



A-Antics



TRAVERSE CITY GT-50 REPORT (Pg 8-16)



Photo Credits this issue to Bill & Mary Ellen Weakley, D. Quinn, Chari Smith, Jay Edel, Willie Mann, J. Alexander, Ken Nelson, Todd Binsz, Tom Fant, Stephanie Smith



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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:

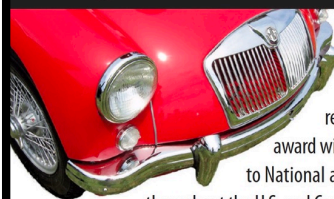
| | |
|-----------|---------------|
| 1976-1980 | Bruce Nichols |
| 1981-1982 | Tom Latta |
| 1983-1984 | Dick Feight |
| 1985-1988 | Dave Smith |
| 1989-1990 | Dave Quinn |
| 1991-1994 | Mark Barnhart |
| 1995-1995 | Herb Maier |
| 1996-1996 | Tom Knoy |
| 1997-1998 | Neil Griffin |
| 1999-2002 | Bruce 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: 70 Active and Paid-Up Members

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

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.



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

‘Princess Di’, 1959 MGA 1500, NAMGAR #541, black with dove gray interior, black top, white wall tires, disc wheels, 79,390 miles.

Owned since 1977; total frame-up restoration; engine rebuilt in 2007 by PHP Racengines, Inc. in Wauconda, IL; paint and interior refreshed in 2017 by Restorations Unlimited II in Cary, IL, known for its

Pebble Beach and Meadowbrook history, among others.

Featured on the cover of NAMGAR’s magazine, MGA! Jan/Feb 2025. Driven to 21 NAMGAR GTs,



including Solvang, CA (winning 1st in class) and Whistler, BC, Canada; see our website for details:

<https://adventures.blackmga.com/>

<https://adventures.blackmga.com/>

Meticulously maintained and driven, a cherished member of our family. Many extra parts are included. Asking: \$25,000 or best offer. **Contact: 224-633-9098 or djmazurek@blackmga.com**

MEMBERS PAGE

| JUNE | 2025 | AUGUST | |
|-------------|---|---------------|---|
| 1 | 26 Annual - "Brits return to Ft Meigs | 2 | TOM FANT'S BEACH RESORT PARTY-Pinckney, MI |
| 2-6 | GT50-NAMGAR-Traverse City, MI | 9-10 | ALDEN CAR SHOW-Alden, MI |
| 15 | Traverse City, MI - Great Wolf Lodge | 17 | BIRTHDAY PARTY-Bill & Mary Ellen Weakley's house |
| 16-20 | Motor Muster-Greenfield Village | 23-24 | Orphan Car Show-Gilmore Museum-Hickory Corners |
| 21 | GOF Central-NEMGTR-Downer's Grove, IL | SEPT | |
| | Michiana Brits Car Show-Elkhart, IN | 14 | Battle of the Brits-Camp Dearborn, Milford, MI |
| JULY | | 16-18 | Put-In-Bay Races- Put-in-Bay, OH |
| 11-13 | Triumph-MG Challenge at the PVGP Historics at Pitt Race | OCT | |
| 11 | Rolling Sculpture-Ann Arbor, MI | TBD | Colour Tour |
| 13 | Mad Dogs & Englishmen | TBD | Larry's Day in Garage-Fenton, MI |
| | Hickory Corners, Gilmore Museum | DEC | |
| 25-27 | Waterford Vintage Races-Clarkston | 7 | Christmas Party-Chelsea Depot |
| 28-31 | NAMGBR-Crystal Lake, IL | | |

Working on cars in your 80s-by

Dave Quinn

I'm now certifiably old, various parts of my personal chassis have no illusions and are voicing their opinions. They are serially going on strike after years of abuse, presenting the long-overdue bill for accidents and crawling over and under MGAs for decades. Kneeling on concrete for hours is a distant dream from the past. Like some of you I wonder how much longer I can do this. As we age, we are forced to find solutions to obstacles. A bionic hip, ankle fusion, and painful arthritic hand are mine. The first two make getting down and up again from the garage floor especially difficult. My solution is a wide 2-step ladder along with a boat cushion on the floor to place my knees. Rising from the floor includes executing a pushup to give me enough momentum to get up. Simone Biles I am not.

And yet I still work on cars, because I *like* to work on cars. Being retired for 24 years I certainly have the free time. I try to keep on doing as much mechanical stuff as I can. Thankfully nothing major is on the to do list. Just routine maintenance and resolving the issues which come with driving a 66-year-old car.

