



A-Antics



Drive Your MG Day! (see page 13)



Drive Your MG Day
GOF Central-Newark, OH
A Michigan Love Story
Nashville Meets Rt. 66
Ft. Meigs Car Show



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 MGAs. 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:

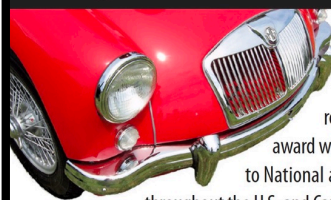
1976-1980	Bruce Nichols
1981-1982	Tom Latta
1983-1984	Dick Feight
1985-1988	Dave Smith
1989-1990	Dave Quinn
1991-1994	Mark Barnhart
1995-1995	Herb Maier
1996-1996	Tom Knoy
1997-1998	Neil Griffin
1999-2002	Bruce Nichols
2003-2004	Bob Sutton
2005-2008	Gordie Bird
2009-2015	Dave Quinn
2016-	Bill Weakley

Rowdies Website: **Larry Pittman, Webmaster**

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

Larry Pittman's Database Report: 73 Active and Paid-Up Members

Deadline for submitting material for the next issue is: August 20, 2024

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.



GT-40
Event 2015

ROWDIES 2024 EVENTS

JUNE

- 23 **Michiana Brits 36th Annual Show-** South Bend, IN. St Mary's College
 20-23 **Mid-Ohio Vintage Races-**Lexington, OH

JULY

- 12 **Rolling Sculpture Car Show-**Ann Arbor, MI
 14 **Mad Dogs & Englishmen-** Gilmore Museum, Hickory Corners, MI
www.maddogsandenglishmen.org
 15-19 **NAMGAR GT-49- WELCHES, OR**
 27 **Rowdie Beach Party-** Tom Fant's Lakeshore Pinckney, MI

AUGUST

- 10-11 **Alden Car Show-** Alden, MI
 16-17 **John Twist's Summer MG Party-** Grand Rapids, MI
 25 **ROWDIE BIRTHDAY PARTY-**Todd and Connie Binsz's
 31 **WATERFORD VINTAGE RACES** Clarkston, MI

SEPTEMBER

- 8? **Battle of the Brits-** Camp Dearborn- Milford, MI
 14-15? **Orphan Car Show-** Ypsilanti, MI
 17-19 **Put-in-Bay Vintage Races-** Put-in-Bay, OH

OCTOBER

- ?? **Rowdies Colour Tour-**TBA
 Dave & Donna Quinn
 ?? **Larry's Day In Garage-**
 Fenton, MI

NOVEMBER

DECEMBER

- 8 **CHRISTMAS PARTY-** Chelsea, MI

OTHER POSSIBILITIES

Day/s In Garage

Spontaneous Drives in Country
 Bar Hopping Like It Was 1958



Nice Day For A Drive

Kevin Peck and I dropped everything last Friday to see if Jerry's On the Lake was still in business. They were!

The "A's" hummed along bringing joy to the populace as usual. Our next stop was at the Bridgewater Pub to test their chairs. Very nice!

Realizing that no photographic record had been made for our editor, we stopped at the church car park. There I made my first ever "selfie" of this intrepid duo. That broke the camera.

It was a nice way to spend a weekday in our MGAs driving the countryside. I suggest everyone call up an MGA friend once in a while and give group touring a try.

John Alexander



MEMBERS PAGE

New Members

Name: Chris Nagle

Address: 5712 Campbell

Dearborn heights, MI 48125

Cell phone: 313-205-8761

Email: Cnagle02@yahoo.com

Type of MGA: None

Other Cars Owned: BRG RHD 1970 MG Midget

NAMGAR Member: Yes

Name: Chris Kleindorfer

Spouse or Significant Other: **Dawn Kleindorfer**

Address: 6275 Stewart Lane

Ann Arbor, MI 48105

Home phone: (513) 290-7998

Cell phone: (513) 290-7998

Email: ckleindo@gmail.com

Type of MGA: 1959 Roadster 1600

Other Cars Owned: 1979 Spitfire

Letters

GT-50 Dash Plaque Design

Well, the results are in. And the winner is... ta-da... Ken Nelson!

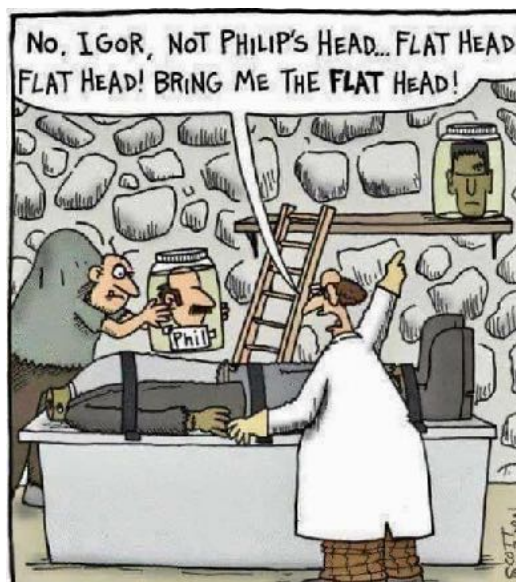


Bruce and Willie Show Their Coupe

Looks like Bruce and Willie have finished their latest MG restoration and it looks pretty nice from where I'm sitting. It would look very nice at NAMGAR's GT-49 or GT-50.



