



A-Antics



Cecil's 136th Birthday Party
Delhi Cafe 4-13-24
(see pages 11-15)



Kimber Birthday Party
Tech Tip-Bruce Mann
What's Your MGA Worth?
Rowdie Events 2024
Product Review-Ken Nelson



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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:

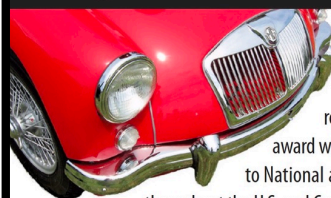
1976-1980	Bruce Nichols
1981-1982	Tom Latta
1983-1984	Dick Feight
1985-1988	Dave Smith
1989-1990	Dave Quinn
1991-1994	Mark Barnhart
1995-1995	Herb Maier
1996-1996	Tom Knoy
1997-1998	Neil Griffin
1999-2002	Bruce Nichols
2003-2004	Bob Sutton
2005-2008	Gordie Bird
2009-2015	Dave Quinn
2016-	Bill Weakley

Rowdies Website: Larry Pittman, Webmaster

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

Larry Pittman's Database Report: 67 Active and Paid-Up Members

Deadline for submitting material for the next issue is: June 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.



ROWDIES 2024 EVENTS

MAY

- 4 Drive Your MGA Day- Zukey Lake Tavern
M36 east of Pinckney-Meet 1 PM for lunch
- 18 WDMGC-Spring Gathering- Camp Dearborn,
1700 General Motors Rd, Milford, MI
11am-4pm
- ?? City Club Classics- Ann Arbor, MI

JUNE

- 2 Brits Return To Ft Meigs-Toledo, OH
- 7-8 Neil Griffins MG Parts Clearance from
10am-4pm at 44492 Robson Rd, Bellville, MI
- 15 Route 66 Car Show- Nashville, MI
- 17-21 **GOF Central- Newark, OH -A NAMGAR
Regional Event**
- 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 **GT-49- WELCHES, OR**
- 27 **Rowdie Beach Party- Tom Fant's
Lakeshore** Pinckney, MI

AUGUST

- 10-11 Alden Car Show- Alden, MI
- 17-18? John Twist's Summer MG
Party- Grand Rapids, MI
- 30 **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

- Cars & Coffee
- Day/s In Garage
- Spontaneous Drives in Country
- Canoe Trip
- Bar Hopping Like It Was 1958
- Visit Car Restoration Shop

Special Housecleaning Clearance June 7-8, 2024

10 am - 4 pm at Neil & Thelma Griffin's
garage - 44492 Robson Rd, Bellville, MI
-Neil's MG parts

re-homing - *All
Must Go!* Mostly
MGA parts with a
few MGB parts
tossed in for good
measure. Parts
Free, but



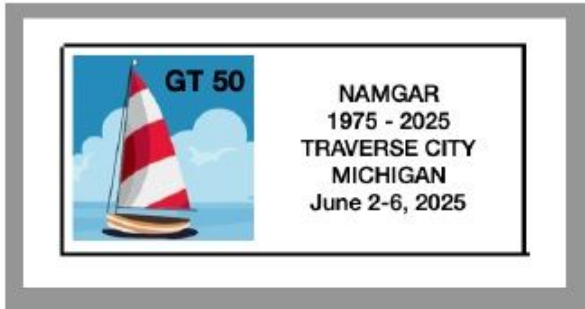
Donations appreciated. For more
information call Thelma
(734-697-7419) or email Chuck at
cngriffin713@gmail.com

