



A-Antics



Rowdie Business Meeting
Quinn's GT-30 'Retrospective'
Singer-Not Just a Sewing Machine
All Aboard 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: 79 Active and Paid-Up Members

Deadline for submitting material for the next issue is: April 20, 2025

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ROWDIES 2025 EVENTS

MARCH

23 **Chicagoland MG Swap Meet**
Wheaton, IL

APRIL

27 **Kimber B'Day Party-** Holt, MI

MAY

3 **Drive Your MG Day**
TBD Spring Gathering -Camp
Dearborn, Milford, MI

JUNE

1 **26 Annual - "Brits return to Ft Meigs**
2-6 **GT50-NAMGAR-Traverse City, MI**
Traverse City, MI - Great Wolf Lodge
15 **Motor Muster-Greenfield Village**
16-20 **GOF Central-NEMGTR-Downer's**
Grove, IL
21 **Michiana Brits Car Show-Elkhart,**
IN

JULY

11 Rolling Sculpture-Ann Arbor, MI
13 **Mad Dogs & Englishmen**
Hickory Corners, Gilmore Museum
25-27 **Waterford Vintage Races-Clarkston**
28-31 **NAMGBR-Crystal Lake, IL**

AUGUST

2 **TOM FANT'S BEACH RESORT**
PARTY-Pinckney, MI
9-10 **ALDEN CAR SHOW-Alden, MI**
17 **BIRTHDAY PARTY- TBD**

23-24 **Orphan Car Show-Gilmore**
Museum-Hickory Corners

SEPT

14 **Battle of the Brits-Camp Dearborn,**
Milford, MI
16-18 **Put-In-Bay Races- Put-in-Bay, OH**

OCT

TBD **Colour Tour**
TBD **Larry's Day in Garage-Fenton, MI**

DEC

7 **Christmas Party-Chelsea Depot**



MEMBERS PAGE

New Members**Name:** Lee Jacobsen**Spouse:** Karen Jacobsen**Address:** 865 S. Highland
Dearborn, MI 48124**Cell phone:** 734-564-7165**Home phone:** 734-591-6111**Email:** diecuts@aol.com**MGA:** 1960 1600 Roadster Red**Other Cars Owned:** 1938

MG-SA Tickford, 1939 MG-VA Tickford, 1938 MG-SA Saloon, 1945 MG-TC, 1953 MG-TD, 1953 MG-TF, 1955 MG-TF, 1952 Jaguar XK-120 OTS-SE, 1953 Jaguar XK-120 OTS-SE, 1963 Triumph.

Note: Daughter Bonnie has '49 Chrysler, '47 Packard, '32 Packard 900 Roadster, '34 Packard Twelve Roadster (*Ed. note: Anyone into T-Type or pre-WWII MGs will likely know Lee already*)

***Notes and Bits******Electric Aerodynamic MG Streamliner******MG EXE181 Concept Is An Electric Streamliner-***

By Wesley Wren-published Autoweek April 29, 2024

Looking back at its land speed record attempts, the folks at MG go big.

- In 1959, racing legend Phil Hill piloted the original MG EX181 to a class record with a 291.4 mph pace
- The EXE181 is targeting a top speed of 257.87 mph.
- The EXE181 made its debut at the Beijing Auto Show and is scheduled to make its way to the Goodwood Festival of Speed in July.



Among the wild concepts at this year's Beijing Auto Show, MG showed off a streamliner concept inspired by the legendary EX181 machine. Dubbed EXE181, this battery-electric speed machine sadly won't have Phil Hill behind the wheel but should have the power to usurp its predecessor.

While it's not scheduled to head over to Wendover, Utah, or the Bonneville Salt Flats anytime soon, at least publicly, the folks at MG do have a target top speed. This battery-electric concept is expected to hit 415 km/h or 257.87 mph. Of course, this would best the 1959 class record set in the MG EX181 by just under 3 mph.

The Chinese firm claims new concept will hit 62mph in 1.9sec and has 0.181 drag coefficient.



MG Cyberster Roadster

Jeff Smith sent in some notes from **Autoweek Magazine** about the 2024 Goodwood Festival of Speed last July featuring the MG Cyberster electric car. It is being produced in China. and it was said that :“(This car) is set to be a fitting tribute to the first 100 years of one of Britain’s oldest and most popular manufacturers, which has enjoyed a long association with Goodwood.



Motor magazine in Dec 2024 published a driver’s test and review and said “this new, highly exotic roadster has absolute dream car potential. And it costs less than £60,000. Enthusiasts with petrol in their blood rub their eyes in amazement...” and “It’s hard to believe when you



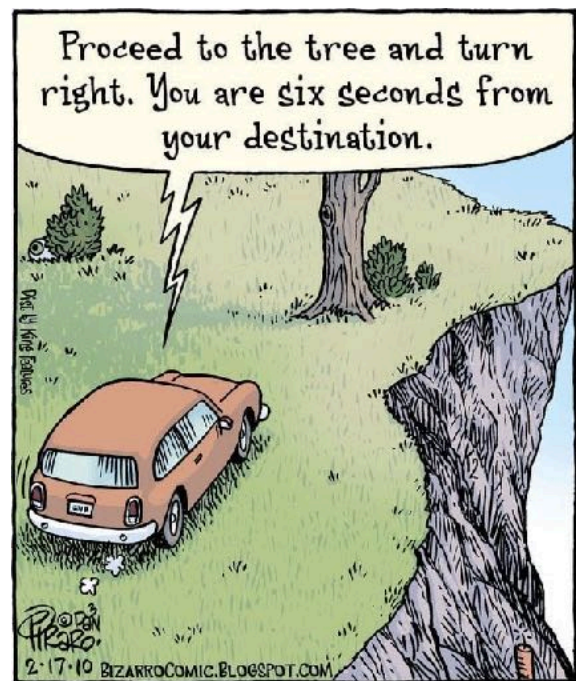
look at the Cyberster’s spectacular figure and performance data, but the MG representatives spoke to us almost with the tongues of angels during the test drive: No, this car is definitely not a hardcore sports car, but is fully designed as a Gran Turismo, ... and it has a 0-62 mph value of 3.2 seconds... the MG Cyberster feels much more comfortable when driven at seven tenths than when you put the knife fully between its teeth. Gently curving country roads with longer, then also faster bends are its favourite domain. This is where it shows its strengths, where it feels very harmonious and pleasing.

