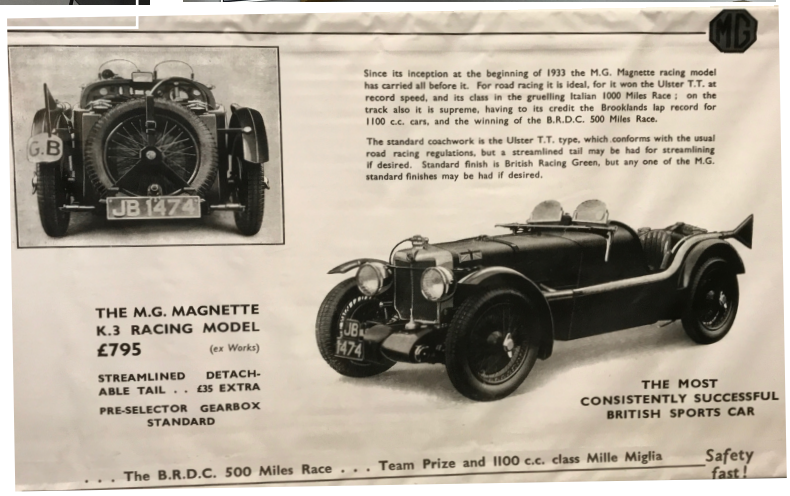
THE JOURNAL OF THE MICHIGAN ROWDIES VOL 46, NO 4 July-August, 2021

A-Antics









MG International 2021 Reports

Drive Your MGA Day

Retractable Belts For Your MGA

Adventures on the Roadside-Part 2

(Bill & Trudy Gallihugh)



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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

Rowdies Website: Larry Pittman, Webmaster
http://www.mg-cars.org.uk/michiganrowdies/

Larry Pitman's Database Report: 58 Active and Paid-Up Members

Deadline for submitting material for the next issue is: August 20, 2021

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.**

Calendar Addition
British Car Corral

Where: Bakers of Milford
When: Select Sundays from 2 - 7 PM (DJ at 3 PM)

l May 23rd
l June 13th
l July 18th
l August 15th
l September 19th

All British marques are invited to park together on the dates above. Join us to celebrate the cars we love and meet other enthusiasts.
Baker's is America's largest weekly car cruise, with live outside entertainment, free raffle prizes, outside grill, hundreds of great cars, and restaurant dining discounts for all cruisers.

MEMBERS PAGE

Letters

Out and About At Jerry's Pub

Hi Ken,

Bill Weakley asked me to forward these pictures to you. Yesterday (Friday, May 14), Bill Weakley, Kevin Peck, Tom Fant and Joanne (Will) and I met at Noon at the Westside Sports Bar car park at the corner of Zeeb Rd and Jackson Ave (picture 1110). From there we caravanned down to Jerry's Bar and Grill on Wamplers Lake in Irish Hills. Soon, John Alexander and Dave Quinn joined us. Then this '51 Ford joined our cars in the lot. ***Best, Andy Hoffman***





A Most Generous Offer

I just rented a new shop at 2655 Orchard Lake Road, Unit 107 in Sylvan Lake. I, by the end of the week, should have an operational lift. I want to offer the space any time at no cost to any Rowdie. I have tools there. I have an air compressor, not very big. But I want a notice in the newsletter that it is for Rowdies to use.

I owe the club so much and I want to pay it back. ***Matthew Wigent (248) 949-3212***

Cars & Coffee

Per John Alexander, an additional car show where we can exhibit our trusty British cars is at Zingerman's in Ann Arbor. Every third Saturday from 7:30 to 9:00 am: Cars and Coffee at Zingerman's Roadhouse, Corner of Stadium and Jackson Road in Ann Arbor.

Evolution of an MGA Coupe
Mark & Cindy Michalak



1982



1990



1998



2002



2016



2021

Crankcase Ventilation

Reprinted from an article by Dave Smith MGVR Technical Editor in the MGVR Newsletter.
*Dave writes: "*I thought it was time for a Technical article for the MGVR newsletter. Engine venting is a matter of careful design, coupled with an understanding of some of the challenges.

At a MG Chassis Dyno Session, I watched the engine numbers during the pull. The torque numbers at WOT (wide open throttle) were quite uneven. The dyno operator was quite experienced and told the MG owner that the uneven numbers suggested that his engine did not have sufficient crankcase venting to relieve vapor pressure. This engine only had the factory crankcase vent system. The factory vent on the 1500 thru 1622 B series engine had a single J pipe attached to the front side

(Continued next page)

plate covering the cam followers. The back side plate was a blanking plate over the cam followers. The J pipe design was a crude means of keeping engine oil over the cam followers, but allowing crankcase vapors to escape. The 1800 B series engine early engines used a PCV valve. Later engines used a plastic Y connection connected to the SU Carburetors. None of these three designs have adequate venting capacity for even a mildly modified engine to release crankcase vapors.

