



A-Antics



Park Lyndon Meetup
Worn MGA Bits To Watch For
Andy Hoffman Tours MG & Morgan
Dealers in London
Register for MG International '26
50 Years Of Rowdies!!



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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/mgcouncil/>

NAMGAR Web Site: www.namgar.com

Past Chapter Chairpersons:

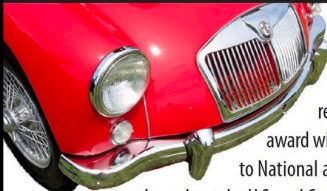
1976-1980	Bruce Nichols
1981-1982	Tom Latta
1983-1984	Dick Feight
1985-1988	Dave Smith
1989-1990	Dave Quinn
1991-1994	Mark Barnhart
1995-1995	Herb Maier
1996-1996	Tom Knoy
1997-1998	Neil Griffin
1999-2002	Bruce Nichols
2003-2004	Bob Sutton
2005-2008	Gordie Bird
2009-2015	Dave Quinn
2016-	Bill Weakley

Rowdies Website: Larry Pittman,
Webmaster

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

Larry Pittman's Database Report: 78 Active and

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Five decades of Rowdie GTs!!




ROWDIES 2026 EVENTS

MARCH

15 **Chicagoland MG Club Swap Meet-** Wheaton, IL

APRIL

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

MAY

2 **Drive Your MG Day-**Larry Pittman

16 **Spring Gathering -** Camp Dearborn, Milford, MI

JUNE

7 **26 Annual - "Brits return to Ft Meigs-** Toledo, OH

TBD **Motor Muster-**Greenfield Village

20 **Park Lyndon Gathering-** Near & N. Territorial Rd.

27 **Michiana Brits Car Show-** Elkhart, IN

JULY

10 **Rolling Sculpture**

12 **Mad Dogs & Englishmen** Hickory Corners, Gilmore Museum

18 **Tom Fant's Beach Meet-** Pinckney, MI

25-26 **Waterford Vintage Races-** Clarkston, MI

AUGUST

1 **BIRTHDAY PARTY-** Willie & Bruce Mann's

8-9 **ALDEN CAR SHOW-**Alden, MI

24-28 **INTERNATIONAL MG2026 (GT-51)-**Sandusky, OH

29 **Orphan Car Show-**Gilmore Museum-Hickory Corners, MI

SEPT

13 **Battle of the Brits-**Camp Dearborn, Milford, MI

15-17 **Put-In-Bay Races-** Put-in-Bay, OH

OCT

TBD **Colour Tour-** Dave & Donna Quinn

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

DEC

5 **Christmas Party-**Chelsea Depot

Consider also possible Chili Cook-off, Cars & Coffee, Visit Car Restoration Shop, Glider Rides, Weekly Summer Car Gatherings, Canoe Trip, Quick Drives in Country, Days in Garage, etc.

Brother John's Traveling Salvation Rowdie Car Show

Bill & Carolyn Weakley and John Alexander sing with a small choral group in Ann Arbor. They decided to attend one of their Tuesday morning rehearsals with the **Rolling MGA "ROWDIE" travel car show**. Naturally, it was a hit with the fellow choristers and director. A singer from England noted that the cars brought her back to her youth in the Mother country. May we all be reminded of our youth. Let's all drive this summer! *Brother John*



MEMBERS PAGE

A Typical Rowdie Garage



And The Bill Will Be...



Turns out it was a marble in the ashtray 🤔🤔

Roadside Repairs



Stopping By The Ole Tavern



Keeping the US economy sloshing along on a stellar Thursday afternoon, John Alexander and Kevin Peck put 50 miles in the sun onto their tans. All pubs are still in business.

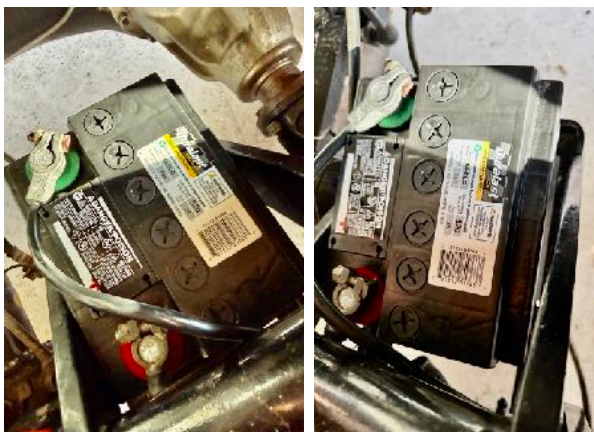
Found out that the petrol top off now costs >\$25 more. Good thing this is a hobby! We still get honks and waves from our adoring public. It's a great feeling.

John Alexander

Out and About

Bill Weakley and John Alexander "showing the flag" in a Thursday drive around Washtenaw County. Thought you'd like a inspiring picture for the Antics. Note the matching license plates.

