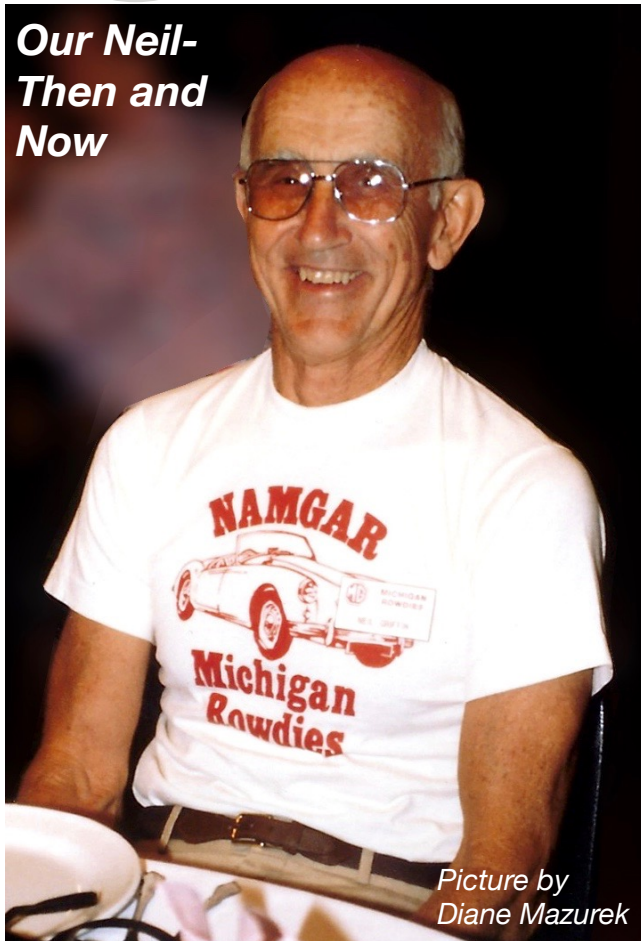




A-Antics



**Our Neil-
Then and
Now**



Picture by
Diane Mazurek



Drawing by Dave Quinn

Happy Birthday Neil!
WG Walk Of Fame
Saturday Drive To The Park
Barn Find Near LeMans



MICHIGAN CHAPTER OF NORTH AMERICAN MGA REGISTER

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A-Antics: Published every other month. Opinions expressed are those of the writer and not necessarily of NAMGAR or the Chapter. Every effort is made to use appropriate material. The editor reserves the right to edit material for length and content. No placement is guaranteed. The entire contents are copyrighted, Michigan Chapter.

Permission to use is granted, provided you give credit to both writer and the club.

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

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

Nickname: Rowdies

Motto: People First!

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

MG Car Council Site: <http://www.mg-cars.org.uk/mgcouncil/>

NAMGAR Web Site: www.namgar.com

Past Chapter Chairpersons:

1976-1980	Bruce Nichols
1981-1982	Tom Latta
1983-1984	Dick Feight
1985-1988	Dave Smith
1989-1990	Dave Quinn
1991-1994	Mark Barnhart
1995-1995	Herb Maier
1996-1996	Tom Knoy
1997-1998	Neil Griffin
1999-2002	Bruce Nichols
2003-2004	Bob Sutton
2005-2008	Gordie Bird
2009-2015	Dave Quinn
2016-	Bill Weakley

Rowdies Website: Larry Pittman,
Webmaster

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

Larry Pitman's Database Report: 55 Active and Paid-Up Members

Deadline for submitting material for the next issue is: October 20, 2020



MEMBERS PAGE

For Sale-MGA Parts

For Sale: Item 1: Any one wanting to upgrade 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

Letters

Puzzles Anyone?

Anyone wanting to practice your welding skills can look into buying a kit of pre-cut steel tubes that can be assembled by welding to make a beautiful artistic "*objet d'art*" to display proudly on the family mantelpiece (*sure, go ahead and try to slip that one by the wife or S.O. at home and get away with it!*).

Many varieties are on sale at <https://weldmetalonline.com/collections/puzzles-kits> and will give anyone a chance to practice their



welding skills. They're worth a look, and even if your finished project isn't a work of art, it's bound to make you a better welder when you're finished. Here's one man's feeble attempt completing one of their designs.

Ken Nelson

Sad News From Indiana

Bill Gallihugh wrote in to the Rowdies: Don't remember if you knew him or not - but I'll pass this along anyway: Dan Griswald passed away Tuesday from Covid-19. His wife, Lou Ann, survived after a significant illness. Dan was a long time member of the Hoosier MG clubs, but was the very

definition of "underlying conditions". Dan never missed an event.

Bill Gallihugh

GOOD News From Indiana-They're Back! (or Welcome Back Bill & Trudy!!)

Good to hear from you guys. Yes, we're back in Michigan again after a 40 year hiatus in the Indianapolis area. Not quite back to my origins (you may remember that I was born and raised in Traverse City, and we lived in Muskegon for 16 years), but we're closer. We decided that we're not getting any younger, so we moved to Kalamazoo where our youngest daughter lives - and our oldest will be moving here in a few years when she retires.

Only problem is, our timing was lousy. We thought by now we would be out running around the countryside with the Rowdies - but looks like that is on hold. We sold the TD just before we left, but the 'A is ready to go. So in the meantime, we're just hunkering down and trying to stay healthy.

Also good to see that you're getting your hands back into MG organization staff stuff, Dave (Smith) - got me thinking about the times we spent together on the Board in the 1990's - along with Len (Bonnay), Butch (Smith), and Frank (Tarpely). Long time ago... I'm still doing the programming for the Namgar registration system, but I'm setting up Mike Jacobsen (who is now in my old Registrar position) to someday take over everything. In one position or another, I've now been on Namgar staff for 34 years - but still second in longevity to Ken (Nelson), who started spinning his most excellent yarns with a quill on parchment. And he will surely outlast me.

