



A-Antics



The Rowdies at Tom Fant's Resort. See Page 18 as well.

Tom Fant's Day at the Beach
Oregon or Bust! GT-49
Remembering Bill Gallihugh
Disc Brake Conversion



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:

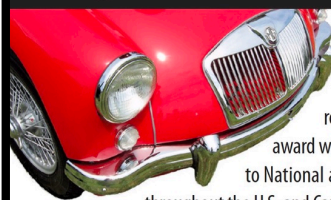
1976-1980	Bruce Nichols
1981-1982	Tom Latta
1983-1984	Dick Feight
1985-1988	Dave Smith
1989-1990	Dave Quinn
1991-1994	Mark Barnhart
1995-1995	Herb Maier
1996-1996	Tom Knoy
1997-1998	Neil Griffin
1999-2002	Bruce Nichols
2003-2004	Bob Sutton
2005-2008	Gordie Bird
2009-2015	Dave Quinn
2016-	Bill Weakley

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: October 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

AUGUST

- 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

CANCELED

- 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

OCTOBER

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

NOVEMBER

DECEMBER

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

OTHER POSSIBILITIES

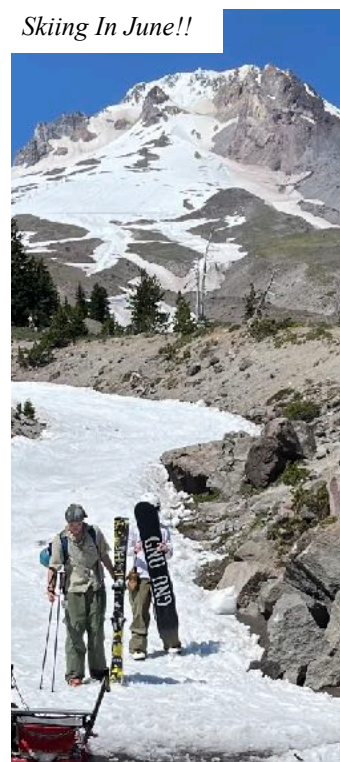
Day/s In Garage
Spontaneous Drives in Country
Bar Hopping Like It Was 1958



We Made It! Majestic Mt Hood!



Skiing In June!!



Timberline Lodge

MEMBERS PAGE

New Members

Name: Richard Thalmann
Spouse or Significant Other: Maureen Thalmann
Address: 3240 Lake George Rd
 Oakland, MI 48363
Cell phone: 248-904-7373
Email: rick.thalmann@beepa-tech.com
Type of MGA: 1961 MKII Roadster
Other Cars Owned: 1959 TR3A

Name: Robert Cote
Spouse or Significant Other: Denise Cote
Address: 8575 Waumegah Court
 Clarkston, MI 48348
Home phone: 248-390-7293
Cell phone: 586-703-9235
Email: cotes03@comcast.net
Type of MGA: None
We own/drive: 1937 Ford Humpback Street Rod w/
 Corvette LT1, 1972 Buick Skylark GSX, 1973
 Pontiac Firebird w/Corvette LS2 and 2021 Corvette
 Convertible. *(Ed note: Rob and Denise are prior
 Rowdie members who are rejoining)*

Name: John Twist
Address: 100 East Beltline Avenue SE
 City: Grand Rapids, MI 49506-2410
Home phone: 616-307-6737
Cell phone:
Email: JohnTwist@UniversityMotorsLtd.Com
Type of MGA: 1961 MK II Deluxe Roadster
*(Ed note: I'm sure John Twist is known to everyone
 who owns an MGA)*

First name: Thomas Koch
Spouse or Significant Other: Pam Koch
Address: 1474 Terpening Rd
 Harbor Springs, Michigan 49740
Home phone: 231 242 0439
Cell phone: 517 256 5333
Email: Thekochhouse@aol.com
Type of MGA: 1961 1600 Roadster

Other Cars Owned: 1973 MGB/GT, 2008 Mini
 Cooper *(Ed note: He's also a former member who
 dropped out in 2013) and is rejoining..*

Letters

Warning From Dave Quinn

Beware of Duralast 26R batteries from Auto
 Zone. I purchased one in July 2023 and it failed by the
 end of October. I got a replacement and had it on
 Battery Tender all winter. Last week I went the GOF
 near Columbus. After a 225 mile drive there it failed
 overnight in the parking lot. With some push from my
 bud's I was able to get back to Michigan. It held a
 charge for a couple days, but I didn't trust it and returned
 it. There is no way it should have died overnight even if
 it was 95°+ heat.

Dave Q.

NAMGAR CHAPTER COORDINATORS REPORT- 2nd QUARTER 2024

This is an important newsletter.
 Please share as much of this information as you can.
 We have had some changes. We have implemented
 a **NEWSLETTER SHARING FEATURE** that is
 now in place. Your electronic newsletter is now to
 be sent to three (3) NAMGAR websites:
editor@namgar.com; communications@namgar.com;
chapters@namgar.com .
 Currently, we have six chapters sharing their
 newsletter; Ottawa MG Club (Ontario, CA);
 Canadian Classic MG Club (British Columbia, CA);
 Classic MG Club of Orlando (Florida); Tidewater
 MG Classics Club (Virginia); Arizona MG Club
 (Arizona) and North Carolina MG Car Club (North
 Carolina). Where can I find these, you ask?