In September 2024 **Autoweek** stated “The Chinese-owned British auto brand MG has announced it will build an assembly plant and a research and development facility in Mexico (designed to assemble

1000,000 units annually)” ... but “be aware that MG has no plans so far to import any new vehicles north of the border.”

(Ed Note: Also, keep abreast of the news to follow the ongoing status of electric vs fossil fuel cars and regulations in the USA. As the Chinese curse goes “May you live in interesting times”)

GPS To The Rescue



Today’s Typical Auto Store Attendant



Rowdies Plant A Tree

As a remembrance of **Steve Mazurek's** long years of service to the Michigan Rowdies and NAMGAR it was decided to sponsor a tree planting in his name as a memorial.



Speaking with Diane she was very receptive to the idea of planting a tree that is offered on the funeral home website. Trees are planted wherever the need is greatest in a forest, usually spring or fall by a team of arborists. All trees are formally documented on the online tree registry at arborday.org/registry.

Tree species selected will differ from region to region throughout the country and are planted by contracted professionals. **The Arbor Day Foundation** has partnered with the **U.S. Forest Service** planting partners to select and plant trees native to the specific area. **Willie Mann, Membership Chairwoman**

Thanks To The Rowdies

Diane Mazurek wrote back thanking all the Rowdies for the memorial for Steve.

"Dear Willie, Please give my sincerest thanks to the Rowdies for this kind gesture. I'm sure Steve would just love it, as I do. Thank you, all, for thinking of me and Steve at this very difficult time. I truly appreciate your condolences. He was a wonderful man and partner. We had a great time together for 54 wedded years and 5 years of dating before." **Best Regards, Diane**

**Can't Win For Losing,
or Happy Valentine's Day Dear**

Flowers? You bastard! you bought another car, didn't you? DIDN'T YOU!?

**For Sale**

'Pearl', 1959 MGA 1500 Roadster. Owned 57 years, very good condition. Pearlescent white with tan upholstery, NAMGAR # 5243. Less than 5,000 miles since



original engine rebuild in 2004 and during subsequent 20 year restoration. Many improvements: 12 volt conversion, alternator conversion, spin-on oil filter conversion, stainless steel muffler/exhaust system, new wiring harness & voltage regulator, LED headlights. Black soft top in 2005, new paint in 2009, new carpet & upholstery in 2010, MGB front suspension & disc brakes in 2021. Many original & spare parts, manuals, receipts, plus restoration album. Asking \$27,000. **Contact Dave at 734.645.0691 or davegoeddeke@gmail.com.**

For Sale

Complete Rear Axle, Housing, Hubs, Bearings with 4.3:1 Differential, functioning brakes & drums, knock-offs. Ready to install. Taken off my running MGA to swap for a 3.9:1 assembly. **\$150.**



MGA Rear Springs- \$40



MGA Frt Swivel Pins, Backing Plates, Lever Arms- \$40



MGTD pair Backing Plates & Drums- \$20

Contact Ken Nelson at 616-901-0083 or kenneth.nelson1@comcast.net with questions. Pickup (or poss. local delivery only).



Chairman's Chatter

Here we are deep in winter with snow and continuing below freezing temperatures. I am severely missing driving my MGs. I keep saying that my heated garage takes the sting out of winter, but it doesn't replace the joy of driving an MG. There certainly are some advantages to

living in a warmer climate during the winter. Before I retired, I had considered buying a small motor home that could tow an MG. I thought I could spend part of the winter in the south, camping and attending MG club events. Unfortunately, we have found that we don't want to be away from home that long, so I never got around to buying the motor home. Well, it turns out that I have plenty to do between three MGs and remodeling a bathroom and other home duties.

My MGA is all back together and ready for its first test drive. It turned out that my transmission was leaking at both ends. The rear seal was visibly worn out, resulting in a ring of oil inside the tunnel. My A is an early 1500, so the rear seal on the transmission is a combined rubber and felt seal inside a metal cap that fits over the end of the case. While normal rubber, mechanical seals are only a few dollars, this one is over \$100. I'm hoping that it will be worth the time and money.

I continue to pick away at my air conditioning project on the MGC. I have the mounting of the alternator, compressor and condenser all complete. I had to make mounting brackets for all three, although I did use part of one of the brackets that came with the kit. I modified the sheetmetal in front of the radiator to make room for the condenser.

I have just started addressing the evaporator/fan box installation. It goes under the passenger side dash. I am thinking that I need to reroute the speedometer cable, heater water valve cable, coolant temperature capillary tube and some wires to clear the area for the box. It's going to be a lot of work, but I can't see how to do it otherwise. After spending a couple months designing and making brackets (and then remaking them several times), I am going to try to make things as neat and tidy as possible. I sure hope it works when this is all done. Of course, I probably will only use it a few times a year, but we have had some uncomfortably hot trips, and this could make a big difference. Keeping the navigator happy is always a high priority.

Enough about my struggles. GT-50 preparations are coming along fine, thanks to Larry Pittman's experience and managerial skills, plus all the folks who are

contributing their efforts. Everyone should have received an email from NAMGAR and a subsequent one from Willie Mann announcing that the on-line registration form is up and running. I hope as many Rowdies as possible can attend. We all know what a great vacation area Traverse City is, and the GT will have some fun activities, along with a chance to greet old friends and make new ones. Besides all the big and small jobs we will need to do during the GT, we should all try to meet folks from other clubs and make them welcome.