Race engines need a minimum flow capacity provided by a larger diameter vent. In addition, this vent must flow into a catch system which does not impede the flow of crankcase vapors. The vent can be attached to an early blanking side cover and then fed into your catch tank system. Be aware that the bottom half of the side cover can be immersed in engine oil. Your vent design needs to keep this oil returning to the cam followers. Check with your engine builder if you wish to improve your current venting capacity.

If your engine does use one or two of the factory side covers, there is an additional concern. The design of the side cover includes a wire mesh flame arrestor. The mesh is sandwiched inside the metal cover and over time the top half of the arrestor will become blocked by carbon deposits. If you use the factory plate for your venting system, inspect the mesh. If the top half is blocked with deposits then engine oil will be pushed thru your vent system and the system will not allow full flow of crankcase vapors. Both characteristics are a serious problem. The only good news is a diagnostic opportunity. If you are finding liquid oil in your catch can, you can remedy the problem by inspecting your factory side covers, or redesigning your custom venting system.

The street engines have a similar problem, involving older engines. If the flame arrestor mesh (MGB) is carbon deposit blocked, the engine induction system will suck oil into the gas air mixture causing a smoky exhaust. Often this is diagnosed as valve stem problems and/or valve oil seal problems. Pulling and reconditioning the cylinder head does not fix the smoky exhaust. Interesting in that the MGA J tube vent has no maintenance issues." ***Dave Smith***



Welcome New Member

John Flannery
johnperiodflannery@gmail.com
12955 Rattalee Lake Rd
Davisburg, MI 48350-1232
United States
Cell ph: 248-634-0449
Type of MGA: 1959 1500 Roadster
Other Cars: TR4, TR6
Comments: Referred by John Alexander who I met at Bakers restaurant in Milford.

(Continued next page)

Jaguar Concours d'Elegance

at Olde World Canterbury Village

Hello MGA Club,

I am the Concours Chairman for this year's Jaguar Concours that will be taking place at Canterbury Village in Lake Orion on Monday, Sept 6, 2021. The Jaguar Affiliates Group of Michigan would like to invite all the other British Marques to join us at Canterbury Village for the day and for a Friday evening party as well. Each Marque will have their own parking area on the grass inside Canterbury Village. The entrance gate will point your cars to your general parking area and you can stage the cars as you see fit based upon the attendance, and space available. You can do anything in the Village during the day. You may choose to have a show of your own within our show. You may just want to wander among all the cars and enjoy the camaraderie and ice cream. https://www.jagm.org/events/2021-concours-d-elegance-and-british-showcase

The gate will open at 9:00 AM. The Jaguar vehicles will have final cleaning in the morning and will be judged from noon to around 3:00. At 4:00 we will have an informal dinner at the Pub followed by our little award ceremony. You may have some awards to also present at that time. We hope as many as possible, people and cars, would join us for the day. We will also have a welcome party on Friday evening at our local hotel and you are invited as well. We enjoyed having a few MGA's join us in 2019 in our inaugural effort and would certainly like to see more Other British Cars join us. The placement of the cars inside the Village will probably change from what we used last year. Please spread the word to all your Club members.

Bob Matejek
JAGM Concours Chair
248-842-1046

Welcome New Member

John Flannery
johnperiodflannery@gmail.com
12955 Rattalee Lake Rd
Davisburg, MI 48350-1232
United States
Cell ph: 248-634-0449
Type of MGA: 1959 1500 Roadster
Other Cars: TR4, TR6
Comments: Referred by John Alexander who I met at Bakers restaurant in Milford.

Battle Of The Brits

The Metro Triumph Riders and the Detroit Triumph Sportscar Club present the Battle of the Brits, one of the premier motorcycle & car shows and swap meets in the United States, often drawing more than 200 bikes and some tasty British cars.

The next Battle of the Brits will take place on **Sunday, September 12, 2021**, at **Camp Dearborn**, 1700 General Motors Rd., Milford, MI 48380. Time is 10 a.m. to 5 p.m. (Bike registration 8 a.m. to noon.)

Classic British, European, and pre-1984 American bikes, awards, swap meet, vendors, food and beverages.

Spectator admission to Camp Dearborn: $8 per vehicle.
Bike show entry fee: $10, plus $8 Camp Dearborn entry fee (payable at the gate).

Swap-meet spaces: $40 for first space (additional spaces $30), plus $8 Camp Dearborn entry fee. On-site camping is available. Go to www.campdearborn.com or call 248-684-6000 for more information.

This event supports Children's Hospital of Michigan Foundation.

Tentative Schedule of Events 2021

Last week of June	Mid-Ohio Vintage Races ***
July 11	Mad Dogs
23 - 25	Waterford Vintage Races ***
August 8	Alden Car Show ***
August 14	Indiana British Car Union-Zionsville, IN
August 15	Rowdies B'Day Party
Sept 6	Jaguar Concours d'Elegance
Sept 12	Battle of the Brits-Camp Dearborn
Last full week of month	Put-in-Bay Vintage Races
Oct TBD	Rowdies Colour Tour
TBD	Rowdies Up North Weekend
Dec	Rowdies Christmas Party

*** (Good guess at actual date)

Wait, That's Not An MG!

