



A-Antics



Smile, spring is coming

*Dave Quirk
2026*

Rowdie Business Meeting
R&T Reports on MGA–Nov&Dec 1955
All Aboard for MG International 2026!



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/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

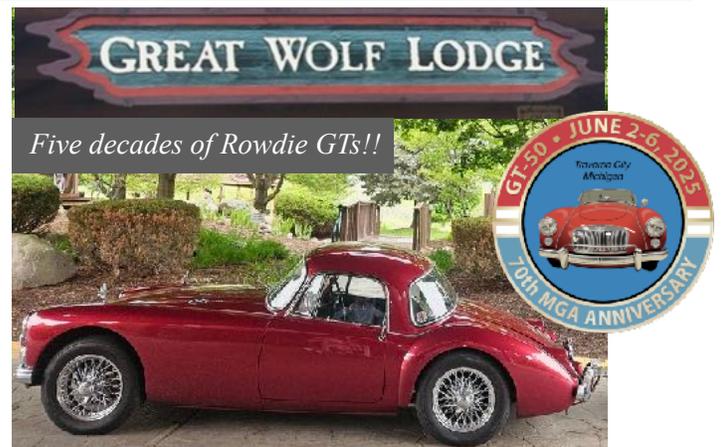
<http://www.mg-cars.org.uk/michiganrowdies/>

Larry Pittman's Database Report: 82 Active and Paid-Up Members

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

Register Your MGA With NAMGAR!

Join over 2,000 enthusiastic owners in the restoration, preservation, and sheer enjoyment of driving an MGA, Midgette, or variant of this noble breed. You'll receive six bi-monthly issues of *MGA!*, our full-color, award winning magazine, invitations to National and Regional Get-Togethers throughout the U.S. and Canada, plus a knowledge base and support group second to none. All this for just \$37.50 per year (North America), or \$52.50 (International). **Get more information at** <http://www.namgar.com>, or contact registrar@namgar.com.



ROWDIES 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
M-52 & 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

24-26

Waterford Vintage Races- Clarkston, MI

AUGUST

1

BIRTHDAY PARTY- Willie & Bruce Mann's

8-9

ALDEN CAR SHOW-Alden, MI
Mann's

24-27

INTERNATIONALMG2026 (GT-51)- Sandusky, OH

29

Orphan Car Show-Gilmore Museum-Hickory Corners, MI

SEPT

13

Battle of the Brits-Camp Milford, MI

Dearborn,

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



Left: Bruce Mann sends in a picture of Vienna & Scarlett Mann reading A-Antics. You need to start them early on MGAs!!



Right: Here's a good use for that engine hoist once you're down with the rebuild.

MEMBERS PAGE

New Members

Name: Jeffrey & Sheryl (Sheri) Pulver
Address: 2373 PALM DALE DR SW
City: Wyoming
State: MI
Zip: 49519
Country: United States
Home phone: 6162188014
Cell phone: 6162188014
Email: jeffreypulver@att.net
Type of MGA: 1960 Roadster 1600
Other Cars Owned: 1968 Triumph TR250
NAMGAR Member? No
Other Comments: We have a cool car hobby garage in Holland, MI where we work on our cars and have family get-togethers. Currently restoring my MGA there. My oldest son is a licensed mechanic and we are also a licensed car dealer which helps us pay our car garage bills. I also own a 1982 Porsche 911SC.



Iskenderian was involved in dry lakes racing before serving in the United States Army Air Force during World War II. He returned from serving in the Pacific to start that cam-grinding business in Gardena, located between Los Angeles and Long Beach. In 1947, he and his wife, Alice, were married and remained together until her passing in 2024

Notes and Bits

Icon passed away

(from Hagerty News 2-4-26)



Ed Iskenderian, "The Camfather," Has Passed Away at Age 104

Isky's life touched many. A native Californian, Isky was mentored by Ed Winfield, who helped him start a camshaft grinding business that would eventually snowball into one of the best-known speed parts companies during Southern California's post-war racing boom. [Isky Racing Cams](#), now run by his sons, remains a powerhouse in the industry.

A young Isky, pictured next column, is posing with his Model T Roadster. It's powered by a flathead V-8 wearing a set of Maxi cylinder heads that moved the exhaust valve from the block into the head. The roadster is currently on display in the [Museum of American Speed](#). Historic Vehicle Association

Yes, We Have Money Again!

