The British Sports Car Hall of Fame will also be honoring its 2019 Inductees including Paul Newman (raced a TR 6), Stan "Wacky" Arnolt constructor of the Arnolt-MG, Sir Alec Issigonis, Denise McCluggage journalist & racer, and our own Tom Boscarino (Founder of the American MGC Register). The inductee families have been invited to participate in the recognition ceremony.

Triumph is the featured marque, and will be racing for the 2020 Kastner Cup. There may also be new car introductions, which usually include off track driving and On track (at speed) riding if you are quick enough to sign up.

Dave Smith

Classic Car Weekly Events

Every Sunday during July and August the **Brighton Kiwanis** hosts the **Mill Pond Concert and Classic Cars event**. Main Street is closed beginning at

5:00 pm for classic car parking. The concert, usually featuring a 60's or 70's tribute band, starts at 7:00pm.

Zingerman's Roadhouse (at Stadium & Huron in Ann Arbor) hosts a **Cars and Coffee** the 3rd Monday of every month from 7:30-9:00 am, (*Ed: Way too early for me!*) and **Belleville** has a **Car Show** every Monday from 5-9 pm.

Our Correspondents In Florida

Jeff & Jan Zorn report from Florida that, while they couldn't make it to the Business Meeting in February, they are happy to report: "*Just thought we*



would send this up to you since we had our Rowdies South business meeting today. Nice 40 mile drive in the sun, but a bit cool at only around 50-65° today.

Tomorrow is another ride and supposed to be 74°." Thank you Jeff & Jan for that late breaking news update. We're glad to see you holding up so well. Picture above.

Jeff & Jan

Lil' Red Turns 60

Turns out someone has a Birthday this year. Bruce Mann sends this in:

"Little Red just turned 60! Almost as old as me!"

Bruce Mann



Lil' Red-She doesn't look a day over 40 to me!

For Sale-1960 MGA

Matt Wigent's 1960 MGA

It has an 1800 three main bearing from 1964. The motor was completely rebuilt. I took off the Weber carbs and put in original SU carbs on it. It runs like a dream. Started yesterday after sitting for four months.



Leather seats (Lisa and I rebuilt the interior) Built in a stereo. No antenna but can play MP3s. You can get satellite radio easily. Stainless exhaust. The coil was removed from the generator and it works great. British Racing Green with almost all new chrome. Painting was done over ten years ago and needs freshening. Clutch was replaced. Brakes were finally right after a decade. Emergency brake works. Oil cooler. Fresh mini lites for knock off wheels. It will run for a long time but I want to make someone real happy.

I am asking \$17,500 based on what people have recommended. I am not firm on the price. I want it to go to the right people. I want someone who will appreciate it and take care of it. I do not want some high schooler driving it to school. Underneath the hood is no prize winner but it all runs great. Picture above. I can send others. It won 3rd prize at Battle of the Brits and I did not wash it. It is at my shop in Waterford Michigan and I have a lift so you can look under it. Feel free to call me. I can talk about it all day.

Matthew Wigent

2901 Middlebelt Road
West Bloomfield, MI 48324
(248) 949-3212

For Sale-MGA Parts

For Sale: Item 1: Any one wanting to up grade your MGA to disc brakes I have a complete MGB wire wheel front cross member with all the parts to do the conversion. \$200

Item 2: If you want to convert from disc wheel to spoke wheel set up, I have a pair of MGA wire wheel front hubs and a complete wire wheel MGA rear end. Asking \$200 for the MGA parts.

If you need wire wheels, I have a set of four MGA wire wheels with Kelly Springfield 165 SR tires mounted and balanced. \$200 for the MGA wire wheels with tires.

Delivery on all items available in Michigan for gas money. **Mark Barnhart** cell 810-444-2054

The Demise of the British Sports Car

July 4th is American Independence day. Let us not forget, that is independence from the rule of Great Britain.

It seems a bit ironic that we would fight a war with England to gain our independence and a couple hundred years later some of us would fall in love British cars. We now find ourselves beholden to England for our cars, parts and quirky engineering. Who won that war?

As we all know, sadly there is virtually no British automobile industry remaining. Foreign companies own all the major British marques. Rolls Royce, Bentley, Aston Martin and Mini are all German owned. India's Tata owns Jaguar and Land Rover and Jaguar is rumored to be for sale now. The Chinese own MG. As of 2017 the Chinese company Geely owns 51% of Lotus. The French own Vauxhall. That leaves TVR, Morgan, McLaren, and a hand full of small niche producers to carry the Union Jack.

Does it really matter if the British own the traditional British car companies? It doesn't appear that it does matter. In most cases, the outsiders running the companies have managed to retain all the things we consider British about these marques and yet improve the quality and reliability beyond anything we associate with British cars. That would appear to be a win for everyone.

But, there is a downside to the demise of the British car. It lies at the root of what drew us as collectors to British cars. They were affordable entry into the world of sports cars. Not that the British car industry had a lock on affordable sports cars, the Italians certainly made their claim as well, but the Brits managed to get the elements about right; affordable, easy to maintain, and when properly cared for – nearly bulletproof reliability. I know that sounds wrong, bulletproof reliable and British car in the same sentence, but it is largely true.

Today is where the timeline is heading horribly off in the wrong direction. The next generations of car collectors have no experience with British cars. They didn't see them in dealerships because the affordable mass-market brands all disappeared before any Millennial or Gen Z was born. They only know British cars as relatively expensive, up market, prestige vehicles. With the exception of Aston Martin and McLaren there are few products from these companies that are teenage social media worthy and that is the entry into the collector car world today. If they want an affordable entry-level sports car, new or used, they will be buying a Miata. The best we can hope for, the fan base for the Mini will become some gateway for future British car collectors.

This July 4th while celebrating our independence from British rule, drive your British car in the hopes of sparking some interest amongst the American rebels in the joy of British car motoring.

Jed Rapoport

President

British Car Club, Lehigh Valley (Pa.)

July 2019

ROWDIES 2020 EVENTS

April

- 18 Kimber Meet**-Now the "Celebration of Cecil Kimber & Morris Garage" meet. At Buddy's Pub & Grill. 3048 East Lake Lansing Rd, East Lansing, MI 11:00 am
- 25 Day In The Garage**- Larry Pittman needs a slippery clutch replaced-Fenton, MI- Noon

May

- 2 Drive Your MG Day**-Curt & Stephanie Smith-Location & Time TBA
- 16 Camp Dearborn by WDMGC**
- 23 Classics at the City Club**-Noon-3:00 pm
1830 Washtenaw Ave, Ann Arbor, MI

June

- 1-5 GT-45 Colorado Springs, CO**
- 7 Brits Return to FT. Meigs**
Toledo, OH
- 14 Wings & Wheels** 10 am-4:00 pm-to support Yankee Air Museum at Willow Run Airport
- 20-21 Motor Muster**- Greenfield Village
- 23-26 GOF Central MGTD**-Marshall, MI
- 26-28 Mid-Ohio Vintage Gran Prix Races**
Mid-Ohio Sports Car Course, Lexington, OH
John Alexander
- 28 Michiana Brits Car Show**-10 am-3 pm
St Mary's College, South Bend, IN-across from Notre Dame