Has Chairman Bill gone over to the "dark side" with a German instead of British sportscar? We'll have to just wait and see!



Chairman's Chatter

Here we are in the middle of summer (July 4), and I have been taking part in as many MG activities as possible. In late May, I attended the Camp Dearborn picnic hosted by the Windsor-Detroit club, along with several other Rowdies. Two weeks ago, I dropped in on the everything car show at Baker's Square in Milford. There was a small contingent of British cars with a designated area for us that we did not discover until some had already left. I chickened out of going to Nashville, MI the next day due to predictions of hailstorms, which did not happen, as far as I know.

Last Saturday, I drove my MGC to Mid-Ohio for the British Car show during the Vintage races. After the all-day deluge on Friday, I had decided not to go. Then I woke up early Saturday, checked the radar, and made a snap decision to go. The only Rowdies I met there were Dave Smith and Mark Barnhart who were presiding over the car show. Dave rode around the track with me and showed me how the race cars approach some of the corners. I don't suppose I will ever get to take advantage of that knowledge, but it is fun to think about after watching races on that track for over 50 years.

In early June, we drove the MGC to Petersburg, VA for the annual AMGCRA event. We went to the Moss Motors East Coast facility there for the induction ceremony of the MGC Register founder into the British Sports Car Hall of Fame, which Moss hosts in their facility. After that event, we spent two days in Colonial Williamsburg. We had never been there before, so we really enjoyed that. I discovered a local stout that I liked better than Guinness. Unfortunately, it is only available locally on tap. There were a few venues that were not yet in full operation, although there were very few signs of pandemic restrictions in the area. It was somewhat confusing traveling through Ohio and West Virginia as the restrictions were being lifted at different rates in different places.

The only problem we had with the car was the turn signal stalk falling off. Fortunately, it was not broken, just pulled out of its splined hole and was easily fixed. On the way home, we were in a total downpour in southern Ohio. It took me a week to get all the carpets dried out and newly discovered holes plugged up.



Camp Dearborn Meet-Bill & Mary Ellen with Lynn and Tom

Now I am looking forward to the Mad Dogs show on the 11th. I hope to see a bunch of Rowdies there. We have the Vintage races at Waterford Hills in late July and the Rowdie birthday party coming up on August 15th. Check the Rowdie web site and latest A-Antics for more activities. Get out there and drive your MGA. Wherever you go, it is fun. The last time I had my A out, I had six or seven people give thumbs up, including a Corvette driver. One guy pulled up at a stop light and called it a "beautiful car". Stopping for gas resulted in a 10-minute conversation with three different guys.

I hope a lot of you will be able to make it to the birthday party. Besides the usual fun and food, I hope to spend a little time discussing GT-50. As you know, the Rowdies have hosted every 10th GT. I think it would be great to continue the tradition, but we also know it is a lot of work. So, let's think about it and talk about it at the party, so we can decide whether to do it or not. If we do decide to host, there are many more decisions to make, maybe most important: where to hold it.

I have not been working on my 1600 project car as diligently as earlier, mostly because there is a lot of yard work around the Weakley estate this time of year. Also, I have to spend a little time on my drivable MGs in order to go to events. See the article elsewhere in this issue covering installation of retractable belts in my A.

One interesting problem I discovered on my 1600 concerns dust shields for the front disc brakes. I did not find any in my boxes of parts that came with the car. I found that MGB shields do not work, even though I sand blasted and painted them before discovering that were for a B, not an A. Checking around, I found varying opinions regarding whether they were always fitted, never fitted or when they started fitting them. Barney Gaylord cites the workshop manual section MM.11 as follows: "*Disc Brake Dust Covers which reduce inner pad wear have been fitted to the cars from Chassis No. 102589 (disc wheels) and Chassis No. 102929 (wire wheels). The covers may be fitted in sets to earlier cars.*"

And yet, John Alexander says that all the 1600s he worked on as a BMC mechanic had the shields. He also has a front suspension set that has them. Barney's page has contributors who claim they all had them. Dave Smith said he does not remember any having them. Mark Barnhart's MKII does not have them. Tom Fant's car, which was probably made the same week as mine, does not have them. So, I don't know what to believe. Did previous owners all discard them? Maybe MG put them on cars when they had them and left them off others. Moss does not offer them for the A but does for the B. It is an interesting puzzle and, thankfully, not a critical one.