My hand is full of arthritis. The sudden change in momentum when a Jeep pulled into my lane forced me to push the wooden steering wheel into the MGA's metal dash. Since the thumb surgery my hand can't be trusted to

maintain a reliable grip. Using hand tools that provide more leverage is a must. I have metal pipes of varying length to slide over wrenches. As my grip has become less reliable, if I think of it, I place rags to catch fasteners that often fall out of my grasp. Too often they just hit the garage floor.

When it comes to the garage, having a warm one does wonders to keep from aggravating arthritic joints. I am fortunate to have a ceiling-mounted 50,000 BTU natural gas heater that can be a comfortable mid 60° in 10 minutes. Seeing also gets harder with age. I always hated dark garages, so my garage has a dozen overhead lights. But nothing compares to the LED light options now. The intense light from LEDs is awesome. The magnifier on iPhones also comes in handy.

Several of my MGA friends have car lifts. I don't have the garage height for one. I can still install jack stands. It just takes five times longer. If I must lay on the floor, I have a thick rubber floor mat to relieve the stress on my joints. Speaking of car buddies the list of help I've received from the Michigan Rowdies over the past 50 years is endless. I know several are in the same stage of life where once simple tasks are no longer simple. Finally I've found it's best to just work 2-3 hours a day. And that gives me time to write articles of little meaning.

(Disclosure: portions of this were plagiarized from How to extend your wrenching years by Terry Thomas in Classic Motorsports).

Kimber Meet Pictures 4-27-25 Delhi Cafe



Mary Ellen, Rick & Maureen Thalmann, Willie



Chris Kleindorfer



Willie, Anita Dellicolli, Lynne Comb



Gene & Joan Johnson



Phil & Jan Wilshire



Due to the superb weather, we had 61 attendees and a nice display of LBC. Thanks to each Chairperson for supporting this event, hosted by the BMC club of Lansing. **David & Chari Smith**, Event Hosts.



***Drive Your MG Day
Pictures-Jerry's Pub
May 3, 2025***



***Camp Dearborn-British Car Spring
Milford, MI May 17, 2025***





Chairman's Chatter

GT-50 IS OVER!!!! All the work and planning came together to make a successful event. I heard many positive comments from attendees. We Rowdies are aware that there were things that could have gone better, but there were no disasters. The Canadian smoke stayed up high, and the one rain was mostly overnight. So what if a big tree decided to fall on our show field the night before the show. We just worked around it.

We all owe a big debt of gratitude to Larry Pittman for all the work he put in and all the knowledge and experience he brought to bear on the job. We also got a lot of help from several NAMGAR board members, but especially Bruce and Willie Mann. (I know Willie is not a NAMGAR board member, but I bet she gets involved in a lot of Bruce's business.) Many Rowdies worked at one task or another during the week. Many hands make light work, and that really showed. I was especially surprised by the number of items that were donated to the silent auction. It turned out to be a big money maker.

I'm not sure that many attendees would think much about the work that goes into an event like this unless they had worked on one. While there were many fun activities available during the week, most of the workers did not have a chance to participate in many of them. Besides the time spent working at the event, there is a not inconsiderable cost in spending four to seven days at a resort hotel. I really appreciate the effort and sacrifices that so many Rowdies put into making GT-50 a success. I hope everyone now has a chance to relax and possibly go somewhere just for fun.

Looking forward to next year, GT-51 will be held in conjunction with the Council of Registers all-MG event in Sandusky, Ohio. Mary Ellen and I attended the first all-MG event at Indianapolis in 1996 in our Midget. At that time, we were not Rowdie members, and my MGA was still awaiting restoration. Even though Sandusky is about as close to us as possible without being in Michigan, I doubt that we will go. We've been to Sandusky and don't feel a strong desire to return. I have a bit of bias against the Council, since the American MGC Register is not included. Besides, I am not a fan of huge gatherings. A NAMGAR GT is big enough for me. GT-52 was also announced at Traverse City. It will be held at French Lick, IN, which sounds more interesting and not too far away.

For those who are not burned out by the GT, there are many events left in the driving season, both near and far. As a reminder, the state of Michigan has lifted restrictions on driving cars with historic plates

between Memorial Day and Labor Day. So, you may have one less excuse for not driving your MGA. I don't know anyone who has had a problem with driving on historic plates. Possibly the only time it might come into play would be if one had an accident while driving with historic plates outside of summer and without an acceptable reason for driving. Anyway, the change in Michigan's rules is welcome. I drove my MGA all over town yesterday before driving to the Windsor-Detroit meeting. Any opportunity to drive it is one I welcome.