MEMBERS PAGE

Letters

GT-50 Logo Designs

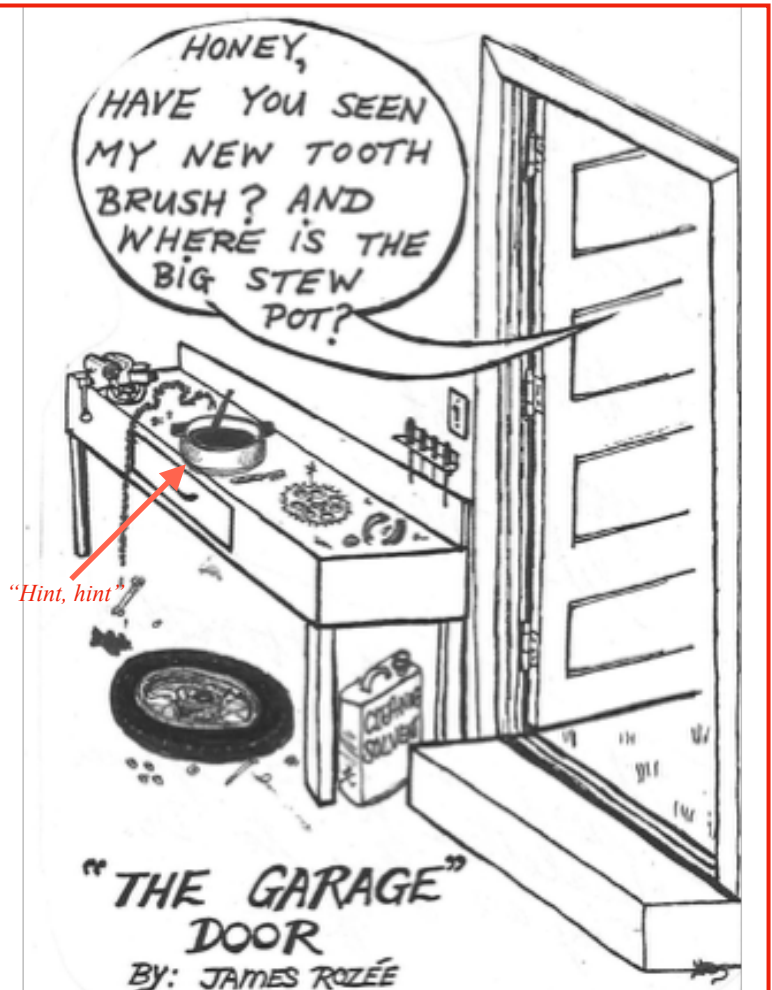
Be making your plans to travel to GT-49 at Mt. Hood, Oregon, but also keep thinking about a logo design for a dash plaque for GT-50 which the Rowdies are hosting in Traverse City June 2-6, 2025. Larry Pittman shows us 2 possible entries from Dave Quinn and Thelma Griffin, and Ken Nelson added his below, but Larry'd love to have several more to choose from.



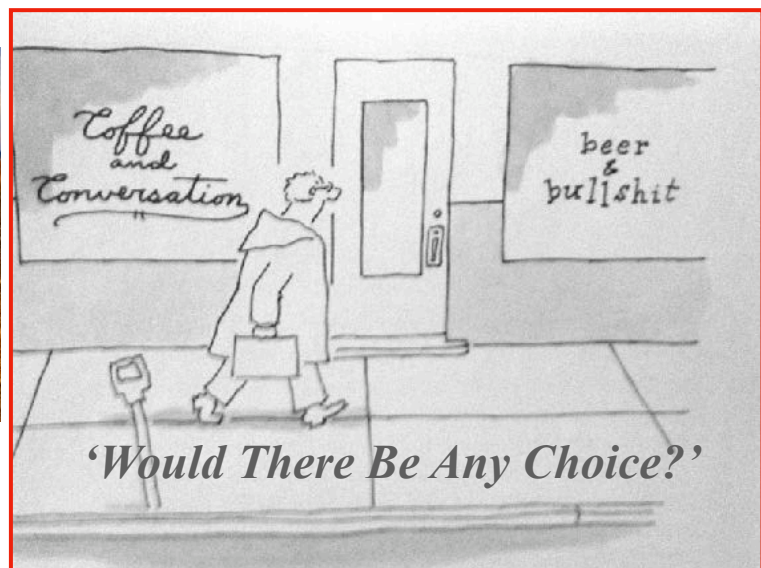
**NAMGAR GT-50 TRAVERSE CITY, MI
JUNE 2-6, 2025**



Send submissions to Larry Pittman at
larrypit@chartermi.net



From "MG-Announcer"-Columbia
Gorge MG Club-April '24



What's It Worth, or... Buddy Can You Spare A Dime...?

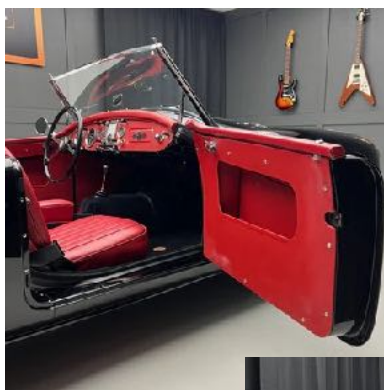
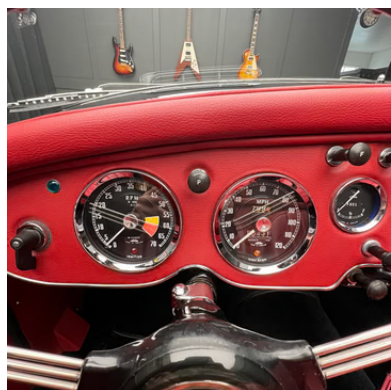
Dave Quinn writes in about an ad for a 1962 MGA Mk II for sale in Ontario, CA and says "The level of original detail is OUTSTANDING. I think it is worth \$55k. The only flaw I noted was not having two 6v batteries. For anyone doing a restoration this is as good a reference as you will ever find in my opinion. Copy every picture. But if you disagree let us know."