We're not planning on going to Dillard, though it looks tempting. If we did go, we would probably take the Miata - but I still suspect it will be postponed. I was looking forward to doing the GOF Central in Marshall, but that's now moved to 2021. So I guess we're confined to doing some day trips around southwest Michigan.

Hopefully, we all can find some way to get together without risking our rapidly aging bodies. Till then, take care.

Bill & Trudy Gallihugh
6202 Saddle Ridge Ct
Kalamazoo, MI 49009
269 743-7316
bil.tru@att.net

Remember When?

Hey Ken, this is me and my current MGA 1600 and my buddy Mark Scagnetti in 1963. Check the license number YE 203, Ohio (1963). I was 20, wow! He had a 1961 1600 black coupe with red interior. Notice the silver stripe, kind of faded, in the picture on my red car.

Bruce Mann



Wow Bruce, all you guys needed was a pack of Marlborough's tucked in your rolled up shirt-sleeves. You must have been the terror of the neighborhood! **Ken Nelson**

We WERE the neighborhood! **Bruce**

Will It Never End?

HARBOR FREIGHT QUALITY TOOLS LOWEST PRICES

To the Harbor Freight Community:

I'm writing to apologize. I often reach out to tell you about Harbor Freight's commitment to quality and all the investments we've made to deliver quality tools at the lowest prices. Your trust matters deeply to me and I'm proud of how far we've come. So when we have a product recall, it hurts.

A few months ago, we recalled our Pittsburgh 3 ton and 6 ton steel jack stands (SKUs 56371, 61196, and 61197) due to a manufacturer's defect. We asked customers to return them and receive a gift card that could be used to purchase replacement jack stands. I felt terrible about that recall because you should never have a concern about the safety of any of our products.

Today, I feel even worse. I'm disappointed and embarrassed because we've identified a welding defect in a small number of the Pittsburgh 3 ton steel jack stands (SKU 56373) that replaced the recalled jack stands. We're now adding these jack stands to our recall. Unfortunately, this defect wasn't discovered during the initial recall investigation. If you own these jack stands or any of the jack stands in our original recall, whether or not you have had an issue with them, please stop using them immediately and bring them back to your local Harbor Freight Store for a full cash refund or store credit.

We have investigated all of our other Pittsburgh 3 ton steel jack stands (SKUs 56372 and 57308) as well as the Pittsburgh 6 ton steel jack stands (SKUs 56368, 56369 and 56370) and Pittsburgh 12 ton steel jack stands (SKUs 56374 and 56375) and did not find the defect. Although none of these other jack stands are being recalled, if you own any of them and have any concern whatsoever, please bring them back and we'll give you a full cash refund or store credit for those as well.

I want to apologize to all of our customers. While we've dramatically grown our team of engineers and inspectors, and intensified our tests and inspections, I assure you that the lessons learned from this will drive further improvement.

As the owner and founder of Harbor Freight, I want you to know that we stand behind every product we sell and that safety will always be our top priority.

Sincerely,

Eric

Eric Smidt
Owner and Founder
Harbor Freight Tools

If you traded your recalled Harbor Freight jack stands for others, well...those others have also been recalled. See above. This may also affect anyone who has HF jack stands that were not originally recalled.

Insurance Updates

Steve Naert and I recently discussed some of the charges on our annual premiums from Hagerty Insurance. One in-particular was the \$70 charge for the Hagerty Drivers Club.

I contacted Hagerty about the Hagerty Drivers Club charge and was told it is an optional charge for 6-issues of the Hagerty Magazine plus it covers towing insurance. As I understand it, the charge could be \$45-\$70 or \$150 for both the magazine and insuring towing distances of 45-miles, 60-miles or 150-miles respectively. In my case, the \$70 is optional and can be removed from your annual fee at your request.

Another charge discussed was work/loss insurance which covers lost wages in the event of an accident. This is a required charge in the State of Michigan but if you're retired ... you have the option to adjust this fee as well.

Dave Quinn said, "Thanks for the retirement tip!! I called and saved \$44. They are sending me a \$38 refund. I pay \$45 for the Driver's Club as I consider it the best auto magazine available currently. Towing is included in that basic Club for throughout the year as often as needed (*Ed: Surely that low price reflected how rare it is to need to have an MG towed*). Just remember to call Hagerty before calling a towing company. Effective July 2, 2020 additional state insurance changes have occurred. In addition to my MG I have my 1997 Ford F-150 truck insured with agreed value. On that vehicle my savings were \$220 with proof I am on Medicare Parts A and B. While the truck is not covered by their 'historic' rates until 2022, because of its age I saved money by switching from my AutoOwners policy and increasing its value by 2-3 times. I also take advantage of the MG Council Marketing discount which is available by asking for it.

Dave Quinn

Trials of An MGA Owner

Dave Quinn sent out a link to a Hemmings story about a young GI owner of an MGA in 1968 and what it takes to keep one going. You can read it at <https://www.hemmings.com/stories/article/the-old-mga?> After that I wrote back "You know Dave, as I read this story I was again reminded that any fool who wants to own an MGA for any sort of transportation other than pushing up and down his/

her driveway really needs to know how it works and how to work on it. Or have a pile of money to get rid of. BUT, once you do know how to work on it, pretty much all of his problems were easy fixes. Especially today when you can order parts easily again. It's a damn simple car, but it takes wanting to know how it works and thinking it through or it is simply a hopeless endeavor. This fellow

was indeed persistent and obviously did want to make his MGA work. Long live the dedicated MGA owners!

Dave answered "I never changed oil on a car until I was 28 and four years later I started restoring an MGA. That was long before I ever knew another owner. I completely agree with your premise. I knew it was something I had to learn if I wanted to enjoy it.