I wasn't born in Michigan, but I have lived here for over 50 years. I grew up in the middle of the flat prairie land of Illinois. It is wonderful farmland but not very scenic, unless you really like endless fields of corn and soy beans. I love Michigan's extensive forests, thousands of inland lakes and all the great lakes. When my parents would come for a visit from Central Illinois, my dad would often say "Michigan sure has a lot of trees." A couple years ago a friend in Illinois who has travelled all over the world said she and her husband wanted to go somewhere in Michigan on the Lake Michigan coast. She asked me where a good place would be to visit. I said "anywhere". I prefer farther north, from say Frankfort to Mackinac City, but every little town along the coast has a harbor full of pleasure and fishing boats and shops catering to tourists and beautiful sunsets.

So I am excited about showing the Traverse City area to folks who have not experienced it. That is why we have drives and activities to get them out of the hotel to explore. I think it is easy for Michigan natives to take our state for granted. I hope everyone is getting excited about the GT. We'll be asking for more volunteers soon. Remember, many hands make light work.

Chairman Bill



Singer SM1500 Roadster - Competition for MG in the 50s

*This article is condensed and compiled from several sources:
Classic Motorsports Nov 2024, Motoring Magazine Nov 2023,
Wikipedia, MotorTrend June 2011, 'poeschloncars' March
2018, & HonesJohn Classics*

Singer & Co was formed in 1874 to make bicycles and was said to have produced the world's first safety bicycle. In 1901, Singer & Co started to experiment with making motorised vehicles

During World War I, production of Singer cars stopped in favour of munitions and vehicles for the war effort, but during the 1920s, Singer got into its groove. Their cars weren't glamorous like the Rolls-Royces of the age, but they were affordable, reliable and practical. By 1926 English Singer Motors had done something that would've endeared them to car enthusiasts everywhere, if only Singer had let them know...they introduced a small four-cylinder engine with valve actuation by a single overhead cam. This was pretty advanced stuff in



1927 and Singer, renamed Singer Motors Limited the year before, was Britain's third-biggest

carmaker behind Austin and Morris. However like many car manufacturers, after World War II Singer Motors faced a number of challenges in the post-war period, including material shortages and a changing market landscape.

Singer's 4 Series model designation started with the 4A in 1949 and continued with the 4AB, 4AC and 4AD. The company made few changes during the series, and only a Singer expert can spot the differences. But with their post war 1500 SM roadster they incorporated independent front suspension, telescopic dampers, and a 'gem-like' short stroke SOHC engine displacing 1497 cc's. It was a competitor in club racing against MG TD & TF



Photography by John Weber

series. In 1955, Singer was acquired by the Rootes Group and production finally ceased in 1970.

The Motor magazine tested a Singer in 1951 and coaxed it to 73 mph, recording a zero-to-60 time of 23.6 seconds. Still, since it weighed about 500 pounds less, the 4AD was nearly as fast as an MG TD.

By 1953 its twin carb SUs boosted power to 58 bhp. In early club racing, the Singer became the weapon of choice in the under-1500cc class, winning many races. Despite introducing new models such as the SM1500 roadster in 1948, the company struggled to compete with other manufacturers. The SM Roadster didn't sell nearly as well as the MG TD in America, even though it was a bit more practical, having 2 more seats. Performance and price were competitive, so the sales people put the anemic sales down to the Roadster's somewhat chubbier proportions; it was merely cute where the MG was

1952

The Singer SM Roadster

Only \$1955 Delivered!

Drive the 1952 Winner:
1st at Palm Springs
1st at Reno

"SM 1500 SPORTS"

The 4-pass. Family Sports Convertible.

VAUGHAN MOTORS, 236 W. 56th St., N. Y., N. Y.—PL 7-7790

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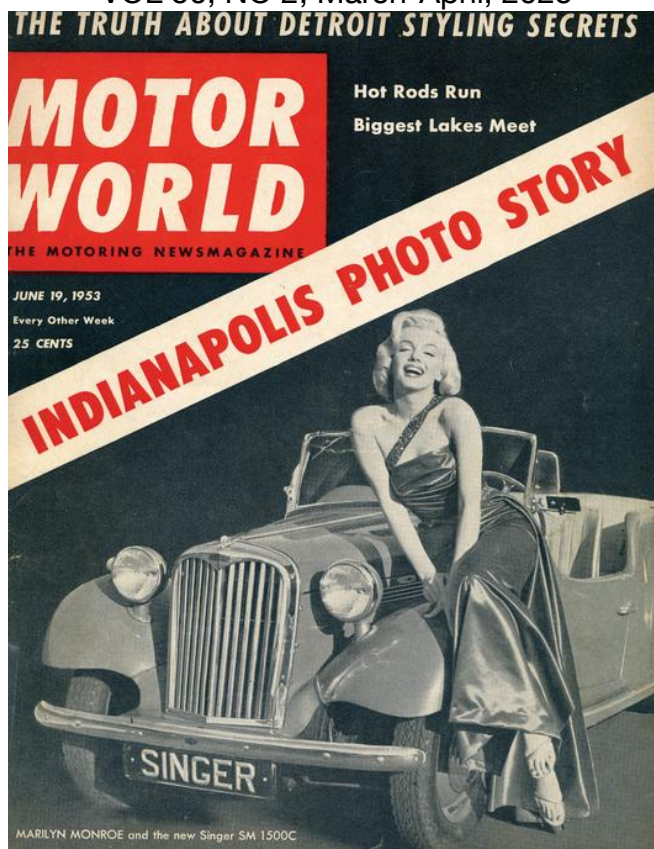
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1st at Reno Road Race



rakish. In the December 2011 edition of *Automobile Magazine*, a 1954 SM1500 (the model pictured here) was compared to an MG TD, and they found the Singer the superior roadster. Editor David E Davis ... in California raced one there and stated "I met a bunch of racing people, and there were three SCCA nationals going, and I thought if I was to do well in all of them, I could come away with some kind of production prize nationally. Singers were actually better cars, but I always raced MGs. I raced a TD, and then I had a Mark 2 TD." "

"Honest John Classic" on the internet states the Singer SM 1500 roadster was launched in 1951 as a rival to the all-conquering MG TD. The Singer SM Roadster (also known as the 1500 Roadster) remains a popular choice with classic car enthusiasts today. These days the MG TD remains the preferred roadster in the classic car scene, but the Singer's rarity is a major asset. Sadly these rarely come up for sale. Still, as can be seen on the cover of the June 1953 Motor World, anything endorsed by the likes of Marilyn Monroe couldn't be too shabby!