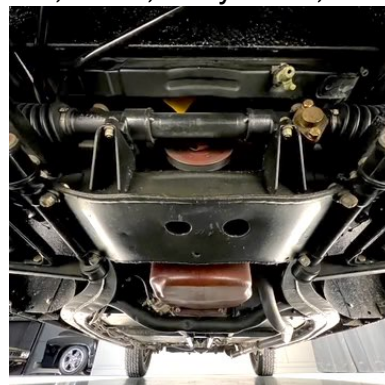
Dave Quinn

Your editor (me) wrote back saying, "For once David, I find myself in full agreement with you. I saw this car on the internet with someone asking what it might be worth. The ad said \$75,000 but I didn't realize it was Canadian money which is about \$55,000 US. My informal estimate would have been \$60,000-80,000 US and I think \$55,000 would be a bargain. So now Dave, in the words of that great old song "buddy can you spare a dime?"

Ken Nelson

See pictures below and make up your own mind; then read what other Rowdies thought on the next page.





Well, having looked again at all these pictures, I still think that \$55,000 would come up on the cash register very quickly if you had to first buy a nice MGA and then pay someone to do all the work for you. Obviously it's a different story if you provide all the labor and already have the car to start with, but that's not the story here since the finished car is being provided to you. **Ken**

Meanwhile, **Bruce Mann** answers Dave's question asking if this is a perfect reference original MGA by saying: Ok, you asked!

2 screws in the map pocket inner door panel that should not be there.

Choke knob turned wrong way

Chrome trim ring missing on gear shift boot.

Outer door panel screws not positioned properly, qty is right but...overall very nice car. \$55k ??

Bruce Mann

Dave Quinn counters "Maybe we should have a contest and the person who can find the most faults wins something."

Bill Weakley wrote in "Not my favorite color, but it certainly shows off the paint job. I have never seen a side mirror on the driver's door like that one. It's a logical place for one, if you don't mind holes in the aluminum door skin. I'll leave it to others to pick nits with the originality. As for me, I would not want to own a car that was so perfectly restored. The first drive would take thousands off the value. I just can't see the sense of owning a fun car that you can't drive. Of course, it's different for Jay Leno. He says he likes to restore a car to 100 point quality, then drive it until it needs to be restored again. He also has bundles of money that I don't have."

Bill Weakley

Bruce Short writes "I'm delighted to read opinions that the car's value could be \$55K. My MGA looks very very similar: same colors, fog lights, side mirror location is also on the driver door and the choke knob is also upside down. The primary differences are: my deluxe has different wheels, my valve cover is finned aluminum and my car is a driver; not a show car. While show cars are incredible and I would enjoy owning one, I enjoy the MGA driving experience without concern about stone chips, etc. Two pictures of my car attached below. Cheers,"

Bruce Short



Allen Bachelder "Greetings from the bottom of the collector car food chain. And proud of it: proving that even on a schoolteacher's pension, a guy can still play with MGs! I'm totally with Bill. Driving MGs is the name of the game for me. If I can't drive it or if I'm afraid to drive it, what's the point? For every GT I attend, 'getting there [in an MG] is half the fun' Besides, I lack the knowledge, skills, patience and \$\$\$\$ to do a 100-point restoration - let alone detail it! I love working on 'em, but I'm more intrigued with fabricating little 'improvements' here and there. Personal 'touches'

that pull me way out of concours judging anyway. This doesn't say I don't enjoy drooling over the 95-100-point restorations at shows. And I love learning from the guys that create them. Anything from their bag of tricks that will make my cars a little bit better is gratefully embraced by me. However, this discussion does remind me to drag out the old saw about professionally-restored trailer queens competing with the driven cars created by us amateurs - but we've all been through that many times over... Anyway, that takes me back around the circle to the point about driving the cars. I just hope the trailer-queen owners have as much fun per dollar spent as I do. I'll close with another point of modest personal pride. Yes, most of us (all of us?) do drive our cars and we have 'Drive It Days', etc. But how many of us use our MGs? With the exceptions posed by snow and salt, I do. Why limit the fun to special occasions? The grocery store, Doctor's appointments, the post office, pizza, deli, hardware store, lumber yard (Did I say 'Lumber Yard' Showing my age there - guess I should say 'home improvement center') visiting non-car friends, my kids, whatever. Back when I worked for a living, I commuted daily in an MG. About 95% of the time, I use - mostly - my B/GT. It plugs fun into every errand I have to run. I'm sure I'm not alone in this regard. Our purpose is fun, and life's too short to restrict/postpone it. And somebody else can have the soapbox now."