John Alexander

I Don't Know The Blue Car's Driver But I Know What He's Thinking*MGA Battery Replacement Option*

David Glick-MG Restorations-May 18, 2026-From Facebook

Pulled my MGA out of the garage for the first time in two years (do not yell at me....I know) Battery was stone dead (charged a few months ago, and do have a cut-off switch). Had been using a Group 26 single 12v. Apparently, such is now more difficult to source. Fit the space, but was always a bit tall, so hung out the back of the box.

Autozone was great! The manager helped me source one that was not on the shelf, and had not heard of before.

V4-DLG. Same footprint, fitting the battery box perfectly! also 2" shorter, so it fit right in like a glove. Terminal reversed (I do run neg ground), but other than that, PERFECT. Very impressed. Thought I would share. **V4-DLG 12v Battery**

Future Rowdies*Ft Meig's British Car Show*

Bill Weakley and I drove down to a spectacular Sunday morning car show in Toledo, OH. Sizzled on our way back to Ann Arbor. A good outing. *John Alexander*



REGISTER TODAY!



Hosted by: The North American Council of MG Registers

AUGUST 24-27, 2026

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Sandusky Kalahari Resort



AN ALL MG EVENT



Kalahari Resort



Close to Lake Erie



Islands Cruise



Local Self Drives to interesting places

We invite the MG Family to our five-year event to celebrate "The Marque of Friendship" The link below will be open in mid-December, 2025

www.MGInternational2026.org



Chairman's Chatter

As I write this, we are a couple days away from the summer solstice and the longest day of the year. In other words, prime MGA driving time.

I have been trying to take advantage of the lack of limits on driving historic cars between Memorial Day and Labor Day.

Any excuse to drive one of my MGs is reason enough to get it out of the garage.

Over the last weekend of May, we drove our MGC down to my hometown of Bloomington, IL for the Champagne British Car Festival, a very nicely run weekend event. They had a casual get-together on Friday night, a boot sale and scavenger hunt drive on Saturday morning, and a silent auction and banquet Saturday night. The car show on Sunday is held on the grounds of the David Davis mansion in Bloomington. Davis was a campaign manager for Abraham Lincoln and later a U.S. Supreme Court Justice, so a very prominent figure in the area at the time. The grounds around the mansion make a very pleasant and photographic spot for the car show. There are always a few oddball British cars to check out, along with the usual selection of MGs, Triumphs, Jaguars, etc.

We had nice weather the whole weekend, with the exception of about an hour of light rain during the car show. I probably would not attend this event, if it weren't in my hometown and a good excuse to visit with friends and relatives. We have attended this show enough times that the organizers know us. The Illinois Flat Land British Car Club has no membership dues. All their activities are self-funded, in other words, pay-as-you-go. They also got a fair amount of local sponsorship.

On the way down, on I-94, we passed a pickup towing a trailer with a Triumph TR-250. Mary Ellen said that they were probably going to the same show. I said that it was probably too far, and they must be going somewhere else. Sure enough, we sat at the same table at the banquet. They are from Grand Haven.

The C ran fine for the nearly 800-mile round trip. About half of the trip each way was on interstates. I just set the cruise control at 70 mph and deal with the traffic. The air conditioner would have worked just fine, if I could keep refrigerant in it. I charged it once a few weeks ago, and it worked great. The next day, no cool air. I just haven't tackled the problem since then. I am hoping some refrigerant with leak sealer will solve the problem.

I attended the Ft. Meigs show the next weekend, along with John Alexander. It usually falls on the same weekend as the Illinois show, so I haven't been to it for several years. It was a warm sunny day, and there was a good turnout. Dave and Lois Gribbler parked right next to me, so we got to chat a bit. They have driven their MGA

to every NAMGAR GT for over 30 years. That's hard core for sure.

My MGA handles the interstate okay, but it isn't as comfortable at that speed as the MGC. Unfortunately, there just isn't a reasonable non-interstate route to Perry, OH from Ann Arbor that doesn't take twice as long as US-23.

We attended the Rowdie picnic today at Park Lyndon North. Only twelve folks and one dog showed up, which is a shame when the weather was near perfect for pleasant top-down motoring. Once again, John Alexander provided perfect weather. I would like to know how he does that.

There are plenty of opportunities for MGA driving for the next couple of months. Then the big event in Sandusky, which will be GT-51. I hope to see many of you out in your A's before then. **Chairman Bill**



