



A-Antics



Birthday Bash at the Binsz's



Birthday Party At Binsz's
Bachelder's Brave Adventure
Battle of the Brits
Day In The Garage X2
Planning for GT-50



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:

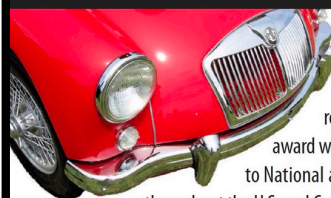
1976-1980	Bruce Nichols
1981-1982	Tom Latta
1983-1984	Dick Feight
1985-1988	Dave Smith
1989-1990	Dave Quinn
1991-1994	Mark Barnhart
1995-1995	Herb Maier
1996-1996	Tom Knoy
1997-1998	Neil Griffin
1999-2002	Bruce Nichols
2003-2004	Bob Sutton
2005-2008	Gordie Bird
2009-2015	Dave Quinn
2016-	Bill Weakley

Rowdies Website: Larry Pittman, Webmaster

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

Larry Pittman's Database Report: 78 Active and Paid-Up Members

Deadline for submitting material for the next issue is: Dec, 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

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
- 21 **Jerry Jesion's Day In Garage** pulling the
engine and transmission of his 1959 MGA.
11:00 am, Saturday, September 21st, 2024
2260 Harrison Avenue Trenton, Michigan
Cell ph: (734)626-2121
- 28 **"Possible" Waterford Last Race Weekend.**
Dave Quinn working on it. More info to
follow

Two Beautiful Cars At Battle of Brits
Willie Mann's TD & Bachelders Magnette
(see pages 13 & 14 also)



OCTOBER

- 5 **Larry's Day In Garage-**Mounting Doors &
Rockers on the Magnette Fenton, MI
- ?? **Rowdies Colour Tour-TBA**
Dave & Donna Quinn

Remember What We Have To
Look Forward To?



NOVEMBER

DECEMBER

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

OTHER POSSIBILITIES

Day/s In Garage
Spontaneous Drives in Country
Bar Hopping Like It Was 1958



MEMBERS PAGE

New Members



Name: Chris & Dawn Kleindorfer

Address: 6275 Stewart Lane
Ann Arbor, MI 48105

Cell phone: 513-290-7998

Email: ckeindo@gmail.com

Type of MGA: 1959 1600 Roadster

Other Cars Owned: 1979 Spitfire

New(er) Member



Rick Thalmann, newer member, joined in July, attended Larry's day in garage. Wife Maureen, they own MGA 1961 1600MK11.

Tragic News

At a NAMGAR Regional event in Dillard, Georgia September, 2024 there was a car accident involving two long time MG enthusiasts who were driving to breakfast in an MG. As they approached the intersection of Route 23 they made a left turn and were hit on the drivers side of an MGB on the morning of Sept.

13th. Ralph Ratta, the driver of his MGB from Texas lost his life and one of our own NAMGAR board members Greg Poffenberger traveling with him was severely injured.

Greg was taken to a trauma unit in Gainesville, Georgia, where at the time of the writing was hospitalized for a number of days. Having spoken to Greg a few times he informed me that he has multiple broken bones. His wife Mary flew in from Texas and is now in Gainesville with him. Greg has been released and currently staying with friends in Canton, Georgia.

Greg has indicated that he will remain in the Canton area for a few days and then home to the Dallas area to begin therapy treatments. We wish the best for Greg and a speeding recovery. Our thoughts and prayers go out to the Ratta family, and we all pray for a speedy recovery for Greg. Greg's home address is as follows:
308 Rocky Ridge Terrace
Lakeside Texas 76108



Greg Poffenberger

Bruce Mann

Used Parts Distribution

Thelma Griffin and her son Chuck held a used MG parts distribution day at their Belleville home to distribute some of Neil's extra used parts. The price was a freewill donation and Chuck called it a success with a nice turnout and sent his best wishes to all the Rowdies from Thelma