Understanding Ballast Resistance Coils

You can't just stick any type of coil in as a replacement coil in your car, because coils can have differing resistance ratings for both the primary and secondary windings within. You need a coil of approx 3.4 ohms primary resistance if you run a points ignition system without a ballast resistor in the circuit, and one of around 1.5 - 1.8 ohms if there is a ballast resistor in the ignition circuit. You have to understand what the ballast resistor is supposed to do, and why it was used, in order to answer your question. An easy coil ballast requirement check is to measure the resistance across the two coil terminals - if 3.0 ohms the coil requires no ballast, if about 1.5 ohms, then the coil will require a nominal 1.5 ohm ballast resistor in the run circuit.

An ignition system without a ballast resistor is designed to operate at full battery voltage (~12v). The problem comes when the engine is being started, perhaps under harsh conditions such as extreme cold. In cold weather conditions, it is much harder to ignite the air/fuel mixture in the chamber so a strong spark is required. Unfortunately, cold weather also affects the battery output. Even under good conditions, cranking the starter in a car will drop the battery voltage at the coil by a volt or two. Under harsh conditions, the voltage may drop much more - perhaps to 6 or 8v! So, when you most need high output from the coil, it cannot provide it due to the weakened power from the battery.

The cure for this was the ballasted ignition system. In a ballasted ignition system, the coil is designed to run at a reduced voltage, say 6 to 8v. Since the car's electrical system is 12v, this is a problem. If you ran the ignition at full battery voltage the extra current would eventually burn out the coil and possibly fry the points. So, a resistor is inserted in the power line to the coil which drops the voltage to the correct 8v level. But what about starting?

When the ignition key is in the starter position, the circuitry bypasses the ballast resistor and applies full battery voltage to the coil. Even if the battery voltage has dropped significantly (say to 8v) the coil still gets its proper rated input power and is able to produce a hot spark to start the engine. The ballast resistor goes in series with the white wire from ignition switch (fuse box A1

terminal) to the ignition coil. You can mount the ballast resistor on or near the coil. You can run a new wire from the downstream side of the starter switch to the same coil terminal to apply full system voltage to the coil while cranking. And don't worry if the weather is warm and the battery voltage doesn't drop - running the coil at over voltage for a few seconds won't hurt it.

The Lucas sports coil is designed for a non-ballasted system. Of course, you could install it and remove (bypass) the ballast resistor, but if you do you will be getting lower ignition performance during start up. If you only drive your car in warm weather, and it is well tuned, you probably won't notice any difference.

So, you have to decide which trade-off you want to choose.

The original MGA coil has about 3.2-ohms resistance in the primary winding (draws about 4-amps). When using a ballasted ignition system (our MGAs never did), change to a 1.6-ohm coil and the 1.6-ohm ballast resistor in series (same 3.2-ohms total and same 4-amps). If you do not change the coil, the ballast resistor will reduce spark intensity for normal running (bad move).

One other advantage of the ballasted ignition system is that 1/2 of the waste heat is dissipated in the ballast resistor, and the other half in the coil, so the coil runs a little cooler.

A normal coil sees 13+ volts while the car is driving, the charging system is why it is more than 12. While cranking the starter motor creates a voltage drop so the coil sees less than 11 volts. Even lower on cold days. So the spark would be weakest just when it needs all it can to start the car.

With a ballast resistor style coil the coil sees less than 11 volts all the time but that's ok because it is designed to make a full spark from lower voltage. While cranking, the ballast resistor is bypassed and the coil sees slightly higher voltage than it does while driving. Because it is designed to use lower voltage it can create a full spark potential on startup.

Excerpts from MGExperience and Barney Gaylord

ROWDIES 2020 EVENTS-THE LIST THAT 'EVER' CHANGES Currently

Most Club Events Are Either Canceled Or In Limbo-But See Below & Stay Tuned!

Aug

- 1 Rowdie Birthday Party : **JUST CANCELED**
 9 Alden Car Show: Nothing on the TwinBay British Car Club website. **Probably canceled.**
 22 Tom Fant's Rowdie Beach Party: **CANCELED**
 29 **WDMGC** "Summer Gathering" at Camp Dearborn, 1700 General Motors Rd, Milford, MI, 48380 10:00-4:00 pm. Daily admission \$9

Sept

- 5 **Jaguar Affiliates Group Concours d'Elegance and British Car Showcase** at the Olde World Canterbury Village, 2359 Joslyn Ct., Lake Orion, MI 48360. Entrants opening 9:00 am. for \$10.00.
 13 **Battle of the Brits.** Camp Dearborn, 1700 General Motors Rd, Milford, **Still listed**
 17-20 SouthEast British Car Festival, Dillard, Ga.: **Still listed**
 20 **Orphan Car Show**, Ypsi.,Mi.: Museum closed, but **still listed** for 2020.
 29-Oct 2 Put-In-Bay Races: **Canceled**

October

- TBD Rowdie Fall Color Tour by Quinn: **Hopeful**
 TBD Rowdie Weekend Colour Tour of the North by Tom Fant: **Canceled**

Dec.

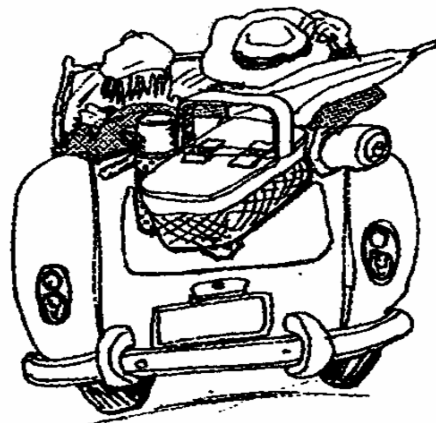
- 6 Rowdie Christmas Party: **Still listed**

Hello Everyone

We had a 2nd informal outdoor picnic meet up at Park Lyon North on Saturday August 22 attended by 21 Rowdies and I believe it worked well with social distancing in an outdoor setting. I felt that we were all pretty safe. I encourage imaginative thinking and ongoing ideas from any of the membership about safe things to plan if possible. Let's try to keep as much happening in our club within the boundaries of safety.

You can send thoughts to any of the club officers by email or discuss on the phone; addresses and numbers are listed in the front of this newsletter.

Chairman Bill & Da' Board



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.