Cheers, Allen Bachelder

Finally, from Dave Smith "Someone should check with the Seller and Determine the Chassis and Engine Number. It would be fun to learn where this car has been for the last 40 years. The quote on the miles on the odometer is probably after restoration. Love the comments from our MG Friends. Here is my MGA Mk II. Like Allen says, the fun is in the driving." **Dave Smith**



Early road trip!

Here are a couple photos of top-down drives Mary Ellen and I took on March 12 and 13. Both days were sunny and 70F. On the 12th, Mary Ellen and I met John Alexander for a drive to Zukey Lake Tavern for lunch. On the 13th, we attended the Windsor-Detroit MG Club's monthly meeting and dinner at G George's restaurant in Farmington Hills. It was in the 50s going home that evening, but the heater kept our feet warm. I'm beginning to think that a little global warming might be a good thing.

Bill Weakley

March 12, 2024 became a beautiful 68 degree day. Rowdies saddled up for first of the year drive to see if the bars were open. Bill and Mary Ellen Weakley, joined by John Alexander drove the back roads to the Zukey Lake Tavern. It was a wonderful, soft spring day. These short hops when the winter's icy grasp is, at least temporarily, broken are a great way to exchange last year's old petrol for fresh. Safety Fast! **John Alexander**



**Dinah Shore and NAMGAR Say:
Drive Your MGA Through The USA,
America Is Asking You To Try! AND
Remember, MAY 4th is Drive Your
MG Day**



Chairman's Chatter

We just had the Kimber Birthday Party at the Delhi Café in Holt, organized by Dave Smith. Dave arranged a designated area in the parking lot for our cars. There was a nice turnout of 41 attendees from all the MG clubs in the area. The food and the company were very nice. It was a beautiful day for an MG drive, just a little chilly in the morning. I really enjoyed the drive home with the hood down.

We recently received word that the State of Michigan has changed the rules for cars with historic plates (*see page 9 also*). If your MG has those plates, you can now drive your car anytime between Memorial Day through Labor Day. The previous restrictions apply the rest of the year, allowing use only for parades, shows, club events and maintenance. My first thought on learning that was, "That's great." My second thought was, "I wonder if that will affect my insurance." I'll have to talk to my agent. I don't think it will make any difference to those who have Hagerty Insurance.

In my previous column, I mentioned that I knew of only two members who were actively working on a restoration project. Tom Borden corrected me at the Kimber Party and informed me that he is working on an A. I believe Mac McDonnell is working on his, also. Perhaps there are others. Anyway, my thought was that most of our members have already done that and are not inclined to tackle another restoration project. In a recent Zoom session, John Twist talked about all the hassles of doing a restoration on an MGA and how it was nearly impossible to fully restore an MGA without spending more than the car will ever be worth. I have a slight disagreement with him on that score. If you do as much work yourself as possible and are careful about sourcing parts, it can be done. However, even under the best of circumstances, you could never make much of a living buying an A, restoring it, and selling it. But John went on to say that you do it because you enjoy doing it. And I definitely agree with that.

I have decided to flat tow my MGA to Oregon for GT-49. I fabricated a bracket to hook my tow bar to the frame. As we know, the front frame extension is not especially strong. It holds the front bumper in place but can't be counted on for much more. I made the tow bar to tow my Midget and did use it several times, even going as far as Indianapolis and back without problems. The MGA is a little heavier but not that much. The new bracket bolts

to the underside of the frame cross member on both front and rear flanges. The two main members are 2-1/2" x 2-1/2" x 3/16" angles with a 2-1/2" square tube across the front and 1" flat bars cross bracing the angles. I have towed the car around my area and experienced no problems. I plan to do some more test runs before the big trip. Currently, we are planning on travelling to the GT with Steve Finch and Alan and Florrie Bachelder. Dave Smith is planning to ride along, leaving Chari and his MGA at home. It will be an eclectic mix of vehicles with Steve driving a mini-motorhome and towing his A on a trailer, Alan driving his Magnette, and the Weakley minivan with A in tow. I am looking forward to a grand adventure.

"Drive Your MGA Day" is coming up on May 4. We are inviting everyone to meet at Zukey Lake Tavern on M-36 east of Pinckney for lunch at 1:00 PM. If that is too far for you to go, you are encouraged to arrange your own drive in your area. Wherever you go, please take some photos and send them and a description of your day to Ken for the A-Antics. Safety Fast!

Chairman Bill



Michigan Relaxes Driving Restrictions for Vintage Cars

from Hagerty News- by Kyle Smith 9 April 2024

Here is some good news from the Hagerty newsletter that should be disseminated to all Classic Car owners in Michigan...

Hopping into the driver's seat of a car is a freeing feeling at any age. A loose grip on the wheel and light touch on the pedals give us the capability to go just about anywhere when properly equipped—well, assuming your classic vehicle doesn't have restrictions on usage based on your registration. Luckily, vintage car owners in Michigan are primed to enjoy this driving season and many more with a little more freedom thanks to the passing of House Bill 4183. Governor Gretchen Whitmer signed the bill, which vastly expands the ability to use classic cars, into law on April 2nd with immediate effect.