My MGC is more comfortable for trips, and my Midget is quick off the line and more like driving a go-kart. However, I think my A is more rewarding to drive in many ways, and it definitely gets more attention. Last night on the way to the W-D meeting, I passed a McLaren going the other direction. I thought about what it would be like to own a nearly million-dollar car. (I don't actually know what they cost.) It occurred to me that the owner of that car probably does not have more fun than I do driving my 69-year-old MG. And I am pretty sure my car gets more compliments and thumbs up than his. I'm sure the McLaren would out-perform my A in any way one could measure, but it reminds me of the old saying "It's more fun to drive a slow car fast than a fast car slow"

Speaking of my MGC, I have completed the a/c installation. Now I am waiting to get it to the shop for charging the system. Time will tell whether it is actually a useful addition or just another excuse for messing around with the car. More than my other two MGs, it has become my ongoing project. There are so many opportunities to "improve" things. At least my projects are intended as improvements. Probably, not everyone would agree.

I hope to see many Rowdies over the next few months at driving events. Get out there and drive your MG. *Safety fast,* *Chairman Bill*



Mary Ellen & Bill on ends. Son Adam with Ko in between

GT-50 June 2-6, 2025 Traverse City

Because this year's GT was earlier in the summer than usual, your editor made the decision to put the May-June '25 A-Antics out later in June so we could post pictures and comments from the GT, especially for all of the members who were unable to attend. The members attending to the best of my memory were Curt & Stephanie Smith, Jeff & Deb Smith, Dave & Chari Smith, Ken & Kathy Nelson, Jay and Debbie Edel, Steve Holliday, Dave Andersen, Mark & Margie Barnhart, Forest & Leslie Johnson, Bob Shafto, John & Gigi Somers, Richard & Maureen Thalmann, John Twist, Bill & Mary Ellen Weakley, Gary & Sharon Wortman, Jeff & Jan Zorn, Dave & Donna Quinn, Kevin & Norma Peck, Mac McDonnell, Tim Mann, Bruce & Willie Mann, Janice Herring, Mark Griffith, Dave & Phyllis

Bill & Mary Ellen Weakley and a cast of thousands of helpers.

Monday started out with a First Timers Reception with food served, and was followed by an orientation talk by Chairman Bruce Mann. All the Rowdies pitched in and helped in numerous other areas when a need arose: Mark & Margie Barnhart, Judy Scheerhorn, Debbie Edel, Chari Smith and 2 of her friends and others.

Connie Binsz and Willie Mann and Carolyn King and others helped organize and manage the afternoon teas Tues, Wed, & Thurs. A local author gave a book talk during the tea on Wed and was very well received. Dave DeFaux arranged the Wine Tours Tuesday and Wednesday afternoon with bus



Goeddecke, Steve Finch, Tom Fant & Lynn Combs, Tony & Anita Dellicolli, Bill Hirsch, Tom Borden & Cheryl Orr, Gordie & Tracey Bird, Allan & Florrie Bachelder, Tim & Judy Scheerhorn, Todd & Connie Binsz, Ken Klemmer, Jeff & Nancy Rensberger, Larry Pittman, and John Alexander & Carolyn King. Apologies if I missed any names, but that list adds up to 62 Rowdies attending our 5th decade of GT's representing NAMGAR's 1st Chapter. Not a bad turnout, and what a tradition of GT's for us all!

Our work crew from the Rowdies arrived in TC over the weekend or before to begin setting things up. These are the people who did the heavy work and deserve a majority of the credit for a smooth running event. **Larry Pittman** and **Bruce & Willie Mann** were the **Commanders-in-Chief** and they especially deserve a round of applause from all of us. Tom Fant & Lynn Combs with Bob Shafto, Larry Pittman, Steve Holliday, Jeff & Deb Smith and the Manns and others put together the Welcome Bags. Tom & Lynn arranged the Pig Roast dinner and helped in numerous other areas during the week. The Registration Desk was covered by numerous rotating Rowdies from Sunday until Wednesday and included Chari Smith and her two friends, Judy Scheerhorn, Janice Herring, Debbie Eden, Willie Mann,

transportation to two vineyards at the upper part of the Old Mission Peninsula. We had a full house for each tour at a total of 68 participants and enjoyed a leisurely wine tasting at Le Chateau Chantal Vineyard and Two Lads Vineyard.

