



A-Antics



Tribute To Bruce Nichols
Light Up Your Dash!-Tom Fant
Remembering Herb Maier
Rowdie Christmas Party Report



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/mgscouncil/>

NAMGAR Web Site: www.namgar.com

Past Chapter Chairpersons:

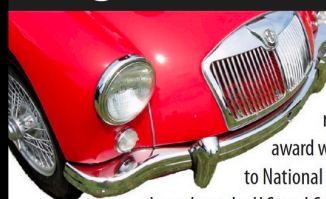
1976-1980	Bruce Nichols
1981-1982	Tom Latta
1983-1984	Dick Feight
1985-1988	Dave Smith
1989-1990	Dave Quinn
1991-1994	Mark Barnhart
1995-1995	Herb Maier
1996-1996	Tom Knoy
1997-1998	Neil Griffin
1999-2002	Bruce Nichols
2003-2004	Bob Sutton
2005-2008	Gordie Bird
2009-2015	Dave Quinn
2016-	Bill Weakley

Rowdies Website: Larry Pittman, Webmaster

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

Larry Pitman's Database Report: 61 Active and Paid-Up Members

Deadline for submitting material for the next issue is: February 20, 2022

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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,

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to National and Regional Get-Togethers

throughout the U.S. and Canada, plus a knowledge base

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(North America), or \$52.50 (International). **Get more information at**

<http://www.namgar.com>, or contact registrar@namgar.com.



MEMBERS PAGE

Welcome New Members!

Name: Patrick & Mary Kondrat

Address: 3362 North Omena Point Road 231
Omena, MI 49674

Cell phone: 2487709612

Email: pamakomail@yahoo.com

Type of MGA: 1600Roadster

Name: David & Patricia Decker

Address: 16201 Tindall Rd

Davisburg, MI 48350

Cell phone: 248 640-3588

Email: ddecker@p-r-s.com

Type of MGA: None (yet)

Comments: I am a NAMGAR Member #7E4D1256. I am searching for the "right" MGA to replace my first car I ever owned, a Glacier Blue, black interior, wire wheels '58. Ideally I would love to find my original car! Currently own a '68 Porsche 912, '65 Porsche 356, '57 VW Sunroof Deluxe Beetle, '67 VW Bus, '82 VW Vanagon Westfalia, 2003 50th Anniversary Corvette (was my Dads), '69 Pontiac Grand Prix SJ (was my Moms), and several more.

Letters

Bruce and the Kids

This says a lot about Bruce . . . for my son passing out compliments is as rare as one of us winning the lottery. When he heard of Bruce's illness the first thing he said was how wonderful Bruce was. As a kid, under 10 years old, Bruce always made him feel really welcome at early Chapter meets. He never forgot.

Dave & Donna (Steve) Quinn

As a kid who grew up in the club, Bruce was a beloved uncle. I remember the early days just hanging on every story he told of the early days of the Rowdies and NAMGAR. Rowdie meets were a huge gift because my sister and I always felt so welcome and as I got my own A and learned everything I could from my Dad and all the uncles, Bruce was in the middle of so many of those moments and stories. He was a bigger than life image to me as a kid and I thought Bad Axe North were the coolest experiences ever, I mean Sports cars AND horses, it didn't get better. Even as a kid, he made me feel like a full member of our club. I will miss him.

Kathy (Smith) Bertolini

Early Namgar & Rowdie Club Members

Dave Quinn found an early list of NAMGAR members that had been sent to him by Bruce Nichols in 1977 when Dave was joining the club originally. Here they are below. See how many names you recognize from the list.

MICHIGAN MEMBERSHIP	
NORTH AMERICAN MGA REGISTER-MICHIGAN CHAPTER	
HAILEY, EDDIE #179 768 E. Columbia St. Muskegon, Michigan 49854 1-616-696-4259	LEWIS, DICK & RICK 2091 Pierce Road Berkley, Michigan 1-313-782-7335
HEIGHT, RICHARD #356 4223 River Hill Dr. Livonia, Michigan 48150 1-313-434-3691	MEADWELL, DAVID & KATHY #189 10046 Verden Road Bottle Creek, Michigan 49017 1-616-953-2444
CRAPPE, WIL #372 4402 Ridgeway Livonia, Michigan 48111 1-313-697-2418	MONILLAN, JOHN 2436 Denhamert Livonia, Michigan 48150 1-313-697-2418
HANCOCK, BOB 624 Leonard NE Grand Rapids, Michigan 49503 1-616-434-5430	MAYER, MARY #411 224 Leah Road Muskegon, Michigan 49854 1-313-676-9078
HUNT, W.B. & JOYCE #130, 131 64017 Leonard Ave Coopersville, Michigan 49404 1-616-677-3439	MAZUREK, STEVE & DIANE #344 524 Harbor Road Columbus, Ohio 43224 1-614-568-9081
JACOBSON, HERB & ERIC Holly, Michigan 48442 Unlisted	MILLER, BOB & GATHY 304 Capital Drive Livonia, Michigan 48150
KELTAN, FRANK #284, 285 611 Anna Muskegon, Michigan 49854 1-313-777-784	NAMPTUSA, NORMA (A.M.) 955 Evergreen SE Grand Rapids, Michigan 49506 1-616-452-3358
KISS, BOB #158, 210 5601-17 17th Ave Grand Rapids, Michigan 49519 1-616-696-1116	NICHOLS, BRUCE & JANE #135, 136, 450 304 S. Outer Dr. Grand Rapids, Michigan 49513 1-616-696-6504
KOSTER, LARRY #242 2513 Martin St Grand Rapids, Michigan 49507 1-616-243-2287	PURVIS, GREGG & YVONNE #382, 381 4224 Rockwood Ave, 225 Rockwood Hall Holland, Michigan 49423 1-616-335-2100
LATTA, TOM & KATHY #506 29 Ambrose Livonia, Michigan 48150 1-313-696-8672	REINIS, DENISE 2315 Foster Grand Rapids, Michigan 1-616-361-1759
LEWIS, MARTIN DALE AND MARY JANE 1722 York St. NE Grand Rapids, Michigan 49506 1-616-949-1917	SANDERS, RICK 6065 Brewery Road Livonia, Michigan 48150