Our treasurer, Jeff Zorn, writes in with his report and states we have an "Account balance around \$10 K currently before dues that have been coming in" This is largely thanks to a profit from GT-50. See balance and summary sheets on page 19. **Jeff Zorn**

We Hope It's True

Dave Quinn wrote in with a picture he drew that is on the cover of this issue of **A-Antics** entitled "Smile, Spring Is Coming". It's an original work of his done in 2016 with pen and Magic Marker and the same wish holds true for this time every year; we still Hope it's True! **Thanks Dave**

Happy Valentine's Day Dear



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



REGISTER TODAY!



Hosted by: The North American Council of MG Registers

AUGUST 24-27, 2026

SHORES & ISLANDS OHIO
CEDAR POINT • SANDUSKY • PUT-IN-BAY

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

MG INTERNATIONAL 2026 SANDUSKY, OHIO - AUGUST 24-27, 2026

From the Council/Bruce Mann

Worried About Things To Do At MG International?? Don't Be—Read Below:

Every five years, the four primary MG Registers in North America (MMM, MGT, MGA and MGB) come together for a combined show and 2026 will be that event. We are making plans for 750 to 1,000 MGs (and other British) to make a huge appearance on Ohio's "North Coast" and at our host hotel – Kalahari Resort and Conference Center.

To kick off things, we will be offering a 2-1/2-hour dinner cruise on Lake Erie on Sunday night beginning at 6:00pm, so you might want to consider arriving early on Sunday to take advantage of this trip.

Kalahari is just south of downtown Sandusky, on Sandusky Bay of Lake Erie, then the Ohio islands are a short 20-minute ferry ride from several ferry docks in the area. You can either take the Jet-Express passenger ferry to the islands, or if you want to take your car, you can take the Miller Ferry to South Bass Island and the Village of Put-in-Bay – often referred to as "The Key West of the North". Miller Ferry offers passenger-only service too. If you take your car, we'll have lots of driving activities planned. But if you decide not to take your car, once on the island, you can rent a bike, or a golf cart, to explore the island. We even have planned an Island Scavenger Hunt, which you can do in your car or golf-cart, if that's your chosen mode of transportation. In either case, we'll have discounted tickets for both passengers and vehicles available.

Just east of South Bass is near Kelley's Island, which is slightly larger but a little quieter and has a lower key, but still very interesting. The exposed glacial grooves are huge.

For those who prefer to explore we have several drives planned to range from 20 miles to 150 miles (round trip) which include wineries, breweries, a driving tour to five lighthouses, plus several historical sites including Thomas Edison's birthplace and museum, in the village of Milan.

We also have planned a motorcoach trip to Cleveland to the Rock and Roll Hall of Fame and several mini-bus trips to some Sandusky area attractions. These include a city tour, several museums, a winery and a brewery. So, for those couples who may have different interests on a particular day, you are not grounded at Kalahari with "no wheels" to take you there. And with the winery and brewery, no

concern with enjoying yourself, then driving back to Kalahari. Most of these events will be offered over several days or evenings.

Does walking down the deck and visiting the inside of a 625-foot-long lake freighter interest you? We'll have tours to the National Museum of the Great Lakes where you can tour the Col. James Schoonmaker and the adjacent maritime museum.

Did you enjoy M.A.S.H. when it was on TV several years ago? Not too far from the museum is Tony Paco's, which was a restaurant that Klinger regularly referred to. There you can stop and enjoy their famous Hungarian food and gaze at all the signed hot-dog buns by hundreds of famous people. You can't miss Tony Paco's if you're this close.

John Twist is assembling a comprehensive list of tech sessions with excellent presenters, including a few by John himself, including his legendary "Rolling Tech Session" on Thursday morning.

The car show for this year's international event has been moved from the traditional Thursday to Wednesday to give us an alternate rain date of Thursday, if needed. The car show will be held within a few minutes' drive from the hotel. On Thursday afternoon will be the very popular "Talking Tour of MGs" where several MGs from each of the Registers will be on display in one of the exhibit halls and you'll be able learn about the MG Marque from the MMM's right through the post-Abingdon models, all in one two-hour session.