Go to www.namgar.com then you must log in.
 Go to Articles & News on the 'ribbon' across the
 top of the page, then open Chapter News. There
 you will find the newsletters. Remember, only
 NAMGAR members have access to this file. You
 must log in!

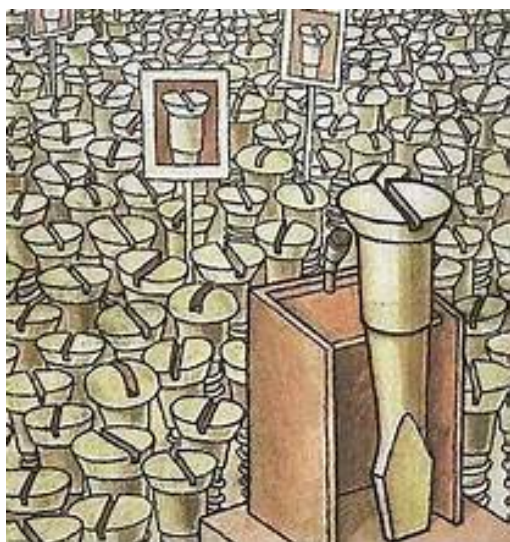
NAMGAR Regional GT's. Is there any
 event on your club's calendar such as a weekend
 trip or a car show that could be expanded to become
 a **NAMGAR Regional?** It is something that you
 might want to consider. What the heck, the more
 the merrier. If you've already done the planning
 for an event then you're more than half way there.

Having a regional just might fill up that motel or enhance your car show field. Contact NAMGAR Vice Chairman at; vicechairman@namgar.com for details and advice on hosting a NAMGAR Regional.

It was announced at GT-49 that **GT-50** will be held by the **Michigan Rowdies Chapter of NAMGAR in Traverse City, Michigan, at the Great Wolfe Lodge. It will be held on June 2-6.** Reservations for the event should be available around the first of the year. Stay tuned for more announcements on this event.

Ed Sass & Colleen Quinn
NAMGAR Chapter Coordinators
chapters@namgar.com

Politics Today?



Blast From The Past-GT 40



Jerry's On The Lake

Yesterday was the perfect day (finally) with no humidity and a gentle breeze to visit Jerry's on the Lake. Dave & Donna Quinn and Curt & Stephanie Smith decided to enjoy the day to a favorite pub for an afternoon meal. Pictures below. **Dave Quinn**



It's All In The Details



Likely a 1960 or 61 period photo of a happy suntanned guy wearing aviator sunglasses in a white MGA 1500. Some items to note - aftermarket grill guard, no visible outside mirror, crease in front fender, based on the dirt in the lower sections it was just after the new driveway was put in. The neighborhood looks post war and could be anywhere. The yards are well kept with lush shrubbery in full bloom. Parked on the street is a light gray 1954 Plymouth Savoy 4 door sedan, a light green 1951 Oldsmobile 98 Holiday sedan, a 1960 or 61 Rambler, and further down the street a 1946 or 48 Plymouth or Dodge. **Source: theoldmotor.com**

Thanks From the Gallihugh Family

I wanted to send a note of thanks to everyone in the Rowdies and the Hoosier A's for the outpouring of love and support they've shown to my family after my dad's passing. We've been so touched by the phone calls, cards, and emails. We were amazed at the number of people who traveled great distances to be at my dad's celebration of life yesterday. It was such a fitting tribute to an amazing man, and I can't express how happy we were that so many people shared in the celebration. The MG community is truly one of a kind. I'm grateful my parents have been a part of this incredible community for so long.

We also wanted to thank the Rowdies for their generous donation to Centrica Care Hospice. They took great care of my dad during the last few weeks of his life, and we appreciate your support. Thank you from the bottom of our hearts! (see page 8 also)

Love, Nancy, Trudy, and CJ Gallihugh

Regalia***Rowdies,...***

We have a new hat for sale that we feel is pretty nice. It is listed on the Wagner link (<https://rowdies.itemorder.com/shop/product/41984090/>) Click on the link and scroll down to the accessories, and you will see the hat in beige with the Rowdie logo.



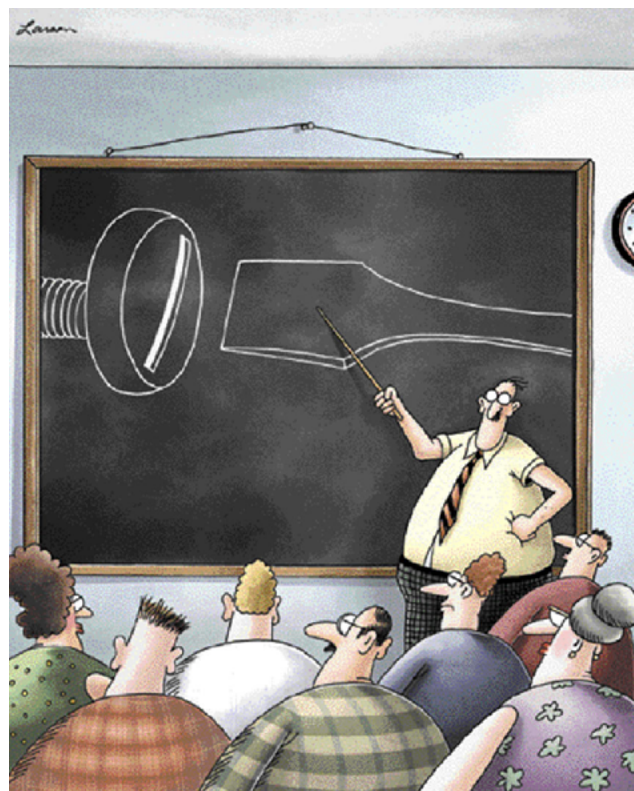
Wagner can also make it with the Michigan Rowdie script as well, or you can get both on the same hat. ***It is similar to the ones Tom Fant wears and he notes that they will not blow off,***