John Twist did his famous Rolling Tech Session Tuesday morning and organized a panel discussion Wednesday afternoon for open questions among the members.

Ed Sass and Colleen Quinn had a Chapter Contact meeting Thursday afternoon and NAMGAR hosted a Board & Staff breakfast as a Thank-You to those members who offer so much volunteer help to keep our organization running smoothly.

Steve Holliday and Bob Shafto and others helped get cars positioned in the car show Wed just after a large Maple tree spontaneously suddenly fell the night before, blocking our planned entrance to the car show. This required some hasty readjustments to the entrance area for the field. The car show was scheduled for 9am Wed, but had to be delayed for 3 hours due to rain. The show started at 12 noon just after the sun had come out to dry cars off. The rain and delay caused a bit of difficulty getting the cars properly arranged on the field, but all was well in the end. Todd Binsz took the pictures

at the car show and at the Banquet/Awards dinner. Steve Holliday and Curt Smith guarded the ballots closely to avoid any disputes over the voting and who the real winners were.

Kevin & Norma Peck organized and ran the Silent Auction and distributed prizes with a half dozen or so Rowdies calling to notify the winners to pick their items up. John Twist, Forrest Johnson, Barney Gaylord, & Cecelia Bruce formed a

“Stump The Stars” panel on MG tech questions, and they and Mike Sabelhaus and Allen Bachelder also ran Tech Sessions in the afternoons.

Mark Griffith and Willie Mann and Donna Quinn and Rick Thalmann all sold tickets for the 50:50 raffle. Both the raffle and silent auction raised quite a bit of money to help cover GT expenses for our club. Todd & Connie Binsz also ran the Hospitality Suite snacks and beverages with the help of numerous participants.

There were four separate self-driving tours handed out to attendees and a Gimmick Rally staged by Tom Fant. The weather was overall gorgeous for those who chose to take part.

The MG ZA and ZB Mquette group had a breakfast and honored Allen Bachelder for dedication and work organizing the Mquette Group. They chose to have their main contact not be a chairman, but instead a “Person of Importance”. Allen had served in that role several years and passed the honor on to another Mquette owner. I counted at least eight Mquettes at the show, and I believe Larry Pittman reported at least 123 MGs at the show.

Hagerty Insurance sponsored the Awards Banquet and a tour of the Hagerty museum of cars. Moss Motors sponsored our Car Wash Station. In addition to a tech talk on SU carburetors, Forrest Johnson gave a demonstration of his very early 1955 MGA. There were four 1955 MGs



which were honored at the car show: Tim Scheerhorn's 1955 TF, Forrest Johnson's 1955 MGA, and two 1955 MG Mquettes, one owned by John Golanty, and another owned by Steve & Diane Kirby. We had one MMM pre-WWII MG D-Type car owned by Ken and Melody

Klemmer, and the John Wright long-distance driver received a plaque as did the Rowdies for putting on their 5th MG-GT.

Tuesday night offered a Pig Roast at the Blue Bridge restaurant just a few miles south of Traverse City in a wooded setting. As a special treat for everyone tours of the original Munson Mental hospital was arranged. It was built in 1885 and closed as a care institution in 1989. It was felt at the time to be one of the more compassionate and caring institutions for the mentally ill based on kindness and caring and the philosophy that “beauty and work are therapy”. It was self-sufficient into the 1950s raising crops, pigs, chickens, and cows, building furniture and fruit canning. Later on it was used to treat tuberculosis, typhoid, diphtheria, polio, drug addiction, influenza and other chronic illnesses.

Presently it has largely been converted into a condominium residential and commercial development since 2000 and offers upscale shopping and restaurants in addition to housing.

When the car show awards were announced at the Thursday night banquet the Rowdies came home with quite a few.

Bruce & Willie Mann took 1st place in their red 1600 wire wheel roadster as well as their 1958 Dove Gray Coupe. John Alexander took 2nd place in the 1500 non-wire wheel class, Bob Shafto 2nd place in 1600 wire



wheel, Dave Decker 1st in 1600 non-wire wheel, Ken Klemmer 1st place in Other MG, and Tom Borden 1st place MGB.

All in all I think the Rowdies have just chalked up their 5th excellent and successful GT under the NAMGAR mantle. Pictures below and Cheers to all!