This year there will be an all "Hospitality Suite" where old friends can meet new friends, and enjoy time together, while relaxing and having a beverage. This will make the first all hospitality gathering at an all-mg event and represents a collaborative effort to get all the registers together for some social time.

There will also be nautical themed sessions talking about shipwrecks and recoveries in Lake Erie and other bodies of water, and a class on making nautical themed artwork with shells, glass and other items you can take home. We're also planning to offer baking classes right in Kalahari's expansive kitchen.

This is an event you won't want to miss since this only happens every five years.

The registration website is mginternational2026.org



Chairman's Chatter

We have had a good two months of cold and snow, so obviously my MGs have been resting patiently in the garage. I have completed all my planned projects on the cars, so I decided to clean the chrome wire wheels on my MGC. Until now, I have relied on a power washer to clean them on the car. Unfortunately, that still leaves a film on the surface. Since I had them off, it was easy to get to the whole wheel. Once one area is cleaned and polished, the film on the unpolished areas becomes very noticeable. The 72 spokes make it difficult to clean between the spokes. I'm sure I will receive a lot of sympathy from the non-wire wheel owners. I guess I am a purist, thinking that wire wheels are the right choice for MGs. I just like the looks. After replacing all the wheels on all three of my MGs, I finally have straight, round and well-balanced wheels and smooth rides.

I finished installing an electric pusher fan in front of the a/c condenser on the C. It required some metal working and welding to make room. It gave me a chance to clean up some of the wiring while powering the fan. This is the third electric fan I've installed, the first two behind the radiator. Those are now on the shelf, replaced by a new engine-driven fan. Since this new fan will be used with the a/c, it doesn't need a temperature controller. It is activated any time the compressor is on. I also made provision for a manual switch to turn it on whenever I choose. Of course, I won't be able to test the whole system until a hot summer day. I am so, so ready for summer.

Our annual business meeting was well attended. I had been watching the weather and road conditions for the previous week, with the thought of driving my MGA to Holt. Unfortunately, while the weather was tolerable, there was still a lot of salt visible on the roads. So I chickened out and drove Mary Ellen's Ford CMax, which is an order of magnitude more comfortable and warmer.

Using the Delhi Café worked out well. It was nice to see some folks we don't usually see during the non-driving season. It was a surprise to have our treasurer in attendance all the way from Florida for treasurer's report. Jeff and Jan Zorn were in the state for a funeral and were able to make the meeting. Our club treasury is flush with profits from GT-50. We had a good discussion about creating some item to commemorate the 50th anniversary of the founding of the Rowdies. The original idea came from Dave Quinn. Regalia Chairman,

Tom Borden, will head up a committee to decide what to do.

There were no changes in the make-up of the board of directors. The current board was affirmed by acclimation without objection. Larry Pittman noted that he will be passing his web manager duties to Jerry Jesion in a few months, after Jerry completes rehab from heart surgery. The last major item of discussion was events planned for this year. Events chairman, John Alexander, recited a list of events that are known to be planned, along with other possible activities. If you feel that your part of the state is not getting enough activities, there are plenty of dates available for you put something together. Just give your ideas to John. The list of planned events should be available elsewhere in this issue. If you have an MGA or Magonette project that can use some help, it is easy to put together a Day in the Garage. We always have plenty of volunteers.

The date for the Kimber Birthday Party was announced as April 26, again at the Delhi Café. Surely we will have good weather by then and will have a parking lot full of MGs. I hope to see many of you there.

Chairman Bill



Our Wandering Treasurer Returns for the Business Meeting!

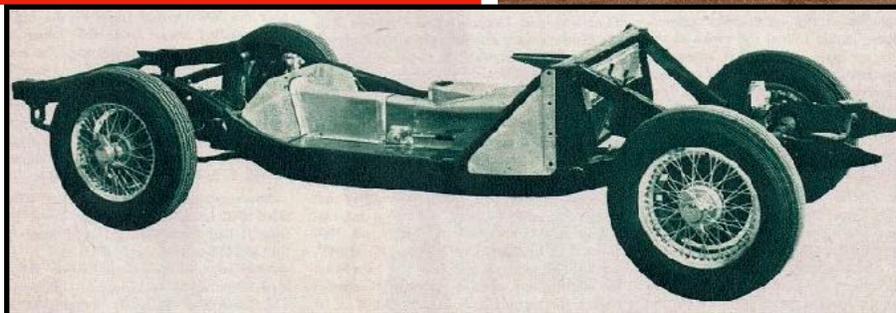
HOT OFF THE PRESS! ROAD & TRACK PRESENTS THE NEW IMPROVED MGA TO THE USA NOVEMBER 1955!