Always Choose The Proper Tool For The Job



Chapter Update Report

Good morning all,

Attached you will find a **document below which is the First Quarter update** from the **NAMGAR Chapter Coordinators Ed Sass and Colleen Quinn**. Some highlights from the Chapter Coordinators include:

The Yearly renewal for all Chapters each year.

Chapter Newsletter sharing on

NAMGAR website, the Rowdies Board has voted to allow for the A-Antics to be posted on the NAMGAR website.

Chapter Recognition Award- The meets chair John Alexander, maintains the events calendar that along with articles in A-Antics, special occasions, get togethers, and member listing data is collected to complete the form. The Rowdies CRA was completed and the submitted form is attached. The chapter award winner will be announced at GT-49 Welches, OR.

Upcoming GT - 49 Information-Welches, Oregon July 15-19 we hope you can make plans to attend. Also included is an Introduction of Your New NAMGAR Board. Please let us know if you have any questions or concerns. Regards, **Willie Mann-Membership Chairwoman**

NAMGAR CHAPTER COORDINATORS REPORT- 1ST QUARTER 2024-from Ed Sass & Colleen Quinn

Better Late Than Never 2024!

We have been holding off this newsletter as we have been very busy and have a lot of news to share. Let's see if we can remember what we wanted to say!

First, the NAMGAR Board met in Welches Oregon at Mt. Hood Oregon Resort the location of this year's GT. They reported that this GT will be spectacular! They also worked for three long days and the NAMGAR Board wants to implement some new things. But first, let me introduce you to our new Board Members.

Bruce Mann is our new Chairman, who took over the position from Tom Medeen. You will recognize Bruce as he stepped up from NAMGAR's Communications Manager. Also new on the Board in this go-round, is Greg Poffenbarger who is stepping in as the Communications Manager that was vacated by Bruce. Greg's new position also includes Marketing/Advertising, so he should be busy! There is a NEW BOARD position called Advisor Emeritus. Larry Pittman, who was our Vice Chairman several years ago, has taken this new role. Welcome Larry, Bruce, and Greg.

We also have a new editor of **MGA!** magazine. Mike Tooke is stepping down after many years of service

and Steve and Diane Mazurek are taking over as editor and copy editor. Thanks to Mike! We welcome Steve and Diane. The rest of the Board stays the same. There have been some other staff changes and these are spelled out in **MGA!**

Now, to some changes. The Board is very interested in bringing NAMGAR documents up to date, making changes as needed. We are implementing a newsletter sharing service. This has been in place since the website was upgraded a couple of years ago, but has not really been implemented. This is an entirely optional feature and each chapter will decide if this is something that we would like to do, or not. The website, called Chapter News, is on the NAMGAR webpage and can only be accessed by NAMGAR members, so the site is secure. Chapter newsletters must be submitted in a very specific format that Ed and I sent out in a previous email last week. If you have any questions on this, please contact us.

Next the Board has decided that all NAMGAR Chapters must 'renew' each year. This is very similar to what NAMGBR does each year. The 'renewal' will be like what Chapters submit to us, (the NAMGAR Chapter Coordinators), each year. Most NAMGAR Chapters have been doing this each year, but starting this fall, Chapters must renew and submit the required information to retain their status. There are going to be some changes as to what Chapters will submit. We are still working out the details, but will get them to you as soon as we can.

We will be adding a second email contact to submit newsletters, probably the president of your local Chapter. We will provide a form that will be a "fill in the blank" type of item. You will just fill in the blanks and return it to us. This will be available in the fall. Chapters that do not submit this required information will not be renewed and will be dropped from NAMGAR. Colleen and I will be driving out to Welches for GT - 49 this year. We will be taking the MGA and will take a few extra days enjoying the wonderful sites between Wisconsin and Oregon. We drove out in 2003 and just loved the trip. We plan on being out about three weeks total and will be caravanning with some NAMGAR folks.

The NAMGAR Chapter Contacts meeting will be on Tuesday, July 16, 2024 from 9:00 to 10:00AM. It will be in the Hospitality Suite and will immediately follow the Mquette Breakfast. Please let us know who from your chapter will be attending so we can make the appropriate arrangements. We will try to have some coffee and other refreshments for the attendees. This is always a fun and informational gathering. We hope to have a great turnout this year. This is good chance to meet our Board and ask them question directly!

The Chapter Recognition Award

We have already mailed out the Chapter Recognition Award worksheet just before the new year. We want to

thank all the Chapters that have already returned this to us. We have already received 12 applicants! Where are the rest? We are including the worksheet and instructions with this newsletter. Deadline for submission of the Chapter Recognition Award is May 22, 2024. Remember this is a voluntary exercise and is not required. If you want your chapter to be considered for the **Chapter Recognition Award**, please fill-in and send back to us the completed spreadsheet. We have attached the spreadsheet and instructions for filling out the spreadsheet. Please read the instructions carefully. If you have any questions, please let Colleen and I know. Remember, we are looking for activities that your Chapter undertook in 2023! If there was a car event put on by another club, and your chapter just attended the event, please mark your worksheet accordingly. All chapters are eligible this year except those who have received the award within the past three years.

Please share this newsletter with your Chapter and Interest Group members. We look forward to an active driving season coming up and hope you can attend the national GT or a Regional local to you. We also encourage each Chapter Contact to reach out to a neighboring Chapter to see if there are club activities that would be enhanced by including a larger pool of British vehicles. **Happy Motoring!**

Ed Sass & Colleen Quinn

NAMGAR Chapter Coordinators

chapters@namgar.com

Allen Bachelder Writes In

"Just ran across this YouTube video on *Fuel Up Classic* reviving a beautiful MGC and thought you guys might enjoy it."