*Champaign
British Car
Festival*



*Ft Meigs Car
Show*



*Park Lyndon
Picnic Meet*

MG INTERNATIONAL 2026 SET FOR SANDUSKY, OHIO — AUGUST 24-28

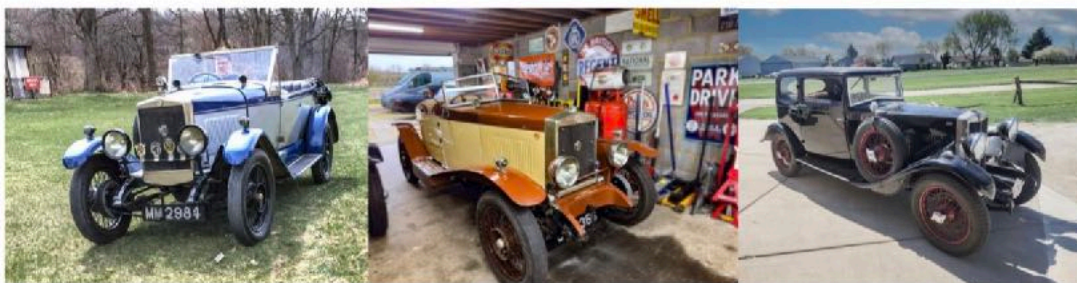
A Week of Events on the Shores of Lake Erie

The full program runs Sunday through Thursday, opening with two Lake Erie cruises on Sunday, both aboard the *Goodtime I*. The first, from 1:00 to 5:00pm, visits the popular and historic Kelleys Island; the second on Sunday evening with a sunset cruise, departing Sandusky's Jackson Street Pier at 6:30pm for a three-hour voyage on Lake Erie — cash bar on board. Stop for dinner beforehand at one of Sandusky's downtown waterfront restaurants. The week continues with:

- Monday Night First Timers and Welcome Reception at the Kalahari
- Monday and Tuesday vendor exhibitions and open registration at Kalahari
- A Monday motor coach excursion to the Rock & Roll Hall of Fame in Cleveland
- Self-Drive Tours everyday including Edison's birth home & five Lighthouse Tour
- Tuesday evening separate Register dinners
- Wednesday's main car show at nearby Osborne Park — help us reach 1,000 MGs!
- Thursday's John Twist Rolling Tech Session, Talking Tour of MGs, and Closing Banquet
- Evening Hospitality Rooms Monday through Thursday
- A Silent and Live Auction throughout the week
- Over 20 MG related Tech Sessions
- Beer and Wine Tasting Sessions and other craft events
- Self-Drive Tours everyday including Edison's birth home & five Lighthouse Tour
- Tuesday evening separate Register dinners

RARE & HISTORICALLY SIGNIFICANT MGs ON DISPLAY - DON'T MISS THESE!

1927 MG 14/28 ("Milly Molly"), 1928 MG 14/40 ("Phillip"), and 1929 MG 18/80 Sport Saloon ("Frederick")



Left: 1927 MG 14/28, 1928 MG 14/40, and 1929 MG MK I 18/80 Sport Saloon

This MG 14/28 (aka Milly Molly) was titled as a Morris Oxford in 1927 and has been owned by five families. The car is very original, repainted only once. The 28 hp four cylinder side valve 1.8L engine is paired with a three speed gearbox, good for 60 mph. Total production for the years 1924-27 was approximately 290 with ten known survivors. MG launched the 14/28 Super Sports in 1924. It was the second line of cars assembled by Morris Garages in Oxford: a sales, repair, and assembly garage managed by Cecil Kimber and personally owned by William Morris. MG first fitted six Morris Oxford chassis with a two-seater body supplied by Charles Raworth & Sons of Oxford in 1923. The badge on the 14/28's Bullnose radiator still read *Morris Oxford*. MG badges were not to appear on the radiators until 1927, but they did appear below the Morris badge on the last of the 14/28 cars which featured flat radiators. Oxford chassis were delivered from the Cowley factory, modified slightly, and the engine mildly tuned. They were then fitted with attractive aluminium paneled bodies painted in two colors.

MG 14/40 (aka Phillip) was built in 1928. It has been restored by acclaimed early MG historian and author P.L. Jennings. The 40 hp four cylinder side valve 1.8L engine has a three speed gearbox, and top speed of 65 mph. From 1927 to 1929, MG produced approximately 490 with 21 known examples remaining. The transition from the MG 14/28 to the MG 14/40 was primarily a marketing-driven development rather than a major mechanical overhaul, with the 14/40 being a further refinement of the 14/28.

MG 18/80 (aka Frederick) is a 1929 MK I production Salonette (one of two known to exist) built on the first MG designed chassis. The MG 18/80 stands at the threshold of MG's identity: the first model to be designed entirely at Abingdon under Cecil Kimber, and the car that established the marque's ambition beyond the light cyclecars of its origins. Produced between 1929 and 1933, the 18/80 was offered in two principal variants — the Mark I and the revised Mark II — with a combined production of only 736 examples and 33 known survivors. The 2.5L six-cylinder, overhead-camshaft engine delivered the performance promised by the name: 18 horsepower tax rating and a genuine 80 miles per hour in an era when such figures commanded respect.

Mark I's came in Sport Saloon (Salonette) and Tourer versions. With its long open bonnet and swept wings, the Mark I embodied the sports car ideal that Kimber was articulating for the world. The Mark I Sport Saloon brought coach built refinement: a closed, luxuriously appointed body on the same mechanically accomplished chassis.

