THE JOURNAL OF THE MICHIGAN ROWDIES VOL 48, NO 3, May-June, 2023

A-Antics









Kimber Birthday Party Report

Sway Bar Installation

Rebuild Your SU Carburetor

Chuck Griffin Thanks The Rowdies

MICHIGAN CHAPTER OF NORTH AMERICAN MGA REGISTER

Chairman **Bill Weakley**
4120 Pontiac Trail,Ann Arbor,MI 48105 (734)996-2524
wmmweakley@comcast.net
Treasurer **Jeff Zorn**
403 Bayou Village Dr, Tarpon Springs, FL 34689
(727) 213-0663 jzorn@mg-cars.org.uk
A-Antics Editor **Ken Nelson**
3126 Brentwood SE, Grand Rapids, MI 49506
(616) 957-3158 kenneth.nelson1@comcast.net
A-Antics Assist: Printing, distributing, & database: Larry Pittman
Webmaster: Larry Pittman
11406 Majorca Pl, Fenton, MI 48430
(810) 750-0047 larrypit@chartermi.net
Meets Chairman **John Alexander**
464 West Delhi Rd, Ann Arbor, MI 48103
(734) 277-4381 king_alex@msn.com
Regalia Chairman **Bruce Mann**
960 Denbar Ct, White Lake, MI 48386
(248) 866-0041 bwmann@att.net
Membership Chairwoman **Willie Mann**
960 Denbar Ct, White Lake, MI 48386
(248) 660-7527 mannwillie52@gmail.com

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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: 69 Active and Paid-Up Members

Deadline for submitting material for the next issue is: June 20, 2023

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.**

NORTH AMERICAN MG MGA REGISTER



Drive Your MG Day is May 6, 2023!

Make your own way **to JERRY'S PUB ON WAMPLERS LAKE** for lunch at noon to meet the ladies. Call Curt Smith to RSVP and for details at (734)323-7712. See you there!!!

MEMBERS PAGE

Member Update

From Bill Gallihugh:

First, Trudy and I would like to thank everyone for the nice cards, letters, and calls we're received since this whole ordeal started. I'm out of the hospital and back home, albeit in a hospital bed and wheelchair. The operation in February got all the tumor, but left me with about 50% function in my left arm, and my left leg was at 0%. Working on improving and getting some improvement. I'm four weeks into radiation and chemo, two to go. So the MGA Mark II is on the market:

FOR SALE Dove Grey 1962 Mark II Roadster, total restoration in 1996 - well traveled (we have driven it to 15 GTs) and carefully maintained and upgraded with safety and reliability features. For photos and a copy of the maintenance/parts-replacement log since 2017, drop me an email at bil.tru@att.net. ***Bill Gallihugh***, Kalamazoo, MI. Asking $29k.

Letters

STOP PLEASE!

Editors:

A clear and concise Video on how and why Brake Fluid should be checked and changed.
Perhaps your club will consider buying the test strips and the electronic tester for use by your club membership.

https://classicmotorsports.com/video/you-need-to-change-your-brake-fluid-heres-why/

David Smith, MGVR Technical Editor

FIRE!

Editors:

The different capability of Fire Extinguisher chemical contents is often not well understood by most Car owners.
As the State of Michigan Fire Marshall (retired) I strongly recommend training on Extinguisher Selection AND use.
Improper use of even a properly selected unit is ineffective and can injure the user.
I found this tutorial to be concise and informative on unit selection. Not much on proper use. Club members should contact their local Fire Department or Fire Marshall for guidance on device use.
The segment on AFFF is a bit outdated. This product has fallen out of favor.
https://classicmotorsports.com/articles/picking-right-fire-extinguisher/?mc_cid=5ec1cae62a&mc_eid=ea27d3da4c

Another non-traditional fire extinguisher comes from a company called ***Element.*** This one resembles a road flare. Likewise, operation is similar: Strike the tip to activate. The Element extinguisher doesn't leave any residue, and its maker claims it has no expiration date; however, it doesn't carry UL approval and there are some negative videos on effectiveness for cars. Here's a video with overall comments about car extinguishers at:
https://youtu.be/yL2BgYPEVYk

David T. Smith, MGVR Techncal Editor

David,

A good summary but they do not mention CO2 extinguishers- really good for car fires and no clean up with the good side effect of cooling down everything. Are expensive up front but not out of reach for a well equipped garage.

Tom Borden

BARN FINDS IN MICHIGAN

Hagerty Barn Find hunter finds Lee Jacobsen. Many of us Michigan MG owners have been to Lee's shop in Dearborn where he has hosted all MG events in the past. A true gentleman.
https://www.hagerty.com/media/videos/loyal-friendship-free-car-1927-chrysler-60-and-a-jaguar-e-type-barn-find-hunter-ep-131/

Dave Quinn

PS Don't miss the 16,000 mile 1927 Chrysler as well.

MOSS AND FANGIO

I know you all must get Hagerty online, but this article by Sam Smith about Moss and Fangio is a great article.

It is really well written, thoughtful, and introspective. I didn't follow racing as much as Dave Quinn did back then but do remember seeing Stirling Moss, Jacky Ickx, and Brian Redmond race GT40s at the Watkins Glen reunion for the GT40 in 1989. If I remember correctly Stirling blew the engine on the GT40 he drove. I imagine the 'provenance' boosted the value of the car even more. Check its out at:
https://www.hagerty.com/media/automotive-history/in-the-moment-to-believe-youre-the-best/?utm_source=SFMC&utm_medium=email&utm_content=MED_UN_NA_EML_UN_WeekendRoadTrip&hashed_email=b945bf9e0330a59223b4fa1d12b77eb7d740ee027cd01a2d12b63b91f9ec8f8d

Ken Nelson

Ken:

An excellent choice. The article certainly resonated with me, as I thought about car control at 9.5/10. The self reflection that Stirling Moss went through, when returning to the track a year after his Lotus shunt, was both painful and beautiful.

Continued next page

It was painful when he found that what he previously had done instinctively, was now a thought process. It was beautiful, when he was able to see the demise of his career in a candid manner. So many racers have returned to the track after a major shunt.

Mario Andretti being the one that comes to mind. Half way between these two extremes is the diminishing instinctive car control due to age. What was totally instinctive, heel & toe to avoid clutch induced oversteer, catching a vicious yaw with a totally instinctive flick of the steering, drafting a faster car to outbrake at the next curve and others. In short, all of the FUN stuff. Those reactions erode, but at an unknown pace. When I announced my return to Vintage racing, friend Don Holle alone, wrote to me. He wisely cautioned me to go slow to go fast. Thanks Don. Great advice. ***David T. Smith***

Dave,
I guess I have really arrived. I can now brag that my name and Sterling Moss's were mentioned in the same email. I never met him, but did see him race (and win) at the US F1 race at Riverside in 1960. He was pretty good. 😊 ***Cherrio, Don Holle***

BACK IN THE DAY

Fabulous drive through Los Angeles in the 60s:
https://youtu.be/qvNvyfBs0jU
Based on the movie playing it is believed the LA street rides were done in 1961. Keep your eyes opened, there



are at least four MGAs spotted.