<https://www.youtube.com/watch?v=AsQ7byPsEeU>

It's a 14 minute review of the MGC-GT or "*the poor man's Aston Martin*".

Cinco de Mayo In an MGC

Happy Cinco de Mayo Allen and to all. Also Happy Drive your MG Day. Did you have a chance to motor one of your MGs on Saturday? Thank you so much for the MGC Video. I agreed with every word from the Narrator.

I was very pleased to see the Rowdies have a trip to celebrate Drive Your MG Day. Chari and I had already committed to the Perry High School Alumni Banquet also on Saturday. I drove my MG to that event, and it was a super fun trip. Chari was kind enough to take a picture of the MG in front of the High School.

Dave Smith



Allen Replies

Yeah, Florrie and I drove our teal blue B/GT: ***BriGiT*** to Zukey Lake Tavern to join the crowd for "Drive Your MG(A) Day". 'Twas an unexpectedly nice day and it was great to see great friends again. We were hoping to see you and Chari but all of us have busy lives both in and out of our MG community.

Bill Weakley ceremoniously awarded us the "ceremonious long-distance trophy" for our trip to Cecil Kimber's birthday party and I suspect we "won" it again on Saturday*. 'Don't know how long we can keep this up, but I never tire of driving an MG, and once there, it is indeed the people that bring us back. At our age though, we're not always up to the physical demands of the long driving days. 'Wish we lived closer to what we perceive as the center of club activity. I still do some occasional online real estate shopping, but the likelihood of finding the smaller house and yard that Florrie wants combined with the 1500 square feet of garage/shop space that we have here, and the appeal of mid-century modern architecture - which we don't have here, all portends a frustrated search. At our age, another move would be arduous at best...

And why is it I find myself progressively starting more and more sentences with "At our age..."?

Cheers, Allen Bachelder

**(Whoa there Allen, Very nice video about the MGC-GT. But slow down a little before you claim your distance award on Drive Your MG Day, You aren't the only one who wishes they lived a bit closer to the center of all the MGA activity in Michigan. I checked Google maps and the distance from your house address to Zuckey's Tavern is 109.8 miles, which is indeed a good drive. But it is only exceeded by the distance from my (Ken Nelson's) house to Zuckey's which is 111.2 miles on the map. So I suspect we both won a distance award, but I might have to claim this one. All the best,*

Cheers, Ken Nelson

I graciously concede! Having seen the most interesting picture you submitted (page 13), I understand you also get the Hard Luck award! 😊

Allen Bachelder

Rowdies Get Kicks on Route 66!!

Dateline: 15 June, 2024, Nashville, Michigan

The registration for the Nashville, MI car show opened at 8:30 am. This necessitated a departure from Ann Arbor at 6:30 am! I got up at 5:30, coffee and toast, quick Griot's spray-on wax to remove last night's bug application (*ed note: was this on the car or yourself?*) Kissed Carolyn and departed. Cold, clear morning, long shadows, no traffic, missed my turn to pick up M-79 at Charlotte. Oh well, keep heading west and will eventually bump into M-66. These early morning summer drives through the country are very pleasing with the sounds of birds waking up, the smell of first cut hay wafting out of the fields, stars slowly fading in the gathering dawn and my "A's" engine purring so sweetly.

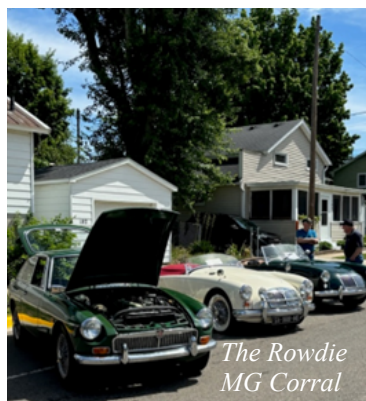
Somewhere along the way I stopped for an Amish buggy with a broken wheel and a little girl manning the fort while her dad went for help. She said she was OK and did not want company! Cute and assertive! I drove on when I saw her dad coming back. Arrived at Nashville where the Main Street was closed to traffic but the Sheriff's Deputy let me through. Hands frozen to the wheel, I asked him if it was going to warm up. He said "No". I guess he'd been out there too long.

Found Rowdies Dave Smith and Dave Anderson (of Grand Rapids) and parked next to them, forming our own little MG Corral of 2 "A"s and an "MGC". Only saw 1 other MG, a late model MGB and a Volkswagen MG-TD kit car. Dave S's daughter and Rowdie member Katherine Bertolini was our host for the day. We had good conversation in the shade as the temperature had increased to a cloudless 75°. Dave Anderson's 1960 MGA had some modifications – 1800cc 5 main engine, Vitesse 5 speed trans and sported a cut down windscreen. It is a nice car.

The show had approx. 200 cars, from farm pickups, rat-rods, 1,000 HP Mustangs, 1960's Ford Falcons, & Chevy Bel-Aires to Model T's with incredible paint jobs. Oh yes, and 4 MG's. The show is a boon to the Main Street businesses. Everyone we spoke with was very friendly, happy we were there and curious about our cars. Dave S. and I each had winning door-prize tickets so we thought we'd each buy "an arm's length" of 50/50 raffle tickets for \$5.00. Well, whoever was in charge of ticket picking picked the wrong ticket numbers. Isn't that just the way it always goes!!! I was a recipient of a trophy from the area merchants. That's a pretty good day!