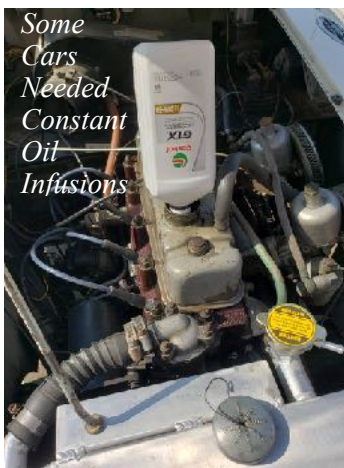
Ken Nelson

GT-50 Pictures Following Below

**Upon Arrival At The Lodge We
Were All Given Complimentary
Wolf Ears**



Room for plenty of Luggage



Some Cars Came Using Chicken Power



Oops! - Maple Tree All Fall Down...



Mary Ellen & Bill Weakley With Windsor-Detroit Friends



Many Rowdies Helped At Registration



Donna Quinn



Chris Kleindorfer & Dave Smith



Quinn, Holliday, Griffin, Nelsons

We All Spent Time Getting Re-Acquainted Again. The Looft Family Group Below (left) & more worker Rowdies relaxing (right)



Donna, Stephanie, Mac, Quinn, Holliday



Bottom Row of pictures (L-R): Dave & Phyllis Goeddecke, Todd Binsz, Tim Scheerhorn, Jeff Smith, Dave Quinn, Anita & Tony Dellicolli



Willie, Carolyn, John, Kathy, Norma, and Kevin





Midnight at the Oasis



Lesley Forrest, Connie Binsz, Larry Pittman



Alan & Laura Magnuson



Curt & Stephanie



Tim, Bruce, & Willie Mann



Doug Kniff



Dave Anderson

1955 Cars-Forrest Johnson, John Golanty, Tim Scheerhon, Steve Kirby



*1955
Magnette
John Golanty*



1955 Magnette
1955 MGA



1955 MG-TF
1955 Magnette



Bill & Mary
Ellen Weakley



Jeff & Deb
Smith



'Erisco' Mike Jacobsen
& Rob Mackenzie



A Younger Rob
Mackenzie



Long Ago & Far Away in a
Place called "Bad Axe"



Tom Fant, Lynne Combs,
Lonnie & Joanne Franklin



Dave & Patricia Decker-1st 1600 non-WW



Todd & Connie Binsz



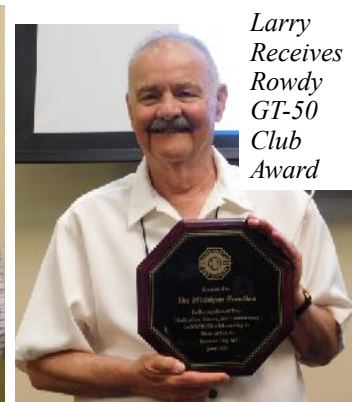
Mark Michalak-Father & Son



John Alexander-2nd 1500 non-WW



Allen Bachelder Receiving His Retirement Award As A "Person of Importance" (Wray Lemke, Steve Kirby)