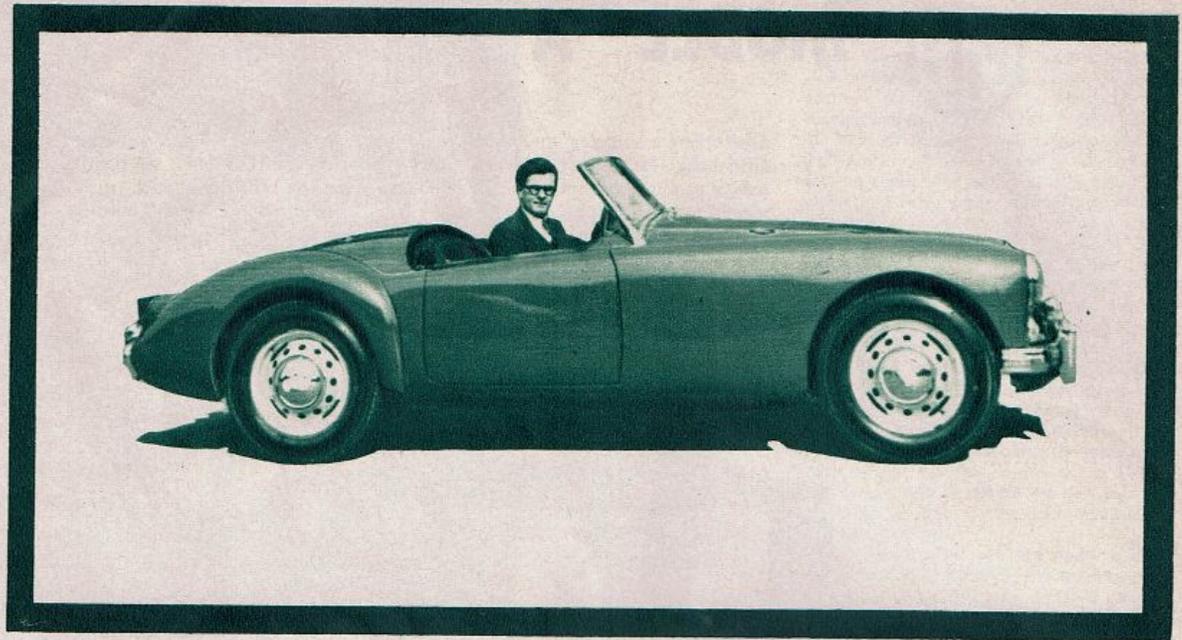
Bill Weakley wrote in to say "I was sorting through my oldest Road & Track magazines with the intent of disposing of them, when I got bogged down looking through them. Along with all the fascinating articles and photos of the early sports car scene, I found an article in the September 1955 issue about the construction

of the Road America race track. It's always been my favorite road track ever since my first visit in 1967. I'm sure some other Rowdies have fond memories of the track.

What I was actually looking for is the introductory road test of the MGA. I found it in the November 1955 issue. They even picked the best color for the cover.

Now I have even less incentive to get rid of these old magazines **Bill Weakley**





... a prototype becomes a production car

ON THE outskirts of a small village in England, situated in almost rural surroundings stands an interesting, rather old, red-brick factory building. This is the Abingdon-on-Thames works, where the late Cecil Kimber finally settled his rapidly growing business of building Morris "hot-rods." That move was made in 1929, and in the ensuing productive years there have been many changes in MG cars—but none like we find for 1956!

Cecil Kimber died in a railroad accident during the war, but even his enthusiasm

and genuine flair for creating wonderful automobiles could scarcely have surpassed this new effort of the mighty British Motors Corporation. One can only imagine the months of top level arguments which preceded the decision to drop the traditional and go ahead with the modern design.

The most complete, most extensive design change in 20 years summarizes the new MG, henceforth the "A" model. Only the TD/TF front suspension appears to be unchanged. There is a new frame, engine, transmission, rear axle, and of course a new body. Re-

markably, the wheelbase, tread, horsepower and weight are nearly identical to the superseded TF/1500.