I hope everyone is enjoying the summer in their MGAs. Please come to the Rowdie birthday party if you can. I hope to see you all soon. ***Bill Weakley***

(see more pictures on page 19)

MG INTERNATIONAL 2021- MG'S BY THE SEA

GT46 (MG International 2021) is now just a memory. But we all survived a year of Covid-19 and it was finally nice getting together with old friends and new in Atlantic City, NJ. Attendance was less than the anticipated possible 800-1200 cars with this all MG meet but there were still over 300 gorgeous cars to be seen and admired. Tim Scheerhorn won first place in the NEMGTR for his recently restored flawless 1948 MGTC. Bruce Mann had his beautiful cascade green 1962 MkII MGA in the show, fresh from a recent restoration, and Bruce and Carol Woodson drove their MGA Twin Cam to Atlantic City. Other MGA winners included Jim Cheatham with his 1957 MGA Coupe and Dan Suter with his 1962 MGA MkII Deluxe. Attending the show from the Rowdie membership were Bruce and Willie Mann, Tim Scheerhorn (displaying his '48 TC), Todd and Connie Binsz, Larry Pittman, Ken and Kathy Nelson, Forrest and Leslie Johnson, Diane and Steve Mazurek, and Gary and Sharon Wortman. There were in the neighborhood of about 40 or so MGAs in total I believe.

Some of our Michigan Rowdies trailered or towed their cars either partway or all the way, but Todd and Connie Binsz and Forest and Leslie Johnson get credit for driving their cars the entire way. Todd suffered a removable steering wheel whilst in flight, as well as a brake pedal-to-the-metal episode on the way home, but fortunately all ended well with no harm to car or people. Bruce and Willie, as well as Larry Pittman, towed their MGAs in enclosed trailers without problems. Kathy and I used a tow dolly to transport our MGA to Annandale, Virginia for a pre-GT trip to visit grandson Oliver and other family members. Then after a 5-day visit we drove the MGA the rest of the 275 miles to Atlantic City. That was a nice way to have comfortable seats with air conditioning and a good entertainment system for much of the drive, yet still get enough driving time in the MGA for that to also be a fun part of the journey. Modern GPS helps avoid getting lost, but traffic congestion on the east coast of the country still makes me wonder why anyone really wants to live there.



Our group didn't have any major breakdowns and I just had 2 minor problems on the way. First was a burned out right turn signal which was easily fixed with a spare bulb. Second was a blown out muffler and wasn't as simple to fix, but was easy to deal with by ignoring it. This was a stainless steel Tourist Trophy muffler with only about 15,000 miles on it. It did not rust out, but blew the guts of the muffler out. Online suggestions have included cutting a hole in it and stuffing stainless pot scrubbers inside and welding it up again. I may try that later.

Otherwise it was great seeing loads of old friends again, and all the GT events went well. There was a bus trip down to Cape May, a picturesque seaside town with nice beaches, but with an $8.00 charge to walk along them. We opted to look at them from 30 feet away for free.

One of the highlights of the trip was the Simeone Foundation Automotive Museum, and that was worth the price of admission. They took us on a bus, and in addition to all the beautiful cars on display, we were able to watch one of the stars of the museum, a 1934 supercharged MG K3 midget drive around an improvised track behind the museum. This is an original unrestored car which came in 4th overall in the 1934 LeMans 24 hour race.It's equipped with a Wilson pre-selector gearbox, as well as a Marshall supercharger extending from the front of the engine. In addition to the K3, they drove a 1936 Aston Martin LeMans and a 1954 Aston Martin DBR1 around for us.

There was a wonderful collection of early automotive race car paintings by Alfredo De La Maria, as well as sculpted dioramas by J. Paul Nesse. I know Dave Quinn would have loved seeing them.

The car show was held at the 4-H Park about a 30-minute drive from the hotel. The park was an excellent place to hold the show, and the MGA group was in a shady area of the field along with the ZA/ZB Magnettes. Food vendors were on-site, and the weather was perfect; 70's and sunny.

Unfortunately none of our Rowdie's MGAs received a trophy, but the Rowdies did bring back an award nonetheless. Willie Mann was honored to receive the NAMGAR Chairman's Special Recognition Award. This was awarded by Tom Medeen mainly because "she's the brains behind Bruce Mann" and does all the hard work getting Bruce to do the easy work" on their cars, or words to that effect. However, one of our MGA owning Michiganders also brought back an award, and that was Tim Scheerhorn with his 1st place award winning 1948 MGTC. Judging from the quality and diversity of all the cars present, and the beautiful show site, it was of course apparent that everyone who attended was also a winner.

continued next page

Finally, I was glad to see that a few less than pristine, or unrestored "works in progress cars were represented as well. "Famous Dave" McCann's 1960 MGA was a good example of a "driver, not a show queen", as was Barney Gaylord's well known and travelled 1958 MGA. But the Chairman's Choice award winner in the NEMGTR group set a good example that we can hope other young members will follow. Walker Eaton is a new "under 35" year old member who brought his 1954 MGTF on a trailer to his first GT. It was previously his grandfather's car and needs a total restoration, but seems fairly solid and complete, although without an engine. His enthusiasm for all things MG was visible for all to see as he told each and every viewer about his car. Hopefully we will see other younger members in the future continuing to preserve our MG Marque in the manner in which it deserves, as "the Sports Car America loved first."