*The Competition-
MGTD 1250 cc Racer*

Singer SM1500 Racer

Michigan License Plate Options- by Dave Quinn

My historical license plate fee is \$35 for ten years. It expires April 15, 2033. To qualify the vehicle must be at least 26 years old, owned solely as a collector's item, and not used for routine transportation. It can be used year-round.

My prior ten-year plate was \$30 and dark blue with orange letters. Unfortunately my new plate is bright white with blue letters doesn't look good in my opinion on my Old English White car, like my darker plate did.

Legacy plates, available Feb. 1, 2025 are an option. The very cool red-white-blue plate isn't available until 2026.

The problem with Legacy plates is the cost. The idea is most of the money goes toward road construction and repair. Lord knows Michigan needs that.

First-time plates are \$55 and annual renewals are \$10 each. Guess my white plate is *not* looking that bad after all.

Dave Quinn



Great Lake State (last issued 1979-1983)

The Great Lakes State plate is a replica of a license plate that was issued from 1979-1983)

Fun Fact: This was the last time in Michigan history that two plates were required to register a vehicle, one on the front and one on the back



Great Lake State (last issued 1983-2007)

The Great Lakes State plate, sometimes referred to as "Old Blue" is a replica of a license plate that was issued from 1983-2007)

Fun Fact: This Great Lakes plate was the last plate in Michigan to use glass beads in its white coating to make it reflective. The new legacy plate does not use this method for its reflectivity.

Future legacy plate options



Semiquincentennial (last issued 1976-1978 for bicentennial anniversary)

This plate will only be available for purchase during 2026 (subject to change)

Fun fact: The original 1976 plate won Michigan's first[ever] "Plate of the year" from the Automobile License Plate Collectors Association.

Dave Quinn continues with a story from **Hagerty Insurance Magazine** about **Battery Tender**, saying that:
"California fires aren't the only news these days. The latest Hagerty Insurance magazine had an article about vehicle fires. In 2023 they saw 1471 members report fire damage with 5% a total loss. Structural fires lead the way. The most common cause was from battery tenders. That was a surprise to me. I have been using a Deltran Battery Tender Jr. hooked up for 3-4 months at a time for many years. I also hooked one up to my John Deere rider for the winter.

They recommended using a reputable brand (I think Deltran meets that requirement), checked regularly, and set on a timer if possible.

Ironically my approach this year was to fully charge the battery and then disconnect it using a kill switch. Thus no need for a constant-on-battery tender. Meanwhile Hagerty news published this followup article about Battery Tenders."

Battery Chargers and Maintainers: How They Work-by Kyle Smith on [hagerty.com](https://www.hagerty.com)

23 January 2025

Carson Clarke, who works in product development for Deltran USA, the company that makes the **Battery Tender** line of products, helped me understand better what is happening inside the plastic case.

The charge and discharge cycle is less important than maintaining a minimum voltage, Clarke said. If a battery sits in a fully discharged state for too long, sulfate crystals will build up on the anode or cathode plates (sulfation), and the battery will never recover to 100 percent of its rated capacity. The longer it sits the higher the odds that it will never fully accept a charge again. For cars which regularly sit parked for months at a time, each long storage stretch could be taking capacity out of the battery in small increments that I won't notice until it's too late.

An external battery maintainer, also commonly called a trickle charger, charges the battery in order to keep its voltage in the ideal window, and it allows the battery to naturally discharge a bit, which keeps the electrons and ions flowing properly. This small amount of charging does not require a large amount of current, though, hence why most battery maintainers are called "trickle chargers." They are essentially lower amperage chargers, since the battery does not need a large amount of energy to be topped up.

The amperage level of a charger should be regarded as its "speed," dictating how quickly it will bring your battery back to 100 percent. The larger the battery, the more amperage you would need to charge and maintain it. Batteries are rated by their capacity in "amp hours." To put that in simple math terms, if you took a 100AH battery that was 50 percent discharged and placed it on a 10-amp charger, it would take roughly five hours to reach full capacity.

Clarke clarified that there is no need or reason to disconnect the battery from the car or chassis when you've connected a maintenance charger. Battery Tender products, along with similar options from brands like Noco and Schumacher, also have protections built in to prevent any issues with starting a car while the maintainer is still connected. Be sure to do your research on which models of maintenance chargers are available and match your needs to the features of the appropriate product. Some have easier disconnects or voltage sensing that make them all but foolproof.

Clarke pointed out that once connected, a battery maintainer is often best left alone. "Connect it and forget it is what we design our products to do. We recommend keeping the charger on the battery for as long as it is not in use; however, it is recommended to check the connections every few weeks to make sure the battery is still fully connected and receiving its charge."

Dave finishes by stating that I got this feedback from a friend ... "My Honda S2000, 911 & Alfa are all on Deltran ones, the Honda the longest at 10 years, 911 just over 4 years." Maybe it has more to do with the brand used. It's my understanding a battery tender differs from a trickle charger in that it knows (because it has a chip in it) when the battery is fully charged and thus turns itself off.