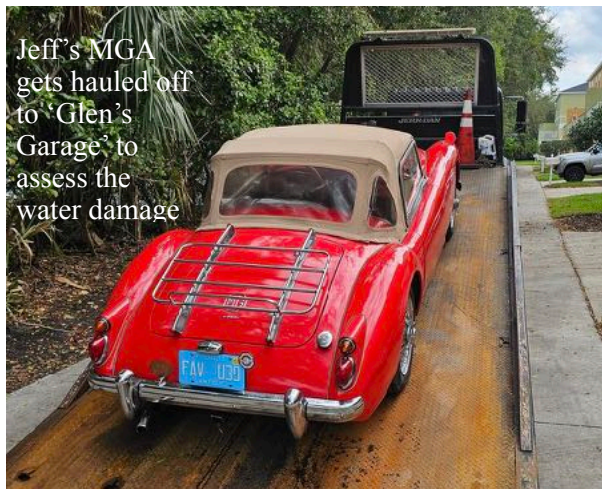
Hurricane Helene Hits Hard

Jeff Zorn writes in from Florida about his encounter with Helene: The MGA is going in to be diagnosed from the water damage. you can see the water marks. It was about 3 feet up from bottom of shaft. But when we opened the door to it there was only 4-6 inches left and a lot of silt. We got that done, the utility room and foyer. There is drywall damage. Garage is next. Volt was fine. MGA it water in interior carpets are wet and maybe seat foams. Have to call insurance on that too.

Jeff Zorn



Jeff's MGA gets hauled off to 'Glen's Garage' to assess the water damage



Dos Amigos Return

The two Amigos have begun the fall session of drives to ensure the survival of the bar population in Southeast Michigan. We have been successful so far but will need Rowdie assistance if we are to make significant progress. Weekday drives in pleasant weather of 30 to 70 miles keep the MGA well exercised, ourselves

well-lubricated, and our social needs met. We spread the **MGA JOY** wherever we go as well!

Call one of your Rowdie sports car owner buddies up one of these beautiful early fall days for an impromptu drive in the country.

Two, three or four MGAs make a great photo for Ken and the A- Antics!

John Alexander, Kevin Peck



Two-Timing Winners!

Bruce & Willie Mann do it again! For the second time in a row Bruce has won the prestigious Louie DePasquale Award for Best British Car with another beautifully restored MGA. Listen to Bruce tell it himself:



“Grandson Kyle Mann and Gramps at **Dayton Concours** show. We were stuck with some corvettes. We received the **Louie DiPasquale Best British car Award 9-15-24** sponsored by Euro Classics. Yes it was a shocker. Also finished with an award of excellence in a tough class.



We were with 6 'vettes, a Morgan, MGC, and a Triumph TR4. So we got a white ribbon in the class, but the damn 'vette got best in class." (Ed note: Ain't that always the way!)

Bruce & Willie Mann

Where Are They Now?

A group of either future Rowdies, or the start of a gang heisting cars for a living? You decide!

Your mom thought you were riding your bike around the block for 8 hours. But in that time you went 5 miles away, explored an abandoned house, jumped over some garage roofs, attempted a ouija board, built a den in the woods and made your own fire.



Vapor Lock Troubles?



Vapor locks are created in fuel systems when excessive heat turns liquid fuel into a non liquid vapor. Vapor locks usually occur in automobile fuel systems between the tank and carburetor. Most fuel we purchase today contains ethanol which adds to the possibility of a vapor lock especially in hot weather and during sustained loads while driving over steep terrain. Most vapor locks occur in the engine compartment of our cars. They can also occur in the fuel line from the tank if the fuel line is too close to the tail pipe as it passes over the frame. Stainless steel fuel lines, although they look great, absorb more heat and can also contribute to a vapor lock.

An electric fuel pump can eliminate a vapor lock when properly installed and I stress when properly installed. They should be installed as close to the fuel tank as possible. They should never be installed in the engine compartment for two reasons, distance from the tank and excessive heat from the engine. If the electric pump is installed in the engine compartment they act as a heat sink which can cause a vapor lock. Electric fuel pumps are designed to push fuel and they lose efficiency when pulling fuel from the tank. I do not recommend by passing the mechanical fuel pump when an electrical pump is installed. If you feel it is necessary to by pass the mechanical pump should it fail a by pass hose can be fabricated and carried to be installed if you desire.

I recommend an inline pump similar to the one pictured, which was purchased from Car Quest Auto Parts P/N E8016S. It is installed for back up and used only to overcome a vapor lock if necessary or cold starts if the vehicle has been setting for a long period of time especially on 1955/56 models. They are designed to allow fuel to pass through when the mechanical only pump is in use and can be used to augment the mechanical pump when the engine starts to surge at the onset of a vapor lock... The pump has a wrap around mount bracket that requires one mount bolt which can also be used as a ground for the pump (black wire). The light brown wire on the pump attaches to a 12V power source controlled by an on-off switch installed in a location of your choice.

Gil Baumgartner from Gill's Garage

(Ed note: I did this on my Riley Saloon Car and it works as described above. Ken Nelson)



Chairman's Chatter

Where did summer go? In my case, a big chunk of it went to Oregon for the GT. It was a good MG summer. All three of my MGs went on trips, so I feel good about giving them all some attention. So far, September has had a lot of good driving weather, and I am looking forward to color tours in October.