46 May 1977		FACH TWO
MEMBERSHIP		
NORTH AMERICAN MGA REGISTER-MICHIGAN CHAPTER		
SPINDLER, DAVE AND MARY ANN #206 5525 Elm Lake Road Farmington, Michigan 48034 1-313-882-7145	Devries, John & Carol 3759 Blackhawk Drive Grandville, Mich. 49408 1-616-322-7582	
STIFFLER, DICK & TOLLY 1504 Woodcliff Dr. SE E. Grand Rapids, Michigan 49506 1-616-949-6188	Horne, Don & Barb 30151 Windsor Livonia Heights, Mich. 48071	
TEMPLIN, JAMES & CARMELYN #421 9146 Byron Livonia, Michigan 48150 1-313-937-2776	Mussee, Deany & Marty 2212 Thornwood Wyoming, Mich. 49099 1-616-538-8447	
WEBER, WEG & MARLENE #283 1745 Woodcliff SE E. Grand Rapids, Michigan 49506 1-616-949-4578	DeGraaf, Abe 704 Wells NE Grand Rapids, Mich. 49503 1-616-361-5688	
WISCONSIN, LARRY #157 1201 Minneapolis Ave. Livonia, Michigan 48150 1-313-428-9296	Johnson, Erik 885 S. Shore Drive Livonia, Mich. 49423 1-616-335-2430	
WILMAN, RICK AND SUS #288 2648 Ridgeway Dr. SE Grand Rapids, Michigan 49506	Don Koponka 20257 Washburn Harper Woods, Mich. 48225 1-313-886-6174	
WATKIN, HARRY & LIZ (Daughter) 944 Rockland Rd. Livonia, Mich. 48150 1-313-937-2776	Kish Kott 420 Watson Livonia, Mich. 48150 1-616-887-9240	
Smith, James & Linda 237 E. Franklin Livonia, Mich. 48150	Ross Peckham 3944 Le Ne Pe Drive NE Livonia, Mich. 48150	
Copier, Mark 2437 Interlake Walk Livonia, Mich. 48150 1-616-335-2927	Mike Brown 4826 Ainsworth Road NE Livonia, Mich. 48150	
Hire, Robert & Cecille 2424 Elmwood SE Grand Rapids, Mich. 49506 1-616-942-0558	Mary & Joanne Meyer 471 Lexington Livonia, Mich. 48150 1-313-881-5839	
Lewis, James 6287 Fish Lake Rd. Livonia, Mich. 48150 1-313-888-2168		

(Continued next page)

Then take a look at the 4 pictures below and see if you can put a name to everyone there. I can see Bruce Nichols, Smiths, Smiths, Smith, Goeddeckes, Barnharts, McMullan, Pittmans, Birds, Kniff, Samyn, Poillon, Quinn, Manns, Schwartz, Griffins, Bachelder, Hoffman, Grusczs, Sprouses, Goeddecke, Finchs, Jeff? .



Schedule of Events 2022

Feb 19 Rowdies Business Mtg-Chelsea Depot
Save the Date! Further details to follow



Obituary

Herbert Douglas Maier

(May 3, 1927 - November 8, 2021)

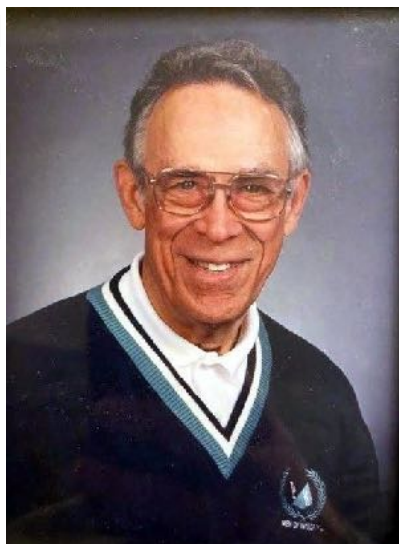
Herbert Douglas Maier (Herb), was born on May 3rd, 1927 in Ferndale, Michigan, to Irma Wescott (Lady) and Walter Maier (The Governor). He passed away surrounded by family on November 8th, due to having lived a long (94 years) and fruitful life.

He was a Navy veteran, serving aboard the USS Samuel Morris. He was also a graduate of Michigan State College ("Go Spartans"), with an undergraduate and graduate degree. He was an Urban Planner and the director of the Tri-County Regional Planning Commission until his retirement.

He is preceded in death by his brothers Eugene Maier, Gerald Maier, and his first wife Georgianna Vaughan. He is survived by his three sons; Gregory (April), Gordon (Denise), Martin, six grandchildren, and 4 great grandchildren. His wife Charlene Webster Maier, her three sons; Brad (Jane), Blair, Brent (Laurel), 7 grandchildren, 8 great grandchildren.

Herb was the most skilled craftsman, able to repair, design, and create most anything. He could work with wood, metal, autos, and was always tinkering on his beloved 1960 MGA. All of his children and grandchildren have a prized possession of a carved wood model, either a plane or a car. When he wasn't working on his MGA or tinkering in his woodshop he was downhill skiing up north, out west or in the Alps with his wife. And probably most significantly, three generations of his family have life long memories from time spent at his Higgins Lake A-frame cottage, which he and his brothers made from an old barn they tore down.