**NORTH AMERICAN
COUNCIL
of MG REGISTERS**



North American MMM Register | New England MGT Register | North American MGA Register | North American MGB Register

Mailing address: 318 Hampton Park – Westerville, Ohio 43081 – 614-899-2394 – [MGCOUNCIL.COM](https://mgcouncil.com)

January 15, 2025

We are pleased to announce the **North American MGA Register (NAMGAR)** has rejoined the North American Council of MG Registers effective January 2025.

Welcome to the North American MGA Register and its members!

As a four Register Council, we are looking forward to having NAMGAR fully participate in planning, organizing, and conducting the next **All MG Event: MG International 2026 in Sandusky, Ohio, August 23-27, 2026.**

MG International 2026 will be open to all MG Enthusiasts including Register members and nonmembers. Likewise, all our MG family members are invited to fully participate in all 2025 and 2026 North American MG events!

Summer 2025 North American MG Register Events

- **NAMMMR/GOF Central 2025** – June 16-20, 2025, Downers Grove, IL <https://nammmr.org/>
- **NAMGAR GT-50 – June 2-6, 2025**, Traverse City, MI <https://namgar.com/2024/07/28/gt-50/>
- **NAMGBR MG2025 – July 28-31, 2025**, Crystal Lake, IL <http://mg2025.org>
- **NEMGTR GOF Mk 111 - September 4-7, 2025**. Danbury, CT <https://www.nemgtr.org/>

Be sure to mark your calendars to join the big five year All MG event:

MG International 2026 in Sandusky, Ohio, August 23-27, 2026.

MG: The Marque of Friendship

Safety Fast!

Register Representatives:

Tom Metcalf (NAMMMR)	mgtommm@gmail.com
Blair Weiss (NEMGTR)	blair@nemgtr.org
Bruce Mann (NAMGAR)	chairman@namgar.com
Larry Norton (NAMGBR)	chairman@namgbr.net

Executive Committee:

Alan Magnuson	executivedirector@mgcouncil.com
Tony Burgess	operationsdirector@mgcouncil.com
John Twist	JohnTwist@UniversityMotorsLtd.com

North American Council of MG Registers

<https://macouncil.com>



Looking Back - by Dave Quinn

Twenty years ago I bought another MGA six weeks prior to the MGA National Meet in Mackinaw City, Michigan. Here's my travel diary:

Day 1

I have been working long hours for five straight days trying to get the MGA ready for a simple 1,000-mile trip. Early test drives show it is running way too warm. Repairs include finishing up the 3-pt seat belt installations; making a cork gas tank gasket to stop a leak; reinstalling the thermostat gasket properly; doing the usual fluid changes and validating the temperature gauge is over reading by at least 10 degrees. Even so, it is running too warm for me. I drained the coolant, flushed the engine for 10-minutes, and added Water Wetter to the new coolant.

A compression test showed all four cylinders were within six pounds which is excellent. After a tune up in which everything was replaced with new or verified good it didn't want to run at 100%. I even tried another distributor. Valves were lashed and the carb jets and floats set. It ran better but seemed to lack spark.

Am I just about ready? HELL NO. I have one week to find out why I have no brake lights, no dash lights, no speedometer (which did work the day before), and how it will run in the sun. There's only 250 miles on the engine since a rebuild so it's tight but I am not used to seeing temps routinely near the boiling point.

I now have 3 options: (1) finish it under the deadline, (2) trailer it - NOT an option for me.... I simply will not do it, (3) take the \$2000 if I can't make the first. This is one time I would like to pass on taking the \$2000.

Day 2

Happily I have solved the rear brake light problem. Although the car has a brand-new wiring harness, the prior owner decided to modify the taillights / brakes / rear turn signals without knowing what he was doing. To make a long story short he did not have the wires going to the proper locations and had grounded out one of necessary wires. When one put on the brakes, with the taillights on, both amber rear turn signals came on instead of the brake lights. Guess he never drove it at night. I now turn my attention back to the warm engine that still acts up.

It's midnight. Just came in from the garage. I would love to report all is well.... I REALLY would. Oh, well there is always another day. The car won another round, but the fight is not over yet.

Day 3

Another day, another setback. Put in another frustrating 11-hour day with nothing to show for it. I had

it running halfway decent for at least 10 minutes; that was until I turned it off to go get the timing light.

I even went to the gas station to see if anyone complained about the gas they bought Monday night. The plugs are black as can be; when I went for gas that night they were dialed in to a nice tan. I guess the jets were sticking but I couldn't really feel it when I pushed them up.

I am so frustrated I called for the calvary. Maybe a fresh idea or two from my buddies will help. Only thing I accomplished today was finding the right radiator cap, a 7# deep neck one, at NAPA. Oh, and I repaired the gas leak at a banjo bolt.... which of course started leaking when I was making sure fuel was getting to the carb's. Just venting.

Day 4

Three car club heads are better than one. Everything seems solved and it is running sweet! The base problem was someone had marked the timing pulley wrong. They cut a notch in it and painted it white to be sure it misleads me. I thought I had validated it was right, but I made the same mistake they did (dah) and misread #1 when it was on the exhaust stroke, not compression. With two people pushing and one sticking his finger in #1 we got a good validation of the correct mark. I changed the plugs for the third time and with a little carb tuning we were in business. That dropped the temperatures down several degrees based on my short test drive.

We sorted out the dash electrical problem... a bad 'new' switch. I still have other items to sort out but nothing that will keep me from the meet. I can finally sleep tonight.

Next week will all be a love affair I'm sure..... that's the hook that makes it all worth it.

Day 5

Do the MG god's crap on Peter Egan? After fixing the Speedo and the parking brake I went (finally) for a shake down drive (two blocks) only to discover the water pump gasket has let go. So I pulled the radiator and then got to drive halfway across the state to pick up a water pump gasket. Even though he hasn't been a parts distributor for many years he still manages to pull out all goodies for parts that commonly fail. Tomorrow, we button things up again and with any luck we may be packing. I noticed one of the 'new' rear axle seals is leaking too - that should keep the rear brake well lubed!