Does a perfect man really exist, Mom?

Of course, Darling. They all drive MG's.

Rowdies Afternoon In Park Lyndon 8-22-20



The summer is showing itself to be a hot one. I'm sure we've all noticed. Most of our events have been cancelled, but there are several gatherings yet to attend out in the open air and under the old shade tree. On Saturday August 22nd we held a repeat impromptu gathering at Park Lyndon between Jackson and Ann Arbor. We had a pretty good gathering at the Park Lyndon in the simmering summer heat. We took over a large pavilion for our Rowdie Picnic and had great conversation while maintaining the old social distancing. My turkey 'n ham sandwich went down perfectly with my Newcastle Brown Ale.

Attending were Ken and Kathy Nelson, Jeff and Deb Smith, Curt and Steph Smith, Bill and Mary Ellen Weakley, Dave and Donna Quinn, Bruce and Willie Mann, Gordy and Tracey Bird, Kevin and Norma Peck, Carolyn and John Alexander, Bruce Nichols with his grandson Cowen, and Mark Griffith on his *Royal Enfield motorbike*. Bruce Mann drove down from White Lake in his new MGA with only 350 miles on the clock - his longest drive yet!

Dave and Donna led the Weakleys and Nelsons on a 40 mile meander from a Jackson McDonalds thru the countryside to the Park. 'Twas a beautiful drive, and NO dirt roads were involved, so no car washing needed at the end of the day.

We had an impressive lineup of 8 MGAs; so impressive that a chap drove into the carpark in his NEW Corvette (colored Red), got out and took a photo of each MGA. Then he drove away. I guess he couldn't compete with all that beauty and horsepower.

So, to recap - we have some summer left and places to drive our MGAs. It's really great to see our friends out and about. Being captive in our houses is the correct thing to do but mingling with our friends (socially distanced, of course) makes the flowers grow and the birds sing! Look for another impromptu gathering of Rowdies later this Fall.

John Alexander- Meets Chair and Side Table



(Park Lyndon pictures continued)

(Pictures by Mary Ellen Weakley, Dave Quinn, Ken Nelson)



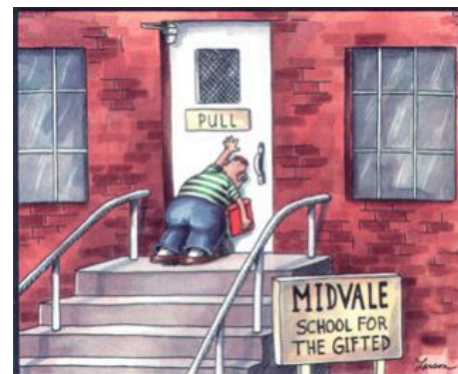
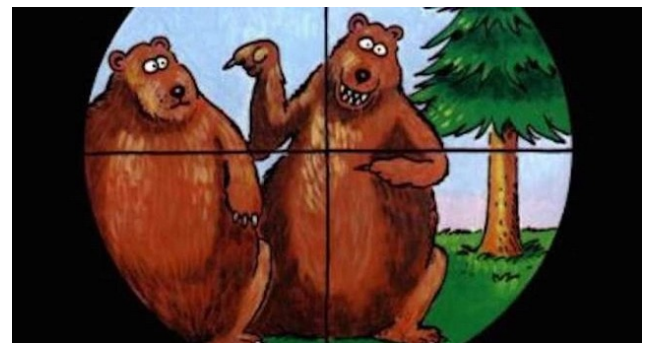
HONEST HARRY CAR SALES



"What about this little baby? Seventeen previous owners, twice around the clock, drinks like a fish, goes like a tortoise"

BEETLE-INK™

Almost Too Good To Be True, eh?



**Gary
Larson's
"Far Side"
is Back!**

Chairman's Chatter

Bill Weakley



August 11, 2020: The virus lockdown/slowdown goes on. I have driven my MGs a little, but I am sorely missing our group events. It just doesn't feel right to have three MGs in the garage and no good reason to use them. I have driven them

a bit, but it's not the same as making a real trip with a group.

Besides not having any big projects on my plate, I have been somewhat limited in what I can do. As a few of you know, I took a fall off the side of our basement stairs in early July. I tripped over my rubber sandals and fell about five feet to the concrete floor. I suffered three cracks in my skull, two very black eyes, two cracks in my left arm bones at the wrist, sprained other wrist and a few miscellaneous scrapes.

Fortunately, the concrete floor was undamaged. All things considered, it could have been a lot worse. I've had to wear a splint on my left wrist, but none of the breaks were displaced, so it's just a matter of letting the bones heal. I've learned two lessons: to be more careful on the stairs and there sure are a lot of jobs that require two hands. Once I have full use of both hands, I am going to enclose that stairway.

In the meantime, I took my MGC back to the shop that painted it in April. The color of the lower half of both doors did not quite match the rest of the car. The shop agreed and repainted the lower half of the sides for free. I was very pleased with the way they stood behind their work and with the finished product. Now the only thing left to do is get new tires. I finally found a shop (next door to the body shop) that has the right equipment and willingness to mount and electronically balance wire wheels. I currently have well-worn 185/65-15s while 185/70s would match the original tire diameter better. Then I will be ready for our trip to Dillard, Georgia.

The only problem is that the virus is hitting Georgia so hard that I have grave misgivings about going. We have reservations and registration, and I don't have to make a final commitment on the accommodations until the end of August. So I will wait until then for the final decision. I don't want to get too political here, but the U.S. has really fumbled the ball with our response to the virus. A thousand Americans are dying every day, and yet some people still think it's a hoax. Unfortunately, the virus has now spread so widely that there is very little hope of

controlling it until we have access to an effective vaccine. So strap on your masks. It's going to be a long haul. I think the best we can hope for is a return to near normal by next summer. And then I wonder how many businesses will still be around and how many people will be homeless. I feel very, very fortunate to be retired, own my house outright, and have a relatively stable income and good health insurance.