A 32nd degree Mason, he also belonged to the Shriners, Knights Templars and Kiwanis club. He loved Jesus and was very active in his church, Promise Keepers and the community. He was known for his sartorial excellence and wearing plaid sport coats. He kept his beloved rye sense of humor until the very end. He is the last of his generation, having outlived his brothers, his friends, and members of his local MG club.



From Dave Quinn: Rowdies,

Sadly another long time original member of the Rowdies has passed away.

Since Dave Smith knows I am a Night Owl he sent me this last minute notice of a memorial he just learned about tonight for a 10am memorial tomorrow to forward to the Rowdies.

My copy of his obit chopped off some of his picture.... see the pictures below. R.I.P. Herb, personally I recall the many fun canoe trip outing with the Rowdies in the Higgins Lake area.

Since the announcement is reaching most everyone too late, please take a few minutes to forward any stories you would like to share to our editor Ken

Nelson.

Dave Quinn

From Ken Nelson & Family,

I can testify to most of the things identified in Herb's obituary, and especially his craftsmanship, sense of humor, and joy of Alpine skiing, in addition to his many years of MGA and Rowdie membership. When our children (Mya and Matt) were young we all joined Herb and Charlene for several ski weekend cross-country ski outings at their A-frame cottage on Higgins Lake. We also went with Herb and Charlene as a family skiing out west, and Herb was a patient and excellent ski teacher for our kids as well as his own family.

He was also the originator of the famous Flying Fleece sheepskin ski hats.

Ken Nelson



Ken with Herb & Charlene skiing out west



Herb with his Flying Fleece Hat



Ken & son Matt at Herb's A-frame



Chairman's Chatter

Happy New Year everyone. I'm glad to have 2021 behind us. Surely 2022 will be better. I reviewed all six 2021 issues of the A-Antics in preparation for this installment. As a member of four MG clubs, I can proudly say that our newsletter stands up well in comparison to any. There is always a nice mix of member news, useful technical articles and fun items. We are very blessed to have Ken doing this important work for us.

This past year, we saw the passing of several long-time Rowdies. I didn't know Dick Feight or Herb Maier well, but I have known Bruce Nichols for exactly as long as I have been a Rowdie. He and Joyce signed us up at a Twist Summer Party in 2009. Bruce continued to serve as Membership Chairman right up until a couple weeks before he passed. These folks were some of the founding members of the club. They will be sorely missed.

I have finally accepted the fact that this year's MG driving season is done. It is raining/snowing/freezing rain today and expected to be cold for the next week. However, a couple weeks ago we had a heavy rain to wash the roads clean, followed by a couple sunny dry days. It allowed me to take my MGC out for a nice drive before changing engine oil and filter. It also gave me a chance to drive my project MGA chassis up and down the driveway. I was able to confirm that all four forward gears and reverse are functional and don't make any funny noises. Mechanically, the car is ready to drive. I still have a little oil drip from the spin-on filter adapter. This will be my third attempt at correcting this problem. I may have to go back to the canister filter.

The last work on the body was to prime the center body after it was media blasted. Previously, when I painted the frame, I ended up with overspray dust everywhere in the garage. So, this time I built a temporary paint booth in one corner out of 8' 2x2s that I had on hand and some light plastic sheeting. With a fan in the window at one end and with a good fume respirator to protect my lungs, I kept the garage a little cleaner this time.

All the bodywork is now at the painter. I am looking forward to getting it back. It is so much more enjoyable to assemble clean, shiny parts than to clean grimy, rusty stuff. I think I am pretty much past the grimy, rusty stuff part. While waiting for the painted stuff, I am working on the interior. The seats are done and kick and door panels underway. All the dash instruments are ready to install. There is still a lot to be done, but it is mostly assembly of clean or new pieces. Let the fun begin. I am looking forward to seeing some other member's projects this summer.

We had a fun Christmas party, thanks to our hosts John and Carolyn and Kevin and Norma and help from Jeff and Deb. We had a very good representation from the west side of the state. I really appreciate their efforts to make the drive during the dark and messy time of year. The gift exchange/steal was the usual highlight with some very nice gifts being picked up and passed around.

We are working on plans for a business meeting. More details to follow. I hope we can get a good representation, despite all the difficulties. We need to have a serious conversation and make a commitment about whether to host GT-50. Of course, we also need to cover the usual business meeting items: events for next year and officer elections. We need a new Membership Chairman to replace Bruce. None of the other officers have expressed a desire to leave their posts, but we would all welcome other members expressing an interest in serving on the board.

Chairman Bill



Club News

*(A Look Back In Time To 1998 & The Rowdies 1st GT)***MGAs 10th Annual; in Michigan**

GT-10—the Big One. Approximately 100 cars from 17 states and two provinces, and several times that number of people, gathered in Michigan in July this year to celebrate the tenth anniversary of NAMGAR.

It began on Thursday (tire kicking) night, as people gathered in the parking lot to see who was coming in. The cars became secondary in importance, as old friendships were renewed, and MGA stories (all true, of course) were told.

Friday morning saw the first run of the Red Baron Rally, an entertaining way to see more of Plymouth and its environs. (Some saw quite a bit more than they or the rally masters had planned, but that's the fun of rallying). Another group formed a caravan to the Greenfield Village and Museum in Dearborn. The complex covers several acres, and judging from the foot-sore look of those who returned, the NAMGAR group saw it all.

The afternoon was for tech sessions. There were two: the Ladies' Color Tune one, and the Mens' Parts is Parts. (I wanted to go

to the Color Tune one because I'd never seen anyone use one of those Color Tune/spark plug gizmos. But I changed my mind when I found out that they were going to "color tune" make-up and clothes and not ignition flames!) The mens' tech session covered such diverse topics as wire wheel rebuilding, how to identify and cure most electrical problems and which sorts of paint strippers worked the best on an MGA's aluminum panels. We knew it was time to adjourn when the discussion got to the merits of bananas versus sawdust to quiet differentials.