Day 6

I reinstalled the water pump, set the bolts to specs, put back the radiator and hoses, filled the radiator and lo and behold the damn water pump still leaks at the

gasket! Off came the radiator and hoses again so I could give each bolt another 1/4 turn. I put everything together with another fill up. Oh, did I mention I managed to strip one of the studs on the thermostat housing when I was ensuring the water wasn't coming from there. Well, at least two out of three handled 25 pounds torque. Thank goodness for spare engines. It was late Sunday afternoon by the time I fired it up. No water leaking. Ahhhhhhhhhh. Better let it run awhile to be sure.....
spot

Sure enough it's still weeping water - no longer heavy but it's wet. Damn. We are at a critical stage now. The wife is holding the flashlight and shining it into the mirror I am using in an attempt to see into the unknown world of mysteries. I begin to think the head is cracked when it hits me. Could it be? Please let it be. It is. The temperature sending unit that goes into the block was the final spot weeping water not counting my eyes. It was removed by me more than once to place in boiling water to validate the inaccuracy of the temperature gauge. One snug 1/4 turn on the unit and all is dry. We jump in the car and after a short drive around the block declare the engine sound, determine nothing is leaving a trail, and are set to blast off the next morning after we pack.

Day 7

Everyone else has left for the show so there is no one to caravan with. Our route is through a lot of state forest land with only furry or feather things living there. To make matters worse it was a really, really hot humid day of 90+ degrees. I am running straight water. My new coolant and Water Wetter were all drained out. Actually straight water is cooler than 50/50 anyways. I must make a note to change it before the snow flies.

I quickly discover a very serious omission by the prior owner. He never drove an MGA before; otherwise, he would have put in extra insulation in the firewall, tranny cover, etc. My tennis shoes are melting!! The gearshift lever stem burns my hands and legs if I touch it by accident. Is that my leg hair smoking? After about 100 miles I crawl into a bar, order a beer, and instead of drinking it, I look at it with lust while asking the kind waitress to keep the ice water coming. I am so dehydrated I can hardly think about carrying on.

The water temperature in the car will run to just within 10 degrees of boiling provided I run at 50 mph. Any faster, it goes up. Any slower, it goes up. It is just too damn hot to even think about touching the engine.

We journey on. The roads finally take us along Lake Huron and we see an instant drop of 10 degrees. We are now stopping every few miles to fill up with iced drinking water. My wife never complains. The car clearly has a miss and it shows up every time there's a slight load put on it - like encountering the grade of an ant hill. The temperature gauge pegs out every time we slow down (230 degrees). Luckily, I believe is about 220

actual, just 8 degrees over boiling. It is 230 inside the car no matter what the engine reads.

After eating dinner the engine is still plenty hot but I can pull the plugs. Rear two read rich. I lean the carbs 5 flats and we journey on. The outside air temperature is dropping. The car runs fairly good the last third of the trip. It takes us 11 hours to drive 350 miles! It was like the drive from hell but we made it. After all those phone calls to car club members to vent and pick their brains about a car that seemed to fight me every step of the way we made it. We made it through the dark woods of desolate northern Michigan's Route 23. After watching a beautiful sunset and avoiding any horny animals, we made it. We made it. The love affair returns.

Day 8 & 9

Early in the morning I did something totally out of character. I set about to wash and detail the car as best I could. There was now 600 miles total on the car since the frame-off restoration. What's to wash? Everything, since our luck took us down a road of fresh oil, tar, and loose stones. Not once, but twice. I had to borrow a bucket, mitt, and soap from one member, tar remover from another, lint remover from another, and without even asking he said, "You will need these." He handed me three Q-tips! Numerous people were taking photos and making snide remarks as my previous MGAs have always fallen in the "Driver's Car" category. Never-the-less they all seemed happy when my pretty little white car took 1st place in the 1500 Class. This is always the largest class of MGAs and this year was no exception with nearly 50 cars entered. I am pleased to know my car is one of only 30 other winners of this class in the past 30 years. Since its value just doubled, look for it on ebay. Just kidding.

Day 10

We had about 350 people at the awards banquet, and it was quite an affair. Our club did well. Our new editor risked his life to get some great shots of the car show. He showed a couple of me spit-shining the car. It is almost like the white car was listening from the parking lot because right after they announced who won the class it popped its top! Really. I went to leave the arena, and I noticed the top was off on one side of the front windshield, excuse me, front windscreen. A closer look and I discovered the chrome window frame itself had popped up from the glass when one of the internal brackets broke. Awards banquets can be stressful.

Day 11

This is how the national award-winning car looked heading home: the top was wired to the windshield bracing. The transmission tunnel, front floorboards, and inner firewalls were all stuffed with insulation from a heating and plumbing shop. You know the kind with fuzzy yellow fiberglass on one side and aluminum foil on

the other. One observer said it looked like a chicken heading for the oven.

Eight spark plugs were in the door side pocket, along with the weapon of choice, the carb jet tool. With all the activities at the five-day event I never had a chance to fine tune it any more. Keeping the wife in tune seemed more important at the time.

My car started out ok but as things got warmer it started to run a little sick but it ran. After a couple hours we stopped. Two friends who joined the journey, dialed in the carb's perfectly but it still ran crappy. Pulled the new rotor and put on another. It ran much better but still not 100% and the longer it ran the worse it got, especially going up ant hills. Next, we hit strong storms and the white car carried on in spite of it. A good thing I never had time to wire up the wipers - I might have used them. We limped home. Another MGA adventure in the books.

Day 12

Sleep. What else. Oh, and we thanked the MG gods for not leaving us stranded.