Greatest interest probably focuses on the new styling, and the accompanying photos show that a more streamlined form has been chosen, principally to improve salability to a growing segment of the population who have become interested in sports cars and care nothing about fine old traditions. A second reason for the complete change-over in policy is, of course, the demand for high top speed, even in a 1½-litre car. The new contours add almost exactly 10 mph to the "flat-out" speed, with no change in engine output.

The chassis frame of the "A" model proves that no attempt has been made to save weight, for the MG has always been notable for its sturdy construction. The side rails are box section (as before) but now swing out behind the front wheels and back in again at the rear wheels. This allows a lower seating position with both seats between the frame rails. To assure rigidity in cranked frame rails, a new truss structure is built up under the cowl. (Illustrated in the drawing of EX-179, R & T for Nov. 1954, page 36).

At first glance the new engine appears to be a bored-out version of the BMC 1200 cc unit. This is not true, for the BMC "1500" engine is a completely new design, though also used in the Austin A-50, the Morris Oxford and the Magnette sedan. It is longer than the old A-40 engine, has larger bearings, a heavier crankshaft, etc. Only the stroke is the same at 89 mm. (3.50 inches). In the "A" version there are minor variations from the 60 bhp Magnette model, so that the output is now 68 bhp at 5500 rpm despite a compression ratio of only 7.35 to 1.

The all-new cockpit includes built-in radio, heater and radical steering wheel.



ROAD & TRACK, November, 1955



Sure sign of change: at long last an MG appears with a trunk.

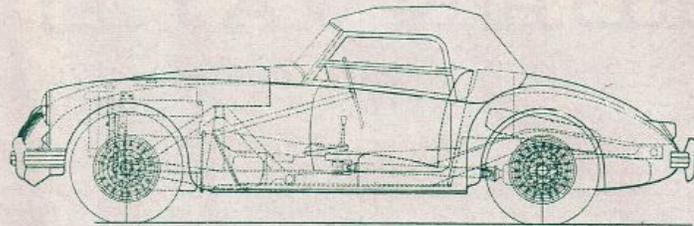


Front view shows the new grille and a glimpse of the BMC engine.

The new gearbox is a modification of the Magnette's, but with closer ratios designed to give 45 mph in 2nd and 70 mph in 3rd gear, at 5500 rpm. The rear axle is a BMC standardized design featuring hypoid gears and $\frac{3}{4}$ floating axle shafts. The axle ratio has been dropped from 4.875:1 to 4.30:1 and the following ratio options will be available: 3.7, 3.9, 4.1, and 4.55.

Next to the design changes, the most interesting item concerning the new MG is the long list of options which will be available to suit the needs of competition minded purchasers. Whether this list will include the Le Mans cylinder head (82.5 bhp at 6000) is not announced, but knock-off wire wheels and 5.50 racing tires are cataloged options.

Originally scheduled for announcement in June of this year, the exact date is still indefinite due to an unexpected delay in making up the body dies. A few cars should be here by fall, but deliveries in quantity cannot be expected until early in 1956. ●



Side elevation drawing indicates the relative positioning of engine, seats and spare.

MG COMPARISON TABLE

	1956	1955	Bore & stroke	73 x 89 mm	72 x 90 mm
Price	N.A.	\$1995	Displacement	1489 cc	1466 cc
Curb Weight	2000 lbs.	2000 lbs.	Bhp at rpm	68 at 5500	68 at 5500
Wheelbase	94.0 in.	94.0 in.	Axle ratio	4.30	4.875
Tread, front	47.4 in.	47.4 in.	Top speed (est.)	94 mph	85 mph
Tread, rear	48.8 in.	50.0 in.	Cruise speed	74 mph	65 mph
Tire size	5.60 x 15	5.50 x 15	0 to 60 (est.)	16.5 secs	16.3 secs
Engine	BMC	XPEG	SS $\frac{1}{4}$ (est.)	20.0 secs	20.7 secs

Then a Further Road Test Followed in December '55...