According to the way the law was previously written, a vehicle with historic or authentic license plates could only be used for "participation in club activities, exhibitions, tours, parades, and similar uses, including mechanical testing, but is not used for general transportation." The new legislation expands the definition of "exhibition" considerably. The full language reads:

Sec. 20a. "Historic vehicle" means a vehicle that is over 25 years old and that is owned solely as a collector's item and for participation in club activities, exhibitions, tours, parades, and similar uses, including mechanical testing, but is not used for general transportation. For purposes of this section, use of the vehicle during the period from Memorial Day weekend through Labor Day each year is considered an exhibition.

Plenty of drivers ignored the prior law, but there was always the chance that law enforcement would issue a citation for usage outside of the guidelines. That's a worry no more, all thanks to an enthusiast just like you and me.

This law stands as a testament to what can be done by grassroots classic car owners, as it was not a lobbying group or organization that made this happen, but rather one person who thought the way the law was written was too much and decided to do something about it. That person was John Russell of Traverse City, Michigan.

"It's been a long road, but totally worth it," said Russell. It all started with a group being ticketed for participating

in the Woodward Dream Cruise, as the informal driving event did not technically fulfill the letter of the law. The group protested and gained enough traction to amend the ruling in June of 2012 to allow unlimited use for the month of August.

Russell saw this as an opportunity. "That 2012 ruling made me call up my senator and ask why we had restrictions at all." From there it turned into a letter writing campaign and spooled up into a full-scale lobbying effort before long. Despite some lulls and gaps in progress for the bill, John didn't give up and before he knew it he was testifying in front of the Michigan state legislature, to which he said, "We aren't asking for special favors, we are just asking to drive our cars. This is the automotive capital of the world. Why are we restricting people from driving to get ice cream in cool cars?"

Russell's patience paid off. He got word on April 1st that the bill had passed, and had to reach out to his government contacts to confirm they weren't pulling his leg. They weren't, and that meant it was cause for celebration. It took years to get the ear of the right representative who would put



The Woodward Dream Cruise is an annual event in the Detroit, Michigan area. Photo by Eric Weiner

together and introduce a bill, and then a full decade after that to complete the process to see said bill signed into law. Despite the wait, the timing is perfect, as owners are just starting to bring out their seasonally-stored vehicles and prepare to enjoy the driving season—now with a little extra driving.

With this win under his belt, Russell's first question to State Representative John Roth and the bill's other sponsors was "we can come back in a few years and ask for no restrictions, right?" Russell thinks he has the right combination of evidence to make that happen, but in the meantime, those of us in Michigan are preparing for a celebratory drive this Memorial Day weekend.

Averting Disaster, or...Not So Fast!

Tech Tip from Bruce Mann

NOT SO FAST... A very interesting thing happened during the restoration of our 1958 MGA Coupe. With the purchase of the coupe there was a ratty old master cylinder that needed a refresh. I was also converting the front brakes from drum to disk, which dictated a high-top reservoir. I also understand that this can be a controversial topic but choose to stay away from that issue at this time.

I tried to find a high-top reservoir a couple of years ago and was unsuccessful. Giving up on that venture I called White Post Restorations in Richmond, Virginia to see about an overhaul. White Post Restorations is a very reputable company that does restorations of complete cars, as well as other components, for British cars.

Staying somewhat traditional, I felt I needed a high top and asked White Post if they had one which they did. So, they installed it on the master cylinder and sent it along.

When I received it overhauled from them, I put the entire unit on the shelf, for future assembly. Not long after I decided to install the master cylinder and did so and that was that. A few months had passed and one day walking in the garage, I had the bonnets open on the other two cars, which are both disk brake cars. I just glanced at the master cylinders and when I got to the coupe, I said what the heck. Or something like that. Mind you the bonnet was still off the car, thank God..... The White Post refurbished master cylinder with the high top assembled appeared to be sitting proud of the hood buffers (cowl) so to speak, and if the bonnet had been on the car. Ouch.....

I guess I am glad that I didn't put the bonnet on for pre-assembly, because if I had, well, there would have been a big dent in the freshly painted aluminum bonnet. I needed to verify what my eyes saw and measure all three of the lids. While attached to the cylinder I measured the overall height of the complete assembly, as well as the lids themselves. The difference between the two lids is 3/8 of an inch in overall height. The correct height is 1.500 +/- a bit and the incorrect aftermarket one is 1.875. Upon further investigation, I noticed that on the inside of the aftermarket lid was stamped a six-digit part number and three letters signifying maybe the supplier's name. I don't have those numbers as I have returned the incorrect lid and since found the correct one.