July

- 10 Rolling Sculpture**-Ann Arbor-Featuring Vintage British Cars!
- 11-12 Mad Dogs Car Show**-Gilmore Museum, Hickory Corners, MI

August

- 1 Rowdie B'Day Party**-Janice & Lloyd Herring's-7600 Jericho, NE-Rockford, MI
- 9 Alden Car Show**-Alden, MI
- 22 Tom Fant's Fantabulous Beach Party!**-Portage Lake, Pinckney, MI

September

- 6 Battle of the Brits**-Camp Dearborn
- 18 Cars on the Green**-3:00-7:00 pm Friday
Dixboro, MI
- 20 Orphan Car Show**-Ypsilanti, MI
- 29 to Put-In-Bay Races, OH**
- Oct 2**

October

- TBD Rowdie Fall Color Tour**-Dave Quinn
- TBD Colour Tour Weekend North**-Tom Fant

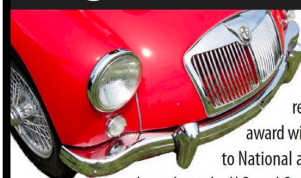
December

- 6 Rowdie Christmas Party**-Chelsea, MI



"OK Dear, I'll Be Right In As Soon As I Finish Monkeying Around With This Carburetor"-submitted by Steve & Diane Mazurek

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.





CHAIRMAN'S CHATTER

by Bill Weakley

February 15, 2020 – We held our annual business meeting today at Kevin Peck's house. Kevin and Norma were gracious hosts for a total of 25 members, providing pulled pork and chili to go with all the goodies that folks brought to share. A summary of the

actual meeting part of the day can be found elsewhere in this issue. Needless to say, there was a lot of catching up with friends and talking about winter car projects.

Speaking of projects, I delivered my MGC to the paint shop three days ago. It was the culmination of six months of work to repair all the rust and strip the seven layers of paint. It was a lot more work than I had planned, especially the amount of rust repairs. But the paint stripping also took more time and effort than expected. At least that part of the job is done. I hope the shop can hide all my work. I am sticking with the metallic brown color for better or worse. It will continue to be unique. An MGC owner on the MG Experience web site told me that there was bronze color used on home market cars. A photo he sent showed a more coppery color than mine. We'll see how it comes out in a few weeks.

Then, I will start putting it all back together. In the meantime, I am working on a new dash. The '68 through '71 MGBs and Cs have the infamous "pillow dash" that no one seems to like. My biggest complaint is the lack of a glove box. Some C owners go back to a pre-68 metal dash, but those have different instruments and a longer cowl. So I went with a '74 through '76 dash that uses the same instruments, fits the '69 cowl and has a glove box. However, these have a foam crash covering too. So I stripped the foam and had the dash powder coated with black wrinkle finish paint. The only complication is that I need to make a new glove box door because the original fit the foam. There is no end to the ways you can mess with an MG, once you abandon strict originality.

Back to the party, only a few Rowdies have committed to going to the GT in Colorado Springs. As much as I would enjoy being there, I'm not sure we are going to make it. We are scheduled to drive the C to Pensacola in mid-April. Then there are driving events all summer, not to mention cruise nights on virtually every night. There was a fair amount of discussion about organizing an overnight driving event. Tom Fant volunteered to work on one. I'm eager to see how it turns out. For years, Philip Wiltshire organized the Stratford trip which was very popular for a while. Mary Ellen and

I always looked forward to that trip. So I hope this experiment will work out well for the Rowdies.

Whatever driving experience you plan to take part in this year, it's not too early to be getting your MG ready. Spring is just around the corner. If you aren't blessed with a heated garage, as I am, you can be planning the work you need to get your car ready. While my MGC is in the paint shop, I am tackling a few little tasks on my MGA, because I am planning to put a number of miles on it again this year.

February 19 – I stopped in at the paint shop. The C is in the paint booth and ready for paint. I'm excited. However, I won't get a lot of other projects done before I have to start reassembling the C. I will get to reduce congestion in my bank account. **SPRING IS COMING! SAFETY FAST!**

Chairman Bill



Chairman Bill seen considering a new shade of "Delorean Silver" for his MGC

A Rowdie Financial Statement Report

**Michigan Rowdies
Profit & Loss Prev Year Comparison
January 1, 2018 through January 1, 2019**

	Jan 1, '18 - Jan 1, 19	Jan 1, '17 - Jan 1, 18	\$ Change	% Change
Ordinary Income/Expense				
Income				
Auction	412.00	600.00	-188.00	-31.3%
Christmas Party Receipts	940.00	0.00	940.00	100.0%
Membership Dues	1,570.00	1,730.00	-160.00	-9.3%
Regalia Sales	151.00	55.00	96.00	174.6%
Total Income	3,073.00	2,385.00	688.00	28.9%
Expense				
A-Antics Newsletter				
Envelope	23.30	68.10	-44.80	-65.8%
Misc	48.30	33.05	15.25	46.1%
Postage	253.87	215.88	37.99	17.6%
Printing	1,294.73	653.58	641.15	98.1%
Total A-Antics Newsletter	1,620.20	970.61	649.59	66.9%
Christmas Party	1,469.21	350.00	1,119.21	319.8%
Meeting Expense	407.65	137.01	270.64	197.5%
Miscellaneous	100.00	101.55	-1.55	-1.5%
PAYPAL FEES	100.46	56.58	43.88	77.6%
Regalia	764.93	100.00	664.93	664.9%
Total Expense	4,462.45	1,715.75	2,746.70	160.1%
Net Ordinary Income	-1,389.45	669.25	-2,058.70	-307.6%
Other Income/Expense				
Other Income				
Other Income	0.00	100.00	-100.00	-100.0%
Total Other Income	0.00	100.00	-100.00	-100.0%
Net Other Income	0.00	100.00	-100.00	-100.0%
Net Income	-1,389.45	769.25	-2,158.70	-280.6%

**Michigan Rowdies
Balance Sheet Prev Year Comparison
As of January 1, 2020**

	Jan 1, 20	Jan 1, 19	\$ Change	% Change
ASSETS				
Current Assets				
Checking/Savings	9,505.16	12,574.03	-3,068.87	-24.4%
53 Bank				
Total Checking/Savings	9,505.16	12,574.03	-3,068.87	-24.4%
Total Current Assets	9,505.16	12,574.03	-3,068.87	-24.4%
TOTAL ASSETS	9,505.16	12,574.03	-3,068.87	-24.4%
LIABILITIES & EQUITY				
Liabilities				
Current Liabilities				
Accounts Payable	0.00	-202.24	202.24	100.0%
Total Accounts Payable	0.00	-202.24	202.24	100.0%
Total Current Liabilities	0.00	-202.24	202.24	100.0%
Total Liabilities	0.00	-202.24	202.24	100.0%
Equity				
Opening Bal Equity	3,390.54	3,390.54	0.00	0.0%
Retained Earnings	6,114.62	9,385.73	-3,271.11	-34.9%
Total Equity	9,505.16	12,776.27	-3,271.11	-25.6%
TOTAL LIABILITIES & EQUITY	9,505.16	12,574.03	-3,068.87	-24.4%



25651 Simpson Road
Petersburg, Virginia
23803



The following individuals were selected for the 2019 class of honorees for the **British Sports Car Hall of Fame**

Paul Newman – Although famous for his exploits on the big screen, Newman won four SCCA National Championships, including his first driving a Triumph TR6.