After the show, Cheri, Dave, Kath and I drove to Kath's home up on the hill and parked in the shade of a beautiful maple (or maybe a redbud) tree. We then sipped a cool libation while enjoying conversation by the pool. (NOTE: Today, it's in the 90's so I'm going back there to camp by the pool under the old maple -or redbud - tree. Oh so nice!)

I returned to Ann Arbor via M-79 to Charlotte – very straight forward – under cloudless blue 75° conditions. A perfect day for a 190 mile drive in the MGA!
Safety Fast, John Alexander



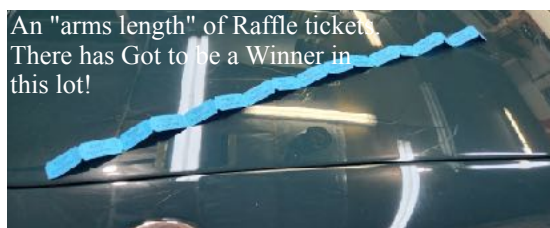
*The Rowdie
MG Corral*



*Dave and Kath -
Rowdie father
and daughter at
the pool house*



*Under a cool (redbud) tree
Now where is that pool?*



*An "arms length" of Raffle ticket
There has Got to be a Winner in
this lot!*



*John and
Dave: Two
travelers on the
road to
economic ruin.*



*Wild Paint-
Bonanza Blue &
Gassy Green*



Chairman's Chatter

I am writing this on June 21st, the day after summer solstice, so we are well into MG driving season. I hope you are all making the most of it. I know there was a good bunch of Rowdies at the GOF in Ohio. I decided to pass because of all the other events, especially the upcoming trip to Oregon for GT-49.

In preparation for the trip, I rebuilt my tow bar to get the bar to ride closer to horizontal. When the hitch on the tow car is higher than the connection to the car being towed, it can push and pull when going over bumps. We experienced that a few weeks ago when we towed the A to Bloomington, IL for the Champagne British Car Festival. It really is a nice event, but it is also a good excuse to visit relatives.

The trip was 350 miles each way with no problems. The event starts with a gathering on Friday evening with food and a cash bar. The Saturday morning activity was a scavenger hunt type drive over most of the entertaining roads in the area. In contrast, the vast majority of central Illinois is flat land with straight North-South and East-West roads. Unfortunately, it rained all morning, so we did the drive in the minivan. The banquet was Saturday evening with a local stand-up comic as entertainment. Sunday was supposed to be warm and sunny but turned out to be cloudy and cool. The featured marques were Aston-Martin and Austin-Healey. I failed to take any pictures, but the local radio station took a nice photo of our car.

My latest project is on the MGC. I have never been completely happy with the brakes. I finally got everything working as well as I could but still wasn't happy with the pedal feel. When the brakes were applied, I could feel the dual boosters kicking in. Because the boosters are remote, they are activated by hydraulic pressure from the master cylinder instead of directly from the pedal motion. I have been accumulating parts to convert to a late MGB system with a single booster mounted between the pedal and the master cylinder. I made the decision to go ahead with the conversion when I discovered a puddle of brake fluid under the car. The master cylinder had leaked between the reservoir on the m/c.

The most obvious problem with this conversion is that the standard inlet air box would interfere with m/c. I have smaller aftermarket filters, so I thought it would work. It is mostly a bolt-in replacement, but there

were many problems to solve along the way. It all works, and I am happy for now. So now the only parts of the braking system that have not been recently replaced are the rear back plates and wheel cylinders.

Last week, we spent a night at the Great Wolf Lodge. It was partly to check out the place for next year but also to celebrate our 55th anniversary. The hotel seems to have everything we need for GT-50, but I don't expect many of our attendees to use the water park. There are so many wonderful local attractions that we want people to get out of the hotel and enjoy the area. It should be a great event.

Chairman Bill



ANNUAL ROWDIE B'DAY PARTY



It's a Party, Baby!

**Let's Celebrate at Todd & Connie Binsz's
House on Sunday August 25th-12 Noon at
900 Crystal Dr, Jenison, MI 49428**

Home Ph: (616) 723-2929 Cell Ph: (616) 437-1783

BRING A DISH TO PASS AND BYOB (*RSVP appreciated*)

Bring your stories from meets you've attended, travels you took this summer, and restoration updates. We have lots of new members in the club and it is as strong as ever, so we are hoping for a good turnout. Plan to attend and meet folks with or without your MGA. We'd love to see you all! As our original founder Bruce Nichols might have said, we are a low-key organization dedicated to the preservation and enjoyment of our MGA's with the motto of "**PEOPLE FIRST**" so don't be shy. Cars in all conditions are welcome and that includes daily drivers.

Historically we have always had an auction to help the club treasury. If you have something you would like to donate, please do, but don't feel you have to. We hope to keep the auction short so you can enjoy fellowship.



Musings On an MGA Oil Gauge

Well, friend, have you ever startled yourself awake at 2 am with the thought..."I wonder what type of thread the sender line on my MGA oil pressure gauge uses, and could it start leaking?" I know that I, for one, have never had that happen. But it could, you know, and wouldn't you like to be prepared if it does? With that thought in mind I recently started an investigation into those facts. It may also have had something to do with my electric oil pressure gauge on the Rover P5 conking out. After trying unsuccessfully to get parts to start it working again in this positive ground British oddity, I finally took someone's advice to change over to a mechanical oil pressure unit.

I had a spare mechanical Smith's pressure gauge, so all I would need was a 1/8" copper tube with the correct fittings to screw it onto the gauge and onto the oil fitting on the engine. I bought a "Universal Fitting Kit" with multiple different adaptors for any car ever made. That is, any non-British car ever made. So, I well knew I'd be modifying things as I went. Generally this is all the same as on the MGA except for the length of the tubing.