due to the bill being somewhat shorter. Take it for a test ride for only \$16.00!

Bruce Mann, Regalia Chair

The Old vs The New

'Sporting' cars of their day. Which do you prefer?

School For The Mechanically Declined***Good For Another 10 Years At Least!***



Chairman's Chatter

It has been a busy couple of months since my last chatter. We did a fifteen day round trip to GT-49, with four of those days in Welches, OR. A week and a half later we spent a long weekend in Dayton, OH for the MGC Register event. Then the next long weekend was spent up north for the Alden Sports Car Show. One weekend at home, then we will go to Illinois to visit relatives and come home by way of the Rowdie Birthday Party. We need to have a couple weeks at home just to catch up on yard work.

The GT was good and well attended by Rowdies, considering the distance. There were two Rowdie MGAs there, Steve Finch's and ours. Steve trailered his behind his mini-motorhome. We flat towed ours behind our minivan. Allen and Florrie Bachelder drove their Lincoln after deciding not to drive their Magnette. Dave Smith rode with us and took a couple turns driving Bachelder's car to spell Allen. We started by driving up to the UP and took US Route 2 most of the way to Oregon. The trip was largely uneventful, although we drove through a thunder and hail storm in Montana. When we got to Glacier National Park, we found that the park does not allow any sort of vehicle combination over 21 feet long drive the Going To The Sun Highway. So I disconnected the tow bar and hooked up the driveshaft and drove it through. Dave drove the minivan. It was a blessing in disguise, since driving an open car through the majestic mountains gave the absolute best view.

I won't go into too much detail about the GT. I'm sure you will see other accounts. The setting for the resort was terrific, with huge cedar and spruce trees all around. The roads and mountains in the area were wonderful. I wish we had had more time to explore the area. I have been to Oregon several times before and really like the western side, the green side. Amazingly, my car received third place in the 1500 wire wheel class in the show. I guess that is thanks to all the other Rowdies who left their cars at home.

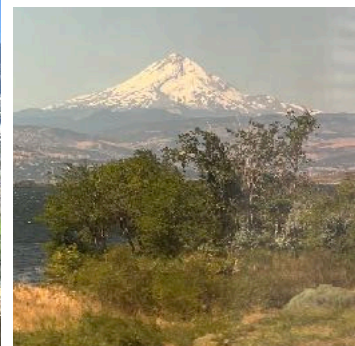
The MGC event, called a CBA, was held in conjunction with Dayton British Car Days. We visited the Air Force Museum, which is huge. An airplane aficionado could spend a week in there. Of course, Dayton is the home of the Wright brothers. There are several locations commemorating their life and work. At the show, there were 15 Cs, nine GTs and six Tourers (roadsters), a good attendance for AMGCR. One of

the regular attendees has a near-perfect roadster, so he is a lock for first place. A second, very nice roadster was excluded from the voting because it had won at the show last year. My car ended up in second place, again to my amazement.

So the following weekend, we were off to northern Michigan for the Alden show. I had intended to take the MGC, because it has the largest luggage capacity, but the radiator sprung a leak and the water pump started squealing. We could have taken the MGA, but I would have wanted to take our little trailer. I made a few quick checks of the Midget and packed it up for the trip. It runs great and gets over 30 mpg, but we did have a few issues. During the rain on Saturday, the wipers didn't work until I wiggled the wiper arms. The wipers probably hadn't operated in at least five years. A more annoying problem was that the connection between the exhaust manifold and the down pipe opened up, making a lot more noise than usual. We stayed at a 100 year-old hotel in Central Lake. At the show on Sunday, the Midget did not win a prize, but I did win a door prize. That makes three for three wins in one month. On the way home, we travelled the length of M22 enjoying the great scenery, as many of you know.

Now I have the C and the Midget in the repair bays, but the MGA is ready to go. The next event is the Rowdie Birthday party at the Binsz home. I hope to see many of you there.