Stanley “Wacky” Arnolt – An inveterate salesman, Arnolt is best remembered as the father of four collaborative efforts with Carrozzeria Bertone that resulted in the Arnolt-MG, Arnolt-Bristol, Arnolt-Aston and Arnolt-Bentley.

Sir Alec Issigonis – An engineering and packaging genius, Issigonis is best remembered for his postwar efforts with Morris, which resulted in the Minor and Mini, two of the most successful vehicles ever built in Britain.

Charles Runyan – A beloved figure in the British sports car community in the United States, Runyan founded The Roadster Factory in 1978, which grew to become a leading supplier of aftermarket parts for MGs and Triumphs.

Denise McCluggage A trailblazer for women’s equality in both journalism and motorsports, McCluggage pioneered the field of participatory journalism when she raced her MG TC and Jaguar XK140 as a means to get closer to the story.

Tom Boscarino – Founder of the American MGC Register, Boscarino was also involved with the New England MGT Register, NAMGBR and AMGCR. A leading voice in the American MG community, he received the Cecil Kimber Award in 2002 for his contributions to the MG marque.

A Celebration of Cecil and Morris Garage

(formerly Cecil Kimber Birthday Party)

SATURDAY, APRIL 18th, 2020



This year, 2020, the British Motoring Club of Mid-Michigan is inviting all members of the local Michigan MG and British car clubs to join us in a celebration of Cecil Kimber and the British marque, MG. This year marks Cecil's 132nd birthday. Born in London, UK on April 12, 1888, Cecil began his career working for Morris Garages as a Sales Manager when he was a young man of 33. His creative efforts in designing bodies to fit to Morris car chassis lead to the creation and production of MG sports cars starting in 1928. Cecil became Managing Director of the MG Car Company in 1930. In 1941 during the world war, Cecil ended his employment at MG Car Company.



BritishMotoringClub.org

Buddies Pub & Grill
3048 E Lake Lansing Rd
East Lansing, MI 48823
(517) 333-9212



<https://www.buddiesbars.com>

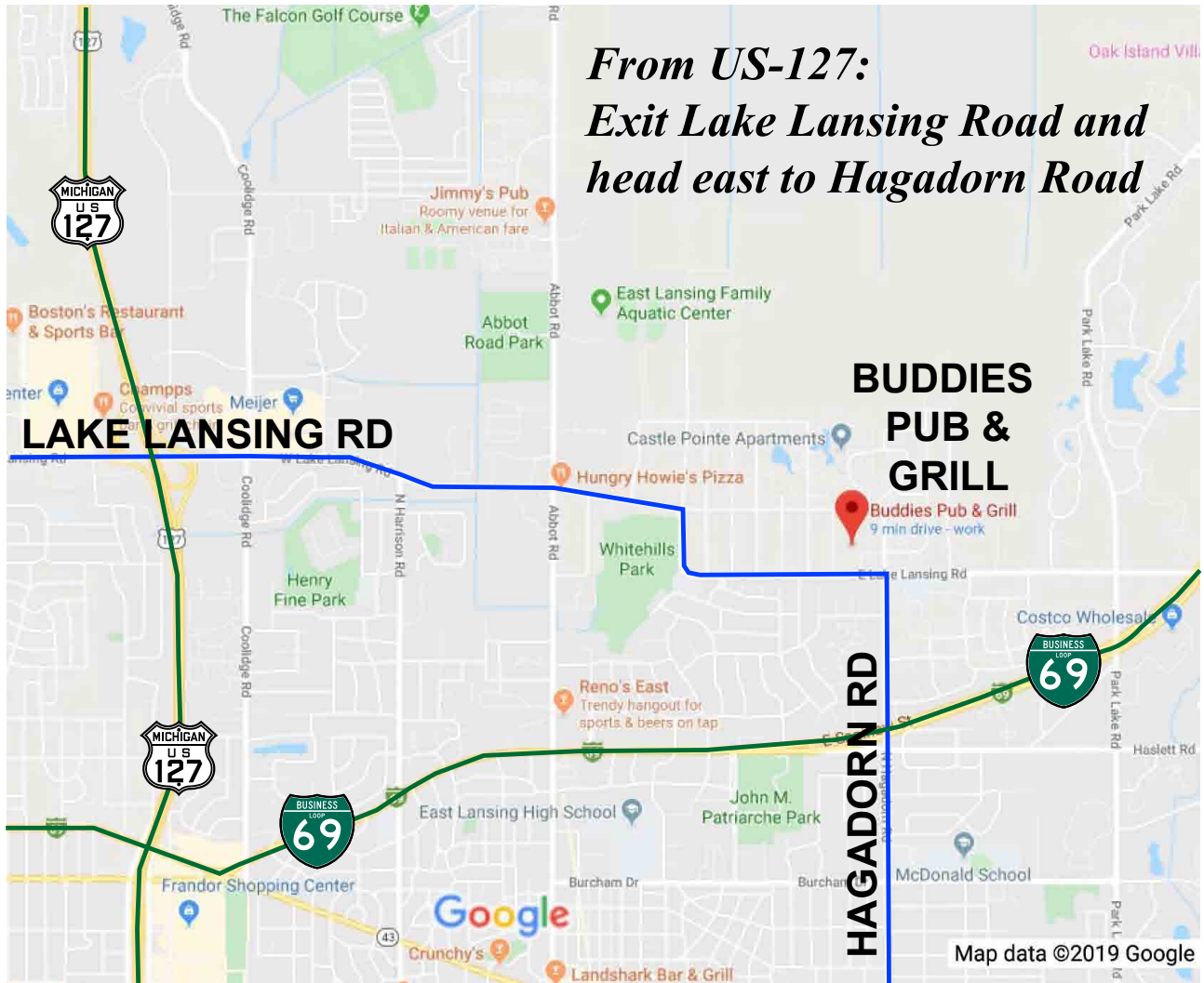
The new venue for the celebration is ***Buddies Pub & Grill*** at Lake Lansing Road and Hagedorn Road in East Lansing, Michigan. Here we will enjoy a lunch with our MG and British car enthusiasts starting at 11:30am. Feel free to arrive early for some conversation and tire kicking from 11am to 11:30am. Following lunch, we will raise our glasses and share a toast to Cecil Kimber, the driving force behind the MG Car Company. Cake will be provided afterwards. Plenty of parking is available and will be sectioned off for British cars. A map is provided to assist in arriving at the venue.

See Next Page For Map

A Celebration of Cecil and Morris Garage

(formerly Cecil Kimber Birthday Party)

SATURDAY, APRIL 18th, 2020



BritishMotoringClub.org

Buddies Pub & Grill
3048 E Lake Lansing Rd
East Lansing, MI 48823
(517) 333-9212



<https://www.buddiesbars.com>

A Rowdie Business Meeting Report

MICHIGAN ROWDIES 2020 BUSINESS MEETING - Saturday, February 15, 2020

Location: Peck household, 2104 Rouse Creek Court, Ann Arbor, MI

(The following are some items that Mary Ellen was able to capture in her notes. This isn't intended to be a complete record of the meeting.)

The meeting was called to order (more or less) at 1:28 PM (more or less).

Chairman's Report: Bill Weakley thanked everyone for attending and Kevin and Norma for hosting.