To encounter these three Vintage MGs together, in running condition, is an opportunity that simply does not arise at North American MG events. We encourage members to spend time with these cars and their owners

John Thornley's MGB GT — Registration "MG 1"



Lt. Col. John W. Thornley, OBE, outside his home in Abingdon with the MGB GT "MG 1"



The MGB GT "MG 1" as it appears today, with son, Peter Thornley

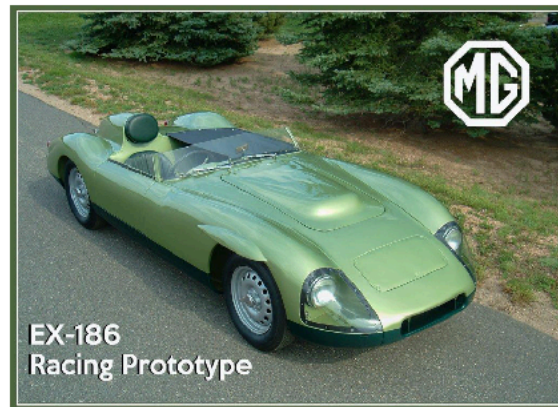
Lt. Col. John William Yates Thornley, OBE (1909–1994) requires no introduction to members of this Register. He joined the MG Car Company in 1931 as an assistant Service Manager following his role as founding Secretary of the MG Car Club on October 12, 1930 — the club he had helped establish just months earlier after persuading Cecil Kimber to authorize the use of the MG octagon as its badge. He rose through the ranks of the Nuffield Organization and British Motor Corporation to become General Manager in 1952, and ultimately Director and General Manager — the position he held until his retirement in 1969.

It was Thornley who conceived of the MGB, who guided the Pininfarina-styled GT into production, who fought the corporate bureaucracy of BMC and later British Leyland with wit, determination, and an unwavering belief in what Abingdon stood for. He remained a visible and beloved figure in the MG community until his death in 1994, frequently appearing at events in his distinctive blue MGB GT — fitted with V8 alloy wheels, an early chrome grille, a Borg Warner 35 automatic gearbox, and the coveted "MG 1" registration plate.

John's son Peter is quick to note that "MG 1" was, in truth, his mother's car — though John was rarely seen without it. It once served duty towing a garden trailer fashioned from a Mini rear subframe around the Thornley family garden in Abingdon: a detail that somehow only deepens its charm. MG 1's current owner has generously agreed to bring the car to Sandusky. This may be the only opportunity many members will have to see it in person.

MG EX186 - The Abingdon Skunkworks Le Mans

*MG EX 186 — Number 1 of 1, fully
restored by Joe and Cathy Gunderson*



Among all the automobiles that have carried the MG octagon, EX 186 occupies a singular position: it is a car that should not exist. Standard MG practice was to destroy racing prototypes when their programs were cancelled — a policy that claimed many extraordinary machines. That EX 186 survived is owed entirely to the ingenuity of one man: John Thornley himself.

The story begins in 1955 with MG's three-car entry at Le Mans — fielded at the last minute with prototypes featuring bodywork of the nascent MGA. The highest placed MG finished 12th overall and 5th in class, a remarkable result against machinery of far greater displacement and development. Thornley and Chief Designer Syd Enever saw in this result a proof of concept. Working in deliberate secrecy, because their parent company BMC had expressly forbidden MG from racing, they began development of a purpose-built Le Mans prototype, using the same team that constructed EX 181 — the "Roaring Raindrop" — which Stirling Moss drove to 245.6 mph at Bonneville in 1957, and Phil Hill to 254.9 mph in 1959, still the fastest MG ever recorded. Engineering drawings were dated as early as 1955; construction primarily occupied 1958 and 1959.

The result was EX 186: a handcrafted aluminum body of remarkable aerodynamic refinement, a twin-overhead-cam BMC B-Series engine, and a technically sophisticated De Dion rear suspension. The MG design team had EX 186 and the future MGB simultaneously on their drawing boards. MGB chief designer Don Hayter later said the De Dion axle and independent rear suspension were considered for the MGB, but cost considerations precluded either. EX 186 was a skunkworks project in the truest sense: conducted in secret, driven by passion, and ultimately cancelled before the car ever competed.

Rather than destroy EX 186, as was mandated by the executive offices at BMC, Thornley dispatched it to California in January 1961, invoiced to Kjell Qvale's British Motor Car Distributors in San Francisco as "auto parts." It sat in storage, then was briefly licensed for road use, then spent years in a barn on a walnut farm in Red Bluff, California. In 1982, Joe and Cathy Gunderson found it advertised in *Road & Track*, and began what became a decades-long, meticulous restoration to original specification. Earlier this year, the Gundersons won Best in Class at the prestigious Amelia Island Concours.

EX 186 is the only one ever built. It will be in Sandusky. You don't get a chance to see important cars like this every year. You get it every five.