Chairman Bill

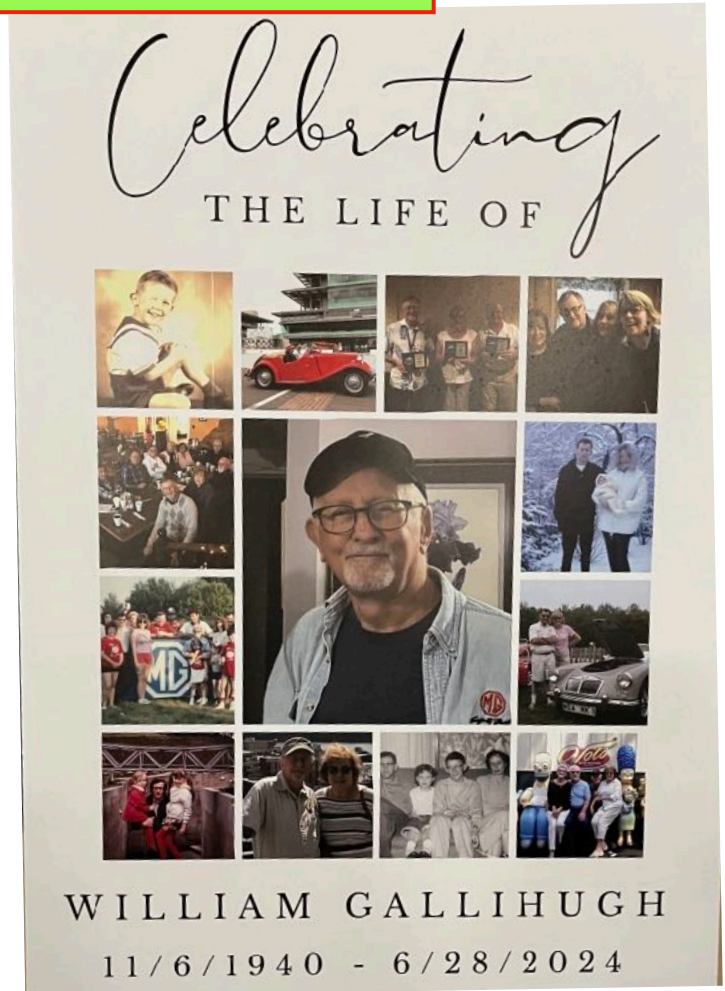


William "Bill" Lee Gallihugh, age 83 of Kalamazoo Michigan, passed away peacefully at home Friday

Bill Gallihugh-Celebration Of Life

June 28, 2024. Bill was born November 6, 1940 in Traverse City, Michigan. Bill proudly served in the US Air Force from 1961 to 1967, where he was an A1C radio intercept analysis specialist and was designated top honor graduate of his class. Bill earned the AF Good Conduct Medal. While deployed in Germany, he met his future wife, Trudy Frerichs. Bill was an avid collector and expert of British MGs. He was very active in the MG clubs in Indiana and Michigan (NAMGAR, Hoosier A's, Olde Octagons, Michigan Rowdies, Mad Dogs & Englishmen, Texas Armadillos); Bill's statistical data was used in the book Original MGA and later works. In 2012, Bill was awarded the prestigious Mac Spears Founder's Award from the North American MGA Register. Bill and Trudy enjoyed touring the country in his championship 1962 MGA Mark II and 1951 MGTD. He leaves behind his beloved wife of 60 years; two daughters, CJ (Cynthia J) Gallihugh and Nancy A Gallihugh (Dave Skien); sister Janet D Lee; several nieces and nephews.

Bill and Trudy were longstanding members of NAMGAR, the Michigan Rowdies, the Indianapolis 'Hoosier A's' MG club, and other British car clubs. Several Rowdies were able to attend Bill's "Celebration of Life" memorial at the Gilmore car museum Monday August 12, 2024. Attending were Tom Fant, Lynn Combs, Steve & Diane Mazurek, Ken & Kathy Nelson, and Dave & Donna Quinn, plus Jack Kurkowski and several other Indianapolis MG car club members.



Tom Fant's Beach Party 7-27-24

Ken, a couple photos from the meet. That's Bruce Short sitting with Tom Borden & Cheryl Orr below. And that's CB Shafto & Mary Jane sitting ahead of Bob Shafto on the boat. I suspect you know the rest. Others in attendance were Tony & Anita Dellicolli, Bruce & Willie Mann, John Alexander & Carolyn King, Larry Pittman, Steve Holliday, Bill & Mary Ellen Weakley, Jeff & Deb Smith, Gary & Diana Cunningham, Dave & Donna Quinn, Jerry Jesion, and of course, Tom Fant & Lynn Comb. The weather was perfect, the food was plentiful, and the conversation was stimulating. All in all it added up to a perfect "Day At The Beach" for the Rowdies! ***DLQuinn***



Planes, Trains, and Ubers-GT49

This year's NAMGAR GT-49 was held in Oregon at Mt Hood, just outside Portland, and several of the Rowdies chose to get there on the Amtrak Empire Builder train instead of in an MGA. It was a chance to ride the Empire Builder for the 2-1/2 day trip from Grand Rapids to Portland, OR and spend 2 nights in a sleeping car. The group 'riding the rails' consisted of Ken & Kathy Nelson, Larry Pittman and son Evan with his wife and son Daniel, Bruce & Willie Mann, John Alexander and Carolyn King. Bill and Mary Ellen Weakley drove out to Oregon flat-towing their MGA behind an SUV, and Allan & Florrie Bachelder drove out in their air-conditioned Lincoln, and Dave Smith rode with them. Steve Finch also towed his MGA behind his motor home.