Treasurer's Report: Bill distributed copies of Jeff Zorn's financial report. For the last year, we have continued the policy of the club paying for the Christmas party and major host expenses. This has resulted in a reduction of the bank balance of over \$3,000 for the year, although the club still remains well in the "black" side of the ledger. (See printed financial statement elsewhere in this issue).

There was discussion of other ways to use the club funds, but no decision was made to change the current practice, at least for this year.

In reviewing the financial report, it was noted that the newsletter printing cost for last year was approximately double the previous year. Ken thought one year's printing cost could contain 7 billings and the next year only 5 billings due to the way invoices had been mailed out. Also, Dave Quinn raised the question as to whether anyone else has access to the club bank account or financial data. Bill will question Jeff on these points. (Jeff says that Jan and Bill are also signatories on the account.)

Web Master's Report: Larry Pittman reported that 43 of our 52 Rowdie members are also NAMGAR members. He urged everyone to renew their membership as soon as possible. Recently, a past member reported that a Google search for his name brought up an old member list that is supposed to be restricted access. Larry said that this was a function of some files not being completely deleted from the web host server. He has since corrected the problem.

As **NAMGAR** vice president, Larry noted that the host hotel for the GT is filling fast. One activity, the High Tea is already filled. He listed the many attractions of the Colorado Springs area. There are currently five Rowdie registrations. **NAMGAR** was recently awarded the **Nuffield Challenge Trophy** by the **MG Car Club of the UK (MGCC)**. See report elsewhere in this issue

Editor's Report: Ken Nelson urged everyone to submit photos and articles to him for the A-Antics, no matter how large or small.

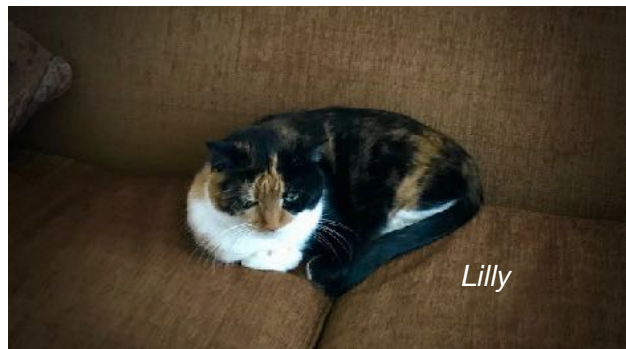
Membership Chairman's Report: Bruce Nichols reported two new members.

Meets Chairman's Report: John Alexander passed out a proposed calendar of events. Details of the chosen events will be found elsewhere in this issue. It could be a very busy year.

Regalia Report: Bruce Mann has purchased some new Rowdie Grille badges along with the bar mounts.

Officer Election: Bill Weakley opened the floor for nominations. None were offered. All of the current officers will continue this year.

The meetings adjourned at (you guessed it-more or less) about 3:00 PM (we think). Minutes were approved by Lilly The Cat.





Pictures courtesy of Mary Ellen Weakley, & Ken Nelson

(Pictures Continued next page)



Larry Pittman, Dave and Chari Smith



Stephanie, Bill, Willie, & Donna



Bruce Mann, Neil Griffin



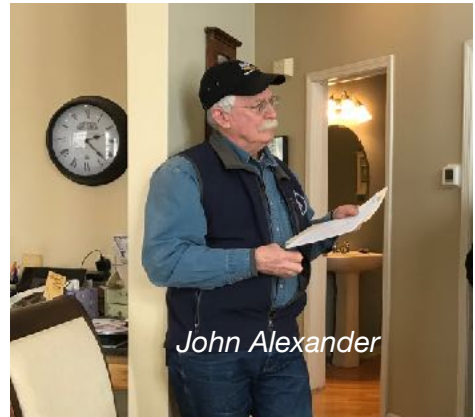
Steve, Andy, Joanne, & John



Mary Ellen Weakley
John Alexander



Lots & Lots of Rowdies



John Alexander



Bruce Nichols
& Curt Smith-
the Real
Masterminds
behind this
Motley Crew of
Gearheads &
their Molls



Neil & Thelma
Griffin

EX-255, The Land Speed Record That Never Happened-By Mark Barnhart

Starting in 1988 I was a member of the Waddell Race Team in Flint Michigan preparing an MGA for a run at the Bonneville Salt Flats to try for a land speed record in the E/Modified Sports Class. It took us 10 years of trying before we were successful with a record of 243.9 miles per hour in 1998. As it turned out, the MG factory



had decided to attempt a new MG speed record that same year. In 1955 MG had set a record at the Salt Flats with Sir Sterling Moss and again in 1957 with American driver Phil Hill setting a speed record of 254 miles per hour in factory experimental car EX-181 for the fastest MG ever.

For their new attempt the factory had developed an Experimental dubbed EX-255,



based on the new MGF, hoping to exceed the 255 miles per hour mark. Retired RAF pilot and racer Andy Green was chosen to drive the car. After the initial design and construction of the car it was shipped over to the SoCal Speed Shop in California for some tweaking by experienced salt flats racers and then trucked to Speed Week at the Salt Flats in a crate.

In the past attempts the MG factory had rented a hanger at the old military airfield in Wendover, Utah in which they could do the final preparation and testing before heading out to the Flats. So being traditionalist, the Brits had done the same with EX-255.

Speed Week starts on Saturday and runs the full week and we had already done several

test runs and qualified for a record run by Wednesday and we still had not seen the MG

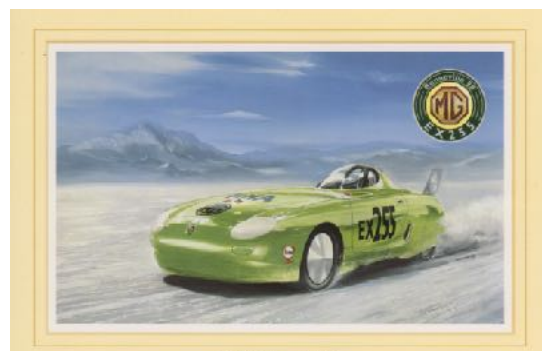


team out at the Flats. So Wednesday evening we drove out to the air base and stopped in to the hanger to check on them. Sadly they had broken the transmission on a test run on the runway and



were not able to fix it despite a gallant effort by the team. In a desperate attempt to find a needed part the team actually took the bathroom sink off the wall in the men's room of the hanger and tried to use plumbing parts to fix the trans.

While we were talking with the team manager he walked over to a box and pulled out a



beautiful large flag with the new gold MG logo on a green background and handed it to me and said "put this up at your pit, you are representing MG now." The factory had had post cards and posters of EX-255 printed up and were destroying them because the event was not going to happen. I was able to get one of the posters and several post cards. For some reason the factory never attempted to run the car again.

Recently more of our MGA family have explored other models of MGs to own and restore along with their MGA. Some of you have chosen the 4-seat MG ZA-ZB Magnette saloon. But there are other choices, and presented is an article from *Classic and Sportscar*-October 1989 about 2 alternative MG saloons to consider, the MG 1100 and the later Farina-styled MG Magnette. This article's a bit harsh on both of them in it's review though.....