Friday evening's poolside dinner got moved to a large banquet room—there were just too many of us. The buffet was fine, and there was a dance afterward. But instead of dance, once again we headed out to the parking lot to admire the cars and swap stories.

Saturday morning was the vendor display and car show. I have never seen so many MGAs in one place before! Almost all of them looked like show cars, too. There was also a showing of less-perfect cars.

Reading the display cards on the cars was very interesting. One car was described as "The cobbler's shoe"—I guess the owner fixes MGAs, but never has time for his own. There was an excellent coupe, whose owners had won it in a raffle for \$20. But the best description had to be "found in a barn." The story I heard was that this car was truly found in a farmer's barn, and was just cleaned and painted.

Voting was extremely difficult—and it seems to get more so each year. The results were awarded at Saturday's banquet, and included Len Bonnay of Ontario winning in the Premier class. Special awards were given to past club officers, and door prizes were raffled off. The 1986 "Gathering Together" of NAMGAR will be in Connecticut.

**Winners**

*North American MGA Register, "GT-10,"
Plymouth MI., July 11–14, 1985.*

Coupe: Pat Schwartz

Twin Cam: Marc Weisz

1600 Mk. II: Don Harms

Mk. II Deluxe: John McMullan

1500: Ron & Sharon Bryant

1600: Butch & Judy Smith

Premier: Len Bonnay

Assembled As—a great shot by Shirley Freight

The Rowdie Christmas Bash-What A Blast!!

Well, they came from near and far to attend the premier Rowdie event of the season-the annual Christmas Bash and Gift Extravaganza! Over 30 people took the time to come and socialize with other members, many of whom hadn't seen each other as often lately due to Covid-19. And come they did, because the 'ol Chelsea Depot was frolickin' more than the when the Atchison, Topeka, and Santa Fe used to roll along those tracks (via a little known side branch track). Just ask Judy Garland if you don't believe me.

In attendance, and in no particular order (of course they weren't in order, they are Rowdies) were Gordie and Tracey Bird, Kevin and Norma Peck, John Alexander and Carolyn King, Dave and Donna Quinn, Ken and Kathy Nelson, Richard Illman, Mac and Joni McDonnell, John and Gigi Somers, Andy and Joanne Hoffman, Neil and Thelma Griffin, Curt and Stephanie Smith, Dave and Shari Smith, Bill and Mary Ellen Weakley, Todd and Connie Binsz, Forrest and Leslie Johnson, Steve Holliday, Tom Fant and Lynn Coombs, Jeff and Debbie Smith, and Bill and Trudy Gallihugh.

Everyone brought their own beverage of choice with everything from beer to whiskey to wine coolers. Water, pop, and coffee was supplied by the club, and Dave Quinn was surprised to see all the bottles of water since he only uses the stuff to wash up with. A delicious meal was provided, consisting of halibut, beef and mushrooms, green salad, carrots and green beans, potatoes au gratin, and cookies and brownies to top it all off. No one was allowed to go home hungry or thirsty, and our caterer was to be congratulated for the food provided. Once again, this was provided to club members gratis as an added benefit of being a Rowdie. Thanks be to our treasurer, Jeff Zorn!



Our 5-Star Rated Hosts!

After our delicious dinner, Chairman Bill started our Fabulous Gift Exchange Event, also called the "I got it, you can't have it" Great Gift Grab Bag. This is the event which is eagerly awaited every year as Christmas begins to roll around and all the little Rowdie boys and girls make plans for their gift to lovingly place under the tree. Long gone are the days when these were considered to be white elephant gifts such as used oil filters or your great aunts cast-off doilies. This year's gifts were found to contain valuable items, such as an "MGA Parking Only" sign, and a bottle of Bacon Flavored Vodka with Bloody Mary mix. You know, the kind of stuff you can't get through the year without yearning for.

Now, I'm not going to say that there weren't some ups and downs with the process this year, because quite a few gifts were rather ruthlessly given and taken back and forth as the event proceeded. Other quite necessary and desirable gifts included a MG car embroidered carrying bag, a 'hand autographed' history of Cecil Kimber (the Founding Father of all things MG and the originator of Octagonal Shaped barns), a hand wrapped roll of 30 yards of bubble shrink wrap, a framed image of Smiley Guy hugging an MG octagon nearly to death, numerous books, chocolates, bottles of whiskey, a 6-pack of Old Speckled Hen beer, and an oversized chart showing where the electrons go to hide out in an MGA once they escape from the battery, to say nothing of numerous other items. So books, charts, pictures, and booze led the list.

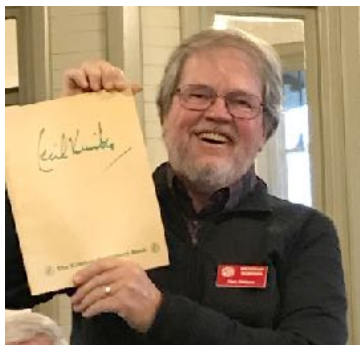
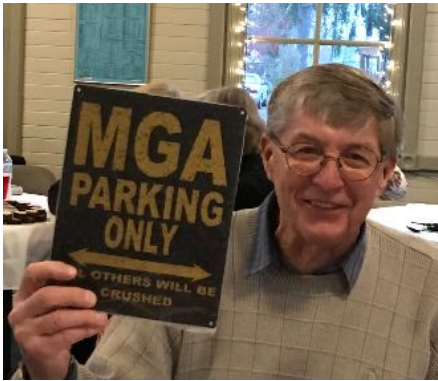
The entire group then went on to say a giant **Thank You** to the hosting crew who brought all this together for us. Those folks were **John Alexander & Carolyn King, Kevin & Norma Peck, and Jeff & Debbie Smith** and they did a fantastic job putting this all together for us. Hooray for team effort and I know we're already looking forward to next year!