The end at the gauge seemed to screw on OK, but at the Rover engine block none of the adaptors worked. I started to investigate what these threads were so I could order a compatible thread converter to use. I searched through numerous internet sites and learned what I could about British and American pipe threads. Of



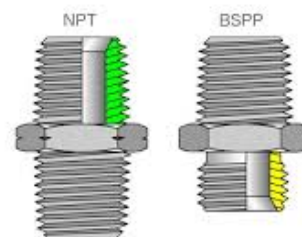
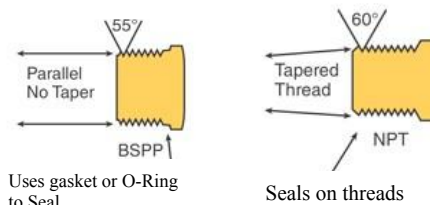
the 4 basic types, British Standard Pipe Parallel (BSPP) in England, and National Pipe Taper (NPT) in the US, are the ones I thought would deal with the MGA oil gauges. With the 1/8" copper tubing, it is often 1/8 BSPP-28 (denoting 28 threads per inch or tpi) in England, and the American equivalent is often 1/8 NPT-27 (denoting 27 threads per inch or tpi). The diameter of the male thread fitting for NPT is 0.405" and the diameter of the equivalent BSP is 0.383"; so only 2 hundredths of an inch and one thread per inch separate them from each other. Un-surprisingly a male BSPP and female NPT fitting can thread together because of this similarity. This has led to a whole bunch of confusion on the internet forums because you can interchange these threads with each other and they will work, (although apparently could cause a sight leakage problem). On the MGA there is a reducing takeoff adaptor screwed into the engine block with 1/4 BSPP-19 thread,



that reduces to 1/8 BSPP-28 into the copper line. The tubing at the gauge end fits this thread as well, and an American auto parts store 1/8 NPT-27 will thread on there as also.

Confused already, aren't you? Well, to mix it all up a bit more, this 1/8-28 BSPP thread can also be called a G-1/8 thread, which is the same as 1/8-28 BSPP thread at 0.383" diameter, 55° pitch, but seals on a flat surface with a small nipple protrusion as screws on our oil pressure gauges. It uses a leather washer to seal. The size of 1/8 NPT thread is 0.405" diameter, 60° pitch, so very close to BSPP. NPT is 27 tpi and BSPP is 28 tpi. An NPT fitting can screw onto a BPSS, but an NPT thread should NOT be mated to BSPP if the pressure is high since the threads alone may not provide a critical leak-proof seal due also to the NPT 60° thread with sharp peaks meeting a BSPP 55° thread with rounded peaks and valleys (this is a Whitworth thread form). It might be OK on our gauge though because there is a leather washer to help provide the seal. No matter how you look at this it's confusing, so don't fiddle with it if all is well on your car. If anything is leaking at these unions though, you might want to see what you think of the above musings, just to be ready for that 2 am awakening. And remember, "when trouble comes looking for you, try not to be at home."

Ken Nelson



A Michigan Love Story by Phil Lyon

This love story begins in 1952. To escape being made into cannon fodder in the army, I had to change some of my life plans. At that time, if the college that you were attending had an officer's training program, and if you had to choose not to have a part in that program, you then lost your deferment and became eligible for the draft into the army. The "conflict" was raging in Korea and the draft board was breathing down the back of my neck. I signed up for four years in the US Air Force so that I wouldn't have to go to Korea and shoot at someone that I was not even mad at!

I wound up spending the last two years of my enlistment in jolly old England. There I met my first MG's! My job at the Air Force Base in England was to be the sergeant in charge of an atomic bomb loading crew. Nothing like being assigned a nice safe job!

There were about 10 or 12 MGs on the base which were mostly owned by officers who had purchased them there. Most of them had bought them with the intention of having them shipped back to the US after their tour of duty, at the expense of the US government. For an enlisted man to do that same thing it would have been cost prohibitive.

The commanding officer of the base must have been a "car guy" because late in the evening when they expected no more planes to land, he gave them permission to race up and down the runways with tires screeching, and making that beautiful exhaust music! This usually didn't end until the wee small hours of the morning. Most of the cars were TDs, but there were two or three TC's, which were racier, with their tall skinny wheels. Being somewhat of a car guy even back then, I was totally fascinated!

Fast forward to August 1957. After finishing my teaching degree, then obtaining my first teaching job in Muskegon Michigan, and very best of all, purchasing a shiny black 1958 MGA with 1000 miles on it. It had red upholstery, a chrome luggage rack, white sidewall tires, and it was mine! That is really what started this love story in the first

place. Sadly, that romance only lasted until December of the same year.

I arrived in Michigan in mid-September with its lovely fall weather. Then November came, and the "snow belt" came into play with a vengeance. My apartment was less than a mile from the shores of Lake Michigan, and by December, I was more than ready for spring. By that time, I had already driven through salt laden slush and struggled to look over piles of snow at the intersections, which were taller than my car! Somewhere around January, I reached the last straw with the MG as my only winter form of transportation.

One winter night, one of those record-breaking lake effect snowstorms unleashed its fury on Muskegon. The MG was covered with a tarp, but all that was visible in the morning was a lump in the snow drift! Completely buried! I dug it out, then sadly took it to the used car dealer and traded it for a 1955 Oldsmobile Holiday hardtop. That was a considerably better snow car, but unfortunately my love affair with that particular MGA ended.