First, we drive down Hollywood street, starting at Santa Monica Boulevard. The next clip is recorded on Eighth street. Thereafter, we see downtown Los Angeles on the seventh street. It ends with a 1940s ride through an LA neighborhood. ***Dave Quinn***

ARE MG'S SLOW MR. MOSS?

One of my fondest memories was at a IMRRC reception for John Bishop and Sterling Moss. Both Spoke from the balcony, and I was standing below in the crowd. Sterling was asked if he had memories of MG.

He replied YES, they were uncomfortable and slow. The beautiful woman standing next to me muttered " I must speak to him about that comment". I immediately knew she was Lady Susan Moss. I said to her "Do not worry about his comment. Compared to his many drives, We MG drivers know what he meant". She thanked me for my thoughts and left the area.

Fifteen minutes later, I was at a table with the NY Drivers, having a beer. Lady Moss tapped me on the shoulder, and asked if I could go with her. The other drivers were astounded as I left the table. Lady Moss took me to a break out room, and alone in there was Sterling Moss. Lady Moss excused herself and said we should have a nice chat. He was very gracious and asked me to tell him about my MG Racer and where I had raced.

After about 8 minutes, I looked at the slightly open door and saw that the NY drivers were straining their ears. I asked Stirling if other MG drivers could come in, and he was very gracious and said yes. The door flew open and the meeting continued.

My only regret was that the visit was not recorded, or even photos taken. However this meeting was one I will always remember and cherish.

David T. Smith

MORE ABOUT SIR STERLING

Moss said his most disappointing LeMans was 1961, the first year I attended. They were third over all and leading their class by three laps which was quite an achievement for a GT car. Unfortunately the NART mechanics had forgotten to remove the fan blade which, of course, you should never race. The thing flew off and went through the radiator and that was it. Sadly he was in no condition to race the following year.

He autographed a photo I had showing him climbing into an MGA 1600 that was taken in September 1960 at the Harwood acres racing circuit near Jarvis Ontario. Moss was in Canada as a guest of B.M.C. to address a small gathering of sports writers and editors on the art of motor racing. He was barely 30 years of age but already was minus a portion of his hair.

Dave Quinn



Continued next page

ROWDIES 2023 EVENTS

MAY

6 **Drive Your MGA Day-** Drive the MG to **JERRY'S PUB ON WAMPLER LAKE** (650 Egan Hwy, Brooklyn, MI 49230) at noon for a ***Rowdy*** lunch. Call **Curt Smith (**734)323-7712 to RSVP and details

21 **Spring Gathering-** Camp Dearborn, Milford, MI 11-4pm

27 **City Club Classics-** Ann Arbor, MI- Noon to 3pm

JUNE

4 **Brits Return To Ft Meigs-** Toledo, OH

12-16 **NAMGAR GT-48-** Memphis, TN

17 **Route 66 Car Show-** Nashville, MI

20-23 **GOF Central-** South Bend, IN

25 **Michiana Brits-** South Bend, IN

23-25 **Mid-Ohio Vintage Races-** Lexington, OH

JULY

9 **Mad Dogs-** Gilmore Museum, Hickory Corners, MI

14 **Rolling Sculpture Car Show-** Ann Arbor, MI

15 **Rowdy Birthday Party-** Dave & Donna Quinn's-Jackson, MI

21-23 **Waterford Hills Vintage Races-** Waterford, MI

AUGUST

5 **Rowdies Beach Party-Tom Fant's at Portage Lake**

12-13 **Alden Car Show & Antrim Co. Drive-** Alden, MI



Submitted by Dave Quinn

19 **John Twist's Summer MG Party-** Grand Rapids, MI

SEPTEMBER

1-4 **MG 100th Anniversary & Historic Races-** Lime Rock Park, CONN

??? **Battle of the Brits-** Camp Dearborn- Milford, MI

17 **Orphan Car Show-** Ypsilanti, MI

19-21 **Put-in-Bay Vintage Races-** Put-in-Bay, OH

OCTOBER

??? **Rowdies Colour Tour-TBA**

??? **Larry's Day In Garage-** Fenton, MI

NOVEMBER

DECEMBER

3 **Christmas Party-** Chelsea, MI

OTHER POSSIBILITIES

Day In Garage
Spontaneous Drives in Country
Canoe Trip
Bar Hopping Like It Was 1958

A Note Of Thanks From Neil Griffin's Son

Greetings Michigan Rowdies!

My name is Chuck Griffin, and Neil Griffin was my Dad. As you know, we lost Dad to cancer in September at age 97, just weeks after he and mom celebrated their 70th wedding anniversary. The Rowdies were such a big part of his and mom's life, and for that, I'm forever grateful. I'd like to take a moment to personally thank every one of the Rowdies who knew Dad, for all of the wonderful memories and experiences the club brought into his life.



Dad was an amazing man with endless talents. Fortunately, he passed on a lot of that knowledge to me! I think I was only about 12 the first time dad had me help swap an engine on his MGA. Over the years, we did many engine swaps. The first one took us about two days. After several years, we got that down to just an afternoon. I miss those days, but anytime I think about it, it makes me smile.

Of the few times I attended meets, I was aways proud to see dad lending a hand with other club members doing repairs on their cars. For the rest of the meets they attended, it was always fun to hear the adventures they had. Dad always had the viewpoint that if you had a car like an MGA, then it needed to be driven, so he and mom would load up the '57 every summer and head out on an adventure to the GT meet. I recall their trip to San Francisco, when they came back with the award for using the most oil! One highlight in my life was when I drove his '57 to Indy, and got to take a few laps around the track! Mom and dad drove the '53 MGTD that year.

I could go on for hours about how amazing it was to be Neil's son, and all the things he taught me about all things mechanical. But, I'll keep it short and hope everyone will join me in celebrating his life, and all of the joy he brought to so many. Thank you again to all of the Rowdies who were such an integral part of dad's life! You guys are the greatest!