Mighty Empire Builder in the 30's



The train ride went well, the porters were friendly, and the food was better than expected with scenic views along the way. It was fun going with a group and all went well, although climbing into the top bunk in the sleeping compartment was somewhat of a challenge! The 'non-train' group with Bill's flat-towed MGA made it OK as well. (Continued page 12)



Bruce and Willie Mann



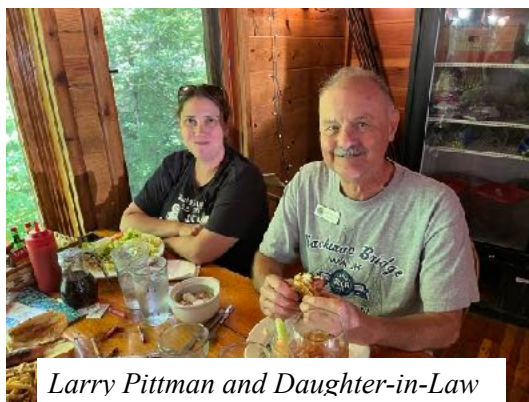
Our Group At The Chicago Amtrak Lounge



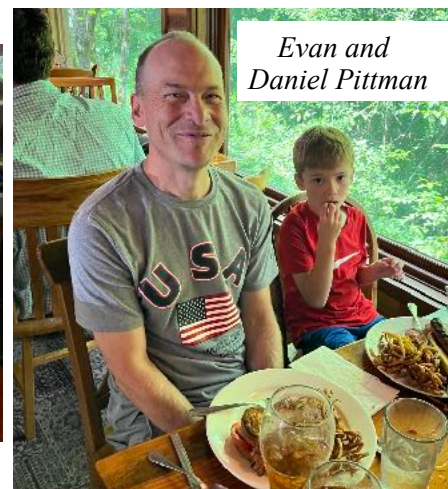
John Alexander and Carolyn King



Ken and Kathy Nelson



Larry Pittman and Daughter-in-Law



Evan and Daniel Pittman



The Pittman family at train stop in Pasco, WA



'Spacious' Bathroom & Shower in Sleeping Car



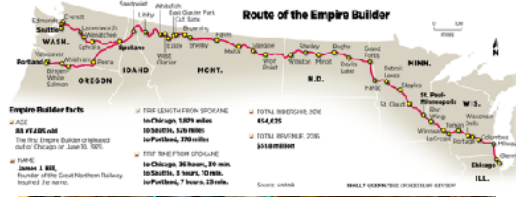
The Dining Car



Portland, OR train station



*The 'Non-Train' group
Bill & Mary Ellen, Dave, Florrie & Allan Bachelder*



Allan & Florrie Bachelder



Mt. Hood



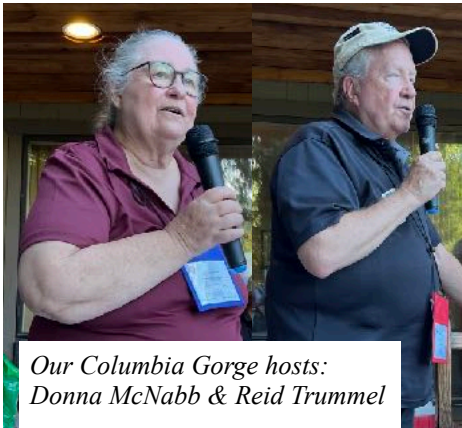
Bill & Mary Ellen Weakley

Planes, Trains, & Ubers-GT49...*(Continued from page 10)**Columbia Gorge hosts with Willie, Kathy, Bruce, Ken, Larry, and Mt Hood*

Once we arrived at the Mt Hood Resort Lodge there was a little confusion over room reservations that eventually got sorted out. The resort had a staff shortage causing a few delays, but the scenery was fantastic, and a trip up to Timberline Lodge at 6,000 ft altitude was well worth it. The lodge is an old WPA and CCC building started in 1937 during the Great

Depression with plenty of rustic charm. There was also a tour to the Western Antique Airplane and Automobile Museum that was worth every minute as well. The car show was another chance to see old friends, some great MGAs, a 1995 MGR V8 roadster, a 1996 MGF 1.8 liter, plus a 1960 Sebring Twin Cam Roadster with factory hardtop (#38).

After the GT ended on Friday we went our separate ways, but that was made difficult by the Airline Computer Crash of 2024! Thousands of flights were cancelled and re-scheduling almost always meant a delay of at least one or two extra days, and sometimes more. Ken and Kathy Nelson re-routed to Detroit a day late (instead of Grand Rapids, MI) where they found that the car they had reserved was not available for them to drive to Grand Rapids. Kathy saved the day when she overheard another man calling for an Uber to drive him to Grand Rapids. She quickly arranged to share the ride with him to the Gerald Ford Airport and he then drove us home in his car from there. Many people found creative ways to get home that they never knew existed, but all's well that ends finally at home!

Ken Nelson*Our Columbia Gorge hosts:
Donna McNabb & Reid Trummel**The Chairman Speaks**The People Listen**Some Object**Some Agree**What's He
Sayin' Sue?**I think that Chairman
is kinda' Sexy**But We All Win In The End!*



Nice colour combination-I like that shade of blue & tan!