Perhaps this is the place in this story to inject an entirely unnecessary addendum. It has nothing whatsoever to do with MG's, but most of the readers of this article are usually interested in all foreign cars and their associated stories. On the same base I needed something to drive, and then an interesting car became available. A warrant officer was on a supply mission to Germany on a C-119 flying boxcar. While there he bought a 1937 Mercedes-Benz convertible touring car. It was complete with the big thick top, chrome Landau braces, the whole 9 yards!

He loaded it on the plane and smuggled it into England. He paid no import duty or custom fees and had no paperwork at all. I'm sure that "her majesty" would have been very upset! The car could be transferred from one person to another on the base, and it was licensed to drive in England, but it could not be sold off the base. After the owner unexpectedly was transferred, I bought it for \$100

and drove it there for about a year. I'm not sure I ever became accustomed to driving on the wrong side of the road!

Included in this article are some pictures which will need some explanation. My younger sister, then 14 years old and her friend were very taken with the new little sports car! They had one English hat, and one pair of sunglasses, so they had to share those for this photo shoot. These are the only pictures that I ever took of the car. Not only did they have to share their props, but each had to have a turn in the driver seat. Both ladies are now almost 80 years of age!

My last comment in this article follows. I am totally convinced that the MGA is the most beautiful automobile that has ever been produced in any country. If you doubt that statement, have a look at the cover of the last issue of MGA! Vol 49/ Number 5. Not even a door handle to interrupt its elegant profile. *Submitted by Phil Lyon.*



Drive Your MG Day-May 4, 2024

I had just driven 110 miles that morning to get to Zukey's Tavern on beautiful Zukey Lake on the east side of Michigan. I don't know if there is, or ever was, a Mr. or Mrs. Zukey who named the lake or built the tavern, but the top-down drive in the MGA was delightful, and the setting was picturesque and scenic. It couldn't have been nicer as I wound my way down 2-lane Michigan farm roads following my GPS set to bypass major interstates. The extra ½ hour it took was worth it to avoid the harassment and bustle of 18-wheelers passing me on a highway. I stopped for gas just before arriving and as I pulled out, I saw Alan Lockwood's MGB and Bill Weakley's MG Midget drive by. They didn't notice me, but I pulled in after them, behind a car or two, and as we approached the tavern, my GPS started telling me to "turn right" but Alan and Bill kept driving straight ahead. They're both from that side of Michigan, so I figured they knew the route better than me. We reached the next road and the GPS again said, "turn right", but Alan in the lead car kept on straight although at the last second Bill made a quick sharp right

turnoff. I reacted a bit too slow, and when I turned I skidded onto the shoulder and stopped just in front of a steep drainage ditch. The pictures below show how I got out with the help of seven Robust Rowdies pushing and pulling.

No damage was done so we headed in and had a fun filled lunch at the tavern on the lake and caught up with each other's lives and stories again from over the winter.. We had a good turnout of 26 Rowdies by my count. Attending were Bob Shafto, Larry Pittman, John Alexander and Carolyn King, Tom Fant and Lynn Combs, Jeff and Deb Smith, Alan Lockwood, Dave Goeddecke, Dave and Donna Quinn, Bruce and Willie Mann, Tom and Lizzie Borden, Bill Weakley, Adam Weakley and friend Ko, Curt and Stephanie Smith, Kevin and Norma Peck, Allan and Florrie Bachelder, and Ken Nelson. there were about 11 or 12 MGs in total as well. The ride home was uneventful, and we all arrived safe and sound. It was indeed a good day to be "Riding along in my automobile" as Chuck Berry says.

Ken Nelson



*Pictures by
Willie Mann,
Ken Nelson*







Take Yer Pick

WE OFFER 3 KINDS OF SERVICES
GOOD • CHEAP • FAST

BUT YOU CAN PICK ONLY TWO
GOOD & CHEAP WON'T BE FAST
FAST & GOOD WON'T BE CHEAP
CHEAP & FAST WON'T BE GOOD

Report From Fort Meig's Car Show 6-2-24

Dave Smith Reports:

Pictures from the Fort Meigs car show held on 6-2-2024. Pictures credit to my Son In Law David Olson. The White MGB GT is a Factory V-8 car. The old guy in the Red BMC shirt is Dave Smith (*who?!).* The Lady in the Blue Shirt is Fran Lewis. The show was confined to the asphalt, due to a previous day rain shower. The 110 cars made for a lengthy walk. However the Popular Vote did seem to pick the best cars in each Class. Tom Borden's MGB did win an Excellence award in his class. John Alexander (1957 MGA) and Dave Smith (1969 MGC GT) made up the convoy with Tom Borden. Tom & Dave's round trip was 220 miles, but both MGs ran super well.

PS: Story to Rowdies & AMGCRA to follow!

Dave Smith

The Fort Meigs British car show celebrated its 25th anniversary in 2024.

Due to my Vintage Racing schedule, with June being a busy month, I never have attended this event. With the recent purchase of my 1969 MGC GT, road travel is a true delight.

This car show had over 100 British cars in attendance and a significant number of classes with Wall Plaque awards. Surprisingly the largest Marque turnout was Jaguar. Tom Borden's MGB won the Excellence award in his class.

was son in law Dave Olson who did a great job as the navigator.

Dave Smith



PS: The Rowdies should consider this event as a 2025 activity. Only 20 miles south of the border.