Stay with us at the beautiful Kalahari Resort — At a Rate You Won't Find Anywhere Else. Registered attendees receive an exclusive rate of \$189/night plus tax at the famed Kalahari Resort — with the \$40/night resort fee waived entirely. The standard rate runs \$229–\$274/night. This rate is available only to registered MG International 2026 attendees. Pre-Registration Discount Through July 14

Early registration is strongly encouraged. Pre-registration pricing holds through 12:01 am ET on July 15, 2026, after which fees increase by \$25 per category. The online portal closes August 15, 2026; on-site registration will be available at Kalahari after that date, though ticket and meal availability cannot be guaranteed. To register, visit: mginternational2026.regfox.com/register

For questions: info@mginternational2026.org

MG International 2026 is a joint production of the North American MMM Register (NAMMMR), the New England MG T Register (NEMGTR), the North American MGA Register (NAMGAR), and the North American MGB Register (NAMGBR)

— the four organizations dedicated to the preservation, enjoyment, and fellowship of MG automobiles across North America.

Visiting 20th Century British Marques in 21st Century London ***by Andy Hoffman***

I love cars; everyone who reads this newsletter knows what I mean. But, when I tell that to my undergraduate students at the University of Michigan, they don't understand. Unlike me, who got a driver's license the first day I legally could and bought a car the first day I financially could, many of them do not have a license and some hope never to have a license. They see a car as a utilitarian object at best and a financial albatross at worst. They do not understand how much fun it can be to admire automobiles or even more strange, seek out ways to admire them.

And that brings me to my recent trip to London where I deliberately sought out the flagship dealers for two of my favourite (I'll try to stick to British spelling in this story) 20th century British marques to see them in their 21st century incarnation: MG and Morgan. What I found was an exercise in

almost complete opposites: one brand looking to compete in the future automobile market and one that is trying to hold on to its old ways as best it can.



*Motor UK, 47-48 Piccadilly Street,
Mayfair, London*



*Morgan Motor Works, 5-9 Astwood Mews,
Kensington London*

My first stop, the flagship MG Motor UK dealer in London is centrally located in the neighbourhood of Mayfair. On prime commercial real estate on the bustling Piccadilly Street, it is not far from dealers for other British brands like Lotus, Bentley, Rolls-Royce, and Land Rover. But even more conveniently, it is across the street from Fortnum & Mason, a hugely opulent food emporium and department store dating back to 1707 – fun fact: Heinz Baked Beans were first sold in the UK at

Fortnum & Mason in 1886. So, while Joanne took that side of the street, I diverted to look at the latest MGs. What I found most prominently displayed were electrics! The first inside the door is the new version of the Roadster, the Cyberster with its electric scissors doors. It claims to be the UK's first all-electric roadster. Starting at £55,500 (or about \$75,000 USD), it certainly is eye-catching, as is the all-electric Marvel R sitting right behind it (£41,000 or \$54,000 USD), an SUV which was named "UK Car of the Year" in 2023 according to MG's website. I can't find more detail than "as selected by a panel of expert judges" so I'll have to trust MG's marketing department on that. Inside the dealer, I could find very little reference to MG's past, though the price stickers on the cars still say Morris Garages. There were a few key chains with MGBs on them, nothing with reference to any As or Ts. Too bad. When I told the young salesperson that I have a 1960, she said "Oh, you have a B?" I think the proper British response is "crikey," "blimey" or "bloody hell," but I politely told her, "no, it's an A." She shrugged and turned her attention back to her computer screen.



The Roadster – now Cyberster - Interior



The 2026 MG Marvel R (178 to 288 bhp depending on the trim level)



The 2026 MG Cyberster EV (340 to 540 bhp depending on the trim level)

Pictures by Andy Hoffman

The MG of today is very different from the Morris Garages that built the MGA. Today's MG is owned by SAIC Motor, a Chinese state-owned carmaker based in Shanghai that is more focused on the future than the past. While MGs are still designed and engineered at the MG Motor UK Technical Centre in London, the 840,000 MGs produced last year were built at SAIC's state-of-the-art production facilities in China, alongside the millions of SAIC's other models as well. Eighty-eight percent of MG sales came from markets outside of China. That's a significantly larger company than the one that

produced 17,000 cars in 1960, the year mine was built.

As a stark contrast, Morgan produced only 630 cars in 2025, not a lot more than the 5 to 10 per week the company produced in 1960 (260 to 520 per year). The company still hand makes them in the Malvern, England factory that they have operated since 1914. Joanne and I highly recommend a visit, watching as craftsmen bend ash body frames on jigs that look to be decades old and stitch the leather by hand.

The flagship Morgan dealer reflects that ethos. Located in the posh neighborhood of South Kensington – where, no joke, we saw more late model Rolls-Royces, Ferraris, Lamborghinis and Aston Martins on the streets there in 2 days than I have seen in the last four decades. I had trouble processing the sight of a brand-new Rolls-Royce parallel-parked on the street with a club on the steering wheel ... but I digress.