Top: B-series works hard to pull heavy Farina shell. Above: 1100 interior has strip speedo but no rev counter. Below: A-series in 1100 gives mild performance but is willing unit



...Young Pretender- Four Seat Possibilities

The Farina Magnette is an automotive farce. From the top of its mutant MG grille to the tip of its sad mishapen tail fins, the whole car has an air of the ridiculous about it, and it is hard to believe that anyone – even BMC – could have the nerve to produce anything so wonderfully, gloriously bad. Its one of those rare cars that is actually totally inferior to its predecessor, the ZB Magnette, in virtually every respect; about the only thing *The Autocar* could say in its defence when it appeared in 1959 was that it had 'improved all-round vision.'

You have to smile as soon as you look at the thing. The styling is sort of 'Miss Marple meets Jane Mansfield'. It looks slightly Detroit from the side, but is so pathetically tall and narrow-tracked in the flesh that it could only be British. Like a wimp wanting to become one of the boys, the Magnette tries desperately hard to look sporty, with its jaunty little MG grille and two-tone paint job, but the tweed cap and cravat image sits very uneasily.



Farina Magnette interior is best part of car with characterful instrument cluster, walnut on dash and doors and hide-covered seats

Eric Riddett has owned his mint MkIII Farina Magnette for six years, and even he is unimpressed. "Its the wife's car actually, she saw it for sale at an MG Owners' Club Meeting and fell in love with it. She thinks the world of it, won't hear a word against it. Me? Hate the thing; wouldn't give you tuppence for it. I've got a ZB, so to me it's not a real MG, just a Cambridge, or one of that ilk, with an MG badge on the front. It's soft, so it wallows and wanders all over the road like an old woman's saloon. Even so, it has exactly the same twin-carb engine as the MGA."

The Riddett car is 100 per cent original, apart from a recent top-half repaint and it must be about the best you are likely to find these days – terminal rust claimed most of the 29,000 cars built between 1959 and 1968. After 1961 an improved MkIV was produced, with more power, a longer wheelbase and wider track.

Yet the interior of the Farina does have a kind of clumsy charm. A big slab of walnut peppered with



A three-car team of MG 1100s was fielded in the 1963 Tulip rally, but the cars weren't really cut out for serious competitions

fiddly little flick switches acts as a dash, while all the instruments live in a crackle-black binnacle in front of the driver. There is no rev counter, but like the ZA it has a semi-octagonal speedo. The huge, thin-rimmed wheel is set high, so much so that you sometimes feel as if you are peering through it rather than over it. The door panels are a stylish black and biscuit combination, topped with a slim strip of walnut – the bean counters were too mean to allow enough walnut to cover the top of the door, which leaves the doors with a penny-pinched bare metal effect just under the windows. Still, once settled into the comfy hide bucket seats, with thick carpet underfoot you begin to think that this isn't going to be so bad after all. Maybe the critics were wrong about the Farina all along? Maybe those original road test cars were just duds, unrepresentative of a breed of finely honed high-performance sports saloons?

The moment the engine fires, you hear the answer: an evocative combination of detuned, road-side generator and an asthmatic donkey fills the cabin. Pulling away smoothly, the well-defined (non-synchromesh) first gear whine rises in pitch as you reach for second gear around 15mph. Into third on the straight, by which time you have to concede that the gearbox is very sweet, and the B-series is giving its gutless best, responding to throttle with all the alacrity of a dead cat. *Autocar* quoted 20 seconds 0-60mph for the MkIII, and the engine feels every long-winded second of it. By this time the Magnette is becoming rather noisy inside too. Can this really be the same engine as that in the ZA?

A roundabout looms. "Don't try taking it at 60", says Eric, "it won't like it."

I took that roundabout at 25mph, and still the tyres shrieked in indignant protest as I grappled with steering that required at least three times the amount of effort of a modern car. It was springy and lifeless too, with dismal directional stability. Redeeming dynamic characteristics? Erm...oh, the brakes were quite good.

The Farina Magnette is a Terrible car, a low point of cynical badge-engineered marketing. Yet, if I had the space and money to acquire a comprehensive collection of cars, the good old Farina would be right in there. There's a perverse fascination in its awfulness for me: it's so bad it's brilliant.



The MG 1100 was the acceptable face of BMC badge-engineering, a proper performance saloon. To modern eyes it is a cute, elegant little machine with its 'toy town' MG grille, pram-sized wheels and baby tail fins.

The Farina shape is still such a regular sight that you forget just how well-balanced it is (where did Harris Mann go wrong with the Allegro?). The engineering still looks good too: Moulton's Hydro-elastic suspension provided a class-leading ride and the transverse-slung engine/transmission combo, plus the ideal Issigonis wheels at each corner design, gave the 1100 a Tardis-like quality. Throw in a game 55bhp twin-carb engine, front discs and crisp front-drive handling, and the appeal of the car is obvious. Commercially it was very successful. Between 1962 and 1968, BMC produced 116,827 MG 1100s, but only 26,240 of the quicker 1300 were built through to 1971.

Raymond and Ruth Shrubbs bought a two-tone green and cream MG 1100 about a year ago as a restoration project, and have transformed the car. It now has to be one of the best in the country.

"We acquired it from a club member who bought it from its original lady owner who decided, at the age of 82, to give up driving," explained Raymond. "There were dents down the side where she kept bumping it into the gate posts, but apart from some rust under the floor it was basically sound."

The couple also own a 1974 chrome bumper Midget, a '72 BGT and a 'real heap' of a P-registered rubber bumper Midget. But why did they choose an MG 1100? "Well, to me, it is a *real* MG because it was altered from the Austin and Morris versions. It wasn't just a sales gimmick. It also takes me back, because I used to run a Mk3 Austin 1300 as a



The MG 1100 ended life as the two-door 1300 – an appreciably neater car than the dreadful Magnette proposal shown in the ~~image~~ picture



surely a typo in caption above!

company car – not for very long, I might add, because they weren't up to it. It's fun to potter around in, but I don't like to thrash it."

"You just have to remember that it won't stop as fast as a modern car, and it doesn't take off fast from roundabouts," says Ruth.

Driving the 1100 is comparable to driving a bigger, softer Mini. The big wheel is set at the same 'bus driver' angle (very useful as an elbow-rest, according to Ruth); the dash, in a rather tacky wood veneer, is positioned at the same low level, boasting a very sixties ribbon speedo but no rev counter.

There is an air of small-scale intimacy to the interior, encouraged by tasteful grey leatherette seat-covers, but there is still plenty of legroom in the back and the generous rear screen adds to the feeling of space.

The engine is a sweet, willing revver and not particularly offensive to the ear, providing you ignore a slight chatter from the A-series tappets. Acceleration is minimal, although the engine feels keen and willing. The low down torque is feeble, but generally the engine is an acceptable unit that suits the car. The gears are controlled by a long willowy non-sporting implement with sticky, vague movements. You simply row the car along the road, and before long it settles into a steady 60mph cruising gait, engine humming sweetly, but backed by an insistent transmission whine.

Handling is pleasant. The steering is light and positive, although the cross-plies cause straightline wander, and the car takes roundabouts at speeds the Farina driver could only dream about. However, it is by no means as sharp as a Mini, and the constant pitching of the suspension does tend to unsettle it somewhat. I know from experience with the later 1300 that they oversteer readily if you really power off mid-corner.