Ken Nelson



1934 Supercharged MG K3 Magnette


K3 Magnette At Speed


After The Bank Robbery at Cape May with Bob Pilat



Before the Bank Robbery



Willie Mann and Larry Pittman at Cape May




Cape May, New Jersey

Pictures continued next page


Bruce Mann & Kathy Nelson


Bruce & Larry pedaling down the tracks



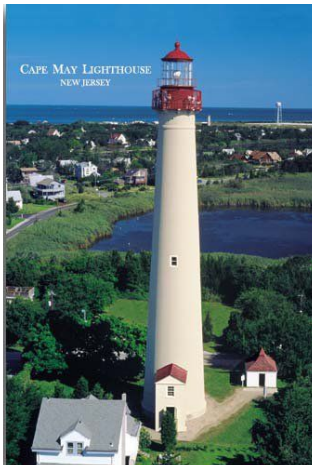

George Kress, Bruce Mann, Ben Nolan, Willie Mann




Vendor's Room


Art Lewis's Board Of MG Badges

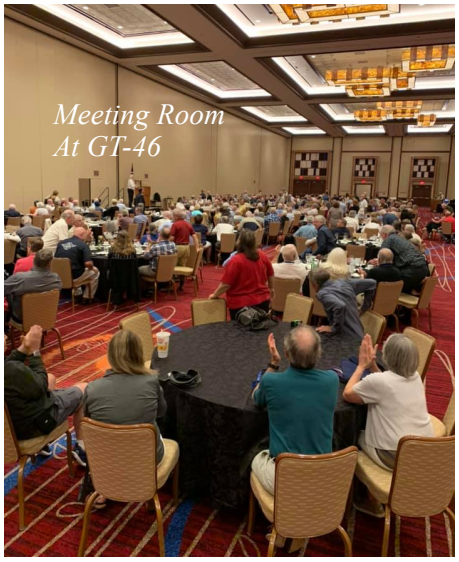





MGB Car Show Field

Pictures continued next page


Which Way To The Exit?


Meeting Room At GT-46


Some Nice Early Pull Handle MGBs


Lovely Park For The Show


Todd & Connie Binsz


Rocker Cover Racers


Barney Gaylord's Car


Ken & Kathy's Car


'Famous Dave' McCann's Car




Bob Pilat with his MGA


Bruce & Willie Mann


Four Beautiful ZA/ZB Magnettes

Pictures continued next page


Walker Eaton and his Project Car


Forrest & Leslie Johnson


Tom Medeen gives Willie Mann her Chairman's Recognition Award




Forrest & Leslie heading out



Tim Scheerhorn & his TC


Todd & Connie heading out

Give Your Garage A "Lift"!

Bruce Mann needed more room for MGs in his garage so he solved the problem by removing a wall and adding a lift. Door rollers also had to be repositioned and a side mount door opener installed. Talk to Bruce if you have questions.


Before Wall Down







Lift Installed




Side Mount Door Opener



After Wall Down



It's a Party, Baby!

Michigan Rowdies are finally adults! We've turned 45 this year!

Lets celebrate at Todd and Connie Binsz' house on

Sunday, August 15th.

This will be a BYOB and a dish to pass.

Brats and/or burgers provided.

<u>Don't forget</u> to bring all your "special" MG goodies to sell off at the *Auction to the Stars*.

Festivities begin at 12:00 Noon

900 Crystal Drive

Jenison, MI 49428

(Continued next page)

Drive Your MG Day-May 1, 2021



Bruce Mann reports:

On Saturday May 1st, The Michigan Rowdies drove their MGA's 1050 miles in support of drive your MG day. The total miles driven back and forth was from home to Jerry's Pub and Restaurant in Brooklyn, MI.

It was a chilly start with a few tops up but was sunny and reached a high in the lower 60's. It was beautiful weather for an MG Driving Day!
We had a great time, those in attendance were as follows:

Dave and Donna Quinn
Bill and Mary Ellen Weakley
Kevin Peck
Ken and Kathy Nelson
Curt and Stephanie Smith
Tom Fant and Lynn Combs
Andy Hoffman
Larry Pittman and
Bruce and Willie Mann













Hi Ken,

Steve and I weren't able to join the Rowdies today at the pub, but we wore our Rowdies shirts and took PRNCZ to a local Forest Preserve for a photo on her shake down cruise. It was a beautiful day: topless and maskless!