Larry Receives Rowdy GT-50 Club Award



Tom Borden-1st MGB



Tim Scheerhorn-1st 1500 MGTF



Bruce & Willie-1st 1600 WW & 1st Coupe



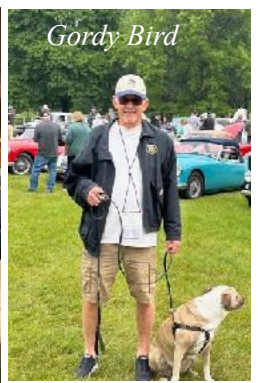
Bob Shafto-2nd 1600 WW

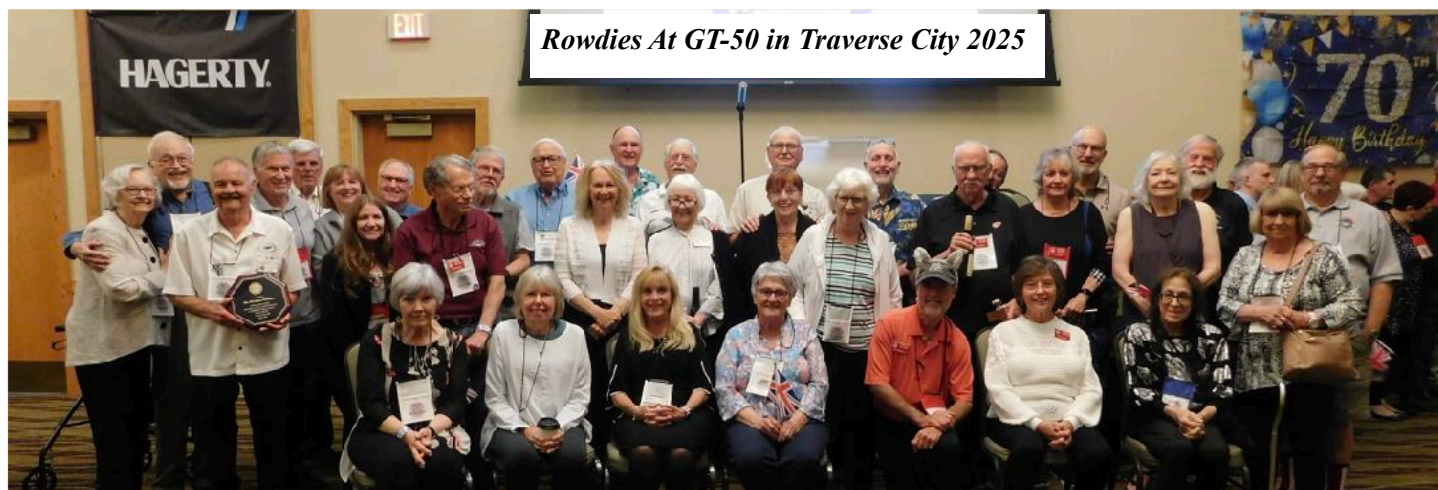


Forrest's Carb Tuning Session



Guarding the Ballot Box





MEMBERS WRITE IN COMMENTS-ROWDIES SCORE WELL!

NOTES OF APPRECIATION!

Rick Thalmann took the time recently to write in a note of appreciation about his and wife Maureen's initial experiences after joining the Rowdies this year. Chairman Bill sent this out to our membership.

We received this nice note from Rick Thalmann after the Kimber BD party. It shows how much it means to be welcomed into the club. Remember, it's the cars that bring us together but the people that bring us back.

"Hi Rowdies,

Maureen and I would like to express our thanks and appreciation for the wonderful way we were welcomed by everyone at the Kimber birthday party this last Sunday. This was Maureen's first exposure to the

**"...APPRECIATION FOR THE
WONDERFUL WAY WE WERE
WELCOMED BY EVERYONE..."**

Rowdies and NAMGAR members. Your friendliness (especially the wives) and efforts to make us feel part of the group were a testament to the character and strength of your clubs. We are very happy to have joined and look forward to getting to know everyone. Thanks again."

Regards,

Rick and Maureen Thalmann

HOW DID MEMBERS LIKE THE GT?

New members Jay & Debbi Edel also wrote in with these comments: GT-50 was our first GT.

"Unfortunately, our MGA MKII wasn't ready for the trip, but we are so glad we made it to the festivities in Traverse City.

Debbie and I have been married for 45 years. While I have had four different "antique" automobiles over our married life, cars for Debbie are just a means of transportation. She wants to get in her car, push the start button, press on the gas and brakes, and get to points A, B, & C, eventually returning home.

**"...AFTER ATTENDING
THE FIRST TIMERS
RECEPTION & THE
WINERY & ASYLUM
TOURS, SHE WAS HAPPY**

Debbie attended GT-50 with me kind of reluctantly. This was her first ever MGA event. But I have to say after attending First Timers Reception, and the Winery and Asylum Tours, she was very happy she made the trip. Debbie met, on our second day, Susan from Indiana. What could Susan and Debbie possibly have in common?

Susan is the aunt of one of Debbie's favorite Cleveland Indians players. Debbie actually had a picture of his autographed baseball on her phone (see below). What a small world, that we could

actually happen into a conversation about baseball. By the way, Debbie is as passionate about her Cleveland Indians baseball team as I am about my MGA. She even worked the registration table! What was in it for me? Seeing these beautiful MGAs upfront and in person.



They were incredible. I loved every car and must have taken over 100 pictures of engine compartments, interiors, and cars that were simply amazing. The MGA knowledge of the car owners, the vendors and the tech session leaders was outstanding, and they were willing to share their expertise with enthusiasm. I also enjoyed the camaraderie of the attendees, the silent auction (although I was outbid on 3 separate items) and the Awards Banquet. Not to mention that I came home with many much-needed parts for my MKII.