Chuck Griffin

Hi Chuck,

We met at your Dad's funeral and had a nice chat and I certainly will be happy to publish your 'thank you' in our newsletter. Your Dad certainly was a driving force in the Michigan Rowdies, and an example for all of us. I remember seeing him when he must have been in his late 70s crawling on Dave Smith's garage floor replacing a muffler after having had a total knee replacement. I also enjoyed watching him teach several of us how to make a flat & smooth butt-weld on a fender using hammer-welding with a gas torch. There wasn't much that he couldn't do, and he certainly his missed by all of us.

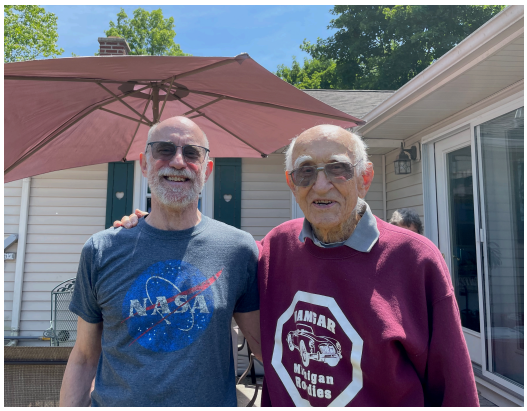
Ken Nelson

Dad was definitely high energy (now I know where I get that from!). He surprised all of us when at age 96, he went out and pulled out all of the border around the flower bed we had just reduced the size of..and re-set them all, saying that they stuck up too far and that the mower would catch on them. They were cement chunks about 4-5" thick that he had salvaged years back. I think they came from a garage or barn floor that had been busted up during a demolition. I couldn't believe he was able to do it since most of those chunks I think weigh about 50+ lbs.

Attached are two pics of dad and I. The one with me in the NASA t-shirt was taken last July when we celebrated his 97th birthday. The other was taken somewhere around his 93rd birthday. Thanks again, Ken!

Chuck Griffin

(Ed note: I have a feeling the no one ever asked for a DNA sample to prove that Chuck is Neil's biological son!)



Stephanie Smith also sent in this clipping from the Belleville Independent honoring Neil for his years Art Project in the park

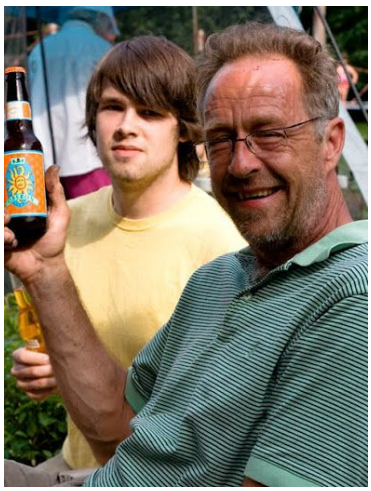
You're invited to paint wooden FISH for fifth-annual BACA project

For the fifth year, the Community Art FISH Project will resume at Horizon Park. The Belleville Area Council for the Arts is inviting artists of all ages to use their creativity and paint or decoupage and embellish a wooden FISH. Adults and children are encouraged to design a FISH for the first time or add a new piece to the past collection.

This summer, the project will be dedicated and renamed the Neil Griffin Community Art Project, honoring Neil for organizing and implementing the FISH project in 2018.

You Say You Want A Sway Bar, Do Ya…?

So you want to install a sway bar on your MGA 1500…. ? by John Flannery





First step is to get yourself an MGA. Here's how I accomplished that. I have a few British cars, in fact I've always had at least one since the Spitfire I bought while attending MSU in the days of Falvey Motors.

This particular MGA was found unintentionally in Waterford on Craigslist. The woman listed a Spitfire for $400. I thought if it has an overdrive I'm snagging it.

I went to look at it and it was completely shot. It had clearly sat out in tall weeds for several years. No overdrive and a silly hardtop that she thought was worth some $$$$. I explained that the hardtop was worth money when we were kids and only had 1 car, but my Spit has no roof as I don't drive it on rainy days, much less winter.

First step is to get yourself an MGA…

But the 800 lb gorilla in the room was the MGA in the next stall in the garage. I had never come across one in all the years I'd been looking and it was my favorite British car. And it must have come from out west. Hardly any rust.

I asked what she was going to do with the MG and she said someone offered her $1500 but had not come back after it. A quick trip to the magic money machine and I brought her a cash deposit 20 minutes later.



When I got back she was sitting in the garage with her sister and told me she had just retired and was moving into a condo and if I wanted the Spit she would simply throw it in with the MG. I busted the Spit into pieces and sold it on eBay and set to work on fixing up the MGA. Replacing the interior, floors, had the seats reupholstered etc, You know the drill.

There's a picture of the MGA above and a couple other photo's of me: the one with Oberon and my son is in my front yard, the other is my daughter and I at Gilmore last summer.

Then I got to work on the MGA. I've overhauled the engine, installed a 3.9 MGB axle with new splined hubs and now the sway bar.

Looks easy enough…

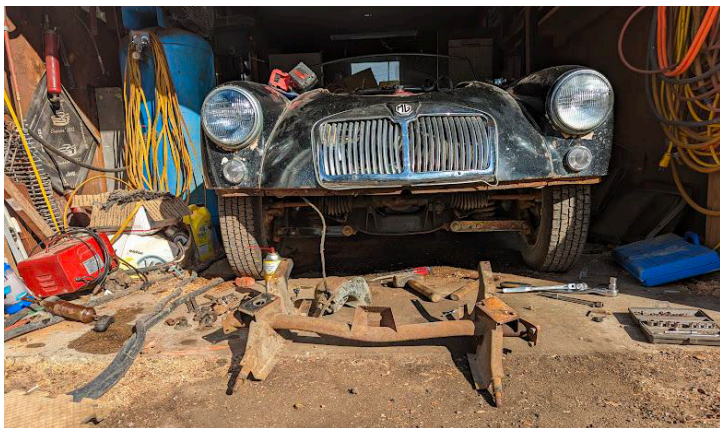
Looks easy enough because I see the frame extension in the Moss catalog. Undo a few bolts, find a sway bar on eBay and bolt everything together. I just did this and can tell you I was a bit surprised with the work I had to do and some of the tools I used to do the job.

The first task was unbolting the bumpers. I used a ratcheting end wrench. A godsend undoing the nuts behind the bumper. In my case, the 4 nuts came off and the bumper simply pulled off the car. Score one for Flannery.

The first surprise was the part I bought from Moss did not have the two "bolts" that hold the bumper in place welded in their proper location. The two parts were simply taped to the assembly and shipped. No big deal as I have a mig welder but a



Continued next page



bit of a surprise considering the picture in the catalog.

In the process of removing the frame extension I had to remove the front two bumper support brackets first and then the front valence. Keep track of what washers go where when disassembling. This was a good time to clean and paint the sheet metal between the body as well as beat out a few dents and repaint the front valence.