I have one interesting MGA story. John Alexander and I took a ride to Dixboro, about 10 miles away, to look at an MGA parked in front of an antique store. It was well worn and needed almost everything to be restored or replaced, but the body seemed pretty solid, other than a large hole chopped in the heater shelf for no reason that we could figure out. We didn't learn more because there didn't seem to be anyone around. A week later, Mary Ellen and I went by there and stopped to look at the car again. This time a man came out of the store. When I asked him if the car was for sale, he said no, that it was his car and that he had turned down an offer of \$50,000 for it. At this point, I almost turned around and walked away for lack of any polite response. But instead, I told him that I was chairman of the Michigan MGA club, that I had owned three cars like that and that his car restored to the highest standard would still not be worth \$50,000. I also decided that I wouldn't be buying any antiques from that guy.

I hope you are finding some safe chances to drive your MGAs. This pandemic is lasting too long, but it won't last forever. There are a few opportunities for group events locally coming up. Check the events calendar elsewhere in this issue. Let's see if we can get together and be safe at the same time. At least with local events, we can always just turn around and go home if we don't feel safe.

Chairman Bill



*Photos above:
Resting up for
the next trip.
Photo on Right:
After the garage
accident.*





September 17-20, 2020

The **Peachtree MG Registry** presents:

A Southern British Car Weekend in the mountains of
North Georgia at
The Dillard House Inn, Dillard, GA.

<https://www.dillardhouse.com>

All makes and models of British cars and motorcycles are welcome!

This is also a **NAMGAR** regional event with
MG Midgette ZA and ZB, built between 1953 and 1958, as the
featured model! Here is a video of the Dillard show field from 2018:

[youtube.com/watch?v=qVvlzc7oceU](https://www.youtube.com/watch?v=qVvlzc7oceU)

NOTICE! We planned to open registrations for Dillard 2020 on April 1st. However, the PMGR Board has decided that, in view of the Corona Virus Pandemic, it would be best to hold off opening reservations until later. **However, The event is not cancelled!** We will revisit the situation in mid to late June and make a final decision about the event at that time.

However, because of limited availability of rooms, we recommend that all who want to attend the Dillard weekend this year, go ahead and make your reservations at the Dillard House. You can cancel them later, if appropriate. When you call the Dillard House, ask for Emily. Reservations 706-746-5348 Toll Free 800-541-0671, Ext 1.

The Group Code is SEBF2020MG

The Dillard House website is: <https://www.dillardhouse.com>

If Dillard House fills up or you prefer other housing, here are 2 links:

<http://www.rabuncountyrecreation.com/.../lodging-information....>

<https://www.dillardgeorgia.com/lodging/>

If you have questions,
please feel free to
contact Steve Ratcliffe,
pmgrwebmaster@gmail.com
[.com](http://www.dillardgeorgia.com)

Travels With Neil Griffin, Our Recent Birthday Boy, And 'Master Of Everything Mechanical'-By Steve & Diane Mazurek

THE NORTH AMERICAN MGA REGISTER
MEMBERSHIP REGISTRATION

Full Name NEIL GRIFFIN Date 13 AUG 76
Preferred or Nickname _____

Co-driver (spouse, friend, etc.) _____

Address 44492 ROBSON RD.
City BELLEVILLE State MICH Zip 48111
Telephone (313) 697 7419

MGA INFORMATION — Type indicates Roadster, Coupe, Twin Cam, other (specify)

1. Type TK II 2. Type 1500 3. Type 1500
Year 1962 Year 1957 Year 1959
Color _____ Color BROWN Color _____
Chassis No. CANL 2/06/83 Chassis No. BP15GB10223 Chassis No. MD1443/59194
Engine No. 16 GC-U-4404 Engine No. _____ Engine No. _____



A Little Creek Water Should Help (Steve Mazurek, Neil Griffin, Tom Latta)

Neil joined NAMGAR on 8/13/76. Mike Jacobsen, NAMGAR's current Registrar, provided a scan of his registration. He also mentioned that the seat frames in his MGA came from Neil's "barn o' parts" back in the eighties.

A GT-5 (1980 Lake Tahoe, Nevada) highlight was the caravan to Harrah's Automobile Collection in Reno. Neil and Thelma Griffin had driven their MGA to the GT from Michigan, nursing an overheating radiator. Neil and Tom Latta were in the "A" just ahead of Steve and Diane Mazurek, in Detroit Iron, on the way to Reno. The altitude and the grade from Tahoe to Reno proved to be too much for Neil's MGA, so they pulled over to lend a hand. Well, a bit more than a hand - a tow with their rental car. They ended up towing Neil and Tom to the top. From that point, all Neil had to worry about was his brakes.



Neil and Thelma with the Michigan Rowdies and Mickey at GT-8 (1983) in Florida.

Kneeling: Neil, Steve Mazurek

Standing: Diane Mazurek, Thelma Griffin, Dick Feight, Mickey, Shirley Feight, ? couple



Neil Cleans Up Well To Receive His Oil Consumption Award From Steve Mazurek in 1984 at Tiburon, California

(Travels with Neil continued)

At GT-9 (1984) in Tiburon, California, NAMGAR Chairman Steve Mazurek presented Neil with the "Oil Consumption" award. As it states in MGA! V10N01, "The oil in his car's sump in California was not the same oil he used in Nevada, which of course was different from the oil used in Colorado or, yet again, in Michigan. 12.5 quarts goes a long way. Neil was the overall winner in the adventure category, because he also had a breakdown (a burned exhaust valve) and a comprehensive list of spare parts."



Picture On Left:
Here's Neil, in his ever-present Rowdies T-shirt, at the barbecue at GT-18 in Niagara Falls, Canada, 1993.



Picture On Left:
Thelma and Neil at GT-22 (1997) in Grapevine, Texas. Same T-shirt?



Left: At GT-24(1999) in Lake Tahoe again, Neil went to the trouble of replacing his windscreen with the one he had at GT-5 because it had the GT-5 decal from the earlier Tahoe meet on it.