The Morgan dealer is nestled in the sedate Astwood Mews. And if you don't know, a Mews is a courtyard of former stables and carriage houses with living quarters for staff above, originally built in the 18th and 19th centuries behind the main homes. This quiet setting seemed more fitting for a company still called Morgan Motor Works London.

While owned by a European investment group, the Morgan Family still holds a minority stake and helps to be stewards of the brand. The dealership was closed for a private event, but with some pleading they let us walk through the showroom; a series of adjacent former stables, each displaying a different model. Maybe because we had it all to ourselves, it felt stately and exclusive. The Plus Four, Plus Six and Supersport 400 still look like they have for decades. Yet, while the body styles have not changed much, what lay beneath the Plus Six bonnet is the latest in BMW technology - the B58 3.0-litre turbocharged inline-six that produces 335 bhp, hence the price tag of £92,000 (\$124,000 USD). The MG electric will beat it off the line, but not by enough to

leave you dissatisfied - the Morgan Plus Six goes 0-60 in 4.1 seconds compared to the MG Cyberster's 3.2 to 5.0 seconds (for AWD and RWD respectively). But then again, those of us who drive MGAs are content with 13 to 16 seconds. So, who cares? The 2026 3-Wheeler (now called the Super 3 and is listed at £43,000 or \$57,000 USD) bears a very notable difference from the early 1900s variant or its 2012 reincarnation. It no longer has the signature air-cooled V-Twin mounted to the front and is now powered by a water-cooled Ford Duratec inline-three which is hidden under the bonnet - crikey! I was struck by the vintage camera mounted on the bonnet. I checked Dr. Google – the font of all knowledge – and it says this is a Paillard Bolex 8mm film camera from the 1960s that uses a winding mechanism for power. I guess even a battery-operated digital GoPro is too modern for Morgan.



The 2026 Morgan Supersport 400 (400 bhp)



The 2026 Morgan Super 3 (118 bhp)



The 2026 Morgan Plus Six (335 bhp)

So, if you find yourself in London, visit the MG dealer to look at a car company that is trying to compete by following the trends of the market and pays little homage to the classic models we drive. And visit the Morgan dealer to look at a car company that is trying to hold on to elements of its past. And this difference shows on the road. We saw late models MGs everywhere, and we also saw electrics everywhere, European as well as Chinese. We even saw the electric Lotus and the electric Lamborghini (again, in what appeared to be their native London habitat of South Kensington). Over our entire trip we saw only one Morgan and that was in Wales, where every fifth car seemed to be a vintage Land Rover Defender, many still being used for work purposes. But that's a story for another day.

Andy Hoffman

PS In October 2016 Ken and Kathy Nelson visited this same showroom and saw the 1.5 millionth MG built for the Queen's Golden Jubilee Edition MGF (below)



***Fiftieth Anniversary Members'
Commemorative Rowdie Mug***

As some of you know, an Ad Hoc committee and the Rowdie Board have agreed on a way to commemorate the 50th anniversary of the founding of the Rowdies. Many members contributed ideas. Unfortunately, the ideas were quite varied, so it was difficult to come up with an idea that would appeal to as many as possible. We have designed a special logo (attached) which will be used on insulated travel mugs (photo attached). One mug will be provided for each membership, free of charge, as our gift to ourselves. It was felt that the insulated drink mug was about the most likely to be appreciated by everyone. This mug is a stainless steel, vacuum-insulated travel mug with laser engraved logo for durability. The logo will be available for anyone to have applied to any of the clothing regalia through our regular supplier. The mugs will be distributed at coming events. Where necessary, some will be shipped to members who don't or can't attend. Additional mugs will be available for purchase on our website Regalia page for \$30, which includes shipping, as soon as Webmaster, Larry can get it online.

<https://www.mg-cars.org.uk/michiganrowdies/regalia.htm>

The new logo is also available for various apparel and other regalia on the Wagner website, which can be reached from the Rowdie Regalia page.

Plan to attend upcoming Rowdie events to collect your mug and to help celebrate this historic achievement.

Tom Borden, Regalia Chairman
Bill Weakley, Chairman

Rowdie Park Lyndon Picnic June 20, 2026

Well, it's happened again. The weather forecast for the morning of June 19th was rather mediocre at the west end of the state where Kathy and I live. "Cloudy most of the day" it read, with a "likely chance of scattered showers in the afternoon". Morning temp about 64°F with a possible high in the low 70's. Not an awful forecast, but not one to jump for joy over either. Well...I have to praise the arrangements John Alexander makes for our meets, because the day quickly turned beautiful and couldn't have been better. Bless you Father John. The sun came out and temp got up to 74° and stayed sunny and warm throughout. We drove with the top up but windows out, although it was also perfect for top down motoring, as the other members attending proved by pulling in topless (cars of course, not occupants). We left home 20-30 minutes later than planned, so I decided to take the freeway (I-96) most of the way to hopefully arrive no later than the noon starting time.