More GT49 Pictures



Beautiful Mountains for Bill & MaryEllens MGA



Greg Poffenbarger drove up from Texas



Ed Sass's GT Shirt



Mike Jacobsen- "The 'Frisco Kid"



Keith Ansell - Transmission Tech



1995 MGR V8



Larry Pittman, Dave Smith, Allen & Florrie Bachelder

Photos by Ken & Kathy Nelson, Bruce & Willie Mann, John Alexander & Carolyn King, Bill & Mary Ellen Weakley, & Larry Pittman

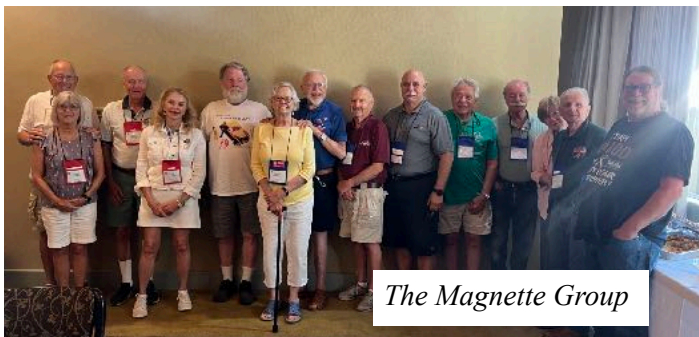


Rowdie Contribution to Silent Auction

And Still More GT49 Pictures!



Dave & Lois Gribbler's MGA



The Magnette Group



Sebring Twin Cam



'Mini' Day in the Garage

FRONT BRAKE CONVERSION

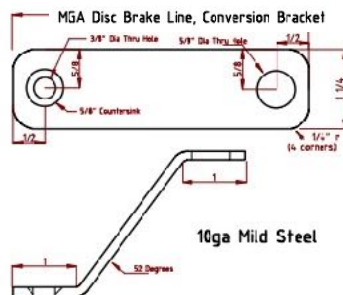
By Larry Pittman

As many of you may know, Bob Shafto has been helping me with welding new sheet metal on my Midgette. On one of his trips, I got to talking about the front brakes on my MGA 1500 and how the right front wheel would often lock up in a panic stop. That would cause the car to rotate slightly about the right front wheel. After discussion with others about the cause, I decided to replace the flexible brake hoses with new hoses. The thought was that perhaps the hoses were partially collapsing which was causing uneven pressure to the drum brakes. I replaced the three flexible hoses and saw minor improvement, but the right front wheel was still locking up in a panic stop. Whenever I was driving in a convoy of A's, I started trying to stay back a little further as I was worried about losing control in a panic stop and running into whoever was in front of me.

Plans Being Made...

I had been talking about changing over to disc brakes and perhaps even having a "Day in the Garage" to get it done. Bob was of the opinion that I should get it done sooner rather than later. I knew that he had helped Bruce Mann convert his 1500 coupe to disc brakes. As you may or may not know, the location of the front flexible brake hose was changed between the 1500 and the 1600. In both cars, the location is on the frame near the wheel. The 1600 mount is lower and inboard on the vehicle and the change results in a longer flexible hose on a 1600. For Bruce's coupe, Bob cut off the circular attachment part and welded it back onto the frame in the correct 1600 location.

Bob was then asked by his cousin CB Shafto to also make the same change on his car. Meanwhile, Bob came



up with a method to move the attachment location by using a bracket he designed which lowers the hose location and also moves it inboard. This avoids the cut and weld process that he used on Bruce's car. The brackets were used on CB's car and CB was very happy with the brakes when the job was finished. If you're curious, you'll find Barney Gaylord (MGA Guru) has added Bob's bracket design to his website.

Getting Ready...

Bottom line is that Bob suggested I drive my car to his place and we would get some others to help with the conversion. So, I asked Bruce Mann and John Alexander to give us a hand and we all met at Bob's at 9:30 on a Wednesday morning to do the conversion. Bob has a lift and my car went on the lift immediately and the work started. I had purchased all the parts from Cecelia at Scarborough Faire so everything needed was together in a couple of boxes that she had shipped.

Parts Needed...

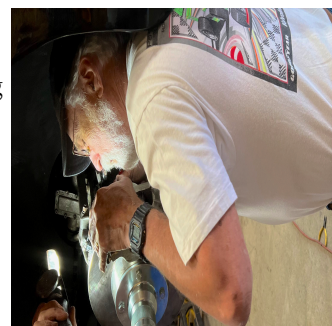
Several items are needed for the conversion:

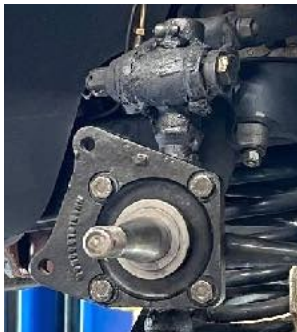
- Inner & outer bearings & Oil Seals
- Brake Discs
- Calipers & related parts
- 1600 style brake hoses
- Brake Pads
- Numerous Hardware Items including copper washers
- Wire Wheel Hubs
- Caliper Mount Adapters
- 1600 style M/C Cover & Gasket
- Brake Fluid

New Brake pipes from the flexible hose to the brake 4-way were also purchased but were not used as Bob had the tools to cut and fit new end attachments to the existing 1500 pipes. This had the added benefit of minimizing the amount of brake fluid lost.