Below: Also at GT-24, here's a photo of all of those who also attended GT-5, including Neil and Thelma, Len Bonnay, Jack Kurkowski, and Steve and Diane Mazurek.

Pictures By Steve & Diane Mazurek

In case anyone hasn't noticed, Neil Griffin turned 95 years young on July 23, 2020 and the Rowdies were asked to send Birthday cards to celebrate the day with Neil and Thelma. The next 2 pages show some of what showed up in their mailbox. See below...



Some of Neil's "Rowdie" Birthday Cards





A Few More Pics-Neil & Thelma and Friends



Electricity-Ain't It great; Except When It Goes Awry-One Man's Journey Through The Electron Jungle Of New Car Ownership

Recently Hemmings news has written that in the future many otherwise collectible cars will be relegated to the status of stationary display items due to the inability to obtain replacements for the myriad of electrical parts that allow the otherwise perfect engines, brake systems, and ancillary devices to function. Today's cars have plenty of computer systems, circuit boards, capacitors, diodes, switches with override systems, airbags, fuel monitoring systems, charging control systems, etc which will almost certainly have broken down by 10 years or more and parts will be unobtainable. I drive my over 10 year old Jeep with a non-functioning rear window, not because the motor or switch don't work, but because somewhere in the miles of copper wire and computer controls there is a 'glitch' which is probably worth over \$1000 to find and repair, IF the parts are still available. **Dave Quinn** sent in a story below from one of his friends:

My wife's current 2018 Lexus NX gets my vote for worst car. This vehicle runs fine and has never broken down. But I hate it. The electronics make it a miserable experience. The sound system is indecipherable. It comes with a book as big as the owner's manual. You need it! Half way through trying to figure out the most basic function, you lose interest and just give up. I use the voice command to change radio stations. If I don't know the station numbers, we ain't listening to it. The GPS is typical Lexus ass backwards and entering destinations with a knob and a touch pad takes five or ten times longer than doing it on your phone. The rear hatch opens and closes with a motor. I can't get it to close if I so much as flinch after I press the button. It thinks I'm too close to the hatch and stops closing. The corner sensors and back up sensors sound a warning if there is anything moving within 100 feet. The warnings become meaningless if they are going off all the time.

The voice command is the most direct way to make something happen, but it usually gets the command wrong. Barbara and I usually laugh at what it "thinks" we want, but it ain't cute anymore. The knob and touch pad is finicky and you often activate the wrong tab. Good luck getting back to where you were. The over-all impression is that you are being controlled

by an opinionated robot nanny. And you don't share the robot's opinions... On anything!

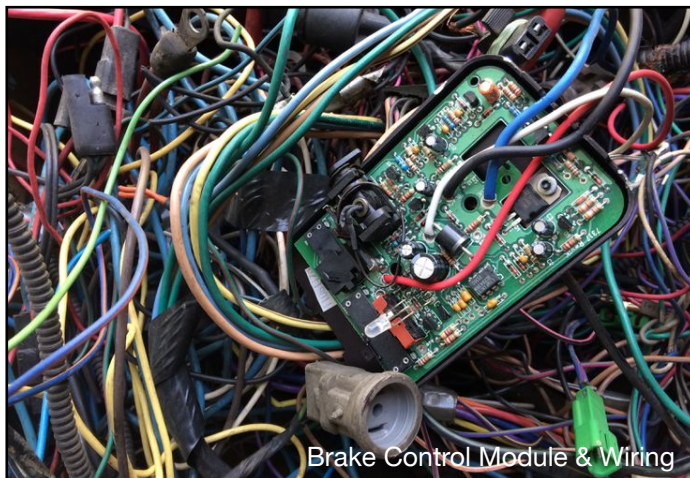
Ken Nelson responded: I have EXACTLY the same opinion of my Volvo. Runs fine, etc, but the entertainment and navigation systems are a royal pain in the butt side. The on-off radio push button doesn't work unless I jab it like a jousting horse in King Arthur's day. My finger has a callous from stabbing it repeatedly. Changing a station requires going through 3 different screens to get to the number indicator. It took me 2 years to figure out how to make the navigator lady keep her mouth shut if I want some peace and quiet. It requires 2 different screens to get to where I can turn her off, so I usually use my phone instead. I tried the

voice command function for destination setting, but it has to be told in an exact sequence using the proper phrasing. It was a year before finding out I have to first say "Navigation Destination" and then say "Go To" which usually is where I forget the address that I want. When it comes to "command central" it occasionally will decide I don't need the radio at all, so it goes blank for 3 or 4 days, until I make an appointment

to bring the car in, when it suddenly starts working again and displays "just kidding" on the screen. If I'm parking somewhere waiting for Kathy to pick something up, it's impossible to play the radio unless the car is running. If not, the display reads "low battery" and shuts everything down until I start the car again. This is with a new battery that has a full charge through all this. Yeah, I think I know how your friend feels....

Dave replied: Don't you love it that auto computer programmers never realize how simple things used to be and we don't need 95% of the crap they want to put in new cars. The friend that wrote that piece restored a Healey 3000 and has had half-dozen MGAs in the past. The wife's Honda is no where near as bad as my Audi A6 was when it comes to menus but still I have made notes like this - - "To get the mileage without starting: Hit the start button twice without putting the brake on. You must have the key with you to do this." (Ed note: Hey, I've never known how to get the mileage without starting the motor. I'll try that next time!). Meanwhile, let's hang on to our MGAs so we'll still have a car to drive in the future!