ROAD & TRACK, ROAD TESTING THE MG "A"

December, 1955

A Classic Sports Car Goes Modern

WITH THE middle '50's slipping by and sports cars of many breeds a commonplace sight throughout the U.S., it is easy to forget that one car started it all just about single-handed—the MG Midget. Many people who owned one of the post-war TC models still prize the lean, unsoftened lines and rugged springing above anything the company subsequently produced. But as the fringe of sports car enthusiasts broadened away from the hard purist core, the American demand for comfort and power brought about concessions and compromises as shown in the TD, TF and TF-1500.

Now, with the 1956 MG "A" (described last month), the break with tradition is complete. The car is indeed "all new," and

we feel that early enthusiasm for its appearance can now be augmented by the knowledge of its very surprising performance. We also feel it is not stretching a point to say that anybody who likes anything about a sports car will be more than pleased with the new MG.

Today's emphasis on sheer top speed may be deplorable, but the fact remains that it is extremely important to many sports car buyers. Accordingly, when we arrived at our timing strip with the test car the usual order of business was delayed until we had made a high speed run. The result was a very gratifying 9.62 seconds for the flying $\frac{1}{4}$ mile, equivalent to 93.5 mph. There was a very light breeze blowing and a run in the opposite

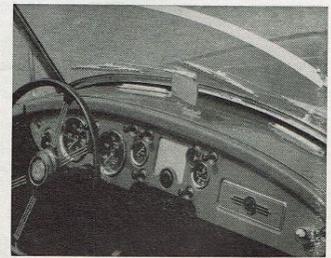
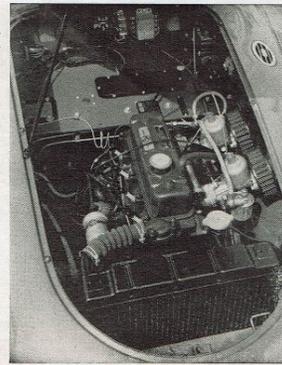
direction recorded 97.5 mph. The tachometer showed about 5400 rpm on the slower runs, 5600 rpm on the two fastest trials. These runs were of course made with the top erected and side-curtains installed, as per our standard procedure.

Since power and weight are unchanged in the "A" as compared to the superseded "TF-1500," the gain in top speed of almost exactly 10 mph (see R&T for Dec., 1954) is attributable solely to reduced wind resistance and a change in axle ratio to take proper advantage of the reduced drag. As a matter of fact, the total drag (wind plus rolling resistance) of the TF was 119 lbs at 60 mph, whereas the "A" recorded only 94 lbs (80 lbs/ton), a saving of 21%.

Cornering: flat as ever but with just enough roll to prevent judder on rough bends.



Engine: BMC developing 68 bhp. Underhood temperature is kept low by air duct from grille to carburetors and "breather" portholes on each side of hood.



Cockpit: New instruments include tach, speedo, gas, oil and water; direction blinkers and map light are at extreme left and right, and horn is in center under radio speaker.

ROAD & TRACK, December, 1955

The corrected speedometer readings and true acceleration data are tabulated in the data panel, but the improved performance is best illustrated by the following comparison with our December, 1954 road test of the TF/1500.

	TF	A	Gain
0-30 mph	4.0	4.6	4.1%
0-40 mph	7.1	6.8	4.1%
0-50 mph	11.0	10.2	7.3%
0-60 mph	16.3	14.5	11.0%
0-70 mph	24.7	19.9	19.4%
SS (avg.)	20.7	19.6	5.3%

Here, it is interesting to note how streamlining pays off, for the % gain (reduction in acceleration time) improves as the speed increases. Without a doubt the smoother contours are also largely responsible for the improvement in highway fuel consumption which we found to be slightly over 20% better when cruising over an identical route at 65/75 mph.

So much for the absolute performance: what is the new car like to drive? Getting into the car, especially for the driver, is a little difficult, but once seated the new lower position is immediately noticeable. There is more pedal room, especially for the accelerator foot, but unfortunately the steering wheel interferes with the legs of a tall driver. The new center armrest gives a feeling of security but the seat-backs are certainly very erect and the lack of support under the knees proved somewhat tiring toward the end of our 300-mile road test. In our test of the Midget sedan last year we said that the position for reverse gear (to the left and back) "could well be incorporated in the TF to eliminate missed shifts by going up a blind alley from 2nd to 3rd." This has now been done and, we feel, a tremendous improvement. Operation and "feel" of the gear lever is not changed over the TF and so remains as excellent as ever. The transmission has a slightly quieter note in 1st gear, but otherwise seems no different. Third gear, with 10 mph more speed available, feels a little "flatter" than before unless 2nd is used somewhat more vigorously. The tachometer is yellow-lined at 5500 rpm, but the engine seemed very willing, and consequently we used 6000 rpm as a rev limit in each gear when trying for best possible acceleration. Incidentally, the synchromesh on 2nd, 3rd and 4th appears to be absolutely fool-proof, even under near-fatal treatment.