I enjoyed every visit to the parking lot. I happened across Cecelia Bruce, of Scarborough Faire fame, in the lot about 9:45 p.m. on Wednesday evening. She was evaluating the authenticity of MGA parts, at the owner's request, that were on his beautiful MGA Coupe. She pointed out several items that were original to the car, and some that were not. The gentleman who owned the car, my self and two others were amazed at how well she described the parts, the production history and how they "finish" the car. *(Cecelia has offered her 'Name The Part*



Quizzes' at many GT's and amazed many people with them!)

Spending a week with people who are passionate about their cars and their NAMGAR friends was an experience I will remember for the rest of my life.

Thank you Michigan Rowdies and NAMGAR!

Jay & Debbi Edel

HOW WAS THE BANQUET?

The banquet was great. Bruce did a super job of moving things along and his portion was tops. The awards presenter was nervous but next time he will do better. The announcement emails you sent was a great feature. The lanyard first names were way too small. The hospitality room was way too small.

Wolf lodge said we were getting a king bed, instead we got a queen. Bed was fine but too small. Clearly everything at the lodge was geared for kids but

***"OUR THANKS GO TO
EVERYONE ON THE
COMMITTEE..."***

they did a nice job of keeping them under control. Rooms were really quiet – a really nice feature, considering there were 280 rooms.

Our thanks go to everyone on the committee who worked for months preparing everything and controlling things they could.

Dave & Donna Quinn

ANOTHER 1ST TIMER REPORTS

First time to GT. Very impressive. Great people...Thank you!

Jeff Rens

KUDOS TO LARRY & BRUCE & WILLIE

Larry and Bruce and Willie,

Fantastic job by both of you and kudos to you both! Even with a little bit of rain, the weather you ordered and served up was wonderful and the car show was well done. It was again great meeting up with old friends and new and I think every Rowdie and NAMGAR member got in the spirit and had a good time. As Dave

***"THE GOOD NEWS IS WE'LL
LIKELY NOMINATE YOU AND
BRUCE TO RUN GT-60 AS WELL"***

said, the hotel rooms were quiet and the conference center was great for meetings!

Ken & Kathy Nelson

PS The good news is that we'll likely nominate you and Bruce to run GT-60 as well!

Hi Larry,

I think it went well overall, I heard a lot of positive talk and comments from attendees. The lodge was very helpful and accommodating, I think Larry, Bruce, and Willie deserve an award or at least special recognition for all the hard and exhausting work dealing with a constant barrage of issues, details and curve balls during the entire week. I don't think any of them had an idle minute and often dealing with several issues at once.

Mostly, I think we got it right and did a great job just some little things could have been better. Best

regards to all.

Bob Shafto

Carolyn and I had a great time and thought the GT was pretty smooth.

When schedule changes, the emailed revisions were appreciated, but probably a designated physical sign (Bulletin Board) near the reception area would reach more people.

The team did a great job handling the issues that arose.

John Alexander & Carolyn King
"Scheduler of "Days in the Garage"

First, Larry, you did a great job of herding cats and organizing a fun, robust, and successful event, Thank You So Much for all of your hard work!

Second, Bruce, your bringing NAMGAR resources and people to the table was huge, Thank You So Much for all of your hard work!

Third, and that goes for everyone on the GT-50 committee and all Rowdies that made this happen, Thank You So Much for all of your hard work, you made it all come together!

**...A GREAT JOB OF HERDING CATS
AND ORGANIZING A FUN, ROBUST,
AND SUCCESSFUL EVENT."**

In general Deb and I thoroughly enjoyed all of the functions and events at GT-50. The event program book (yooahoo Ken!) was well done, informative and an immense help in getting around GT-50 and finding/booking things to do around the area. The registration bag had a great collection of information about the area as well, and was also well done.

I agree with most of the comments thus far.

As far as mass communications go, email was a good idea at the time, but can't be counted on to reach all of the attendees. I for one managed to lock myself out of my email account (since I don't normally use my phone to access it) and never saw the emails about the change of times for the show. Posting such changes on "the big board" is also a good idea, but I'm not sure every one would make a habit of referring to it often. That said, I'm not sure I have a good solution for getting the word out about changes to 100+ people at a time...

All in all, we thought the event was wonderful and came off very well.

Jeff and Deb Smith

Larry, I was only in attendance two nights and three days. Zero complaints - period. I thought it was great. GT-50 was as near perfect as can be done.

Best, **Mac McDonnell**

...the show went well considering the weather. The owners of the property were very happy with how well the field was treated and the fact that we damaged nothing. Thanks to all who helped with the process.