We had a decent turn-out for the Rowdie Birthday Party, although there was room and extra brats for more Rowdies. As usual, Todd and Connie Binz were terrific hosts. The auction raised a little money for the club (\$205..whoo-hoo!) while redistributing some parts and miscellany. A good time was had by all. We also had a good turnout for the gathering at Camp Dearborn (aka Battle of the Brits) on September 8. The weather was perfect. Although there were no prizes awarded, we all felt like winners.

Last Saturday, John Alexander, Kevin Peck and I helped Jerry Jesion pull the engine and transmission for his recently purchased MGA 1500. Jerry has a very nice three-car garage with a two-post lift, which he has offered to lend to club members who need to work on a lift. The engine pull went well. Jerry had stripped the engine of most of the accessories and loosened bolts. He had the engine hoist and other tools ready to go. John is going to rebuild the gearbox while Jerry cleans the engine and upgrades some components.

I have replaced the leaky aluminum radiator in my MGC. It turned out that the 3/16" bolt that was pushed through the core to hold the temperature sensor had caused the leak. I don't know of anyone repairing aluminum radiators, so I bought another new one. I hope this one lasts longer than the last. The new one came with an electric fan mounted on brackets welded to the sides, so there was no need to push mounting bolts through the core to mount the fan. That sounded like a really good deal, since the cost of the radiator with the fan was only forty some dollars more than the radiator alone. Unfortunately, the fan was a little too thick to clear the water pump pulley, so I replaced it with the old one I took off the failed radiator. This time I inserted the temperature probe without a bolt, so I am hoping for a leak-free radiator this time. I replaced the squealing water pump at the same time. So far, it is all working well and leak-free.

We spent most of the last week in Illinois visiting relatives and going to Mary Ellen's

high school homecoming and class reunion. She went to high school in Arthur, IL. Her graduating class was only 30 students, and only eleven of them were able to make the reunion. Unfortunately, it rained during the day of the parade, so that was cancelled. Mary Ellen had plenty of time to visit with her classmates anyway.

Driving through another small town near Arthur, I noticed a used car lot with some interesting cars. Along with some Detroit iron, there were three Jaguar sedans and one MGB-GT. The B looked pretty sad with very tired paint and some obvious rust. My instinct is to want to rescue it from the scrap heap, but I really don't want to restore a B-GT. They aren't worth enough to justify a full restoration, and I wouldn't be satisfied with a slap-dash job. Still, it was a siren's call that I had to consciously resist.

The GT-50 committee is working on preparations for next year. We'll be making a site visit next month to confirm a number of details. I'll be taking my MGA and hoping for good weather, so we can take some photos of the A in scenic spots. We are hoping for a really good turn-out for the GT, since the Traverse City area is one of the top vacation spots in Michigan. Please mark your calendars for the first week of June 2025. We will definitely need a lot of volunteers during the GT. We also plan to have a great time while putting on the event.

Chairman Bill



Allen Bachelder's Alden Adventure

Due to the Bluewater Bridge closure, we haven't been across from Michigan for any Bluewater British Sports Car Club events this summer, although friends Mark and Judy Jones did come over our way to go with us to the annual **Alden Sports Car Show** on the northwest part of the Michigan lower peninsula near Traverse City. And early on that run the brake light switch on **BriGiT** (my blue MGB/GT) failed. I stopped at an auto parts store and bought some wire, zip ties and an old-fashioned aftermarket horn push switch; the idea being that I would zip-tie the horn push to the top of the brake pedal, run the wires up the pedal arm to the box under the bonnet and jump the failed factory switch (which I freshly replaced less than two years ago). But before that, Mark suggested taking the factory switch apart to see if we could fix it. This one was still nice and clean inside. Of course, we know that if NO contact was intended, surely these two brass bits in such close proximity would always short out- even if for a thousand years. But since they are intended to make contact, they don't! Hence, we are led to the inescapable conclusion that laws of physics are in turn governed by our intentions. Hence, Murphy's laws governing random perversity.

Alas, I digress. On the Alden itinerary for Saturday August 10th was a group-tour of this very beautiful area. It was cold and raining out, but our spirits were buoyant and cheerful. Approximately two miles out of town from our Kalkaska, Michigan "hotel", **BriGiT** broke her fanbelt. But before you start cursing these British cars, I must explain that this serpentine fanbelt conversion, intended to accommodate its never anticipated A/C compressor, was another fine product from the design engineers at **Spring Creek Home for Wayward MGs**.