Interestingly I called Cecelia Bruce from Scarborough Faire, and she knew all about this. She, however, was not aware of the company making these out

of specification lids. They are out there! *We just can't be careful enough!* **Bruce Mann**



The one on the right is correct the one on the left is aftermarket. The size difference is substantial enough to install it but it will be standing proud of the cowl.



Kimber Birthday Party-April 13, 2024

April 13th arrived somewhat cool this year with mid-forties temperature in the morning, but sunny and clear and beautiful weather. As I got ready for my annual drive to the Delhi Cafe in Holt, MI that morning I again felt the spirit of Cecil Kimber hovering over my MGA, just wishing he could be making the drive along with me. My top was up, and the sliding side curtains were in place, but with my Rowdie Red Sweatshirt (from Jim Wagner Signs & Apparel, our regalia dealer), and a spring jacket over it, I stayed warm. I took the 'Blue Highways' for about 70 miles to avoid the interstates. It took 1/2 hour extra time to get there, but without the added thrill of watching those 18-wheelers fill up in my rear view mirror urging me ever onward.



Much nicer. Once at the Delhi, Dave Smith had arranged a corner of the parking lot as an area for only British cars to be

displayed. Three MGA's were there (John Alexander's, Bill Weakley's, and mine), one MGTC (Tom Borden), a gaggle of MGBs, Dave Smith's new MGC-GT, 3 MGB-GTs, and the now ubiquitous Volvo P1800 of Guy's Garage fame. We allowed a modern Jaguar F-Type in, but I know a new Ford Bronco (Mark Griffith) and some American metal were hiding in other areas of the parking lot. The surprise sports car attendance award this year went to Rob and Denise Cote who arrived in a new (?2024) Corvette that was parked predatorily in a corner of the lot looking like a sleek black Velociraptor waiting for its turn to gobble up LBCs (little British cars) as it sped by them on the highway. At the other end of the American car spectrum was, Dave and Donna F150 pickup. His truck looks like new, but is not in keeping with the current fashion of sporting a well earned patinated rust covering a farm truck that's hauled its share of pigs and cow manure.

This year I believe the distance driving award in an LBC would go to Allen Bachelder at about 120

miles from Port Huron area (North Street, MI). But whatever we drove, we all had a great time at the meetup. Attendees were there from the British Mid-Michigan Motoring Club, Old Speckled Hens, Windsor-Detroit MG Club, Michigan Rowdies, and Mad Dogs & Englishmen Car Club with about a total of 41 people attending.

Ken Nelson

Dave Smith gives his report of the meeting also: "The 33rd Kimber Party on Saturday was well attended and fun for the 41 persons attending. We certainly missed your Clubs members. Hopefully next year we can better organize event dates to avoid the conflict. A new feature this year was a dedicated Parking area in the lot, putting all British cars together. Both Prior to and following the party found many members visiting and viewing the cars. The colorful array caught the attention of two Lansing Area car owners that stopped and enjoyed the fellowship too."

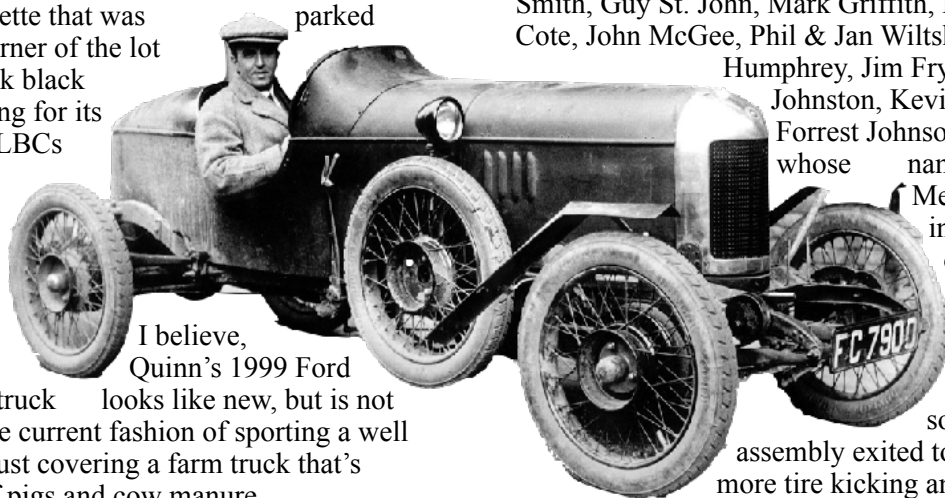


Dave Smith, BMC Host for Kimber 2024.