The car ran great at 65-70 mph and I was pushing it a bit. All was fine until just before Lansing. I was driving in the right lane on I-96 at 70 mph when suddenly there was a god-awful bang under the car and it



jerked hard partially over into the left lane. Now, this was not the terrible "screeching, gut-wrenching grinding" type bang that is often associated with an instant

cessation of forward motion. Thank goodness. No, this was a once and done "keep her rolling but hang onto that steering wheel" type bang as I managed to slowly guide the car off on the shoulder of an exit ramp. In addition to instinctively working the steering, the mental calculator in my mind started going through possible causes, fixes, and costs. To say nothing of whether we'd actually make it to this meet at all.

Almost as quick as AI could print out an answer and before the car stopped rolling I made my quickest choice which was a blown tire. This was partially confirmed by a steady flapping sound from the left front as I rolled to a stop. Sure enough, that was the cause and culprit, and I breathed easy at the *relatively* cheap fix this would entail, as opposed to a rebuilt engine or transmission. Plus, I did have a spare with me and had just checked that it had air in it the day before. I have a puny little scissors jack in the boot, along with a tire hammer (I was sure of this although I couldn't readily find it-I'm sure it *must* have been in there though). So looking down at the car I realized I was less than enthusiastic to crawl under it and place the jack. But looking up again I saw a big Ford pickup slowly pulling over and backing up to my car. I suspected this would be

a well-meaning person, but overall helpful mainly for moral support. But no, it was a well built man of about 30, with muscles bulging under his T-shirt.

Once he heard the story, he pulled the spare tire out of the boot for me and asked if I needed any tools. I explained about the possible need for a hammer, and spontaneously also asked if he had a jack. He said "wait a minute" and rummaged around in his truck bed. Then he turned around with a hammer and a brand new Harbor Freight hi-rise, quick-lift, long-arm, fast-pump aluminum jack. Wow, was I impressed!! Then he loosened the knockoff using a cloth to not scratch the chrome, pumped up the jack, and put the spare wheel on for me and tightened it. Holy Cow, was I dreaming this?!! Do people like this still exist in our modern "show me the money world" today? I thanked him profusely and Kathy literally had to *force* him to take some money for his efforts. His answer: "I just like to help people out" and help us he did. I finally insisted he take the money and labeled him my "Guardian Angel" for the day. We quickly got underway again and only arrived 1/2 hour late. But now I left the expressway and kept on 2 lane roads driving 50 mph instead of 70.

Once at the Park Lyndon meetup we pulled into the parking lot with 6 other cars from our group. We had to share the pavilion with another family group



celebrating a graduation, but there was plenty of room at one of the covered picnic benches for us to eat our picnic lunches and catch up on new events with everyone. The weather remained perfect, and we met Kevin Peck's son Jake who is a likely candidate to join the Rowdies once he finds an MGA. We met another potential future member who would like to join the club as soon as he sells a restored MGB and finds a good project MGA. All in all a good meet, but we'd have loved to see another dozen cars and members there. On the way home Dave Quinn found an interesting car show at the home of Don Marshall Motors (Jackson, MI) with 250 cars and displays. Check the link at: <https://www.s2ki.com/forums/s2000-vintage-owners-117/good-old-days-1224134/#post25165267> for pictures of the cars and displays.

Members attending were Ken & Kathy Nelson, Bill & Mary Ellen Weakley, Kevin Peck & his son Jake, John Alexander & Carolyn King, Tom Borden & Cheryl Orr, and Chris Kleindorfer.

Ken Nelson

(PS Check the age of your tires occasionally-Mine were old enough to drink legally in a bar)



(pictures by Ken Nelson, Bill Weakley, Mary Ellen Weakley, John Alexander)

**"Mad Dogs
And
Englishmen",
Gilmore Car
Museum
July 12, 2026**



Come out and enjoy the Mad Dogs and Englishmen's 35th Annual British Car Faire! One of the premier British Auto Shows, with over 350 motor cars and motorcycles in attendance, the car faire is open to all British made vehicles and will also include a swap meet area. This year's featured marque is the MGB/C & GT, spotlighting the timeless chrome-bumper classics. Our Rare Gem for 2026 is the Triumph Italia 2000, an Italian bodied Triumph with a reputation of being hard to find. Enjoy ballot-based judging, car games on the oval track, and British Teatime! For more show information please call (269) 344-5555 or email britishcars@maddogsandenglishmen.org.



**TOM FANT'S FANTASTICAL
ROWDIE BEACH PARTY!!!**



When: Saturday July 18, 2026
Anytime after 1:00

Where: 9601 Portage Lake Ave, Pinckney

Bring: A Dish to Pass

Beverage of Choice

Folding Chairs

Burgers, Hot Dogs, and Brats Provided

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

***It's A Party Baby! Come to
the Rowdies 50th B'Day
Party at Bruce & Willie
Mann's-Saturday, Aug 1st***



This will be a BYOB and a dish to pass. Main dish provided. **Don't forget** to bring all your "special" MG goodies to sell off at the **Auction to the Stars** and buy some of the other parts to put in your garage again! Don't miss this one "cause it'll be a humdinger!!!"