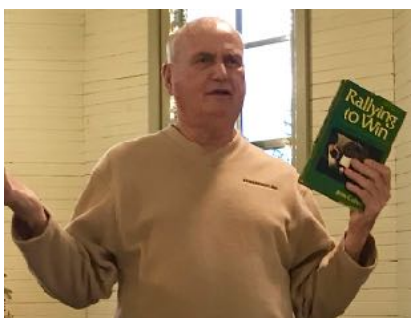
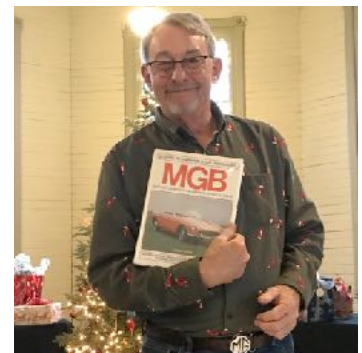
***Oh Tannenbaum,
Oh Tannenbaum!***







No-one better try to take my bubble wrap scarf away!





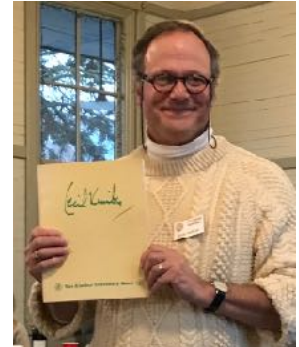
Let's
see
what's
in this
little
box,
shall
we?



So Santa Claus
IS the man in the
moon after all!



Bacon Flavored
Vodka & Bloody
Mary Mix - Yum,
Yum!



Pictures above were taken by MaryEllen Weakley, Tracey Bird, Mac McDonnell, & Ken Nelson. Thanks to all, and keep sending those pictures in, one and all. As you can see by the pictures above, our party gifts were traded back and forth numerous times and brought a smile to everyone's face each time, no matter which one we ultimately took home with us. The MG Carry Bag and the 'MGA Parking Only' sign got plenty of hits, but our group proved to have a lot of book readers as well. John Summers enlisted the help of Forrest Johnson and Richard Illman to help decipher his MGA electrical flow chart, after initially thinking it was Blackbeard's treasure map. And thank goodness no one stole Dave Quinn's lifetime supply of bubble wrap away from him! Take care over our Michigan winter until we can gather for our business meet in February, and then once again we'll look forward to getting the cars out on the road again next spring. *Safety Fast!*

Ken Nelson

Remembering Bruce Nichols (May 4, 1942 - November 7, 2021)

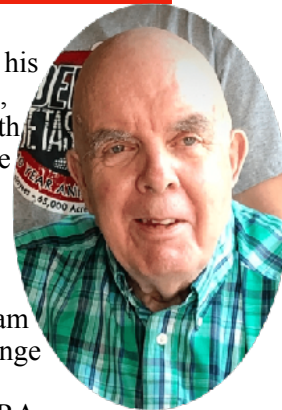
Bruce Mason Nichols, 79, of Three Rivers passed away Sunday, November 7, 2021 in his home surrounded by family. He was born May 4, 1942 in Lakewood, Ohio. Bruce graduated from Grandville High School in 1960 and then moved on to complete his Bachelor of Science in Chemistry with a minor in Biology and Education at Ferris State College. In addition, he also completed course work at Grand Rapids Junior College, Grand Valley State, Central Michigan University, and Western Michigan University.

In 1963, Bruce began his career in the Chemistry Department at Blodgett Memorial Hospital (Spectrum Health). He next taught Chemistry at Grand Rapids South and Union high schools, worked as a chemist at Wolverine World Wide and lab manager at both Bad Axe and Three Rivers Hospitals. He ended his career at the Van Buren Intermediate School District, teaching laboratory skills to students entering the medical field.

His accomplishments included many publications in national and international journals. He continued his work lecturing on hemoglobinopathies, presenting at various medical conferences and colleges throughout the east and Midwest. Bruce's biggest accomplishment came in 1970 when he was part of the Sickle Cell Anemia Research Group that not only discovered the treatment for the disease, but a screening method to prevent the crises and the progress of the disease.

Bruce enjoyed life and had many hobbies: fishing, hunting, traveling, his MG car club, and model railroading, to name a few. He never let his health issues hold him back from adventure or living life to the fullest. He was an avid community member participating on various boards and organizations that included the Red Cross, Lions Club, Eye Bank Program & Sight Conservation, Youth Exchange Program, the Michigan Chapter of NAMGAR (MG car club), and NMRA Association (model railroad club).

Bruce is preceded in death by his parents Mason Paris and Pauline Rose (Osgood) Nichols; sister, Judy (Bob) Scranton. Remaining to cherish his memory are brother, John (Marilyn) Nichols; daughters Amy Nichols (Geoff Zehnder) of Anderson, South Carolina; Shelley Nichols (Peter Berntsen) of Malmo, Sweden; Randi (David) McGee of Constantine, Michigan; and Robin Nichols of Port Austin, Michigan. His greatest joy was being a grandfather to Carter, Cohen, and Cooper McGee of Constantine, Michigan.



Obituary from Hohner Funeral Home

We just received word that Bruce Nichols passed away last night (11/06) between 12:30 and 3 AM. ***Steve & Diane Mazurek***

Thanks Steve, the family was all expecting that, and were wonderfully supportive. Bruce couldn't have had a nicer and more caring family. Kathy and I are grateful to them to give us a chance to say goodbye to Bruce. He will be dearly missed by all. Special thanks to you and Diane for all you did to help Bruce during this difficult time. ***Ken and Kathy***

Ladies and Gentlemen,

I had the privilege of getting to know Bruce Nichols in the earliest days of NAMGAR. Probably through Ruth Renkenburger, Bruce got the names and addresses of Michigan NAMGAR members. He sent us an invitation to a gathering in the Three Rivers area. My wife and I were returning from a trip with our three young sons in our Volvo wagon. Despite the oversize roof rack loaded with gear for the kids, we decided to attend. Most of us had never met before, but we had a great time.