In defense of the vastly underqualified engineer responsible for this design and execution, we will venture that this design did work elegantly for nearly four years. But the belt's decision to fail on a cold, wet, muddy day 250 miles (or 403 kilometers) from our home is but a pristine example of Mr. Murphy's diabolical nature.

But never fear, Mr. Murphy, we were prepared for you. We had not one, but two spare serpentine belts

on hand. Yup: one too long, and one too short. Lesson: don't mess with Mr. Murphy! Except we did find refuge in the O'Reilly's Auto Parts Emporium in the heart of downtown Kalkaska, Michigan, that is. Does the blame fall squarely on the shoulders of that Spring Creek Home for Wayward MGs design team? Or was it the friendly



Auto Parts Store clerk back in Port Huron who supplied these belts? Or was he a "counter-clerk"? This was not our "intention". (Oh-oh-ooooh that word again!). How do auto parts comprehend their design intentions well enough to deliberately run counter to them? We get excited- and concerned - about the latest developments in technology. "AI" (Artificial Intelligence) indeed! But AI is nothing new! Our British auto parts have had it and honed it into a fine diabolical weapon decades ago.

So - after Mark and Allen indulged themselves with three belt replacements - Allen on the wet ground under the crank pulley and Mark pushing/pulling alternately on the driver's side/passenger side of the belt loop, stoically tolerating all manner of back-pains whilst leaning over for endless hours in the cold rain. ("Raindrops keep fallin' on my back" ...) Father Bear's belt being too large, Mother Bear's belt being too small, and Baby Bear's belt being "Just Right", the third time was indeed the charm - almost...It did get us through the weekend and home again, home again jiggety-jig. The rest of the story will have to wait.

In the meantime...What about the rest of the weekend? Lunch at the **Red Dog Cafe** in Yale, Michigan on



Friday turned out to be a delightful surprise.



*Friends Mark and Judy Jones.
Mark is MGF Registrar for
NAMGBR. Judy owns the MGF*



Ambiance! Doggie portraits covering every inch of wall space. An engaging waitress, who proved that the doggie fascination was real, and joined us in good laughter and conversation throughout our meal - which was delicious by the way! Then - back to the road.

Once we settled at our mediocre* hotel (*a compliment, really!), all was fine. 'Cuz when good friends and good times abound, tolerance too is abundant. What Kalkaska lacked in accommodations, it certainly made up in fine dining. Friday night's dinner at the **Trout Town Tavern** was so fine, we returned there on Saturday. And everybody in Kalkaska must know about Moose and Stella's Café. Breakfasts are hardy and unique; creative and plentiful! And if you don't get there before 9 AM, you're in for a wait - out on the cold rainy sidewalk. Damn well worth it too! Can't report on lunches. After a breakfast-stop at Moose and Stella's, who needs lunch!

Then there was the Alden Sports Car Show itself - a rather unique offering. Though sponsored by the Twin Bay British Car Club, this show is for all sports cars - geography be damned. Classes were determined by national origin: Italian, German, Japanese, American, British, etc.

We never learned the judging criteria, but the results went well with the crowd. Mind you, one class for all Italian, one for all German, etc. For us Brits, that meant all different models of all British marques were competing with each other: MGs, Triumphs, Jaguars, Austin Healeys, Singers, Humbers...Whatever one's feelings about that, you can bet the winners were incredibly fine cars. Winning at Alden is a serious achievement! All automotive nationalities were joyfully welcomed, but it

was emphatically "Sports Cars" only. No saloons, no hot rods, no street machines, no monster trucks...There was a non-award "display only" class for sporting saloons - where we could have placed our Midgette. Next year perhaps?

While Judy and Florrie found some Alden antique and craft shops to occupy their interests, Mark reveled in the company of other MGF owners. Mark, being "Mr. MGF" to most of North America, was aware that they would be well-represented, but four of them? We all enjoyed seeing such great MGF enthusiasm.

Meanwhile, Allen found good fellowship from several quarters. No Midgettes, but a great Midgetteer from Chicago - John Golanty - who had generously bailed out Allen and his ailing Midgette in Kansas - on the way to GT48 a couple years ago. Another story...

Then there were three MGCs present - stimulating lots of affectionate banter over these wonderful cars. The "Cs" endured a lot of negative press over their early years, but if you want to hear them thrashed, just don't talk to a C owner! Speaking of whom, we had a warm chat with Bill and Mary Ellen Weakley; regrettably unable to bring their C due to a radiator problem arriving in their prize MG Midget. Bachelders similarly left their C/GT at home, but



"wait 'til next year". We all love and respect these cars dearly. In fact, that applies to all our vintage British cars, doesn't it?