Dave Quinn



Brake Control Module & Wiring

The Magic Of Watkins Glen-Dave Smith & The Watkins Glen Walk Of Fame

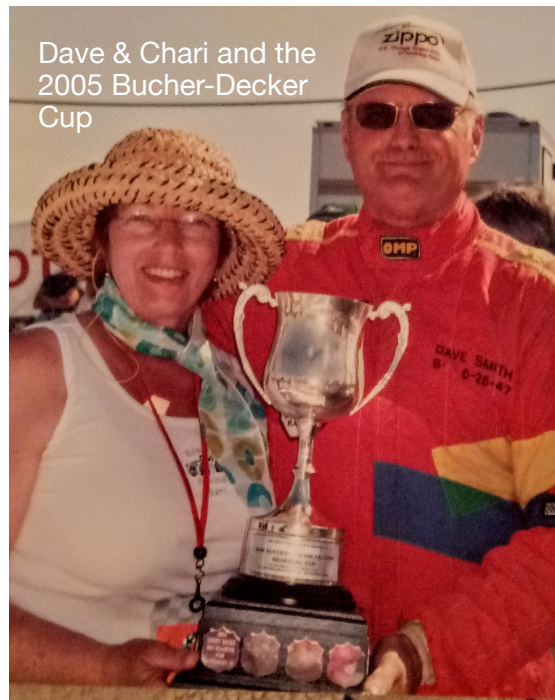
*Dave Smith will be one of the drivers inducted into the **International Drivers Walk Of Fame At Watkins Glen** by their International Motor Racing Association (IMMR) for 2020. The Watkins Glen Drivers Walk of Fame was established in 1993 by the Watkins Glen Historic Racing Committee with support from the Schuyler County Chamber of Commerce and Watkins Glen International to honor retired drivers who have competed on the Glen's world-famous circuit since 1948, and there will be an engraved Granite stone with Rowdie Racings achievements embedded downtown. The actual event had to be postponed until 2021 due to Covid-19, but it is a very distinctive honor for our Michigan Rowdy lad and his crew chief Mark Barnhart. Read Dave's story, as published in *Vintage MG Racers (MGVR) Newsletter of August 2020*.*

My first trip to Watkins Glen was with Fellow Michigan Rowdies in my Dad's Pick-up Camper.* Chari and I had met Joe and Bridget Tierno earlier that race season. The Tierno's loaned us an Austin Healy 100-4 to drive the track in the Noon activity. Once on the track, I was impressed with the smooth surface and the great layout. I knew that racing here would be an incredible experience. Walking downtown that year and reading the names on the granite blocks was a special time.

As a young man, I had read about those drivers in the 1950's magazines. To see these names again made history really close at hand. Looking at Franklin Street and the turn to head uphill was special. To hear the stories from Joe Tierno and Gordy Ruston as they experienced those early races only made it better. I bought a Brick at the IMRRC museum to further support area history.



Chari's first memory was driving down the Grade alongside Seneca Lake into the Glen. This was



her first experience with the beauty of the glacier made finger lakes.

The growth of a grass roots race team is an interesting situation. Mark Barnhart and my first goal was to share our love for road racing with members of the Michigan Rowdies. Looking back, it is an extreme honor to be included with our driver heros, such as Bob Bucher, Spanky Smith and Walt Hansgen and so many others in the Watkins Glen Walk of Fame. This achievement was NOT on our radar screen when Rowdie Racing was created.

September 3, 1997 was our first WGI race weekend, in our freshly prepared 1962 MGA Mk II.



The car was a "Rowdies" club build. We had to name the team Rowdie Racing to show appreciation to our Michigan club members for their many hours building the MGA. I only had three prior vintage races to this weekend but had the incredibly good fortune to have Bobby Rahal as my track and driving coach the previous month.

September 8, 2016 was our final WGI race weekend in our MGA racer. In the interim we had raced here on 12 occasions. Many more races than any other track in the US or Canada. Over those years we had met many of the early Glen Racers. Denver Cornett II, Jim Carson, Ted Rounds, Frank Mount, and others.

We celebrated our three Glen Trophy wins over the years at Seneca Lodge. The Tiernos, The Rustons, The Powers, Don Robinson, The Cornetts and Crew Chief Mark Barnhart were part of those great parties. The Downtown Festival drives were done on Three occasions. To be part of that great assemblage of race fans really made the Glen racing experience something special.

What this nomination means to me: In 1996 the team's first goal was to experience as many historic race venues as possible. History has always been particularly important to Chari and me. We learned that the MGA was not only allowing for those experiences but was a surprisingly good race-car. SVRA must have thought so too, as I was bumped from competing against other MGA in F/Production (3F). Moved into E/Production(3E) against Porsche 356 and some other historically good race cars. On 10/10/1997 We won the SVRA 3E Vintage National Championship.

In 1998 we added a second team goal of a consistent Podium Finish. Not as easy as our first goal. Thanks to Bob Vitrikas for helping with the new goal. Bob was a very experienced racer and had developed a check list before departing the home garage. The list also had Track notes, lap times etc. Those notes were fantastic on repeat visits to the Glen. I was impressed how Bob and others supported all the Vintage teams with parts loans, driving tips and more.

In June Bill Green called about my nomination for the IMRRC walk of fame. I was speechless (that does not happen often). Bill told me that the process included a granite block in the sidewalks of Watkins Glen. Recalling how I had first looked at the historic drivers' names in their granite blocks made this a very emotional moment. Bill said Chari had written the nomination request. That made the nomination even more special to me.

I am overwhelmed and honored to be a recipient of a stone in the Watkins Glen Walk of Fame.

Dave Smith

Reprinted with permission from MGVR
Newsletter August 2020.

**As one of the three other Rowdies who went with Dave on that fateful first trip to Watkins Glen in his Dad's camper truck, I thought I'd add a few extra details of that trip. It was a bit of a wild affair up and over through Canada into the Finger Lake region of New York. I believe it was Mac McDonald who was driving when we blew the radiator cap off the radiator and had to cool it down and replace some water. I think the cap was found 3 weeks later tucked somewhere in the engine bay. Mark Barnhart took over the driving then since Mac could no longer be trusted with this prized vehicle.*

Upon arriving at Watkins Glen sometime around Zero Dark Something hours we pulled into a city park and slept until the next morning, when we got up and went for a swim (and bath) in Lake Seneca. During the festivities at the track Dave Smith ran into Joe Tierno (who I believe he barely knew) and before long Joe offered Dave his Austin Healey 100/4 to do parade laps with the Healey Club on the track. I rode with Dave as he figured out on-the-fly the reverse 3-speed shift pattern of the transmission, and at the end of the parade laps Dave was answering several questions from other spectators about "his" car. Much carousing and meandering was done that weekend, and Mac vanished into several (perhaps most?) of the local establishments for nourishment and liquid sustenance while we tried to keep up. A grand time was had by all, and I finally arrived home at 5am Monday morning in time for work at 8am the same day.