During that first meeting we did some on the spot planning to host the Second Annual NAMGAR National Gathering at the Dearborn Inn that September. My MGA MK II was still apart. Not wanting to be left out, I entered the car show. Anyway. All I had to display was a pair of unrestored rear fenders. I didn't win my class, but the event was a huge success.

We subsequently traveled to Bruce's home in Bad Axe on several occasions. These trips sometimes included going way too fast on back roads in each other's MGAs. Our driving was fueled by having far greater quantities of "Strong Waters" than was appropriate. I also remember Bruce and I traveling together to a meet in Ohio in his red MGA. He was an excellent travel companion.

In 1979 the club hosted a gathering at Point West on Lake Macatawa. By then my MK II was shiny black with restored running gear. I still have the first place trophy made by Neal Griffin. It is a wooden plaque featuring an excellent painting of our car. Changes in my own life led to disengaging from NAMGAR, selling the MGA and moving to Maine. Bruce made sure, however, that I stayed in touch by providing a lifetime membership in the Michigan Rowdies. Although unable to be present for events, I kept up from afar over these many years.

We now spend summers in Maine and winters in Florida. My Little British Car (LBC) is a restored Morris Minor Traveller. We use the car on the lovely coastal roads in Maine. Bruce Nichols is a passenger in my LBC adventures. After all, he was responsible for making them happen in the first place. **Safety Fast, Tom Latta**

311 Pembroke Drive, Venice, FL 34293 (941) 303-1590

Thank you for the emails. Even though I rarely was in touch with Bruce after Joyce passed I loved him sincerely. Thru the Bad Axe meets and my Bad Axe South meets I always felt close to him. I will write a little something when I get home on Sunday. For now I'm so sad hearing this news. Thank you so much for always thinking of me and including me. My deepest sympathies go out to everyone in NAMGAR but especially to those in The Michigan Rowdies. **Love, Rick Green**

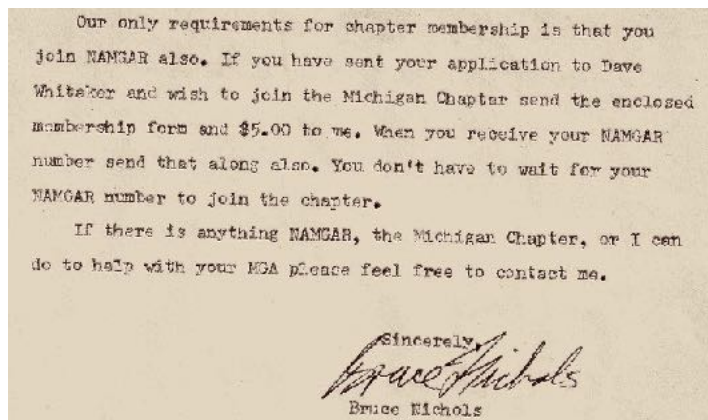
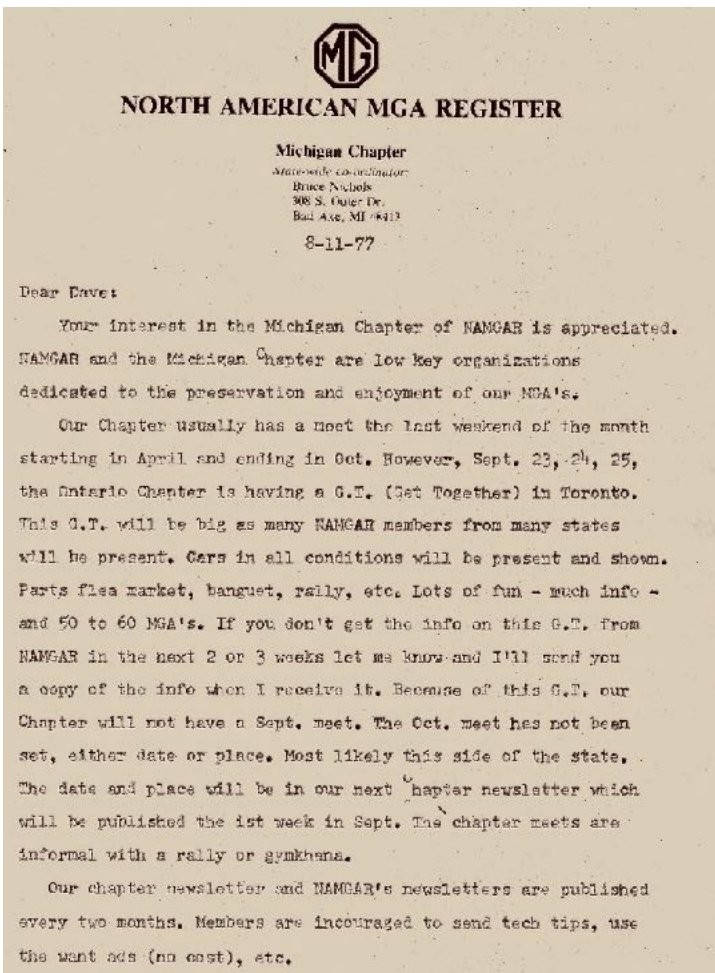
Deb and I attended several gatherings in the early '80s at Bruce's place in Bad Axe. They were some of the best events; I remember at least two scavenger hunt themed events, which involved road rallying while trying to identify each clue given in the directions (turn right at the...) to stay on course. Bruce always had time for the "newbies", dispensing valuable MGA knowledge and wisdom to help us get and keep our cars on the road. Over the years, his friendship, as probably with all others in the club, was one of the things that kept bringing me back, to the club after a several year hiatus, and to many, many meets. I always made sure to talk with him, and of course, pump him for MG history and tips, which he loved to share.