Dave Smith



The MG Car Convoy formed in Okemos at 9:00 am and while enroute picked up John Alexander in his beautiful Jaguar Green 1957 MGA. The small convoy had rain early on, but that went into a light mist while enroute to the show. The Show was Partly cloudy with low 70's. The drive home was Sunny in the mid 70's. Round trip was 220 miles, but all three MG ran smoothly and brought us safely home. My passenger





John Alexander continues with his report:

Three Rowdies, Tom Borden, Dave Smith w/ son-in-law Dave and John Alexander went south to the Fort Meigs show in on and off morning rain - top down weather for sure!

During one of the more "aquatic" moments of the drive to meet Tom and Dave, John was able to smash a skunk! So glad it was raining. The smell was nearly gone in short order.



Well attended show. My fav was a 1951 MG YB 4 door sedan. Looks like the body is on a TD frame. Everything is so dinky and perfect! We had nice weather for the return trip.

John Alexander

The Windsor-Detroit Club gave a report on the meet as well and Tom Borden writes:

Two cars drove down to Ft. Meigs in Ohio leaving from the parking lot at the corner of Okemos and Jolly Rd. There was some sun coming out at the

departure

time of 9:10am but dark clouds to the East. One rain shower and sections of mist with some dry roads on the way to the meeting point with a Rowdie, John Alexander, at the intersection of 23 and Highway 12. John was a moment late as he hit a skunk on the way to the meeting point but was lucky and no trace of it was noticed on his MGA. John was top down for the trip to Ft. Meigs and fortunately there was only mist for that

leg. There were a lot of cars, well over one hundred, parked in a long section of parking lot as the grass was very wet from the previous night's rain.

Tom Borden's MGB received an "Award of Excellence" in the 1970-1974 MGB category. There were several interesting cars, a very nice Alvis and several prewar MGs, as well as a very large turnout of Jaguars from the local club. The sun was in and out as we left and the drive home was uneventful.

Tom Borden

(Pictures by Dave Olson, Tom Borden, John Alexander)



Beach Party

When: Saturday July 27, 2024
Anytime after 1:00

Where: 9601 Portage Lake Ave, Pinckney

Bring: A Dish to Pass

Beverage of Choice

Folding Chairs

Burgers and Brats Provided

RSVP: Tom Fant at mgtom1960@gmail.com
or (734) 735-5383

Join the Rowdies at the Waterford Hills Vintage Races August 31, 2024



MGs have been racing at Waterford Hills' challenging 1.5-mile road course with 12 turns since 1958! The oldest track still running in Michigan.

Rowdies arrive before or about Noon on Saturday. Gates open at 9am, qualifying at 10am, and racing starts at 1pm. General admission is \$5. To add to your experience, you can take your car on the track touring session between 12 noon and 1pm for a small fee. The track is north of Pontiac off M-24 Dixie Highway on Waterford Rd, that runs beside the Sportsmens Great Northern Grill, to the Oakland County Sportsman's Club grounds. The short dirt road off Dixie is in good condition; everyone respects classic cars and drives slow. This 10 minute video of the track and infield is for first time *potential racers*. <https://youtu.be/KCjtn6g6sL4>

Rowdies Car Corral at Turn 6

As in years past, arrangements have been made with the Track to have a special roped off parking area for our MGAs. When you come in the main entry follow the dirt road "right". It goes down a short hill, past track entry and up a short hill. Follow the road past the Hilltop restrooms, around the curve to the Turn 6 stands and our car corral.

Turn 6 provides the best viewing of the entire track. There is excellent track food & beer for sale, a large, shaded tent, and tables to enjoy it with clean permanent restrooms nearby.

A slightly larger selection of food is available on the other side of the track on the main hill's food concession. You may bring your own food and beverages. Beer is not allowed in the stands. There will be two races per group.

For race stories ask ex-racers John Alexander #37 and Dave Smith #49.

GOF Central, or 'A Hot Time In Ohio' June 2024

This June the NEMGTR Central Chapter put on their national GOF (Gathering of the Faithful) combined with a NAMGAR regional meet and the annual Triple M (Midget, Magna, & Magnette) MG meet in Newark, OH from June 17-21, 2024. The meeting was held at the Cherry Valley Resort Hotel and there were over 200 people attending and about 150 cars ranging from a 1929 MG 18/80 Magna Salonette, up to a 1980 MGB Limited Edition. There were many pre-WW-II cars including boat-tail J-type and D Midgets, N-Magnettes, L-Magnette Salonette, and supercharged P-types in addition to the usual post-war T-Types, YA, YB, and YT types, ZA and ZB Magnettes, MGAs and MGBs, and one 1958 Wolseley 15/50 saloon car. There was even a 1933 open L-1 Magna Police car on display. The owner, Lew Palmer, wore a British airman's uniform from WWII and the police car displayed a proper Bobby's uniform and helmet.

The drive down to Ohio and back was less than comfortable with temperatures every day pretty much peaking at over 90°. Let's listen to Curt and Stephanie Smith for a moment as they talk about their trip:

"On Monday we journeyed to Newark, Ohio to an MG gathering. We never dreamed this trip would be a real scorcher when we first made plans to attend. One of the highlights (unplanned) was a fire alarm at 2:30 a.m.! Thankfully, all was well. The alarm was due to someone vaping in the bathroom and it set off the alarm! It certainly made for an interesting evening! Our trips are always an adventure!"

We had 15 adventurous Rowdies who

made the trip to Newark, OH but some of our group was not adventuresome enough to drive down in the MGA. So the trailering folks were Bruce & Willie Mann, Larry Pittman, Ken & Kathy Nelson, and Ken and Melody Klemmer (who brought their pre-war MG D type Midget). The hearty drivers were Steve Holiday, Curt & Stephanie Smith, Dave & Donna Quinn, Tom Fant & Lynn Combs, & Bill Hirsch.