Best, ***Diane & Steve Mazurek***



(Continued next page)

Adventures On The Side Of The Road-Part 2

by Bill and Trudy Gallihugh

In Part 1, I told the story of a "catastrophic" breakdown we experienced in our TD, but focusing on the interactions we had with the people we met as that adventure played itself out. But prior to that (about 1996, I believe), we had another unrecoverable episode – this time in our MGA Mark II – that tells a similar story of the good people you meet while having an ***"Adventure on the Side of the Road…"***

We were returning to Indiana from the GOF Central at the Wisconsin Dells. We were leading a convoy of Hoosiers in their 3 TD's, blissfully motoring down country roads heading for Manitowoc to catch the afternoon sailing of the SS Badger bound for Ludington. Suddenly, and without any warning, there was a very loud **BANG!** coming from the rear of the MGA. Now, just to be clear, this wasn't one of those "what was that noise?" kind of "bang", but rather an unmistakable "the trip is over" kind of "BANG!". I immediately threw in the clutch, shut down the ignition, and pulled off the road. (I remember that as I got out of the car, it started to rain - perfect!). There was no evidence of the trail of oil I expected to see on the road behind us, and when I put it in neutral and started it, everything was fine. But when I put it in gear and let out the clutch a little, the MGA started to rise vertically rather than move horizontally. Something had frozen up solid. And had done so with considerable violence.

One of the TD drivers had a length of rope, so he towed us a short distance to an abandoned farm (how's that for humiliation?), and we pushed it into the barnyard. The property owner showed up, and gave us permission to leave the MGA beside a barn until we could return for it. But the clock was ticking, and we were still 14 miles from Manitowoc – and to our ticket to Ludington. One TD had an empty seat, so I climbed in and he drove me into town to see if I could rent a car – while Trudy waited with the luggage in the MGA.

He let me off at what seemed to be a dealership/ garage, and I went looking for the owner. I explained our situation, and that I was looking for a rental car to get back to Indy in. He explained that I would not find one-way rental cars in Manitowoc. Then he tossed me a set of keys, and said "Take the black Explorer out front, go get your wife and luggage, and then meet me back here."

So I found the Explorer, raced back to the barn, and we quickly get the luggage packed and the MGA buttoned up. Then another race back into town (sailing time was rapidly approaching). I intended to go in and take care of the rental paperwork, credit card, etc., but he met us on the driveway, told me to slide over, and then jumped in and headed back out. I started to explain that must have some rental car niceties to take care of, but he said: "I didn't rent you a car; I loaned you mine", and then added: "I just hope someday if I'm in a similar situation, someone will do the same for me." I think now we call that paying it forward.

So we flew down to the docks, and just made it on board as the gang plank was about to go up. Our travel mates had anticipated that we would pull that off, and had our lunch waiting for us. But now that we were sure to make it at least to Ludington, we had to think of how to do the remaining 300 miles to home. Since there were some other GOF attendees returning on the ship, we started asking around – and found a couple from Detroit who had two MGs to drive back. They agreed to take us as far as Grand Rapids, where they were meeting up with some other MG people. So I got a rather terrifying high-speed





ride down US-31 in a TC, and Trudy joined the wife in a MGBGT.

They let us off at a hotel on 28th Street, and I was then able to find a guy there with an MGB-V8 roadster who would take me to the airport to see about a rental. When that was accomplished, I found myself once again picking Trudy and our luggage up to start what we hoped would be the final leg of the journey. Our odyssey had by now taken about 16 hours, and included trips in 7 cars (5 MGs) along the way. We arrived home long after dark, a bit bedraggled, but happy – thanks to a lot of friends and strangers who went out of their way to lend us a helping hand when we definitely needed it.

A couple weeks later, our old friend, Don "Twin Cam" Hayman heard our story, and handed me the keys to his van and trailer so we could retrieve the MGA. We set off early one morning, and to our delight found the MGA just where we left it – albeit covered with dust and bird do-do. The trip home was thankfully uneventful. And once again, a belated thank you to everyone!

Gearhead Postscript:

The next day I jacked up the rear end, and quickly isolated the differential as the problem. Pulling the pig (or pumpkin, or whatever else it's called these days) I found the following sequence of events had occurred: One differential gear had snapped in two; this then snapped the pinion shaft in two; which then snapped the other differential gear in two. Three parts had, in a fraction of a second, become 6 – and at 60 mph gave the predictable results. I had our resident metallurgist, Tom Fant, look at the pile of parts - and he concluded that the matt appearance of the fracture in the first gear indicated a long-standing crack that had just been waiting for an excuse to explode.

Fortunately, I had a spare Mark II 4.1:1 differential in my "parts department", so within a day we were back on the road. And as I noted in Part I, "all's well that end well", and we had yet another great memory of Adventures on the Side of the Road.

. ***Bill & Trudy Gallihugh***

Blast From The Past-Pictures of Neil & Thelma Griffin From a St. Louis Meet for Rick Green's Famous "Bad Axe South" MGA Meets



Pics by Rick Green









(Continued next page)

British Return To Fort Meigs-June 6, 2021





"Bruce & Willie Heading Out To Fort Meigs"

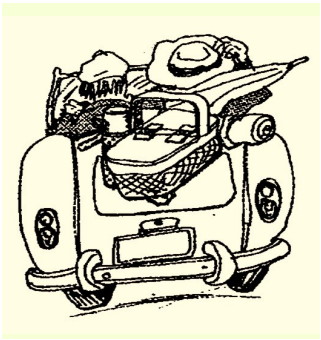






Bruce and Willie Mann won an "Award in Excellence" for their recently restored '62 MK2 MGA at the British Return to Ft Meigs sponsored by the Lake Erie British Car Club. Bob Shafto of the Michigan Rowdies won the same award with his 1960 1600 red roadster.