Getting Started...

In general, the process was started by removing the front brake drums including the brake shoes, springs, front wheel cylinders, and wire wheel hubs. Once down to just the steering knuckle, the conversion began. Then the brake discs were installed and the caliper adapter plates were attached. New bearings and oil seals went into the 1600





wire wheel hubs and they were attached to the brake discs. Next up were the brake calipers and the brake pads.

Finally, the flexible brake hoses were installed with the help of the conversion bracket. The ends of the 1500 pipes were also modified to fit.

New Master Cylinder...

A taller 1600 style Master Cylinder Cover plus gasket was installed in place of the shorter 1500 style. This was not a trivial change since the outboard cover attachment fasteners are very difficult to install due to the



higher cover. The brake system was then bled with Bob's pressure bleed system. DOT 5 (silicone) brake fluid was added to the same fluid already in use in the brake pipes. That went very quickly since very little brake fluid was lost during the

conversion with the new brake calipers being the main use of additional brake fluid.

Finishing Up...

When the conversion was complete the discs could not be turned by hand with the new pads holding them tightly. I drove home and noticed that the car didn't coast as easily as it had before. That issue improved as I drove towards home. I now still have only around 100 miles on the conversion and that issue has now disappeared. I checked by jacking up the front of the car until the front end was off the ground and found that the wheels could now be turned by hand. As for braking, I can sure tell the difference with the way the car brakes. Braking is very firm and I'm very happy with the way the car handles when braking. And yes, the front wheel lock-up is completely gone. I did find a small leak on the left side at the banjo bolt to caliper attachment. That bolt was



tightened and numerous applications of the brake were made to attempt to force a leak. After checking again, that seemed to do the trick and the leak is gone.

I was very unsure about whether I should make the conversion. But at the end of the day, I'm so far very happy with the braking change. If you're having any issues with your 1500 drum brakes, I'd encourage you to consider the conversion.



Bob Shafto



John Alexander

DLQ's Love Affair with Station Wagons

The family of Rowdie member Bill Gallihugh who passed away recently honored his passing by hosting a Celebration of Life at the Gilmore Museum near Kalamazoo Michigan (*see page 8*). Afterwards we were free to tour the museum. Dave Quinn relates "I took lots of photos and posted them on the Honda S2000 website which has lots of gear-heads who love cars. My first love is and always will be sports cars but the station wagons and others had me smiling and shooting". Dave talks here about his "cars that got away" with some of his own remembrances...

"This is a **1989 Chevy Caprice Wagon**, exactly like the one my wife Donna used to haul our three kids in.



Below is a **1956 Pontiac Station Wagon** plus a resort sign next to it. I can relate to this one ... my family had one, but not a station wagon & as soon as I got my driver's license I got to use it on Sundays (only Sundays) and did what most 16 year olds did then ... I street drag raced it.



Dave's
Looked Like
This



This one on the right was our **1987 Chevrolet Celebrity Station Wagon** we got in 1990. A mid-sized wagon with the base 2.5L "Iron Duke" inline 4 engine with fuel injection. We called ours the "Iron Horse". Donna drove it for almost ten years and then gave it to our daughter for college. It lasted another 1-1/2 years until she wrecked it in 2001.

This is another car that is very personal to me. **1963 Chrysler Turbine.** Chrysler had been working on this technology for ten years. Imagine this: diesel fuel was the preferred power source, but the car could run on tequila, perfume, peanut oil, home heating oil, and OMG alcohol. However, common (at the time) leaded gasoline could damage internal parts of the engine.

I was at Tri-State College in Angola, IN in 1963. It is a well-respected engineering school. Chrysler brought one of the 55 cars built to the school to show the students. I saw it and heard it run. All but one of the 55 were the same color. 46 were destroyed after the test period. They were too expensive to build and could not meet the new emission standards.”

Dave Quinn

A total of 55 Turbine cars were built by Chrysler Corporation. The body of the car was handmade by Ghia, an Italian Design Studio, and then shipped to the United States where the engine was installed. Five cars were built in 1962 as prototypes used for troubleshooting, and each was slightly different from the others. A total of 50 identical turbine cars were built between October 1963 and October 1964. They were all two-door hardtop coupes with power brakes and power steering. All were painted identically with a color known as “Turbine Bronze.” The engine that powered the turbine car could operate on many different fuels, required less maintenance and lasted longer than the piston engine.



Finally there is the car that **DLQ** really found himself coveting, and that is the **1983 Wagon Queen Family Truckster**. This is a replica of the original car used in National Lampoon's Family Vacation. On the right are the Nelsons posing just before their last Grand Canyon vacation trip.



Do You Remember Chicago's Warshawsky & Co...?