The car show with perhaps 150 cars was great, as was meeting up with old friends again, but the temperatures (up to 95° and rarely under 90°) during the day) had many of us spending time indoors with AC, but the Cherry Valley Hotel we stayed at had nice grounds with a large outdoor pond in a landscaped and tree-shaded courtyard area. Many of us spent evenings outside around the pond. There was even a fire pit that was turned on at 9 pm (so cooler) for a gathering spot. No one was warming their hands or feet over it, but it



was a nice welcoming visual display. Stephanie Smith also took a good photo of the full moon rising. Otherwise



I didn't hear of any untoward events among our group on the way home (except Dave Quinn's car which didn't want to idle well), but several awards were won by the Rowdies group, as follows:



Bruce & Willie Mann- MGA 1622 MKII & Deluxe- First Place

Tom Fant- MGA 1600 First Place

Ken & Melody Klemmer- Early MMM 4 Cylinders First Place

Larry Pittman- Award of Excellence MGA 1500

Bruce was later asked "What did Cecil have to say to you and Willie when he handed you the prize?" Bruce answered, "He couldn't believe it. But he

did say congratulations and wished us all the best. He was really happy that we attend his birthday parties and left some cake for him. He really liked the color of the car and he said 'I wish I would have thought of that color...'.

Since this GOF Central combined cars from the T-Type group, the pre-war MMM group, and a regional NAMGAR meet the variety of MGs display was extensive and impressive. Despite the heat, I'd say this was an MG Meet 'par excellence'! **Ken Nelson**





*Pictures Courtesy of Stephanie Smith, Dave Quinn,
Willie Mann, and Ken Nelson*



MG Y-T Tourer



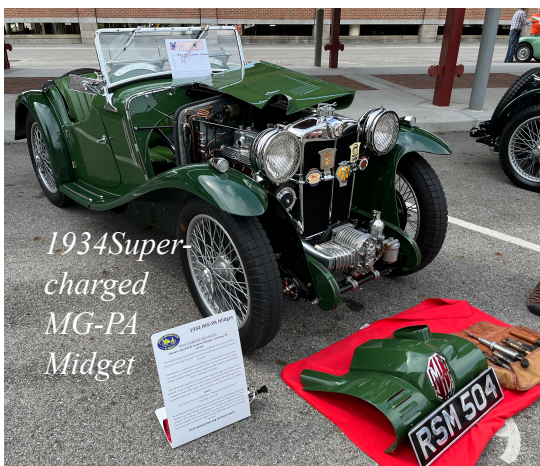
*1933 L1
Magna
Police
Car*



*Lew Palmer's 1935 MG-NA
Magnette*



L1 Magna Salonette



*1934 Super-
charged
MG-PA
Midget*



*1949 MGTC Racer- A
winner at Amelia Island
this year*



*Ken
& Melody
Klemmer's
MG-D
Type
Midget*



Two Beauties



*Ken Klemmer
& Blair
Michael with
Ken's blue
MG TC racer*

Members Page *(continued from page 6)*

SO IS THIS AN MG OR WHAT?

Jeff Smith writes in about **MG EXE181** concept preview at the Beijing Auto Show. "The **MG EXE181** concept, our first look at a futuristic Rimac-baiting electric hypercar, has made its public debut. It is inspired by the **EX181** land speed record car driven by Stirling Moss and Phil Hill throughout the late 1950s, which was designed for optimal aerodynamic efficiency. EXE181 wears as little bodywork as possible, with a smooth-surfaced shell wrapped tightly around a single-seat monocoque. The driver sits inside a prominent central bubble, a reference to the UFO-shaped EX181. The cockpit's teardrop shape stretches out into a sloping tail fin, capable of raising from the car's body to act as an airbrake when slowing from

high speeds. Interior images suggest the EXE181 has four motors – one per wheel – but MG has yet to detail its powertrain. That it claims a 0-62mph sprint time of just 1.9sec suggests it packs more than 1000bhp." I have really not been following "MG" since real MG manufacturing ended. I don't know if the current MG company has been true to the MG philosophy, and whether or not their current products can be called MGs. The current MG company certainly lays claim to MG's heritage... **Jeff Smith**



Living La Dolce Vita or "It don't get no better than this" says youthful MGA driver



Young driver Matt Nelson was interviewed shortly after winning the local rally at a popular MGA car club meet held at RB Hart's West Side driving range. "It really was nothing" said the humble young man as he leaned nonchalantly on the door of his low slung racing machine. "I let my dad do most of the driving because he needs the practice, but I made sure he paid attention and didn't miss a turn". Indeed, the young lad and his assisting father finished the course in record time, climbing John Ball Park hill in just 6.7 seconds to set a new world record for that particular part of the course.

Photo Credits: A very young Ken Nelson with a 1962 Brownie Hawkeye deluxe camera using 126 Kodak film ASA 25

"I'm Going to Let My Dad Help Me Rebuild This MGA" says young aspiring MGA mechanic



Young Mya Nelson isn't afraid to get grease under her fingernails if that's what it takes to get the job done. And that job may be anything from welding up a rusted out MGA body to tearing into the innards of a worn out 1500 cc engine to resurrect it to a new useful life as the heart of this 1957 MGA that she recently purchased. "I thought it would be a good chance to spend some quality time with my dad and teach him how to properly torque up an engine head" said the pretty young lass.