Steve & Diane Mazurek's GT-46 Adventure

Ken, I presume your visit with the family and return to Michigan was uneventful (Ed note: it was). *It was nice to have an opportunity to chat you and Kathy, something that doesn't happen too often, sadly. Our return was fine. We returned most of the way thorough Pennsylvania on the Lincoln Highway (US Rte 30). Unfortunately, all those nostalgic little burgs that we remember from the 1970s are now gone. The two lane Amish country roads now appear to be mostly four and five lane thorough-fares strongly reminiscent of Gatlinburg, TN.*
Steve then goes on to write:

Diane and I have completed the GT46 page on our Adventures website and invite you to visit it: http://adventures.blackmga.com/gt46/gt46-page.shtml. Here are some excerpts:

"Atlantic City was the location for GT-46. It was held by the North American Council of MG Registers, a joint event of all the major MG clubs in North America, held every five years. A large majority of MGs shipped to the U.S. ended up in the eastern states. Some of the largest turn-outs of MGAs for NAMGAR have been at GTs in this area. We expected to see MG models not often seen around our part of the country (Midwest).

Alas, the turn-out was significantly less than anticipated: 313 registrations vs. 1300 in Indy during GT-21, the first all-MG meet. This was partly because of the event being on the heels of the COVID-19 pandemic and partly because of the location. Also, there were no Canadian or international attendees due to COVID.

Ultimately, we decided to attend, but we did not drive PRNCZ. At the beginning of 2020, we attended another type of event in Cherry Hill, NJ. Although we were in our VWA (Volkswagen of America), the experience of driving through Philadelphia soured us on the idea of driving a 1959, two seat British sports car, through that kind of traffic to get to Atlantic City. Some folks did it, but, not being as spry and nimble behind the wheel as we once were, we decided to take the VWA once again. In anticipation of taking PRNCZ, Steven planned a route using the old Blue Highways. We decided to stick with that plan and take our time. Thank goodness for air conditioning, too!

To get to Atlantic City from the west is a challenge. Because of the traffic around DC, Philly and NYC, there are no desirable routes. We ended up routing ourselves through northern Maryland, then shooting a gap just north of DC, crossing the Chesapeake Bay near Annapolis. Then crossing the DelMar peninsula until we reached the ferry terminal in Lewes.

We crossed Delaware Bay on the Cape May-Lewes Ferry, which was reminiscent of our trip home from GT-2 in Wildwood Crest, NJ. We were early for our 2:45PM crossing and lucked out. There was just enough room on the 12:15PM departure, so they loaded us up, too. The crossing is only about an hour. Too bad, because it is delightful on a sunny, warm day and the bar tender was particularly good.

From Cape May, we drove to Wildwood Crest and had lunch at the Bal Harbour Inn restaurant where the GT-2 banquet was held. What memories that conjured up! The hotel looks the same, but the beach has changed, a lot: it is now further out into the Atlantic with a large sand dune in the way.

On Monday, June 14, we got registered for the event. The folks at the registration table were most accommodating, helping Diane acquire a few extra dash plaques for friends who were unable to attend the GT. Then we moseyed over to the vendor area and spent time



with the vendors, including Cecelia Bruce and her daughter Lisa of Scarborough Faire. Steven purchased a new speaker grill for PRNCZ. He also purchased a chrome speaker surround, which is really a Mk II feature, for later installation.

Tuesday we attended a couple of technical sessions: Tom Metcalf's presentation on his N-Type Airline Coupe restoration and Rob Medynski on distributor rebuild and repair.

On Wednesday, after the NAMGAR Board and Staff breakfast, it was off to the Simeone Foundation Automotive Museum in Philadelphia. Thankfully, we had a charted bus for transportation as the traffic and road work were horrendous. This museum, founded by Dr. Frederick Simeone, is a collection of seventy five

(Continued next page)


Tom Metcalf

historically important racing cars, including Ferraris, Cobras, Jaguars, Aston Martins and an MG K3. He obtained cars in their original racing condition and kept them that way. We viewed and read about the cars, some arranged in interesting vignettes; enjoyed the Art Gallery; had lunch; and then adjourned to the back lot for a demo of the K3 and two Aston Martins by the Museum Curator, Kevin Kelly. A Youtube Video was produced the day before; you may still be able to find it. Search for Simone Museum MG International 2021.