Jeff and Deb Smith

Lost a wonderful Friend, I will never forget the good times we had. **Mark & Margie Barnhart**

The start of a 44 year friendship. I purchased my first MG in 1972. I would become its third and final owner. That 1960 MGA 1600 was actively driven to car meets and weekend trips for the next 32 years. All three of the car's owners worked for the same company. The original bought it new. As fate would have it my wife dated him before we met. Yep, she worked at the same place and had MG seat time before me. Following a minor rear end collision in 1969 the car was stripped of its paint and chrome in order to be re-done in candy apple red. That never happened. Instead the owner fell for a Corvette and the MG found its second owner for \$500 in 1970. Awaiting new paint the MGA sat in his garage, bare metal rusting, for the next 3 years. Learning of the car's existence I offered to buy it for \$200; less than 10% of its original cost. At first he turned me down but, as hoped, his poor credit habits forced him to accept my offer in late 1972. Restoration began in 1973 and was completed in 1976. Up to that point I had never met another MG owner. To my great surprise I saw an ad in the back of the auto-magazine bible Road & Track requesting MGA owners to join a new club: North American MGA Register. I sent a request to Mac Spears in VA who forwarded it to the members secretary Dave Whitaker in TN. I received a registration form, notification annual dues were \$6.00, and a hand written letter suggesting I contact Bruce Nichols in Bad Axe, MI. The car would be registered #624 in NAMGAR and #39 in the Rowdies. This is the hand typed personal reply I received from Bruce. We attended our first meet the following month, September 23, 1977

in Stanton. The white topped MGA is ours. And that's how it all started. The start of a 44 year friendship and many wonderful memories. **Dave & Donna Quinn**





Bruce &
Rick
Green

Above: September 23, 1977 Rowdie Meet in Stanton, MI. Bruce has on a red flat top hat and handmade sweater. Dave & Donna Quinn's car is the red one with white top.



Bruce at Bad Axe

Bruce's Famous "Band-Aid" Car

Bruce on his way to Lake Delavan GT



Right: Rick Green, unknown, Bruce, Rob MacKenzie



Bruce &
Dave
Smith



Kathy
Latta &
sons

Bruce &
John
McMullan
& ?



Brian Beery,
Bruce, &
Steve
Holliday

Pictures this page from past events are submitted courtesy of the *David Quinn Photo Archive Collection* and printed with full permission.

Lighting Small Gauges With LED Strip Lighting - Tom Fant

Lighting Small Gages with LED Strip Lighting

In an attempt to provide better lighting for the Fuel Gage and the Combo Water Temp/Oil Pressure gages I tried several different options. First, Fig 1 shows the lighting on the Fuel Gage with the conventional 2.2 w incandescent bulb (Fig 1)



Fig 1

Next, I installed the tall LED bulb that is available from Moss. Note some improvement in lighting but still not what I was after (Fig 2).



Fig 2

Then I wrapped a White LED strip around the gage and found that, because of the blue dust shield on the gage, the gage appeared to be lit by blue light. Again, not an acceptable solution (Fig 3).



Fig 3

Finally, I attached a strip of Warm White LED Strip made by ALOPEE, and available from Amazon, to the gage from the 7 o'clock to the 1:00 position. Since my fuel gage sits on the far right side of the instrument panel I was trying to avoid bright light being displayed on the right side of the gage (Fig 4).



Fig 4

The LED light strip I found to be most acceptable is made by ALOPEE and is sold by Amazon in a six pack of 30 cm long strips. I cut the strip to 4 inches which gave 6 LED lights on the strip. By using the warm white strip the light projected into the gage thru the blue dust shield appears to light the gage with white light.

I attached the strip to the gage by peeling off the protective strip on the back of the LED strip thus exposing the adhesive back. I then attached a zip tie (Fig 5) to the adhesive back, then wrapped the strip around the gage while it was in place in the car and secured the zip tie (Fig 6).

The wires on the LED strip are very small, probably 24 gage or smaller. I soldered larger, 18 gage wires to the LED leads and was then able to attach them to the car using conventional means.

Using a warm white LED Strip, and attaching to the gage using a zip tie allows the lighting to be changed to LED while the gage is in place in the instrument panel. Overall, I feel the using a warm white LED strip provides very acceptable lighting and is a big improvement from the conventional 2.2w incandescent bulb.



Fig 5



Fig 6

ALOPEE 6-Pack White Led Strip Lights for Cars, 30CM/ 11.8" 5050 18-SMD Waterproof Strip Underbody Light for Motorcycles Boat Atmosphere decoration light Connectable Flexible Strip Light - \$10.99

Here's a bit of Watkins Glen early history involving the Collier Brothers and Cameron Argetzinger and an early British-American 'hybrid' car

1929/39 Ardent Alligator

Decades before the Cobra there was the Ford-Riley

BY DAVE BROWNELL

From Autoweek August 14, 2000

It could be fairly argued that this car is the predecessor of the Cobra concept: a marriage of a powerful American V8 with a nimble English chassis to create a highly competitive sports racing car. Read on and we'll explain.

The Ardent Alligator began its racing career as a 1929 Riley Brooklands similar to those thoroughly massaged by famed Riley racing tuner/driver Freddie Dixon. Under Dixon's leadership the Riley factory race effort was enormously successful in the U.K. and Europe during the early '30s.