I couldn't say the car roused any strong feelings either way. It didn't set the adrenaline flowing through the veins, but with a pulsating 55bhp on hand it was hardly likely to do so. But it did come across as a thoroughly competent, well sorted little car with a slightly sensitive nature. Probably more at home pottering down to the Garden Centre than being driven aggressively along your favourite stretch of country road.

NAMGAR Wins Nuffield Trophy for 2019

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PRESIDENT
JOHN DAY

Brian G Woodhams, MG Car Club of the United Kingdom North American Manager writes:

It gives me great pleasure to take this opportunity to officially announce the winner of the prestigious Nuffield Trophy for 2019. The award goes to the North American MGA Register. Although the wording on the Trophy is to the "Centre" it has long been accepted in the UK that the American scene has evolved differently in the USA with the Registers being at least as important as the Centres. I believe the award is totally justified and well deserved as I have attended 6 MGA Register events and always enjoyed them. Although this is a team effort I would like to dedicate this award to the memory of a very special person: Carol Shamonsky. For a woman to rise to the top of a male-dominated organisation makes her a very brave person. Carol was ably supported by her husband Bill, and I was always impressed by the organisational skills, keenness, and standard of the cars at the MGA events. I was in awe of her - RIP Carol and well done. Many Congratulations North American MGA Register!!

As you have heard from Brian Woodhams, The MG Car Club of the United Kingdom has awarded the 2019 Nuffield Challenge Trophy for North America to the North American MGA Register. The Nuffield Challenge Trophy is presented to the North American Centre or Register which has demonstrated enthusiasm, enterprise, and commitment to growing and maintaining membership.

The Nuffield Challenge Trophy is named after William Morris, founder of Morris Motors Limited and MG, who became Lord Nuffield in 1929. In 1936, Lord Nuffield donated a gold trophy to the MG Car Club UK "to employ for a purpose that will enhance the Club's prestige, assist its growth, and add to the enthusiasm of its members." Additional silver trophies were donated by Lord Nuffield to promote MG exports as the United Kingdom needed cash inflow to rebuild after World War II. As MG exports grew worldwide, MG enthusiasts generated new car sales and then created new Overseas Centres of the MGCC UK. The four overseas Nuffield Trophies were first awarded in 1954 to MG Car Club Centres in Africa, Europe, Oceania, and the USA.

The MG Car Club of the United Kingdom recognizes the North American MGA Register for your activities and contributions to MG: the Marque of Friendship.

- NAMGAR has been an active Register since 1975 and a long time Centre of the MGCC UK.
- Your members are enthusiastic and show their MG passion while participating in local, regional, North American, and International MG events.
- NAMGAR is an active member in the North American Council of MG Registers which includes the MMM, NEMGT, and MGB Registers.
- NAMGAR national and local leadership organize and host annual conventions. Your committed member volunteers have shared their MG Spirit and love of the MGA for 45 Get Togethers.
- Your Register members locally participate and lead rallies, tours, tech sessions, and car shows.
- MG cars in the Register include the MGA, Magnette, and their Variants.

Congratulations on behalf of the MG Car Club of the United Kingdom!

Safety First!

Alan Magnuson
MGCC UK Liaison for North America, North American Council of MG Registers

History of the Nuffield Cup

This very prestigious award has a long history behind it. There are five cups. They are all owned by the MGCC UK. There is one solid gold cup and four silver cups - all to a similar design. The gold cup was presented by Lord Nuffield in 1936 to the Committee of the MGCC UK "for a purpose that will enhance the prestige of the MGCC, assist its growth and add to the enthusiasm of its members". The Cup because of its value spends most of its life in a bank vault, but it always comes out for Silverstone and Presidents' Dinners, etc.

Brian Woodhams (MGCC Overseas Director [now Overseas Manager]) has drunk champagne out of it, and several times had the dubious privilege of being responsible for its security whilst in transit to events - it is quite a responsibility because of its history, value, and uniqueness. It is presented to the UK Centre which, in the view of the Chairman, is the most deserving in terms of growth, organization, or merit.

The four solid silver cups were presented in 1954 to the MGCC UK for the Centres in the other four continents - Africa, the Americas, Europe, and Oceania - and this came about because of the growth of the Export drive, and more and more MG Centres being formed worldwide. Because the cups are the property of the MGCC UK, one of the rules of presentation is that the Centre must be an

Affiliated Club of the MGCC UK. The cups are held in trust on each of the four continents by the holders, and each of the cups is awarded annually with the exception of the African trophy, which because their Indabas are held biannually, is awarded once every two years. They are all inscribed identically with the exception of the name of the continent. The MGCC UK Overseas Director has direct input on the presentation of the African, American and European (in conjunction with the European Manager) trophies, but the Oceania trophy is presented on an annual basis at the Natmeet by a complicated process of points scored for attendance, participation in events at the Natmeet, and is graded to the actual membership of the Centre!!

The silver cups have a value of approximately £7000 each (US\$14,000) [currently £10,000 – \$17,000 CAD] and it is expected that the holders take steps to insure the trophies whilst they are held in trust. The America's Nuffield Cup is presented on top of a round, black pedestal that contains smaller plaques. These

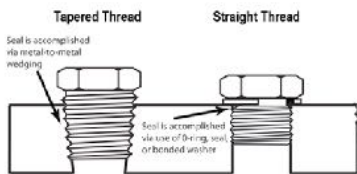
plaques are engraved with each Centre's name, location, and year of presentation.

The only known photo of the four silver cups together appears in Mike Hawkes' book "The First 70 years of the MGCC", and although on the occasion of the Club's 70th Anniversary we tried once again to get them all together, we were unfortunately let down by the Australians and the Oceania trophy did not arrive in England.

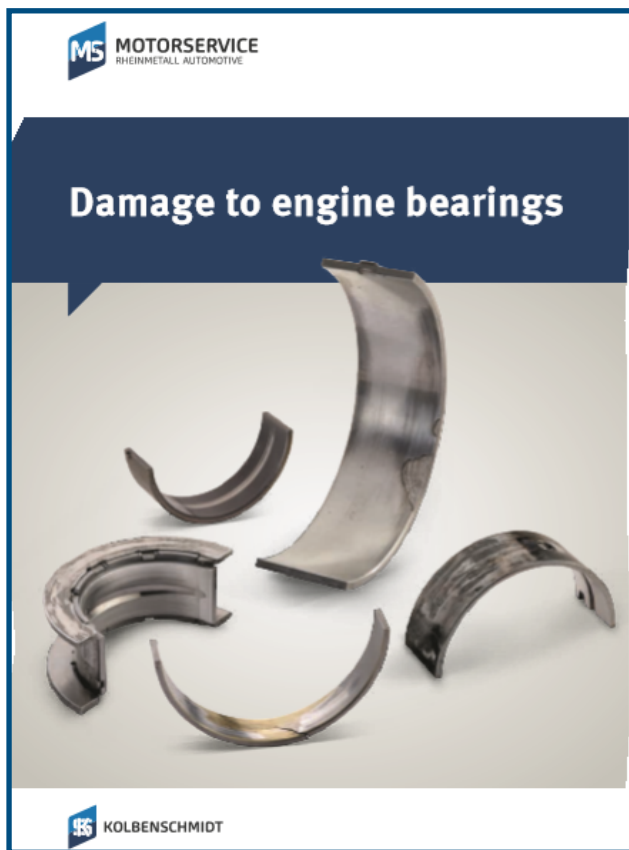


Tech Tips

Apparently most British cars of the 50's and 60's used one of two types of hydraulic brake light switches. The earlier ones used set screws for the electrical connection, and later ones used Lucas push-on connectors. When replacing, be sure to check which thread pattern your switch has. The type with 1/8" x 27 NPT tapered pipe thread appears to be more common and I believe is usually found on MGAs. This NPT tapered pipe thread one has Lucas part numbers SMB424 or 31882, Moss number 560-480, and Intermotor number 51620, and is sealed at the tapered thread without using a sealing washer. The other type has a 3/8" x 24 UNF non-tapered thread matching the threads on brake pipe fittings and requires a compression washer or O-ring to make the seal.