Allan Bachelder

(from the Spring Creek Home for Wayward MGs)

No less than three MGs here-Red, Green, & Black



*1926 Humber
and, Yes, it ran!*

*Bill & Mary
Ellen's MG
Midget - lower
Right Corner*



1933 MG J2



Rowdie Birthday Party Report 8-25-24

Bill Weakley starts us off by saying “We managed to make it to the birthday party this afternoon. It was on our way back from Illinois visiting my sister. Todd and Connie Binsz did a nice job hosting on Sunday, 25 August, '24. We didn't have a lot of donations for the auction, but we managed to collect \$205. I'll be sending a check to Jeff.”

Todd took a group photo, then Mary Ellen took one with Todd in the group. The weather couldn't have been better with sunshine all day. Attendees included Mark & Marjie Barnhart, Forrest & Leslie Johnson, Bill & Mary Ellen Weakley, Tom Borden & Cheryl Orr, Curt & Stephanie Smith, Janice Herring, Steve Holiday, Dave & Donna Quinn, Rod Johnston, Carolyn King & John Alexander, Mac McDonald, Gary & Sharon Wortman, Tim Scheerhorn & his wife, and Todd & Connie Binsz. Seven wayward MGs were seen to be sitting in the Binsz's front yard, and Rod Johnston was seen to be cooking up a load of brats on Binsz's back porch. Bill Weakley ran the auction, and even though there weren't any really greasy old used parts on display the club collected \$205 as noted above. All in all a great day!

Bill Weakley



*Pictures by
Todd Binsz,
Mary Ellen
Weakley,
John
Alexander.*





Curt & Stephanie Smith
John Alexander



Tom &
Cheryl



Bill &
John



Marjie with
Mac McDonald

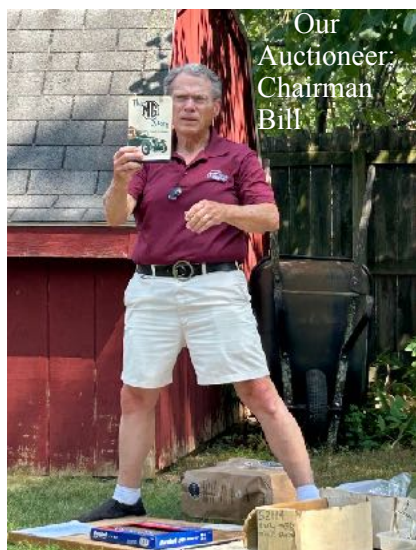


'Doc'
Holliday



Marjie & Mark Barnhart





Our
Auctioneer:
Chairman
Bill

Auction item - Curt Smith
would have bid, but not
enough room in his MGA.



Our Hosts:
Todd &
Connie
Binsz

Battle of the Brits 9-8-24

Bruce Mann reported from the Battle of the Brits at Camp Dearborn this year:

"Great turn out for the event in Milford this year, weather was perfect. Cars were a plenty, almost like the old days so to speak. Lots of A's, B's, T's, Triumph's, Austin Healy 3000s, Jags, oh yes jags, beautiful 120 and 140 showed up. Well there were a few motor cycles as well, after all the sign upon the entrance did say, Motor Cycle Show. **Bruce Mann**

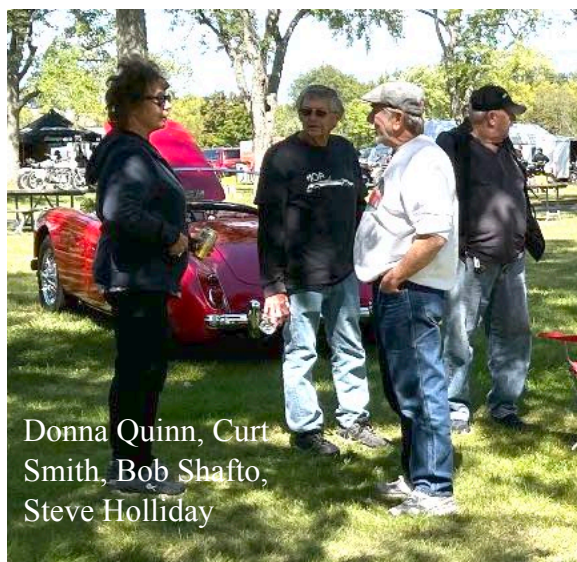
They even had hot dogs, pulled pork sandwiches, chips, water and coffee. Not cheap but they had em. Some of us went to Red Dog for a bite to eat after the event."