In 1934 brothers Miles and Sam Collier, then America's leading sports car racing exponents and the guiding force behind the pioneering Automobile Racing Club of America, bought the car and brought it to the States to compete in early ARCA events. ARCA, incidentally, became the foundation for the Sports Car Club of America after World War II. The Colliers were instrumental in establishing this club as well.

Its first American race was at the Wayland (Massachusetts) Grand Prix on Oct. 7, 1934, where it DNF'd with a broken fuel line. The next month it finished third at the Briarcliff, New York, ARCA contest. In June 1935 Douglas Cousins drove it to second place at the Sleepy Hollow Ring race course on the Collier estate in Pocantico Hills, New York. Later that month the car finished sixth at the Cape Cod Grand Prix in Marston Mills, Massachusetts, with Cousins again at the wheel. Sometime later the engine broke for the second or third time since its importation and it was diagnosed as beyond repair.

The Alligator—then still a Riley—went into retirement while Collier ran in ARCA events up through 1939 with a highly modified Willys 77 and an MG PB Special called "Leonidis." Meanwhile, the Riley had its broken engine replaced with a Willys unit by New York City-based MG importer George

Rand, who offered it for sale in 1938. There were no buyers, and shortly before World War II, the Riley's second makeover took place when the brothers transplanted a 1939 Mercury flathead V8 engine and drivetrain. Result: a prewar Cobra!

The car didn't have an immediate chance to prove its potential as the war interrupted any further ARCA racing activity. Indeed, the club disbanded on Dec. 9, 1941, two days after the attack on Pearl Harbor. After the war the Colliers campaigned the car in early SCCA contests; however, it wasn't until 1949 that the Ardent Alligator (entered as a Ford-Riley even though its new name was painted on the hood) scored its first significant win. That's when Miles Collier won the Watkins Glen Grand Prix, nipping past Briggs Cunningham in his Ferrari 166 on the last lap and bettering the 1948 race average of Frank Griswold's Alfa-Romeo by nearly 5 mph in the process.

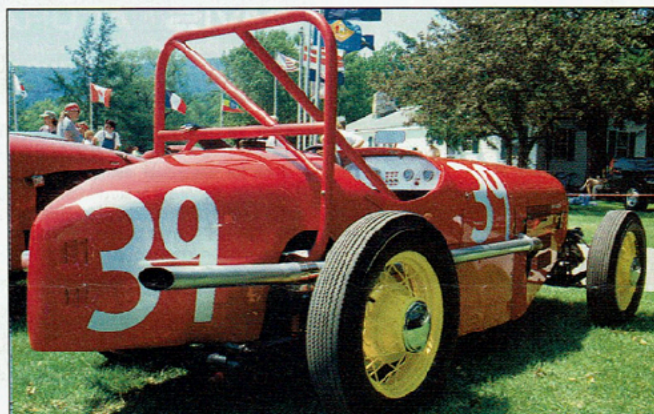
The Riley's second makeover took place when the brothers transplanted a Mercury flathead V8.

The racer's next important win was at the first Mount Equinox national SCCA Hillclimb in July 1950. Sam Collier sprinted up the 5.2-mile course, which was then all dirt, and set the fastest time of the day at seven minutes, 13 seconds. In the 2000 event, the car followed the same course, now fully paved, in a time of six minutes, 22 seconds.

In the early 1950s the Ardent Alligator was sold to Cameron Argetsinger, the founder of the Watkins Glen Grand Prix. He drove it as his fair-weather street car in and

around Watkins Glen before selling it. It then reappeared at the Glen under the ownership of Bret Hannaway for the '52 Grand Prix. In 1954 George Rabe of Mamaroneck, New York, entered it in the Grand Prix and also in the 1955 Seneca Cup Race.

Shortly after that it was owned briefly by J.D. Iglehart, who drove it on the streets



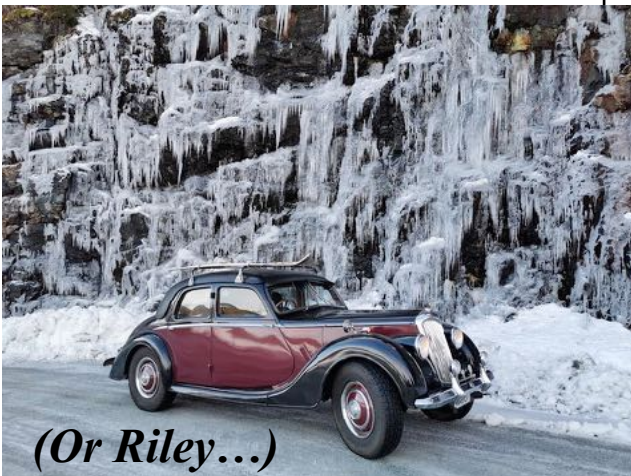
THE ALLIGATOR'S BODY IS HAND-FORMED and follows mid-'30s racing practice. The roll bar is a recent addition.

around White Plains, New York. A few years later it was nearly destroyed in a building fire. It went from there to another caretaker before being restored in the shops of Don Lefferts in Ridgefield, Connecticut. Lefferts drove it in the first Pittsburgh Vintage Grand Prix where it blew a radiator hose and smashed into a Jersey Barrier. It also was entered in the 1983 Mount Equinox Hillclimb but failed to finish.

Today, the Ardent Alligator is owned by Pete and Joanne McManus of Thornton, Pennsylvania, who have restored it to the splendid condition seen here. It's actively competing again, this time in Vintage Sports Car Club of America events, and was honored on the 50th anniversary of its Watkins Glen victory at the 1999 Glen Vintage Grand Prix Festival. Its latest appearance, at the 2000 Mount Equinox Hillclimb, happily demonstrated that the old Alligator is as Ardent as ever.



*Winter
Wonderland
What A
Great Time
To Ride In
An
MG!*



(Or Riley...)





Bruce Nichols

1942 - 2021



Submitted By Mark Michalak