Ken Nelson



Dave Quinn also relates: "Like Dave, Chari, and Mark I have many fond memories of attending the races at the Glen and meeting some of the most famous race car driver's in the world. Sadly the vintage races for this year's Glen event have been cancelled. But Rowdie Racing will live on in the bricks. Lapping Sebring in 2005 with Dave was special as well as it was minutes before the 12 hour race was to start and the stands and infield were packed."

Barn Find Unearthed! New Cafe To Open!

Le Mans....

On an old farm near Ruaudin, Sarthe, France, just east of the LeMans racing circuit, was this "barn find".

An old, dusty English Sports Car from the Glory Days of English Racing and Engineering sees the light of day once more.

The farmer, Mssr. Alexandre, remembered that he had loaned out the use of his shed to a private entrant in the 1957 or '58 motor race held at the Circuit de la Sarthe 63 years ago. The fellow never returned to fetch his vehicle and it had been forgotten in the back of the shed until last week when Mssr. Alexandre needed to knock the shed down to construct his new "Le Mans Beir & Sausage Restaurant" on the site.

Cleaning off the accumulated dirt and dust of the ages, he found that with only a crank or two, the moteur fired right up! Can you believe it?!

Mssr. Alexandre plans to use the sports car to advertise his Restaurant in the surrounding area.

Mssr. Nelson,

I would indeed appreciate the opportunity to advertise in your worthy A-Antics journal! If you will forgive my forwardness, I have included the advert below in this missive. If it pleases you, I can afford no more than a 2 page spread. Please feel free to visit our humble establishment when you attend the race nearby in le Mans. We will give a bargain price to your membership.

Yr Humble servant,

J. Alexandre, Prop. Café de Ruaudin



*Photos above show Mssr. Alexandre proudly posing after successfully dis-entombing the 1957 MGA from the back of his shed. Can you believe it?
Bon Chance, mes amis*



20 happy customers all proclaim Cafe de Ruaudin is the best in all of 'Le Gai Paris' & France!

SIR STERLING MOSS 1929-2020 By Richard Miller (From May 2020 "Meshing Gears" NJ Central MG Club Newsletter)



When Sir Stirling Moss died on April 12th at the age of 90 the world lost a true racing gentleman. He had been in ill health since December 2016 when, during a vacation trip to Shanghai, he contracted a virus that almost took his life and effected his health in the years following. After 134 days in the hospital he was flown back to the UK and shortly after announced his retirement from public life.

Stirling Moss was born with racing in his DNA. His father, a London dentist, had raced on weekends and even placed 16th in the Indianapolis 500 of 1924. With marriage and a young family the senior Moss decided to stick to dentistry. It was Stirling's mother, Aileen Crauford Moss, who would begin a motor racing career as one of the first championship female drivers. It would seem only natural that the two Moss offsprings, Stirling and Patricia, would both become world class drivers. Stirling in Formula One and Pat as a world champion rally driver (she drove for BMC, Ford and BL among others).

Moss became the first British driver ever to win the British Grand Prix when he beat his Mercedes teammate Juan Manuel Fangio for first place in 1955 at the Aintree Circuit. Four times he would almost become Formula One Drivers Champion; three times falling just behind his friend Fangio. In 1958 it looked like he would finally take the Formula One Drivers title by a single point when his rival Mike Hawthorn had his victory in the Portuguese Grand Prix taken away for reversing on the track. In the hearing Hawthorne requested Moss testify on his behalf. "I had no hesitation in doing it. I can't see how this is open to debate."

Moss was an active driver between 1948 and 1962 competing and winning 212 of the 529 races in which he competed. He, along with his navigator Dennis Jenkinson won the 1955 Mille Miglia, the famous 1000 mile race across Italy in a Mercedes 300 SLR with a record breaking time. His incredible acts of sportsmanship helped cement his popularity among the British public who admired his flamboyant style and "never say die" attitude.

In 1957 Moss was hired by MG in an attempt to break the Class E world speed record. At the Bonneville Salt Flats in MG EX-181 Sir Stirling Moss reached a speed of 245.64 mph on August 23rd for a new record in the experimental MG nicknamed "The Roaring Teardrop".

Stirling Moss's racing career came to an end on Easter Monday 1962 during a race at Goodwood Circuit when he had a horrific crash. He had to be cut out of his race car and was in a coma for just over 30 days and partially paralyzed for six months. Realizing his racing career had come to an end he formed Stirling Moss, Ltd. and began a second life as a racing commentator, author, speaker and participant in vintage motorsport events.

Moss continued to race in vintage events until he was 81 and was knighted by Queen Elizabeth II in 2000. At his death he was the longest serving member of the British Racing Drivers Club and for many years served as president of the Brooklands Museum Trust. He was also an active spokesperson for Britain's prostate cancer awareness charity.

He is survived by his wife, Lady Susie Moss, his son Elliot and daughter Allison. Announcing his passing Lady Susie said, "He died peacefully at his London home following a long illness. It was one lap too many. He just closed his eyes."

On a personal note I had the great honor of meeting my boyhood racing hero on three occasions. Twice at Lime Rock Park during the Vintage Festival and once at the Amelia Island Concours. In fact, in a very crowded Restaurant at the Ritz Carlton host hotel on the Sunday morning of the concours event a server asked if I would mind sharing my booth with a British Couple. Of course it was Sir Stirling and Lady Susie Moss and a more memorable breakfast I never had the pleasure of enjoying. **Richard Miller**