Removing the extension was fairly straight forward but did require an angle grinder to cut the nuts off a few of the bolts holding the extension to the frame. A small punch allowed me to knock the bolt heads through the top of the extension.

This is also a good time to remove the grille so you can hold onto wrenches to remove the four bolts holding the extension to the body right behind the grille. The other option is have a buddy hold the wrench behind the grille while you work underneath.

I bought the correct diameter used sway bar, new sway bar bushings and the proper length sway bar links from Celia at Scarborough Faire. I bought the two sway bar hold down brackets off a guy I found on the internet that told me he bought them from Todd Clarke. I bought a few fine threaded bolts at the local hardware and started assembling the new extension. I cut a couple of pieces of cork gasket and used trim adhesive to hold them in place between the extension and the body with the four bolts right behind the grille.

After sliding and bolting the extension in place, and installing the front valence and bumper brackets, I



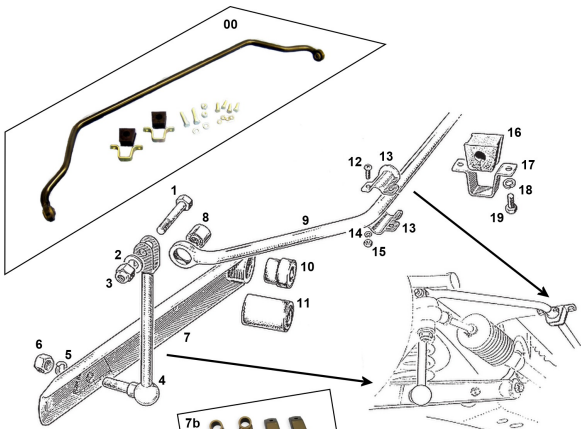


found my next small problem. Seems I welded the two bolts about ½ an inch closer together than the slots in the brackets would allow them to be. So I got out my drill and file and made longer slots in the 1/4 inch thick bumper brackets one afternoon. Easy Peasy, right?

With the bumper now mounted and the sway bar installed, the next project is to replace the lower control arms and bolt the sway bar links in place.

I've been a member of the Rowdies for a year or so. Now to get back to work on my TR4 that I was working on when I found the MGA. If you have questions, need tools or assistance call John Flannery in Davisburg on 248-634-0449. ***John Flannery***







Chairman's Chatter

Spring has sprung. All the plants and trees are starting to come back to life, and my grass will need mowing soon. More importantly, our first driving event of the year is coming up on Saturday with the Kimber Birthday Bash.

It looks like I will be driving my MGC to Holt this year. I just got my MGA engine block back from the machine shop yesterday. They put in new rings and re-honed the cylinders. As you may recall, I was on my second set of rings after a full rebuild and doing quite well until a trip to Alden two summers ago, after which the compression went down and blow-by became excessive.

After a lot of head scratching, I decided the only solution was to replace the rings again. My machinist thinks that the engine may have been running excessively rich. That tends to wear the top rings, and that is what mine showed. So, I will make sure to tune the carbs more carefully this time and hope the rings last longer.

We just returned from Pensacola for the annual MGC Register event. I thought I had the C all ready until a couple days before we were to go, when I thought I heard the right rear axle bearing making noise. I took the brake drum off and put the wheel back on so I could spin it. I could hear a noise, so I ordered bearing kits from Moss and paid extra for two-day shipping. What I didn't allow for was that it would take them almost two days to ship it.

Since we were planning to caravan with Allen Bachelder and another C owner, Bob Humphrey from Saline, I abandoned my C and drove our Ford CMax. I was very disappointed not to drive my C. This is the first C event of the twelve I have attended where I didn't drive my C. On the plus side, we had air conditioning, more room for luggage and got 45 mpg on the trip.

We had five Michigan C owners at the event but just two Michigan Cs. Fellow Rowdies, Dave and Chari Smith, made the trip in their motor home, along with Fran Lewis, a Windsor-Detroit MG Club member.
We had one minor problem on the road. Bob's car was starting to miss. Adjusting distributor points seemed to help for a while. Finally, while checking the points again, the contact point on the fixed side actually fell out. Fortunately, Bob had a spare set of points which solved his problem. I had never seen points come apart that way. I guess there is a first time for everything.

The experience reinforced my satisfaction with my Pertronics ignition systems in my MGs. Sure, I carry spare points, condenser and wire, but I haven't had to use them yet. The photo shows all three of us trying to recover a screwdriver that I dropped into the engine compartment. It is a familiar picture of any MG with the bonnet up.

Now I will concentrate on getting my A ready for Drive Your MGA Day. That should be a good test for getting ready for Memphis. From my home, it is 731 miles to the host hotel and 14 hours, 43 minutes of driving time by way of secondary roads. Driving time would be about 3-1/2 hours less via interstates. The secondary road route would be two long days of driving or three easy ones, depending on number and length of stops. I've never been to Memphis, so I am looking forward to it. I am not much of an Elvis fan, but I am curious about Graceland. Elvis did own an MGA and a BMW 507, so he had that going for him.

I hope folks are making plans for Memphis. It would be great to have a good Rowdie turnout. It will also be a good chance to observe the GT preparations and get ideas for GT-50. Planning for our GT-50 is moving ahead. We are close to committing to the host hotel. Once that is done, we can start making detailed plans and getting more members involved. Fortunately, we have Rowdies who have a lot of NAMGAR and GT experience and contacts that will make this a lot easier for the rest of us than it would be if we were starting from scratch. Larry Pittman, in particular, was very involved in GT planning in his former role as Vice Chairman.

I am looking forward to seeing a lot of Rowdies at the Kimber Party. Let's get out there and drive our MGAs!

Chairman Bill

(Ed note: See Dave & Chari Smith's report on page 17 also)



(Continued next page)

Sunday May 21, 2023 llam- 4pm

Camp Dearborn
1700 General Motors Road, Milford, Ml 48380

The Windsor-Detroit MG Club is proud to sponsor the 11th Annual Spring British Car Gathering & Picnic at Camp Dearborn in Milford, MI.

No registration, no formal car show or class parking, and no awards; just an opportunity to share our passion with fellow British car owners and clubs, and to get to know one another.

We have reserved a large, well shaded area that is to the right just inside the entrance, behind and down the hill from the office in the area called Evergreen. There is an entrance fee to the park.

Cars will be parked on pavement so not to worry about wet or soft ground. We have use of a picnic shelter and nearby restrooms.
WDMGC will supply SubSandwiches & water bottles-Please bring a dish to pass and your own chair(s). You may also bring your own food/drink-no alcohol is allowed in the park.