Steve Holliday

Dave Quinn summed it up perfectly, and I agree with Steve about communication. We really appreciate everyone's hard work!

John and Gigi Somers



26
Alden
Sunday, August 10
CLASSIC SPORTS CAR SHOW
2025
PRE-REGISTER: TBBCC.CLUBEXPRESS.COM
REGISTER AT SHOW: 9:00 - NOON
VILLAGE OF ALDEN PARK 9:00AM - 3:00PM
TROPHIES VALVE COVER RACING DOOR PRIZES

THE TWISTY BITS TOUR

Sunday, August 17th, 2025

We start at 11.00 am at Meijer's parking lot on the Ann Arbor-Saline Road, just southeast of I94 at exit #175.

We will drive about 50 miles around some nicely curved roads. All roads are paved, although some might be classed in the "uneven pavement" category. We will drive through much of the German-settled area of southeast Michigan, plus see some small lakes and two small towns typical of the area.

We will stop halfway through the tour at the historic and restored 1835 Sharon Mill Country Park and participate in a picnic lunch. Bring your hamper lunch from home or purchase something just prior to leaving the Meijer's lot. Open your wicker picnic hampers and enjoy a splendid hour sitting on the grass at the mill with your fellow travelers and checking out the mill's history. A modern restroom block is attached to the mill.

After lunch, we will continue through the countryside for another 50 miles, ending up back at the Meijer's lot.

The tour distance is 101 miles, and we should finish around 4.00 pm.



Please call Philip Wiltshire at 574 202 8919, or e-mail me at pwiltshire@comcast.net with any questions or to let me know that you intend to drive along with us.

This is a joint W.D.M.G.C and JAGM event.

Beach Party

**When: Saturday August 2, 2025
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**



J.C. Whitney / Warshawsky

It's likely few people under the age of 50 ever heard the name. The company that became J.C. Whitney was founded in 1915, meaning this year marks its 110th birthday. It was developed on the south side of Chicago by Israel Warshawsky, a Lithuanian immigrant who began salvaging junk cars and selling the parts, typically every nut and bolt. The business was called Warshawsky & Co. Its growth was spurred by World War I. Not surprisingly, Warshawsky & Co. thrived during the Great Depression, when America's automotive emphasis was to wring a few more miles out of your current car, and Warshawsky had spare parts for everything.

Only one of Israel's children had much interest in the family business, and that would be Roy. He went to work at the company, and by 1937 had convinced his father that it would be a good idea to expand the catalog, adding new parts to the salvaged ones that they already advertised. Although the company was always known in Chicago as Warshawsky & Co., Roy gave the catalog a different name: J.C. Whitney & Co. "In those days, you needed a less ethnic, Anglo-Saxon name," said Whitney vice-president John Armstrong. "At one time it was the mecca of catalogs for mail-order auto parts. Anyone my age who was into cars likely spent hours poring through a thick J.C. Whitney catalog from the Chicago based company."

I recently read a story about the company which reminded me how much fun it was to read the B&W ads. The article said they were printed on paper described as just one step up from toilet paper. So true. It was available on magazine racks everywhere and dirt cheap.

Unlike today's kids who limit customizing their cars to the fancy wheels, we couldn't wait to add things or at least wish we could add them to our cars for just a few dollars. Fuzzy dice, mud flaps, Hollywood mufflers, ah-ooga horns and moo horns, continental kits, kewpie-doll air fresheners, and curb feelers. The ads for performance goodies and instant horsepower improvements with cams, headers, glass packs, and the like always sounded so great. Plus the fuel improvements parts that would let you run your car on water!

For foreign car owners it was a source for items no local auto stores carried. Soft tops, seat covers, valve covers, and flexible exhaust tubing. Some of the parts listed were OEM and good quality, some were very poor quality. In the Chicago area it was known as Warshawsky & Co. No one knows where the name J.C. Whitney came from.

"Even if you just gazed at the inventory, you just knew that some of Whitney's merchandise would make your ride—and you—hipper, cooler and an automotive standout in general," recalls writer Jim Donnelly. "It was all about being different. Isaac and Roy Warshawsky were undeniable visionaries, and every one of the performance or accessory warehouse stores doing big business today owes these two pioneers a debt of gratitude for inventing their industry."

J.C. Whitney filed Chapter 11 bankruptcy in 1979 which soured a lot of people who never got their orders. The company has since been sold a few times and the name still lives on with a site online.

Submitted by Dave Quinn