Day 13

I plan to replace the brand-new distributor cap; it could be a hairline crack that neither I nor anyone else can see; then, the plug wires will be next. Now that the show is over, some good USA wires can go in. No matter. No deadline now. And the shine off the silver platter continues to brighten my outlook. This car may think if it acts up enough it will become a trailer queen. I've got news for it - no way baby! I see a 1622 bored 40 over with a rally cam in your future, along with 60-spoke wheels, and . . .

A week later

With a new distributor cap and the original wires it now runs like a charm. Inspecting the old cap I can find no visible evidence of a problem but clearly there is. Over the years I have had a brand-new rotor go bad, a new condenser go bad, and now a new cap. Don't take anything for granted just because it is new.

Twenty years later

Since the Mackinaw City National we have driven to nationals in Delavan, WI; Dayton, OH; Asheville, NC; Frankenmuth MI; Louisville, KY; Dubuque, IA; and Memphis, TN; plus trips to Watkins Glen, NY, Shamokin Dam, PA, etc... All thanks to the following upgrades. Swapped 1500cc engine with a 1622cc bored 40 over with a rally cam. Said good-bye to points and condensers and installed an electronic distributor. Swapped the 2-row radiator with a 3-row. Rebuilt Lucas fuel pump. Swapped front drum brakes to disc. Swapped transmission and rear axle to later styles.

In 2025 the National is in Traverse City, MI. I'm looking forward to another adventure; hopefully trouble free.



GT-50 Traverse City, Michigan June 2-6, 2025

The Michigan Rowdies are excited to invite you to GT-50 in Traverse City, Michigan. The Rowdies have hosted GTs 10, 20, 30 & 40 and are determined to make GT-50 the best ever. Help us celebrate 50 years of get-togethers in one of the most popular vacation spots in Michigan.

We are planning a full schedule of scenic drives, tech sessions, winery visits, and other fun activities. There will be plenty of opportunities to reunite with friends from past GTs. In addition to planned activities, the Traverse City area offers a wide variety of water sports, shopping, museums and more. Away from Traverse City, there are many towns along Lake Michigan with ports full of pleasure boats, charter fishing boats and commercial fishing boats as well. Then there are the inland lakes offering a full range of water sports. The city of Traverse City includes a full range of shopping and entertainment, as well as parks and beaches along Grand Traverse Bay.

No visit to the area would be complete without exploring Sleeping Bear Dunes National Lakeshore, one of only three National Lakeshores, two of which are in Michigan. Be sure to bring your National Park Pass. The National Park Service has this to say about Sleeping Bear Dunes: (<https://www.nps.gov/slbe/index.htm>) Miles of sand beach, bluffs that tower 450' above Lake Michigan, lush forests, clear inland lakes, unique flora and fauna make up the natural world of Sleeping Bear Dunes. High dunes afford spectacular views across the lake. An island lighthouse, US Life-Saving Service stations, coastal villages, and picturesque farmsteads reflect the park's rich maritime, agricultural, and recreational history.

The Old Mission Peninsula extends into Grand Traverse Bay from the middle of Traverse City. Historically, the peninsula was the home for many cherry orchards, thanks to the climate moderating effect of Lake Michigan and Grand Traverse Bay. In recent years, vineyards have expanded along with wineries. They provide scenic and tasty stops for visitors exploring the area. Several companies provide winery tours, allowing visitors to enjoy sampling the wines without worrying about driving. At the northern tip of the peninsula, Mission Point Lighthouse provides a destination for scenic photos. It is just one of the 129 lighthouses in Michigan. Our host hotel will be the Great Wolf Lodge, just outside of Traverse City. The hotel has a full complement of amenities, plus an indoor waterpark, so bring your swim suit.

Anyone who can extend their stay could finish any of the four self-driving tours that the busy GT schedule didn't allow. Also, Mackinaw City is just three hours away

through the famed "Tunnel of Trees", Scenic Heritage Route 119, with Mackinac Island a short ferry ride away. Mackinac Island is famous for its lack of motor vehicles, Grand Hotel, historic fort, and of course fudge shops. Closer up the coast are the picturesque towns of Charlevoix, Petoskey and Harbor Springs. Even closer is Michigan's largest inland lake by volume, Torch Lake.

Mark your calendars now for June 2-6, '25 and register today. Let's all show up and overwhelm NAMGAR with Rowdie MGA Hospitality!!! (click link below for info)

<https://namgar.com/2025/01/26/gt-50-registration-now-open/>

Great Wolf Lodge



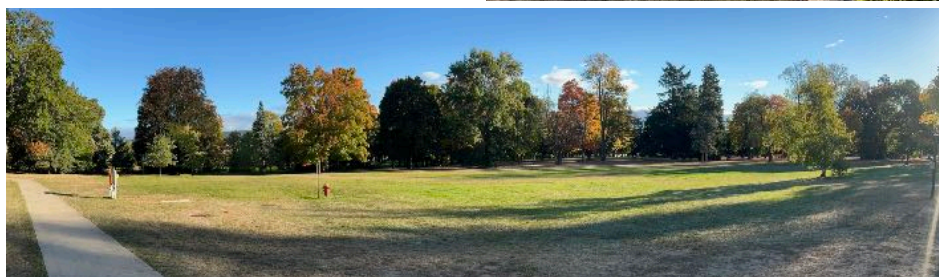
Rowdie Business Meeting-Tom & Cheryl's-Feb 23, 2025

This year's Rowdie Business meet got off to a good start at Tom Borden and Cheryl Orr's house in East Lansing at noon on February 23, 2025. Early and on-time arrivals had time to socialize and partake of hor'doeuvres as we caught up on news over the winter months so far. At 1 pm we all chowed down on a tasty lunch with a full selection of foods, salads, and deserts. Then we settled down to the business of the Business Meeting chaired by Chairman Bill Weakley, with updates on GT-50 presented by Larry Pittman as well. The table below lists our total registrations to date, along with our