Bruce Mann

Oh, lots of Rowdies: Dave and Donna Quinn, Curt Smith, Steve Holiday, Bob Shafto, Bruce and Willie Mann, Bill and Mary Ellen Weakly, Phil Lyon and daughter Debbie, Tony and Annetta Dellicolli, Alan Bachelder, and Alan Lockwood, Mark Griffith, Tom Borden, Larry Pittman, Chris and Dawn Kleindorfer, and Tom Fant.



Tom Fant &
Larry Pittman



Donna Quinn, Curt
Smith, Bob Shafto,
Steve Holliday



Bill & Mary Ellen
Weakley, Donna Quinn



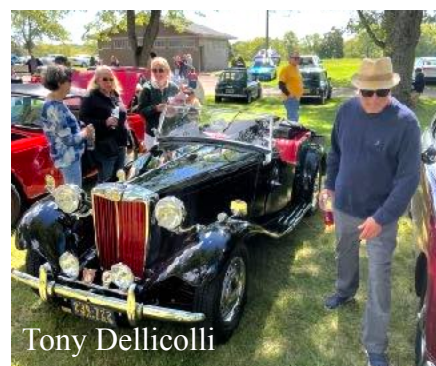
Tony Dellicolli



Tom Borden & Willie Mann



Steve, Bob, & Curt



Tony Dellicolli



...And Dave Quinn loved seeing the motorbikes that showed up, including an ATW (Around The World) Bike that had gone 26,000 miles through 37 countries in 18 months on a 1963 Gilera Italia bike!



Pictures by Bruce & Willie Mann, Dave Quinn, Mary Ellen Weakley

Getting Ready For GT-50...It's Coming Sooner Than We Think

On October 8-9, 2024 the Rowdie Board members and planning committee drove up to Traverse City, MI to meet with members of the Great Wolf Lodge to help assess our needs for GT-50 in June 2025. Board members

included Ken (& wife Kathy) Nelson, Bruce Mann, Willie Mann, Chairman Bill Weakley, and GT-50 Committee Chairperson Larry Pittman. John Alexander was scheduled to come, but had to cancel just before. Steve Holliday also came as the person in charge of managing and planning the Car Show which will be held at Grand Traverse Commons, which is the site of the previous Traverse City State Mental Hospital. We met with planning coordinators at each site to review facilities and potential setup for the car show. This is in a beautiful open area surrounded by a forest of hardwood trees.

Ken and Kathy, and Bill Weakley drove their MGAs there and back over the 2 days (Bill with his top down all the way in early morning temps of 45° F. Bill reported that "I hope everyone made it home without problems (*we all did*). I was home by 5 pm. I covered 577 top down miles (assuming my odometer is sort of accurate). Old Blue didn't miss a beat and got 25 mpg."

(Ken covered 300 miles with top up and got 26 mpg). The weather was gorgeous and Willie and Kathy saw

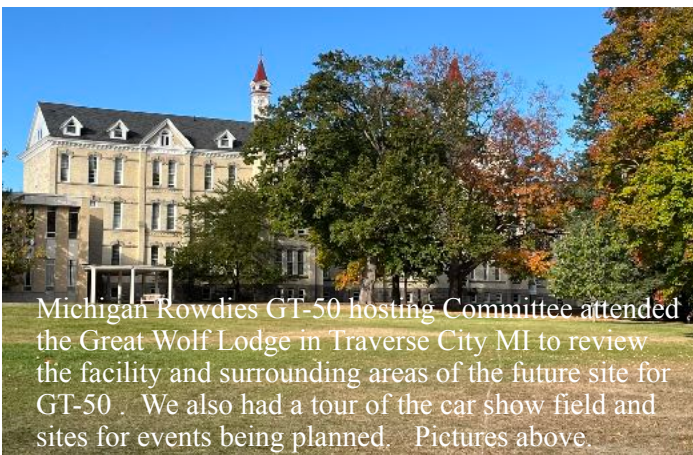
many neat stores for shopping at the car show site as well as in downtown Traverse City. There are also opportunities for tours or



Our group with 3 of the hotel planners & coordinators

drives in the area. All in all it was a very productive trip to start the ball rolling on our plans for June 2-6, 2025. I know Larry will be looking forward to the help of many Rowdies in the upcoming weeks and months.

Ken Nelson & Bruce Mann



Michigan Rowdies GT-50 hosting Committee attended the Great Wolf Lodge in Traverse City MI to review the facility and surrounding areas of the future site for GT-50. We also had a tour of the car show field and sites for events being planned. Pictures above.