Boot Sale

Have some spare parts, tools… etc. that are cluttering your garage? Bring them along and offer them for sale from the boot of your car. We are not looking to host a full blown swap meet. so please no trailers full of stuff. What ever you can get in your car or bring pictures of larger items you want to sell.

For more information contact us at Board@WDMGC.com or contact Vicki Blade at (248)~909-0874

The camp Dearborn Web Site is www.campdearborn.com

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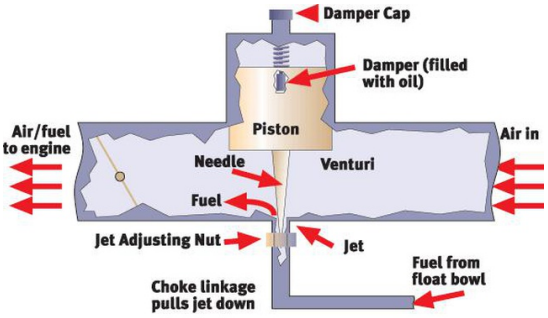
How To Rebuild An SU Carburetor-by Carl Heideman-from Sept 2006 Classic Motorsports

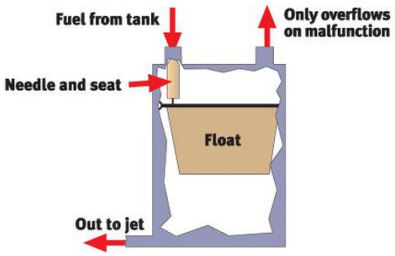
No matter what the name on the valve cover, so many British classics rely on the ubiquitous SU carburetor: Jaguar, Triumph, MG, Rover, Rolls-Royce, Bentley, Morris, Austin, Sunbeam and so many more. And not only did almost every British manufacturer specify SU carburetors, but so did other companies. Volvo and Saab also used them, while Hitachi-built versions of the SU were used by Datsun.

Sure, Webers may be sexier and have more racing titles to their credit, but for normal use these SU carbs work well. While some people are quick to cast SUs aside and look for an upgrade, a little understanding and mild tuning can go a long way, whether the goal be increased performance, better drivability or improved fuel economy.

How They Work

Based upon a principle developed and patented by George Skinner in 1905, the SU (as in Skinners Union) carburetor changed very little until emissions regulations pretty much made them obsolete about 30 years ago.





The SU is about as simple as a carb can get: it has very few moving parts, usually only one fuel circuit, and far fewer springs, balls and other complicated pieces than conventional carburetors.

All carburetors make use of the venturi principle. Daniel Bernoulli, an 18th-century Swiss scientist, used a venturi, a tube that is narrower in the middle than it is at either end, to discover that as the velocity of a fluid increases, its pressure decreases. As the air and fuel pass through the venturi's narrowed passageway in a carburetor, the mixture speeds up; the resultant drop in pressure is what causes the fuel to atomize.

The SU employs this principle differently because it varies the size of the venturi. Hence, the SU is called a variable venturi carburetor and is grouped with those built by Stromberg, Predator and Amal.
In the center of the venturi is a piston with a tapered needle affixed to its bottom side. The piston has holes positioned in it so that as air is sucked through the venturi, vacuum above the piston makes it rise. When it rises, not only does more air flow to the engine, but the needle allows more fuel to flow from the jet below. The needle is a precision piece, with nine to 16 specific diameters measured during the manufacturing process to ensure proper fuel flow throughout the range of air flow to the carb. Thus, the SU self-adjusts to the air/fuel requirements of an engine. It only flows as much air as necessary, and the tapered needle ensures that a proper fuel mixture is obtained at any air flow.

This self adjustment needs a little help at two times: During cold starting and hard acceleration, when a richer-than-normal air/fuel mixture is needed. SUs handle these two situations differently, but again use very simple means. Cold starting any engine requires more fuel in the mixture.

With conventional carburetors, this is done by limiting air intake, or choking the mixture. SU carburetors do the opposite, increasing fuel flow to richen the air/fuel mixture without limiting air flow. Most SUs do this by lowering the jet, which allows more fuel to flow thanks to the needle's taper. Conventional carburetors use an accelerator pump to squirt more fuel into the mixture on hard acceleration.

Again, SUs take a different tack. The piston/needle assembly is damped via a plunger in an oil-filled tube, forming a sort of shock absorber for the carburetor. The damper slows and smooths the movement of the piston. On hard acceleration, vacuum that would otherwise quickly lift the piston is redirected to quickly suck more fuel out of the jet. As the piston slowly continues its rise, the mixture returns to a more normal ratio.

Assuming that the carburetors are in good condition and have properly sized needles in them, the tuning procedure is not as complex as most people think. However, before the carbs are touched, ignition dwell and timing must first be correct. It's a good idea to ensure valve clearances are correct as well. A quick check for vacuum leaks is next, and only once this is done is it time to move on to the carburetors.

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Next, if there are two or more carburetors, they need to be synchronized. This can be done with either a dedicated synchronization tool or a short length of hose. With the engine running at idle--usually 600 to 1000 rpm--the synchronization tool is placed over the inlet of each carburetor to get a reading on its gauge. The idle screw is adjusted on each carburetor until each one gives the same reading on the synchronization tool.

The low-buck method is to substitute a 12- to 18-inch length of 1/4-inch or 5/16-inch hose for the tool. Hold one end of the hose up to the air inlet of each carb and the other end to your ear. When each carb emits the same noise through the hose, they are synchronized at idle. (Note that revving the engine slightly and periodically throughout the adjustment process helps to "clear out" the carbs.)

After the carbs are synchronized at idle, the throttle linkages can then be adjusted to ensure they remain synchronized throughout the rpm range. With just a little free play in the linkage, each throttle arm should start moving at the same time when the accelerator pedal is depressed. If not, the locking nuts can be loosened to adjust the linkage.

The idle mixture is set next. The conventional method, which is published in most manuals, works very well. First, each piston is lifted slightly, about 1/16-inch (usually a small screwdriver is helpful for this step). If the engine speed falls off, the mixture is too lean and the jet is lowered via its adjustment nut or screw. If the rpm rise, the mixture is too rich and the jet is raised. If raising the carb's piston causes the engine speed to rise by about 50 rpm before returning to its previous level, the mixture is just right. An alternate method is to use a vacuum gauge and adjust the mixture in each carb to get the highest vacuum at idle that is possible. At this point, the idle speed can be verified to be correct and the tuning is nearly done.