Members attending were Rich Illman, Alan Lockwood, Dave & Chari Smith, Bruce & Willie Mann, Larry Pittman, John Alexander, Steve Holliday, Dave & Donna Quinn, Ken Nelson, Bill Weakley, Tom Borden & Cheryl Orr, Allen Bachelder, Curt & Stephanie Smith, Guy St. John, Mark Griffith, Rob & Denise Cote, John McGee, Phil & Jan Wiltshire, Bob Humphrey, Jim Fry, John Clark, Rod Johnston, Kevin & Norma Peck, Forrest Johnson, and a few others whose names I missed.

Members all introduced each other, and we wished Cecil a Happy 135th Birthday. After a nice meal and socializing the

assembly exited to the parking lot for more tire kicking and car gazing. One car that caught everyone's attention was the yellow MGTC that Tom Borden was driving. He's been



I believe, Quinn's 1999 Ford

fixing it up and getting it ready to send to his son in California soon. After that the weather had warmed up somewhere into at least the upper 50's, and Bill Weakley and Ken Nelson dropped their tops for a sunny and uneventful drive home. Ken's new 3.9:1 rear axle ratio is great in his MGA; 55 mph is 3,000 rpm. **Ken Nelson**





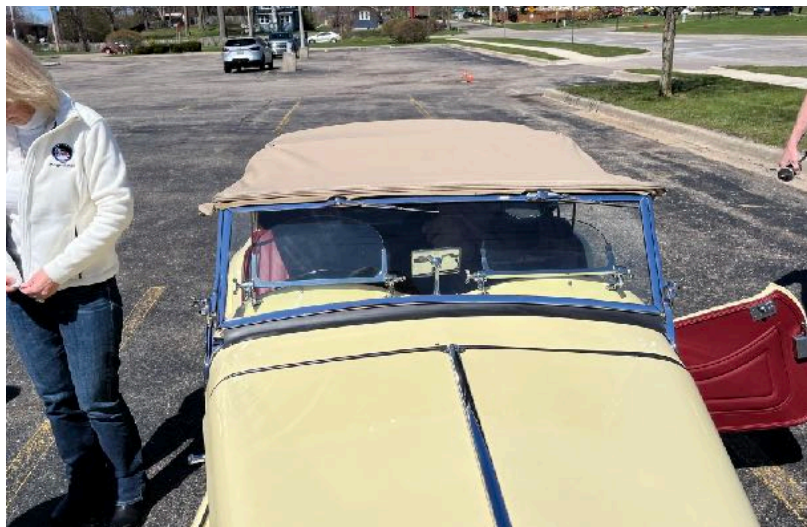


Pictures by Ken Nelson and Stephanie Smith



Dave Smith is thankful to Allen Bachelder for giving him a hot tip on this MGC-GT that he recently bought. Above-6 cylinders and 2 booster cylinders. Probably goes like a rocket!

Forrest Johnson checks out Dave Smith's new MGC-GT



Top right and clockwise for 3 pictures: Tom Borden brought the beautiful MGTC that he's been restoring for his son before he ships it to him in California. Lots of admirers. Right hand drive car with its purposeful sports car dashboard and classic Brookland's steering wheel and aerocovers. Top lacks a bit of trimming on the edges, but likely will never see use in California.



Above: It takes 2 strong men 25 minutes to "drop the top" on an MGA as John and Bill struggle to get all the folds correct. Right: Editor Ken's top also came down for a beautiful ride home on 2-lane Michigan farm roads most of the way. Ya' gotta love those MGAs! Da' boys in the background.



Pictures From The Past - Birthday Party At Bill & MaryEllen Weakley's - August 3, 2013 - *from Dave Goeddecke*

Dave Goeddecke sent in his pictures from our Rowdie Birthday party at the Weakley's house in August 3, 2013 and asks "Does Anyone Remember This Day?" Bill Weakley answered "Thanks for the photos Dave. It was great to see all those 'A's in our yard. Bruce Mann wrote, "I remember it very well. We came over with Tracey and Gordie from White Lake. Nice birthday party!" Ken Nelson remembers Matt Wigent's gorgeous Jaguar V12 XKE roadster. Once again, Dave Quinn was our birthday auctioneer. Enjoy this "Blast From The Past"!





Product Review - VEVOR Triple Bag Air Jack - 3 Ton ZG-E

Reported by Ken Nelson

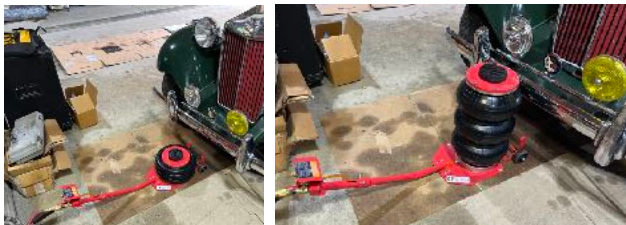


Hello Everybody Out There. Do you suffer from the heartbreak of psoriasis, halitosis, ringworm, or just a plain old sore back? Do you find it harder to bend down under that old car of yours to jack it up in the air to put it on car dollies for winter storage? Do you lack enough room to crank the lever on your trolley jack up and down once it's under the middle of your car to lift it? Well I've been fighting that same old battle every winter in my garage, and I tell you it's no fun! Sure, you can slide that trolley jack under the edge of the car and lift one side at a time while you slide a tire dolly under that