My experience hosting a Rowdies “Day In The Garage” (or... Boys Play With Toys) by Jerry Jesion

A bit of background as to why I decided to host a day in the garage. My interest in MGAs started when I was a young man. I purchased a 1960 MGA 1600 when in my late teens. Unfortunately, a lack of mechanical experience, funds, and school requirements forced its sale a few years later. It would take almost 40 years to get another one. I had this ‘A’ for 10 years when circumstances again forced me to sell it. Time passes and situations change and I started seriously looking for another ‘A’. It took a while, but I managed to find one in Grand Rapids. I took a trip to look at it and ended up getting it delivered in early July of this year. The car was nice, but the transmission was showing its age. Yes, it was suffering from the second gear downshift crunch. I could have lived with it, but decided to see if I could manage to get it fixed somehow.

My chance came when I attended Tom Fant’s Beach Party in late July. I cornered John Alexander and got him to arrange a DITG at my house. We corresponded a bit and settled on **September 21st**.

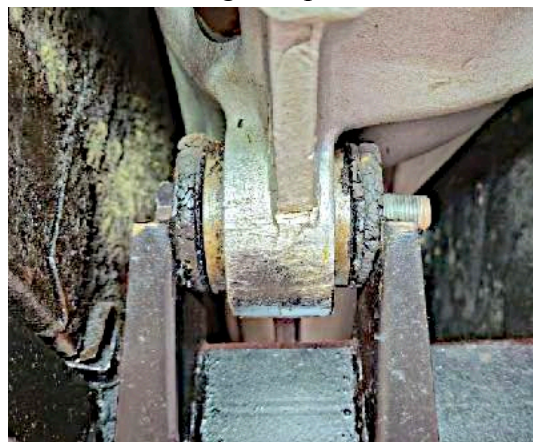
Once a date was set, I was ready to prepare my car for the transmission removal. Rick Thalmann came by and gave me the official repair manual’s removal procedure. It seemed pretty daunting: removal of the seats, seat frames, carpeting and other items. A quick call to John indicated that most of the items were unnecessary.



Once I had a better idea of what needed to be removed, I started under the car. I disconnected the drive shaft, clutch slave cylinder, speedometer cable, battery cable, starter cable, the exhaust from the header (more on this later), the fuel pump power, and drained the engine and transmission oil.

While I was under the car, I happened to notice that the transmission rear mount bolt was installed backwards, making it impossible to remove.

A quick call to John resulted in me cutting the bolt using a power hack saw.



Once everything was removed on the bottom of the car, I lowered the car and started on the engine compartment. Off with the carbs, intake manifold, all of the coolant hoses, radiator, fan,





*The Team
(go blue)*



Boys being Boys

engine controls, tach cable, heater hose, and the valve cover. I left the engine coolant temperature

crew. Kevin and Bill went after the engine compartment and John was working on removing the gear lever. Things were going smoothly until they got to the coolant temperature sensor. The nut holding the sensor in the block was very reluctant



*Should We Pull the Motor
from under the Dash?*



*Or from
under
Here?*

sensor and the heater control valve. Things were now ready!

On Saturday Kevin

Peck, Bill Weakley, and John Alexander arrived. After some chatting and doughnut eating the decision was made to remove the engine and transmission separately. Then the game was on! They went at the car like a Holman Moody pit



*Wait, I
think I
found
something*

to come out. Bill had to use a pipe wrench to remove it. The oil filter canister was removed to clear the starter and all of the transmission bolts were removed. Now that everything was disconnected and the motor mounts unbolted the big moment arrived. Almost... Although I had disconnected the exhaust, the flange was still in the way, some gentle prying cleared the it, and the engine came free. Next, the temporary rear transmission bolt was removed and it was fished out.