All that is left is the "choke" adjustment. As discussed before, SUs don't really have chokes, as they richen the mixture instead to allow smooth engine starting. This is usually accomplished through a linkage and cam that lowers the jets and raises the idle speed. The linkage and cam only affect idle speed in the first two-thirds of the distance of choke cable travel; it increases the air/fuel mixture as well as the idle speed during the final third of travel.

The two steps to adjustment are to ensure that multiple carb setups have proper linkage balance between carbs, then to set the high-speed idle screws that touch the cams. High speed idle is usually around 1800 rpm.

Rebuilding Old Carburetors

If you look at the sidebar on common problems, you'll see that most problems related to SU carbs are due to wear or age. SU carbs are pretty easy to rebuild as there are relatively few parts. Additionally, there are many competent rebuilders who can bring these carbs back to as-new condition for a reasonable fee. Polishing all of the external parts can add more to the rebuild cost. Except for throttle shaft bushing replacement, most enthusiasts can carry out repairs at home.

Throttle shaft and bushing condition are paramount to tuning an SU, and there are three common solutions for fixing worn parts. One is to replace only the shafts. If the old shafts aren't too worn, the bushings probably aren't too worn, and new shafts will go a long way to stopping vacuum leaks. The second repair is to ream out the bushings 0.010-inch and install oversized shafts. This is a cost-effective solution, but can only be carried out once. The third method is to completely remove existing bushings and install new ones, then replace the shafts with standard ones.



Replacing the throttle shaft bushings requires reaming out the old bushings, installing new bushings, and reaming the new bushings to size.

Regarding throttle shaft wear, my test if the car is running is to spray carb cleaner at the shafts and if the idle changes, they're worn (i.e., there is a vacuum leak). If the carbs are off, a visual test is usually enough. If you can see (or feel) a wear line, the shafts are worn out. If it's a small nick, you can often just replace the shafts and be okay. If it's a big chunk of the shaft worn out, you can assume the bodies/bushings are worn too and will want to address them. I oil throttle shafts when I put them in and then drool some oil over them from time to time and hope that it wicks in. I don't know if it helps a lot, but it can't hurt.

Regarding dashpot oil, everyone has an opinion as to what is best. My opinion for street cars is that any oil is better than no oil. The purpose of the oil and damper is to keep the piston from rising too fast so there is enough vacuum to suck more fuel into the mixture. The oil/damper is basically the accelerator pump. Racers have sworn by ATF because it's thinner, but remember they're at WOT much of the time and want that piston up fast (in fact, serious race engines with SUs don't even run dampers). I prefer a thicker oil than ATF, so I run engine oil or 90 wt in my own and customer cars. Years ago, we put every type of oil in some HS4s on an MGB and ran them on a dyno. No difference in power. There is always a lean spike at initial tip-in and it was slightly shorter with thicker oil, so that's what I recommend for street cars. For racers, whatever gets you the fastest lap time or highest RPM on the long straight is the answer.

As can be expected, there are increasing requirements in terms of the cost, skill and tools necessary for each of the respective steps. Many rebuilders will replace these components and let you do the rest of the rebuild. The rest of the rebuild entails replacing the jets and needles in the carb bodies and piston assemblies, the needle and seat in the float bowls (and

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floats if defective), and replacing gaskets and rubber pieces. For the car-show crowd, all cast parts should be glass-beaded. It is then usually a good idea to get the linkages and hardware replated in zinc, and to polish the dashpots (the chambers for the pistons). If you're a strict concours type, these were not plated or polished from the factory, but it seems most restored cars get them prettied-up anyway. Don't want to fuss with old carbs? Brand-new SU carburetors are still available.

Performance Modifications

There are not too many performance modifications necessary or possible for SUs. Aside from changing to larger carbs, about all that can be done is to change to needles with a different taper and make modifications to increase air flow around the throttle disk and shaft. Most SU specialists carry a range of needles for changing the mixture characteristics throughout the range of air flow. While the fine-tuning of needles can be an onerous process, there are generally just a few categories of standard needles available. Labeled weak, standard and rich, they provide the levels of performance and economy their names imply.

While there are more than 800 needle profiles available, many tuners will just make up their own profile by chucking the needles into a drill press and then using fine sandpaper to sand in the profile they like. Of course, they spend a fair amount of time with a micrometer to ensure they've narrowed the needle (richened it) the right amount. Filters and velocity stacks can make a difference in performance.

Usually, K&N filters are worth one or two horsepower. TWM's velocity stacks can also offer a couple of horsepower, but usually cannot be effectively run with an air filter. Finally, small improvements can be made to the carbs by improving air flow around the throttle shafts and disks. Carbs built after about 1968 feature throttle disks with a spring-loaded poppet valve that improves emissions, but the valve also impedes air flow. Fortunately, earlier flat disks can be fitted. For the radical tuner, the throttle shafts can be thinned and ovalized for an extra CFM or two of flow.

So, why not just go to a Weber carburetor? For some, that's a good solution, but many are bound to their SU carbs thanks to racing regulations. And then there are those who believe that properly set up SUs can perform just as well as Webers on the street, but with easier tuning and better manners. In fact, we're in the middle of dyno testing SU and Weber carburetors. Look for our findings soon.

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Comparison of earlier- and later-style throttle disks shows that the later-style disks have a spring-loaded poppet valve, which impedes air flow. Replace these with earlier-style disks in performance

Size Matters

SU carbs come in several styles and sizes. Fortunately, there is a system for understanding the size of the carbs. Each carb is identified by one or more letters and numbers. The first letter is an H or a V, which stands for Horizontal or Vertical. The SU carbs commonly used on European cars are all of the horizontal design. The next letter will describe the physical characteristics of the carb and usually describes the float chamber location: S stands for Side float or Short body, depending on which expert you call; IF stands for Internal Float; and D stands for Diaphragm jet. The numbers require an understanding of fractions, as they indicate how many eighths of an inch over 1 inch the carb's throat size measures.

So, an HS4 carb is 1+(4x1/8) inches, or 1 1/2 inches. To put this together, an HIF4 (common MGB carb) is a horizontal, internal float, 1 1/2-inch carb. An HD8 (common XKE carb) is a horizontal, diaphragm type, 2-inch carb. An HS2 (common to Spridgets and Minis) is a horizontal, side float, 1 1/4-inch carb. **(Article Submitted by Dave Smith)**

(See next 2 pages also

Identification Information for SU Carburetors - Date Code is stamped into the border of the carburetor.

DATE CODES FROM 1945 TO 1962

A=1945	H=1952	R=1958
B=1946	K=1953	S=1959
C=1947	L=1954	T=1960
D=1948	M=1955	U=1961
E=1949	N=1956	X=1962
F=1950	P=1957	
G=1951	Q=?	