Bruce & Willie Mann
960 Denbar Ct, White Lake, MI
bwmann@att.net (248) 866-0041 or

John Alexander Updates Us On MGA Maintenance



- 1. Clutch throw out bearing –
- 2. Clevis Pin
- 3. Clevis Pin
- 4. Clutch Pushrod-
- 5. Clutch Pushrod-
- 6. Clutch Fork Pivot Bolt
- 7. 2nd Gear synch

Where there's wear and tear in our 65-70 year old cars we may find the need for replacement parts. Which parts need extra monitoring for repair and may not always be apparent until they fail? **John Alexander** gives us all a "heads-up" on which parts may need replacement. See his pictures

Pictured are some common wear patterns found on parts that wear in the course of daily driving of our MG's.

-But what is this stuff and why do we care? In these pictured parts, the wear is evident.

- 1. Clutch throw out bearing – well used!
- 2. Clevis Pin – New
- 3. Clevis Pin – used
- 4. Clutch pushrod – New
- 5. Clutch pushrod –used
- 6. Clutch fork pivot bolt - Used.

They should be looked at every once in a while to ensure proper operation of the units to which they are attached.

1. Clutch Throwout Bearing: In new condition, there is a ring of graphite (grey material inside the rusty outer ring) that stands proud of the iron holder by about 3/8". This graphite actuates the spinning clutch pressure plate release when the clutch pedal is pushed. It wears down by friction over time. The one in the photo has met it's maker and was so worn out that there was a noticeable unnatural hissing or metal-to-metal sound every time the clutch was depressed. Unfortunately, condition of this part is not easily seen without engine

removal. Not replacing this piece will lead to the side of the road.

2. Clevis Pin – Pictured is one of several lengths of 5/16" diameter clevis pins used in our MGA. The 5/16" pins are found: in the Master cylinder pushrod forks to pedal junction (2), at the ends of the Emergency Brake cable/brake lever at the rear brake wheel cylinders (2), and holding the clutch slave cylinder pushrod to the clutch fork (1).

3. This is what **clevis pins** look like when they've gone past their useful life. That amount of wear will result in much pedal movement before any movement at the working end of the system. The brake pedal will move further before hydraulic pressure is attained, the clutch pushrod will not move the fork far enough to totally dis-engage the pressure plate so grinding gears is a possibility. These 5 clevis pins are cheap, easily located, easily evaluated, and replaced if necessary.

4. Clutch pushrod in new condition has a 5/16" round hole for the 5/16" clevis pin which attaches it to the outer end of the clutch fork.

5. In the really used state, the **slave cylinder pushrods**, which are subjected to the elements (sand, oil, water, etc.) because they are out under the transmission, may no longer have a round 5/16" hole. It may have been worn into a slot like that pictured. That slot was made by a worn clevis pin resulting in much movement prior to any movement to the fork. Hard shifting at the very least.

6. The **clutch fork** has a bronze bushing inserted at its fulcrum point, through which the pivot bolt is inserted. This is inside the transmission bell housing and not visually accessible. It operates in an atmosphere of oil, heat, and clutch plate dust as well as the pressure applied to it by the fulcrum bushing when the is applied at one end of the system and clutch pressure plate resistance back. As the bolt wears, another bit of looseness creeps into the hydraulic. When replacing a clutch or rebuilding the trans, at least look at the bolt's Change it and the fork bushing as long as you're there.

7. The **second gear synchronizer ring** gets a lot of wear. It is brass and the three "doghouses" aligned by three notches in the steel hub gear assembly then grabbing the second gear cone and spinning it up to match the laygear speed-avoiding the "crunch". Not too clear? Easier to show than describe! At any rate, the brass doghouse's get a fair amount of abuse and over time they deform so much that the ring no longer solidly presses onto the second gear cone so less likely to synchronize with laygear speed, That's "crunch time"! The photo illustrates the wear on the doghouse at the left ring's seven o'clock position. Ring on R is good. These parts are from my "Exhibit A-the Small Stuff Collection" of junkie I've accumulated over the 60 years of my BMC life. I've found the clevis pins and associated bits have created many hydraulic problems that didn't include leas of any kind. I hope I've convinced some of you to get some Clevis Renewal Action going in your MGA and given some boost to their profits.



clutch pedal pushes system. condition.

works by

John Alexander, Out on the Road Again!



**NORTH AMERICAN
COUNCIL OF
MG REGISTERS**

**Invites ALL MG Owners
to join us August 23-27, 2026
in the Sandusky, Ohio / Lake Erie area
for the every-five-year ALL-MG Event
mginternational2026.org**

SHORES & ISLANDS OHIO

CEDAR POINT SANDUSKY PUT-IN-BAY

Over 250 people
have registered in
the first few weeks.

Join the fun as we
work towards our
goal of 1,000 MGs



Our Host Hotel is
The Kalahari Resort
& Convention Center
with over 850 guest
rooms and the
largest convention
space in the region