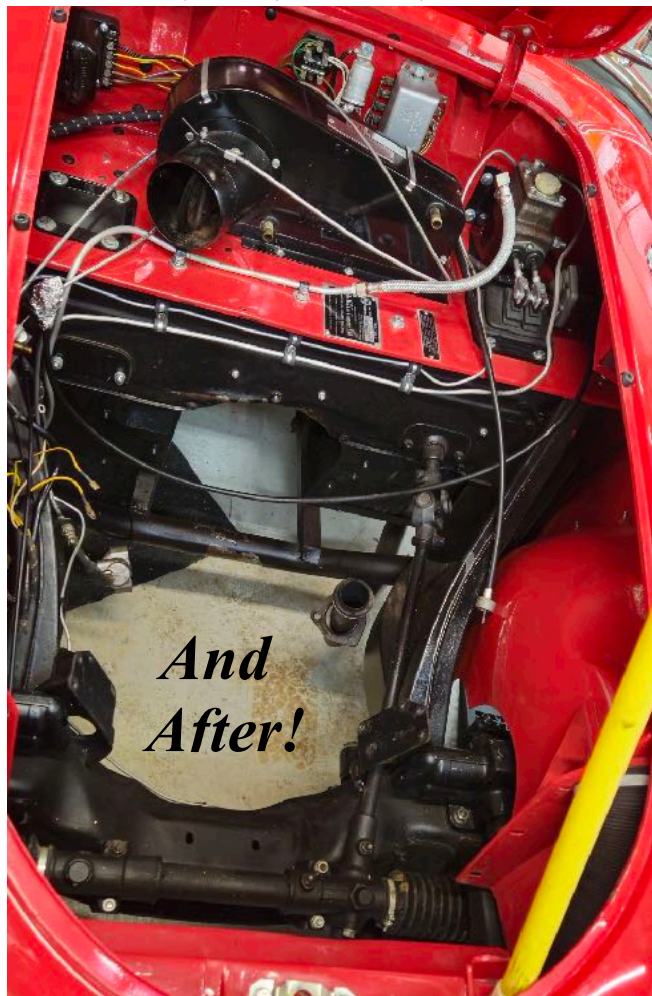
*Pictures by
Jerry Jesion*

(Continued next page)



*That's It...
That's What
we've been
looking for!*

We all celebrated at this point. Both the engine and transmission were out. John graciously agreed to repair the transmission and took it. He also



*And
After!*

I cannot express my gratitude to the guys for giving up their time to help me get this done. It is indicative of the saying "It's the cars that bring us together, but the people that keep us coming back"

Jerry Jesion

(Ed Note: The transmission rebuild will be forthcoming in a future A-Antics)



*Spike (the cat)
Supervised the
Boys and
approved this
Project. No
animals were
harmed during
this production.*

agreed to let me watch him as he disassembles it and does the rebuild. Then we went out to lunch.

Yet Another "Rowdies Day In The Garage" Event (or...Patching Floors & Hanging Doors) by Larry Pittman

Larry Pittman also sent out a request for assistance in rebuilding his MG Magnette with "Just a reminder that I'll be hosting a Day in the Garage this **Saturday, Oct 5th** at 10am. The plan is to work on my 1958 Magnette. We'll be installing the doors and checking their fit including checking for the fit of the rockers. I'm not sure how long it'll take but lunch is also planned around noon. His report follows:

Day in the Garage – Larry Pittman

"I held a Day in the Garage on Oct 5th to work on my 1958 Magnette. Bob Shafto has been helping on a

regular basis to repair sheet metal damage on the floor & body. So far, we've spent most of the time repairing the floors and the rocker areas. Other areas in the rear of the car will eventually have to be addressed. At this point the inner rockers have already been installed. We had come to the point where it was time to install the outer rockers. After a temporary install of those rockers, we had questions about their fit. The already planned Day in the Garage seemed like a good way to evaluate the fit of the front fenders and the doors in relation to the rockers. Participating and helping were:

John Alexander, Tom Borden, Bruce & Willie Mann, Larry Pittman, Dave Quinn, Bob Shafto, Rick Thalman, and Bill Weakley.



The car has

spent a lot of time on a Rotisserie, but we removed it for the purpose of getting the body solidly on the floor via floor jacks.

We then installed the front fenders and all four doors. On a Magnette, the installation of the fenders also requires the installation of the



The Boys Begin Gathering...the plans are laid and work Begins

inner fenders, several brackets, the radiator surround, and a cross tie bar between the fenders. The need for "trimming" at the front end of the outer rockers showed up immediately after the fenders were installed. It also looks like the rear of the rockers may need modification. Install of the doors went well and it looks like they'll be a good fit. A portion of some original rocker sheet metal that had been left in place will have to be removed to improve door fit. There were also small problems with the fit of some of the brackets and the way they interfaced with fenders or splash shields. There was also a missing hole in one of the inner fenders that I had missed adding during an earlier repair. In any case, there remain a few fit issues that'll have to be figured out and resolved.

In the middle of the day, we broke for a quick lunch. Willie Mann and my daughter Lara assisted in organizing the lunch which I hope was appreciated by all. It was a good day and I feel good about the progress of the body. I also really appreciated all the help!

Larry Pittman



Pictures by John Alexander, Bruce Mann, Larry Pittman, Dave Quinn





Bill Weakley starts putting the front together



Hang 'em High Boys. Almost there...



Finished Product Ready to Roll!



The weary workers enjoy a Hearty Repast