SOME SU CARB TYPES AND COMPARISON

Type	Type	Type	Size	HP	Flange	Flange
HV0			7/8"			
HV1	H0	OM1	1"	27 hp	2 bolt	Horizontal
HV2	H1		1 1/8"	35 hp	2 bolt	Horizontal
HV3	H2	HS2	1 ¼"	45 hp	2 bolt	Vertical
HV4	H3		1 3/8"	55 hp	2 bolt	Vertical
	H4, D4	HS4	1 ½"	65 hp	2 bolt	Vertical /Diagonal
HV5			1 5/8"		4 bolt	Vertical
	H6	HD6	1 ¾"		4 bolt	
HV8			1 7/8"			
	H8	HD8	2"		4 bolt	

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THE MGA

Year	Model	Type	Date Code	Casting	Specification	Notes
1956	A 1500	H4	N	AUC6020	AUC784	
1957	A 1500	H4	P	AUC6020	AUC784	
1958	A 1500	H4	R	AUC6020	AUC784	
1959	A 1500/1600	H4	S	AUC6020	AUC784	AUC943
1960	A 1600	H4	T	AUC6020	AUC943	
1961	A 1600 & MKII	H4	U	AUC6020	AUC943	
1962	A 1600 MKII	H4	X	AUC6020	AUC943	

WHY CARB DATES VARY FROM MG PRODUCTION DATES. THEY WERE BUILDING 30,000 CARBS PER WEEK DURING THE MGA PERIOD, OFTEN WELL IN ADVANCE OF THEIR INSTALL.

CORRELATION BETWEEN BUILD DATE OF MG AND DATE CODE OF CARB

- Carbs made in Birmingham
- Carbs shipped to Engine Plant in Cowley
- Engines sent to Abingdon for installation in MG
- Parts not stockpiled at Abingdon, "just in time" inventory
- Before the MGA date on carb was usually same month as date of production of MG
- Date on carb can be up to 8 months in advance of production date of MGA

THE FULL PRESENTATION THAT COVERS PRE-WAR, T-TYPES, AND B's WILL BE AVAILABLE AT JOHN'S WEBSITE IN THE COMING WEEKS.

(*Information sent in by Dave Quinn from John Twist's Zoom presentation 2-26-23)*

KIMBER BIRTHDAY PARTY - APRIL 22, 2023

For most of us the start of the MG Driving Season happened Saturday, April 22 when over 45 members of the Michigan Rowdies, Windsor-Detroit MG Club, Old Speckled Hen Club, and British Motoring Club of Mid-Michigan all gathered at the Delhi Cafe in Holt, MI to celebrate Cecil Kimber's 135th birthday. Thanks to Dave Smith for organizing the event, the Delhi Cafe for opening up for us in a private setting, Bruce Cook for the Kimber cake, and Marlene for a selection of beautiful handmade MG stones for everyone.

The weather could have been better, but the partly cloudy cool day didn't prevent many folks from showing up in their Little British Cars. A group of Windsor-Detroit members caravaned from the east side of the state and Ken and Kathy Nelson drove their 1954 Riley from Grand Rapids to provide Cecil with party-goers from both sides of the state.

There were over 30 members of the Rowdies attending, including: Mark and Marjie Barnhart, John and Caroline Alexander-King, Dave and Donna Quinn, Gordy and Tracey Bird, Alan Lockwood, Tom and Cheryl Borden, Tom Fant and Lynn Combs, Kevin and Norma Peck, Mark Griffith, Steve Holliday, Dave and Cheri Smith, Larry Pittman, Forrest and Leslie Johnson, Ken and Kathy Nelson, Dave Anderson, Bruce and Willie Mann, Jim and Pam Neal, and Rich Illman.

In addition to all the socializing Dave Smith gave a presentation summing up Cecil Kimber's life and accomplishments, plus an added history about Collier Cup racing at Watkins Glenn. In 1958 #29 MGA driven by Bob Bucher diced it out with Sherm Decker (#16 MGA) for a near photo finish with Bob winning in #29. Dave went on to compare that close race with the 2006 race when Dave Smith in #49 MGA diced it out with Joe Tierno in the original #29 MGA. Dave Smith won the Collier Cup then with Mark Barnhart as his crew chief and Gordy Bird assisting. Jim Neal showed a painting of "The Roar Of The Crowd" featuring those 2 MGAs at speed.

















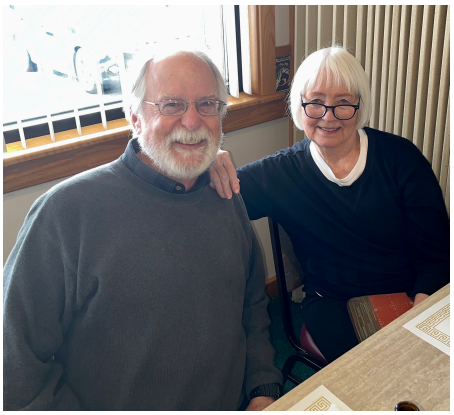


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Kimber Party pictures by Ken Nelson

MGC National Meet-Pensacola, FL

FLORIDA OR BUST!

On April 13th thru 16th, Dave & Chari Smith and Fran Lewis travelled to Pensacola Florida to participate in the 43rd "C event of Brutal Aggressives". Pensacola was founded by Spanish sailor Don Tristan de luna in 1559. Seeing the beautiful shores of the Gulf of Mexico, one can see why this was an early settlement.

The host hotel was the Surf & Sand Hotel on Fort Pickens road, Pensacola Beach Florida. Arriving Thursday Morning, we were soon settled in and greeting the many fellow MG owners for a Southern Low Broil dinner. It was delicious.

Friday we travelled to the Naval Air Station Museum spending almost 8 hours. However this vast Air museum could take two or more days to see everything.

Friday night we attended the Panhandle British Car Assn banquet, with about 150 other British car owners. The Hosts were very hospitable and again the food was super tasty.

Saturday was the Car show, with the MGC as the Featured Marque. Perfect 70's weather and a great sandy and shady city park for the event. Concrete pathways made walking very easy.

The AMGCRA banquet was held at the Crab Restaurant on the beach. Again the seafood was fantastic and Richard Stephenson's awards ceremony was fun and interesting.