side and then move over to do it again on the other side, but wouldn't you rather just lift the whole end of the car at once by jacking under the differential or front cross member in the middle? And then easily slide both dollies under the tires at once and lower the car? Wouldn't you now, huh? Well, my friend, wish no more, because THE ANSWER IS HERE! With this handy 3-ton air jack by Trevor you don't crank a lever up and down, you just open an air valve and watch one entire end of the car rise up in the air in 3-5 seconds! And to verify that it works, I ordered one myself for a trial run. Here are my results:

1. Air jack at minimum and maximum height.



2. Fits easily under the front of the MGA. Lifts it easily to get both wheels well off the ground.



3. Jack fits easily under the front and rear of the MGTD for lifting each end.



4. Jack fits under rear of MGA but you need *much* care to avoid hitting the gas tank, and requires careful maneuvering in this tight space. I'd advise buying the version with adjustable handle to lie flat here for maneuvering.



5. **SUCCESS!** Was it worth it? Yes. Works well? Yes, but I would *never* lay under the car with this alone without a pair of sturdy jack stands in place.



***June 17-22, 2024-NAMGAR
REGIONAL MEET WITH
GOF CENTRAL***

The Ohio Chapters of the MGTs and the BuckAyes of NAMGAR invite ALL MGs and their owners to have an Octagonal Time in the Heart of Ohio at the **Cherry Valley Hotel in Newark, Ohio June 17th-21, 2024.**

Why will it be an Octagonal time? One reason is that the hotel has been built in the shape of two octagons, our favorite shape!

See the beautiful Octagonal Cherry Valley Hotel at:

<https://ohiomgt.wixsite.com/gofcentral/hotelreservations> Highlights of the area include historic Granville and Denison University, Heisey Glass in Newark, Dawes Arboretum, the Midland Theatre, Buckeye Lake, & Legend Valley. The Cherry Valley Hotel is located between Newark and Granville; it is in the Best Western Premier Collection. These small communities are surrounded by many superb MG roads, including Athens County's Windy 9, meant to be driven by our MGs.

During this event, the NAMMMR will hold its national meet and NAMGAR will hold a regional meet.

Please join us in this last month of the centenary celebration of Marque of Friendship! <https://ohiomgt.wixsite.com/gofcentral/copy-of-home-5>



GOF CENTRAL 2024

The Ohio Chapters of the MGTs and the BuckAyes of NAMGAR invite ALL MGs and their owners to have an Octagonal Time in the Heart of Ohio at

**CHERRY VALLEY HOTEL IN NEWARK, OHIO
JUNE 17TH-21, 2024.**

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The Cherry Valley Hotel located between Newark and Granville; is of the Best Western Premier Collection. This area is surrounded by superb MG roads, including The Licking Country Tour, meant to be driven in MGs.

At this event NAMMMR will hold its national meet and NAMGAR its regional meet.

Please join us in this last month of the centenary celebration of Marque of Friendship!



GOFCentral.com



Event Details:

Location: Saint Mary's College, Notre Dame, IN

Multi-Marque British Car Show hosted by the Michiana Brits car club

The Featured Marque this year is British Right Hand Drive Vehicles.

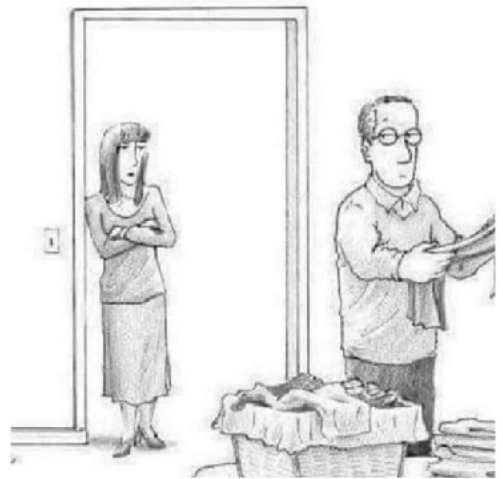
Judging will be by popular vote, with awards given for each class and Best in Show.

Pre-registration fee is \$25 per vehicle or \$30 day of show entry.

[Click or touch here for more information.](#)



"Look at you - folding laundry. And last night it was the dishes. Just exactly what part of "No, you're not buying another MGA don't you understand?"



Dave Quinn suggests we all take this advice and just use MGAs for our transport



Have you ever wondered just exactly what is behind your dashboard? Here's your chance to find out.