See picture below. This 3/8" x 24 UNF switch has Lucas numbers SPB401 or 34619, 34446, 35855, etc; and Intermotor part # 51610. The 1/8" x 27 tapered thread switch has Intermotor part number 51620, and they look similar and can be easily confused.



For a definitive explanation of the function of engine bearings and the various types of engine bearing damage you could do worse than to consult this inclusive guide. Included are excellent pictures of examples of various patterns of damage and their causes and possible remedies. **Copy and paste the link below:**

https://cdn2.ms-motorservice.com/fileadmin/media/MAM/PDF_Assets/Damage-to-engine-bearings_861097.pdf

Tech Tips Cont.

To Vent Or Not To Vent?

Many of us have purchased an aftermarket rocker cover for our MGAs, and as you've noticed, the majority, if not all of them, lack the connector for a breather hose to attach to the front carburetor as in the factory setup. Is a hose connection needed, and what does it do?



I think I finally have an understanding of the answer to this question after reading online and discovering that this hose does not suck air out of the rocker cover into the carburetor as I originally thought. It rather allows air to flow in and through the top of the engine for ventilation, and down and out the draft tube coming out of the rear tappet cover. Air enters the engine through the rocker cover hose connected to the carb air filter. This ensures that air entering the engine is filtered by the carb air cleaner.

For all MGA and early MGB (18G engines 1962 to early 1964) the air inlet was a 1/2-inch hose from air filter to valve cover, while a very low level vacuum was provided by the 1/2-inch draft pipe on the front tappet cover (while the vehicle was in motion). The hose connection on the air cleaner is inside of the filter element. The separate metal tube extending downward from the tappet cover terminates at the bottom of the chassis and has a angled cut at the bottom end of the pipe. This is properly called a "draft tube". When exposed to the air moving underneath the car there is a Venturi effect across the bottom of this tube, which creates a slight vacuum in the crankcase and pulls air and gases out.

For crankcase ventilation to work it requires this low level vacuum pulling air down through the crankcase. As mentioned, this is achieved by the draft tube running down from the rear tappet cover to just below the engine. Air then enters the engine via the rocker cover vent and is filtered through the carb air cleaner, and nothing should ever pass back in the other direction from the crankcase to the air cleaner.

The vented rocker cover oil filler cap does not provide sufficient free air flow for the "low vacuum" draft tube vent setup. Here you need a 1/2-inch bore inlet pipe



up top for free flow. The vented cap in the aftermarket rocker cover has a small restrictor orifice that will not allow adequate air flow to function optimally. This "forced" venting of the crankcase removes combustion bypass vapors to reduce contamination of the engine oil and build up of sludge in the oil and oil pan and to reduce solid deposits on the parts inside of the engine, all of which reduces engine wear. This service also helps to keep the valve gear on top of the cylinder head clean.

If you have a valve cover with no vent pipe, and you want to install the 1/2-inch vent hose from valve cover to air cleaner, then you need to drill a hole in the valve cover to accept a vent adapter fitting. The one pictured here was originally intended for valve covers on Volks Wagon air cooled engines. It is made by Empi (part number 9164), and is commonly sold with two pieces in a bubble pack. The same part can also be used to add a vent port to an air cleaner housing.

VALVE COVER VENTS (from EMPI - www.empius.com)

Decrease crankcase pressure, eliminate blow-by and reduce oil loss with these easy to install Valve Cover Vents. Features our Sure Seal O-Ring system. Vent into air cleaner or a breather box.

9164

Valve Cover Vents, Pair



Thanks to information and partial text from Barney Gaylord at **MGAguru.com** and also from **MGExperience**.

Why you'd want an MGA

MG Buyers Guide-Malcolm McKay in *Classic & Sportscar* April 10, 2019

When motor racing photographer George Phillips entered his TD for Le Mans in '51, MG designer Syd Enever produced an attractive streamlined body for it that was virtually the finished shape of the MGA.

The car's 116mph top speed showed its aerodynamic advantages, but its occupants sat high, on top of the chassis. Enever set young draughtsman Roy Brocklehurst the task of devising a new design, moving the side rails outwards to drop the seats.

Scuttle shake, often the bane of separate-chassis roadsters, was eradicated by building a substantial 'goalpost' structure on the frame, supporting the front bulkhead. Aluminium-skinned doors, bonnet and bootlid helped to keep weight down.

Completed in 1952, it was at first rejected by BMC management (which was about to launch the Healey 100) and became a record-breaker, but in 1954 it was prepared for production.

The corporate B-series Austin engine, newly enlarged to 1489cc, made it a much more appealing prospect than with the costly XPEG unit. Three aluminium-bodied race prototypes were built for Le Mans in '55, one finishing 12th and one 17th. They ran again at Dundrod, testing twin-cam developments and disc brakes even before the production model was launched.

The pretty MGA proved extremely popular, safe and fun, with a high door-line that made it feel comfier than many rivals. A lively performer with a throaty roar, it boasted precise rack steering.

Those unhappy with its poor security could soon opt for the civilised Coupé, but access was even more of a struggle than with the roadster.

Calls for more performance were answered in 1958 with a dual-overhead-cam derivative of the B-series engine, with hemispherical combustion chambers, 9.9:1 compression ratio and big valves.

Expensive and unreliable, it was phased out in favour of uprated pushrod engines that, when tuned, could match Twin-Cam performance.

By the time the 100,000th MGA had been built in March '62, it was the world's best-selling sports car. Only 5% were sold new to the home market, 80% going to the US, so most cars now in the UK are re-imports.

It took six years for testers' requests for a higher top gear to be answered, but criticism of the hood was never addressed. Rust is the main enemy of surviving cars, followed by lack of originality, although there are still plenty of excellent examples around.

The B-series engine is a robust unit, thriving on regular maintenance. Tired ones show low oil pressure when hot (should be 50psi-plus at speed), high oil consumption, blue smoke, rumbles and rattles, plus poor performance. If it's worn, rebuild or drop in an MGB unit for instant performance boost. Check for water loss; the head can crack.

Front suspension is simple but needs greasing every 1000 miles and wears quickly if neglected: look for play/odd tyre wear. Anti-roll bar optional on MkII. A lot is exposed underneath, including batteries, chassis and springs. Axle is robust provided it's not run dry: check for oil getting into rear brake drums.

Feel for tired synchro, particularly on second. Overdrive can be retrofitted with chassis mods. Five-speed 'boxes are popular: £966 + Sierra transmission. Dual master cylinder for brake & clutch is £96; drum brakes are adequate if not abused. Front discs are better and all-discs the ultimate, but costlier to rebuild.