Current Summary		
GT-50 ESTIMATES		CURRENT
Registrations	180	80
<u>25 Rowdies have registered!</u>		
Total Attendees	320	142
First Timers	60	13
Orientation	200	28
Banquet	270	133
Pig Roast	235	96
Magnette Breakfast	40	26
Winery Tour	64	49
	Winery 'A'	32
	Winery 'B'	17
Regalia Clothing	113	39
Watches	40	19
GT-50 Logo Pins	70	53

anticipated final number. It was mentioned that our Canadian MGA friends may be reconsidering coming over the issue of Canada's status in the view of our current administration, but we're hopeful we will again get to see our good MG friends North of the border. Tickets for the wine tour have been going well and may soon reach the current limit of 64 persons for 2 bus fulls, but a 3rd bus may be added if the number demand it. Allan Bachelder's watch orders also seem to be fairly popular, and the other pin and clothing regalia items were discussed, along with the chance to order "host" t-shirts so labelled for the visitors to have faces to look to for information as needed. Lynn Combs is organizing packet preparation for the check-in desk, and Willie and Bruce Mann will be coordinating the registration desk, but will definitely need added volunteers to assist in this task. Willie Mann is also looking into arranging a traditional "British Tea" for members who are interested. So far 25 Rowdies have registered for GT-50 and we are hoping to reach perhaps near to double that number in the

next couple of months (See additional information elsewhere in this newsletter). Greg Poffenberger is soliciting vendors to come to the show and arranging that. There will be several self-driving tours listed in the registration packets for members



to enjoy our beautiful northern Michigan sights and weather. Larry Pittman is also helping arrange for Silent Auction items and Rowdies are encouraged to donate items for this. We will need many helping hands to make things run smoothly, so Larry Pittman has asked for people to sign up to help out, either with specific jobs, or simply to be available as needed throughout the event. Steve Holiday will be managing the car show and will also need additional volunteers to help him out on the show field. This is an impressive field bordered by a line of trees on one side and the impressive victorian building that previously housed the state asylum for mental illness. There will be tours offered through those facilities during the day of the car show also for interested persons. Currently there are gifts shops and coffee shops inside for folks to browse through if

they wish. We had a very productive meeting, and John Alexander also presented a list of planned meetings for this year. See schedule in this newsletter also.

Thirty members showed up and included Marji & Mark Barnhart, Dave & Chari Smith, Dave & Donna Quinn, Jerry Jesion, Alan Lockwood, Jay Eden, Forrest & Leslie Johnson, Ken & Kathy Nelson, Kevin Peck, Bill & Mary Ellen Weakley, Tom Fant, Lynn Combs, Phil & Jan Wiltshire, John Alexander & Carolyn King, Larry Pittman, John & Gigi Summers, Dave Anderson, Todd & Connie Binsz, and our hosts Tom Borden and Cheryl Orr. See following pages for pictures.



Photos Ken Nelson





4:06 PM

01/05/25

Accrual Basis

Michigan Rowdies
Profit & Loss Prev Year Comparison
 January through December 2024

	Jan - Dec 24	Jan - Dec 23	\$ Change	% Change
Ordinary Income/Expense				
Income				
Auction	205.00	306.00	-101.00	-33.0%
Christmas Party Receipts	1,110.00	1,140.00	-30.00	-2.6%
Membership Dues	2,318.75	2,155.00	163.75	7.6%
Regalia Sales	273.00	105.00	168.00	160.0%
Tech Manual - A-Antics	164.00	141.00	23.00	16.3%
Total Income	4,070.75	3,847.00	223.75	5.8%
Expense				
A-Antics Newsletter				
Envelope	31.20	36.80	-5.60	-15.2%
Postage	468.05	378.19	89.86	23.8%
A-Antics Newsletter - Other	1,044.43	1,109.98	-65.55	-5.9%
Total A-Antics Newsletter	1,543.68	1,524.97	18.71	1.2%
A-Antics Tech Manual Costs	0.00	5.94	-5.94	-100.0%
Bank Charge	0.00	0.00	0.00	0.0%
Christmas Party				
Dining-Food	1,178.32	1,279.42	-101.10	-7.9%
Misc	0.00	69.29	-69.29	-100.0%
Christmas Party - Other	550.00	500.00	50.00	10.0%
Total Christmas Party	1,728.32	1,848.71	-120.39	-6.5%
Contributions	702.72	0.00	702.72	100.0%
GT40 General Expenses				
PAYPAL FEES	2.06	0.00	2.06	100.0%
Total GT40 General Expenses	2.06	0.00	2.06	100.0%
GT50 General Expenses				
GT50 DINNER CHEF'S PRIDE	600.00	0.00	600.00	100.0%
GT50 SHOW FIELD RENTAL	250.00	0.00	250.00	100.0%
Total GT50 General Expenses	850.00	0.00	850.00	100.0%
Meeting Expense	380.59	109.46	271.13	247.6%
Name Tags	104.00	107.25	-3.25	-3.0%
PAYPAL FEES	109.68	103.15	6.53	6.3%
Postage and Delivery	11.28	0.00	11.28	100.0%
Total Expense	5,412.33	3,699.48	1,712.85	46.3%
Net Ordinary Income	-1,341.58	147.52	-1,489.10	-1,009.4%
Net Income	-1,341.58	147.52	-1,489.10	-1,009.4%

Jan 5, 25

ASSETS**Current Assets**
 Checking/Savings
 53 Bank

2,845.36

Total Checking/Savings

2,845.36

Total Current Assets

2,845.36

TOTAL ASSETS**2,845.36****LIABILITIES & EQUITY****Equity**
 Opening Bal Equity
 Retained Earnings
 Net Income

3,390.54

-350.77

-194.41

Total Equity

2,845.36

TOTAL LIABILITIES & EQUITY**2,845.36**