On Thursday the car show was held at the 4-H Fairgrounds in Egg Harbor, north of Atlantic City. As mentioned earlier, it was a smallish meet, especially for the MMM Register and our own NAMGAR: only two coupes, both dove grey; one Twin Cam; small 1500 and 1600 classes; two Premier entries. It was exciting to see Dan Asbury (GT-15) with Bob and Mary Tennity's Mineral Blue, Mk II MGA; to meet Bruce Feltsman who drove his MGC (first place) from Kalispell, MT; to meet Lou and Tina Louchios who brought their MG PA Airline Coupe from Rolling Meadows, IL, just down the road from us; to see Bruce Woodson's newly refreshed first place Twin Cam that had belonged to Reid and Lou Willis and won first place at GT-1.

At the Pre-Award Banquet that evening each register awarded its 2nd and 3rd prizes and took care of any other register-specific business. Alan Magnuson of the MGCC Rocky Mountain Centre invited everyone to Colorado Springs, CO for GT-47, next year on June 6-10, 2022. We are looking forward to driving PRNCZ to the GT next summer, probably along the route that Steven had planned in 2020.

After the event banquet, we said our good-byes until next year." ***Steve & Diane Mazurek***


MG 1100


MG PA Airline Coupe


Simeone Museum Diorama

RETRACTABLE BELTS FOR MY MGA-Bill Weakley

A few years ago, Dave Quinn had an accident with his MGA in which he and Mac McDonnell received some injuries that could have been reduced if they had been using shoulder belts. Since then, Dave has been a big proponent of shoulder belts. After that, I was more convinced than ever to install them in my A. I used Todd Clarke's kit, which I highly recommend. However, I was not satisfied with the non-retractable, manually adjustable belts that I installed.





Mary Ellen and I both struggled to get and keep the belts properly adjusted. Plus, they were pretty restrictive once buckled in and tightened.

I had seen mention of installing retractable belts a few times on the MG Experience forum but didn't have any details other than to put the reels in the trunk. So I bought a set of retractable belts from Moss (part # 222-216). The reels can be mounted in any orientation and are almost symmetrical. This is important to make the mounting easier.

After contemplating many different mounting arrangements, I made the brackets shown in the photo. They came with my project car and started out as bumper mounting bars for some other unidentified car. Since I couldn't advertise them for sale without knowing what they came from, they were just scrap metal to me. Getting them bent to match the wheel well curve required a lot of heavy duty pounding.

In order to make room for the belt in the best location, I had to remove the shoulder belt brackets from Clarke. Fortunately, I had not welded them continuously to the cowl, as recommended. I just had to drill out the welds in the cockpit edge and unbolt them from the bulkhead. There is just enough room for the belt to slide over the trunk bulkhead. I used the existing lower attachment points on the frame and the tunnel. Having the buckle on a stalk by the tunnel instead of a loose belt is a major improvement. The belts have to be released from the frame attachment points when raising or lowering the top.

We have tried out the belts with a short drive, and they have received the Mary Ellen seal of approval.



Happy wife = happy MG owner. ***Bill Weakley***

More Ft. Dearborn Pictures

(continued from page 6)



Ken & Melody Klemmer

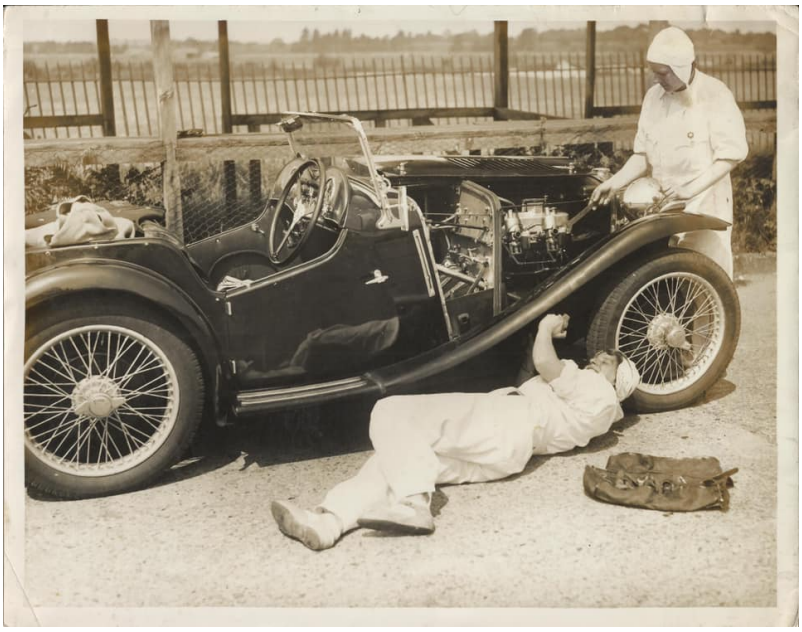






Tom Fant & Lynne Coombs





Some of the MMM register MG driver's had a little trouble on the way to MG International 2021. Here are two sporting ladies doing a little roadside repair on their MG en route to Atlantic City, New Jersey.