Colour choice was limited, but specials were common. Dash could be trimmed in leather, vinyl or

rexine. A nice cabin is a bonus, especially with deluxe seats. Hard to erect single-handed, the hood often stays furled under a tonneau. Check material, frame and sidescreens are in good order and fit together well.

The standard MGA should perform briskly; if the engine feels flat, it needs attention.

MGA: what to look for



MGA price guide

1500/1600 Roadster

- Show/rebuilt: £35,000
- Average: £18,000
- Restoration: £6000

1500/1600 Coupé

- Show/rebuilt: £25,000
- Average: £14,000
- Restoration: £4000

Deluxe/Twin-Cam Roadster

- Show/rebuilt: £45,000
- Average: £27,500
- Restoration: £12,500

Deluxe/Twin-Cam Coupé

- Show/rebuilt: £40,000
- Average: £22,000
- Restoration: £11,000

Raising the hood will reveal how it fits, plus the noise of the running gear.

Various stages of tune were offered, involving polishing ports, changing carb needles (or swapping for bigger carbs), an uprated cam, higher-compression pistons and so on. Some, such as a crossflow head or a supercharger kit, are now sought-after, but over-zealous tuning may affect tractability for normal road use.

The Twin-Cam's high compression when new was its undoing, resulting in holed pistons – 8.3:1 became available and something less than the standard 9.9:1 is advisable now. High oil thirst and an inaccessible dipstick didn't help; it was also too easy to over-rev. Despite some common parts, its cylinder block differed from the standard model. Incorrect sparkplugs and ignition settings also contributed to piston-holing issues, but today a Twin-Cam can be a reliable as well as sparkling performer if carefully maintained.

Any MGA should feel confidence-inspiring, with light, precise rack steering on crossplies or radials. The Motor found that running all tyres at 27psi avoided understeer – a recommendation that's still followed (30psi works well with 155s). An anti-roll bar was optional on the MkII.

Many cars now in the UK are imports, mostly from the USA and conversion from left-hand drive is straightforward. Cheap, plentiful parts availability has encouraged owners to upgrade many items, not to mention appearance: 60% of MGAs were white when new, but few are now. Tracing a truly original car can be a challenge.



Movie Review by Steve Mazurek

After reading A-Antics (VOL46NO1), I see we're back to reviewing old movies with MGs. I've just finished a pip of an MGA movie: *The Horror of Party Beach (1964)*. IMDB lists it as horror and musical: "Sea Creatures created from radioactive sludge terrorize a beach community."

Released in 1964, it comes well after the late 50s creature movies, so the creatures lack the sophistication



of their predecessors. It also seems that this movie was a vehicle to promote the Del-Aires, a band "swinging with the beach-party set." After all, we are going to watch this for the great music and sophisticated dialogue! Who can't resist dancing to The Zombie Stomp. If you watch the movie, you will learn the steps, kids.

The flick does feature a used and slightly modified (for 1964) MGA: judging by the interior shots (yes, they do show some interior), I would say it is a very early 1500.

But what makes this movie unusual and interesting is that it was shot in and around Stamford, Connecticut. Who knew that Connecticut had swinging beaches that rivaled the California surfing scene? And where else will you see a scene with the MGA driving down 5th Ave in New York City with the Guggenheim Museum as the back-drop, and no traffic - to boot?

The IMDB synopsis puts the event in SoCal, but it's a long drive from there to NYC to gather the necessary material, sodium, to kill the creatures. IMDB needs better story writers or a least someone who actually watches the movie before he/she writes the synopsis.

I recommend this movie if you like monster B-movies of the 1950s or if you like questionable dialogue and rock bands from the 1960s: a beer or other alcoholic beverage might help. (Ed note: *actually several alcoholic beverages might be needed*)

Finding the movie shouldn't be too difficult these days. If your library doesn't carry it and you can't get it on an inter-library loan, it is currently available on the Tubi streaming service, Comcast On-Demand, and, I suspect, on a Netflix service. **Steve**

Rowdie Neil Griffin Remembers

Stinson FloatPlane Crash-Belleville Lake



Stinson Reliant SM-9 FloatPlane

TEST FLYING SEA PLANES ON BELLEVILLE LAKE

I have no exact date, but sometime in the early 30's the Stinson aircraft factory in Wayne dug two or three boat wells across from French Landing Dam, erected a small work shed, then began test flying their seaplanes from this location, with Belleville lake being their runway.

For a boy not yet in his teens, this was an exciting experience to see one of these beautiful aircraft going down the river in a spray of water and the engine roaring at full throttle, then gracefully lifting off the water about Martinsville road and disappearing into the distance.

One of the aircraft anchored at the dam was a New York harbor police plane like the one you see modeled here, and in the same colors.

I spent many summer days lying on the grass watching these aircraft being put thru their flight test requirements. On one occasion the aircraft was just recovering from a 3 turn spin when a small brown object fell from the aircraft. This got me to my feet instantly and my eyes widened in disbelief as a large white disk appeared above the brown speck. The pilot had parachuted from the aircraft. I excitedly ran into our house and then into the neighbors announcing in a rather loud voice that the airplane was going to crash. We all rushed into the back yard and watched in awe as the sea plane spun in from 3000 feet and disappeared in a puff of dirty gray smoke.

My brother and I ran thru the fields and down the railroad tracks to the crash site expecting to see a wrecked airplane, but were quite surprised to find a pile of junk about 5 foot high. The only recognizable parts being the tail section and the two floats. The rest was either deeply in the ground or completely disintegrated. The crash site was on the Robbe farm near the railroad tracks. I recall Dr. Robbe trying to evict the large crowd from his property, but to no avail. Life was sure exciting for a nine year old.

7-7-2015 Neil Griffin

*A Blast From The Past-Does
Anyone Remember This Author?*

NOV/DEC 85

MGA-ANTICS

MICHIGAN MGA CHAPTER NEWSLETTER

The Night Before Christmas

'Twas the night before Christmas, and out on the street,
Sat my poor little MGA, all covered with sleet.
The starter was frozen, the battery dead,
And clusters of icicles hung from the head.
Mama with the cables and I with the crank,
Were trying to start it, but drawing a blank.
The best we could raise was a weak little clatter,
And we couldn't determine just what was the matter.
When what did our wandering eyeballs perceive,
But a fat little man you just wouldn't believe.
His cap was made up of a bundle of wire,
The tails of his coat were a crackling with fire;
His eyes were like lightbulbs (and one didn't work);
The man was a real electrical jerk!
He was so badly wired, I knew in a wink,
That this poor apparition was from Lucas Inc.

He opened the bonnet and started to poke,
Thus causing a short and a puff of blue smoke.
He crackled and sizzled, then giving a zap,
He fractured the damn distributor cap.
He walked to the back end, and giving a thump,
He jammed up the points on my Lucas fuel pump.
And laying a finger aside of his nose,
He sizzled away while the two of us froze.
He sprang to his car, in a movement so smart,
We almost expected the damned thing to start.
The starter turned over, the engine roared out,
and over the clatter, we heard Lucas shout:
"Out MGA, Out Spridget, Out Healey, and Sprite,
Out Lucas ignition this cold winter's night!"
And we heard his exclaim, as skyward he roared,
"So long, crazy Yankees! I'm powered by Ford!"