Chicago Tribune

Founded June 10, 1847

YOUR VOICE

Summer conjures memories of classic car-obsessed family

By Susan Koch

I'm a sucker for summertime parades. I love the classic cars featured in these annual events — such as the 1954 Chevrolet Bel Air convertible I recently spotted. It was Roman red with white sidewall tires, and it immediately brought up memories of my dad teaching 14-year-old me to drive our beat up '54 Chevy on a dusty gravel road near my home town in South Dakota.

Ours was a family obsessed with all things automotive. My dad had deep roots in the Chicago area and grew up with the limitless possibilities offered by Chicago's famous Warshawsky & Co. catalog. Founded by a Lithuanian immigrant, Warshawsky's started as a scrap yard on the South Side selling salvaged auto parts. It became the largest automotive aftermarket parts business in the world, its mail order catalog an essential resource for gearheads and do-it-yourself mechanics everywhere — even in South Dakota.

Though my dad had been tinkering with cars most of his life, as soon as my oldest brother, Bill, learned to drive, our garage became a hub of mechanical activity. With five teenage drivers in the family, a '53 and a '54 Chevy provided practical transport. But the first memorable vehicle Bill bought with his own hard-earned money was a 1956 azure blue Renault 4CV, a cute little French economy car with front suicide doors and engine in the rear. It cost \$50.

Bill was constantly frustrated with the car's unreliable brakes. One day, he gave up and bolted a two-by-four to the side of the car with an old boot attached to the end.



A 1954 Chevrolet Bel Air convertible in Coralville, Iowa. SUSAN KOCH

Whenever he needed to stop the car, he would reach out the window and lift the board causing the boot to drag behind on the ground. I never figured out whether that was a viable solution — but it was pretty funny.

All three of my brothers went treasure hunting regularly at the Oakleaf Auto junkyard in nearby Hartford, South Dakota, which proclaimed itself "South Dakota's Premier Auto Recycler." The piece de resistance was the day they returned home cautiously towing a badly damaged primrose yellow 1967 Jaguar XKE coupe. Having collided with a telephone pole, it needed work, but it had a six-cylinder 4.2-liter engine with dual overhead cams. Despite being in rough shape, the Jag was a spectacular find.

After months of hard labor, replacement

of myriad parts and a good deal of body work, the car was truly a high performance machine again. I still shudder to think how fast my brothers drove it out around the bypass just to make sure "everything worked." Suffice to say, if ever a car needed a St. Christopher medal on the dashboard, this was the car.

Dozens of vehicles passed through our garage during those teenage years, but my all-time favorite was a stylish ivory 1959 Borgward Isabella TS, or "touring sport". Bill spotted it in Denver one summer when we were visiting our maternal grandparents. Though it had been in a front-end collision and had no workable headlights, it was still drivable. Bill talked our dad into letting him buy it for \$40. He drove it 650 miles back to South Dakota — trailing closely behind the family station wagon

when it got dark.

The Borgward started as Bill's go-to college car. Then I happily drove it — dragging Main and hanging out at the local drive-in movie theater on Saturday nights. Eventually, the car sat abandoned in the backyard where my youngest brother Dan claimed it.

With Dad's blessing, he overhauled the engine — ordering parts including salvaged pistons, rings, gaskets and bearings from the Warshawsky catalog. Mother helped him restore the once-classy red leatherette bucket seats, and he repainted the body "International Harvester Red" with paint purchased from the local farm store.

When restoration was complete, Dan was still too young to legally drive, so he spent months backing it in and out of the driveway until he got his learner's permit. Once mobile, he and his buddies spent their free time racing around on gravel country roads until the car's U-joint went out. Sadly, that was the end for the Borgward.

Over the years, my siblings and I have treasured our memories of all things automotive and of our family's constant use of those beloved Warshawsky catalogs. As summer continues, I'll for sure be attending more parades and enjoying those classic cars.

In the meantime, Dan tells me there's a 1959 Borgward Isabella for sale in Pennsylvania. I might have to check it out.

Susan Koch, Ph.D., is a retired chancellor of the University of Illinois at Springfield. She lives in Iowa City, where she and her husband farm and raise purebred Angus cattle.

The article above was given to me by **Diane Mazurek** at GT-49 in Oregon, and opened up an entire Pandora's Box of memories from my 'coming of age days' growing up on the South side of Chicago. Susan Koch describes a time when most young adult males seemed to be caught up in everything automotive. A car meant freedom of movement and was also an expression of one's personality. So between repairing your old car and accessorizing it, many of us were in tune to American automotive parts stores. If you lived in the Chicago area as I did, that often meant that Warshawsky's Auto store was a popular place to go for browsing or buying. They seemed to especially cater to parts and add-ons for Jeeps and Volkswagens, but they offered other foreign car parts in addition to the

typical American cars of the time. The carpet set in my MGA came from Warshawsky's in about 1980 and is still in place, and functioning well. I used to tune up my old Mopar cars with points, condenser, plugs, and ignition wires from their store on south State Street.

Susan, in the article above, also mentions a classic car called a Borgward Isabella. A friend of mine once related that he earlier had a car dealership in Florida to sell Borgward cars. His other choice at the time was to sign on with a newcomer to the U.S. marketplace called Volkswagen, but he didn't see any future in that car company and turned it down. Too bad we don't all have the gift of foresight!

Ken Nelson



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