Sunday was for Coffee and Goodby to our many friends. We travelled 1996 miles round trip, but in excellent weather throughout. With the exception of the "Brutally Aggressive" 35 degree temperature drop upon arrival home in Michigan! ***Dave & Chari Smith***











Mad Dogs & Englishmen XXXII - July 8-9, 2023

Mad Dogs & Englishmen XXXII Gilmore Car Museum

Saturday, July 8, 2023 and Sunday, July 9, 2023

Saturday, July 8 Rally

Starting Point: DeNooyer Jaguar, 5850 Stadium Dr Kalamazoo, MI 49009 **(269 375 1000**)
Time:10:30 am Drivers Meeting: Teams depart 11:00 am **Rally Hosts**: Tom and Sandy Chambers **Cost for the Rally** - $10 per car Phone: 269-823-4351 Please pre-register by July 5
Gather at the final destination to share your adventure with other rally-ers
Registration forms available. Contact us at britishcars@maddogsandenglishmen.org if any questions.

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Sunday, July 9 Show Events The Featured Marque is MG Midget and Austin Healey Sprite

Rare Gem – All Rootes Group Vehicles - On-site registration from 8:00am to 12:00pm day of show or Pre-registration info at http:// www.maddogsandenglishmen.org/mde/registration.cfm

Held at the Gilmore Car Museum- M-43 at Hickory Corners, MI enter at show car entrance (phone 269-671-5089)

8:00 am – **REGISTRATION OPENS – 2:00 pm – TEA TIME at BETTY'S TEA ROOM**
2:00 pm – VOTING CLOSES ballots must be deposited in ballot boxes by **11:00 am** – MOTORING GAMES BEGIN AT THE GAS STATION
12:00 noon – REGISTRATION CLOSES. 3:30 pm – AWARDS PRESENTATION
Late arrivals must enter through spectator Admission gate, park in general parking and pay museum admission fees
1:00 pm – Tech Garage Booth Meet with fellow 'car guys' to ask questions and tap into their expertise and experiences in restoring and maintaining their Brit-mobiles. **(please note: these are experienced Restorers and their advice and recommendations are based on their own experiences. SMMA is not responsible for advice**

FOR SALE Dove Grey 1962 Mark II Roadster, total restoration in 1996 - well traveled (we have driven it to 15 GTs) and carefully maintained and upgraded with safety and reliability features. For photos and a copy of the maintenance/ parts-replacement log since 2017, drop me an email at bil.tru@att.net. Bill Gallihugh, Kalamazoo, MI. Asking $29k.









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Welcome to GOF Central June 20-23, 2023!

The **Olde Octagons of Indiana and Hoosier MGs** are proud to host GOF Central 2023, the premier MG event of 2023 in the Midwest where we will be celebrating the Centenary of MG sports cars.

This event will be the week following our own NAMGAR GT-48 and is the 42nd **Gathering of the Faithful (GOF) in the Midwest.** GOFs started as an annual gathering bringing together owners and enthusiasts of **MG T-series cars** (T-series were made 1936-1954). Started in the 1960s by the **New England MG T Register**, GOFs have for many years been held annually regionally (northeast, Midwest, south, and west). The event is an opportunity for fellowship, camaraderie, and sharing of MG experiences and technical know-how.

While a GOF has traditionally been an event for T-series MG owners, **MGs of all years and model groups are welcomed.** In 2023 this GOF Central will be the national meet for the **North American MMM Register, featuring MGs built in the 1929-1936** era. Known as the MMMs (for Midget, Magna, and Magnette) these are the MGs that blazed the successful competition trail for MG. **There will also be a large number of later model MGs – MGAs, MGBs, Midgets, and others.** All MGs and enthusiasts – regardless of model year – are invited!

GOF Central 2023 will be in **South Bend Indiana,** conveniently located for all in the Midwest. Headquarters is the new Embassy Suites, adjacent to Notre Dame University. It is easy to get to, and provides the perfect environment for all our activities.



A full list of events and activities is planned – MG History, Technical Sessions with good information, entertainment, drives, and special car shows.

We encourage you to join us for the 42nd GOF Central. It's sure to be a memorable event, and a wonderful birthday party for MG.

Hope to see you all there!

Greg Peterson, GOF 2023 Chairperson,
gpeterson@sprynet.com
GOF Central 2023 Committee

NAMGAR GT48!!
Welcome And A Big "Hi y'all"

Mark your calendar for June 12-16, 2023, **this year's MGA National GT car show is located in the *Blues City, Memphis Tennessee,* located on the picturesque Mississippi at the midpoint of the USA. FedEx choose this city as the main headquarters based on the easy accessibility both from the north on I 55 and the south on I 40. Known for Blues music and the King of Rock and Roll, Elvis Presley, tourist opportunities abound for everyone.**

This year's car show site is uniquely positioned on Marshall Avenue in front of the EDGE Motor Museum that focus' on Speed and the development of the sport car in the USA. Did you know that the MGTD is the precursor of the Ford Thunderbird and the Chevrolet Corvette? Service men returning from WWII remember the sports cars from across the pond. When they finally moved to the suburbs where purchasing not only one car but two cars became the norm and their disposable income allowed, the MGTD became one of the first sports cars these veterans purchased. Car manufactures grasped this opportunity to design something both distinctive and powerful. In the early 1950's to the end of the 1970's, Ford and Chevrolet created and competed in the sports car market centered on driver's desire for SPEED. The Edge Museum under the guidance of Richard Vining, the museum designer and Bob Watkins, the GT 48 show coordinator, will be free to all GT 48 participants.

The events and activities at GT 48 highlight the best in Memphis. A tour of Graceland, the home of Elvis Presley is a must for first time Memphis tourists. A poker run ending at the Collierville town square (voted the best in the country) and a MOJO Backbeat bus tour of the city with a local blues guitar player as the guide, enhance the activity list. For those who prefer to adventure on their own, many self driving tours around featured attractions are available. Beale Street, The Civil Rights Museum where Martin Luther King was assassinated, the ducks at the famous Peabody hotel and the St. Jude's medical complex that provides free care to children with cancer, are a



few of the many sites to see while visiting Memphis, TN. John Twist from Michigan will perform his famous rolling tech sessions at GT 48. His expertise in the area of MG's is venerated throughout the country. Additional Tech sessions are organized throughout the day and even one for the ladies.

Registration is completed either through the NAMGAR GT48 site online or through printing a paper form located on the next page here or in the NAMGAR magazine. Payment is done by using a credit card or sending a registration form and check through the mail. Please register as soon as possible to secure your place in this fun filled NAMGAR event. Renewing old friendships, commiserating about and displaying our dream MGA's are the reasons to attend this National Meet.





The Memphis Hilton Hotel on Ridge Lake Rd in East Memphis is the heart of all the GT 48 activities and will host the awards banquet after the show. The GT room rate is $149 per night. Secure parking is next to the hotel and accommodates trailers. The hotel information along with the URL to be used for online reservations is located at the top of the registration form. Register early and please make sure you mention GT-48. (The use of hotel points is allowed.)

By Carolyn Shepard