As always the MG is still the perfect car for the tyro-enthusiast. It handles faultlessly and can be cornered and drifted by a beginner almost immediately. Compared to a car with independent rear suspension, the MG rear end drifts out rather more easily than expected, but there is neither understeer nor oversteer. Although opinions seem to differ, (Continued on page 47)

Handsome plastic top has large rear window.



ROAD & TRACK, December, 1955

ROAD AND TRACK ROAD TEST NO. F-17-55

MG A ROADSTER



SPECIFICATIONS

List price	\$2195
Wheelbase, in.	94.0
Tread, front	47.4
rear	48.8
Tire size	5.60-15
Curb weight, lbs.	2020
distribution	52/48
Test weight	2340
Engine	4-cyl.
Valves	valv
Bore & stroke	2.875 x 1.5
Displacement, cu in.	90.8
Compression ratio	8.30
Horsepower	68
peaking speed	5500
equivalent mph	93.6
Torque, ft/lbs	77.4
peaking speed	3500
equivalent mph	59.5
Mph per 1000 rpm	17.0
Mph at 2500 rpm	73.0
Gear ratios (overall)	
4th	4.30
3rd	5.91
2nd	9.52
1st	15.65
R&T performance factor	39.1

PERFORMANCE

Top speed (avg)	93.1
best run	97.5
Max. speeds in gears—	
3rd (6000)	74
2nd (6000)	46
1st (6000)	28
Shift points from—	
same as above	
Mileage	28/32 mpg

ACCELERATION

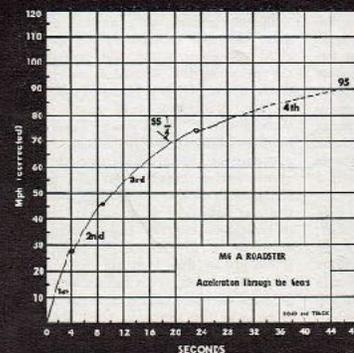
0-30 mph	4.6 secs
0-40 mph	6.8 secs
0-50 mph	10.2 secs
0-60 mph	14.5 secs
0-70 mph	19.9 secs
0-80 mph	30.4 secs
Standing 1/4 mile—	
average	19.6 secs
best	19.3 secs

TAPLEY READINGS

Gear	lbs/ton	Mph	Grade
1st	520	20	27%
2nd	420	29	21%
3rd	270	39	14%
4th	190	48	9.0%
Total drag at 60 mph, 94 lbs			

SPEEDO ERROR

Indicated	Actual
10 mph	13.0
20 mph	21.9
30 mph	29.5
40 mph	37.8
50 mph	47.1
60 mph	54.0
70 mph	65.7
80 mph	75.2
101 mph	97.5



MG A ROAD TEST

(Continued from page 11)

even among our own crew, the consensus was that the "A" rides substantially as before and rates as having an excellent combination of ride and cornering abilities with moderate roll.

Visibility through the new, constant-radius curved windshield is distortion-free, though the lower seats reduce forward visibility of the road to some extent. The brakes are perfectly satisfactory for any normal use and in fact require so little pedal pressure that it is difficult to stop without tire squeal. The steering too, is very light and completely free from backlash. It requires 2.7 turns lock-to-lock, as before.

Many "refining" touches have been added. The rough canvas top of the old cars has been replaced by smooth plastic. There is a shallow trunk, the lid of which is opened from behind the driver's seat by a cable. And the curtains, compared to most others, are a touch of genius—no rattles, no bellying-out at speed, and a spring-loaded, lower glass panel for arm signals. The weather sealing is so tight, in fact, that some ventilation ought to be provided to prevent suffocation—and this feature is promised on later cars. Finally, to compete fashion-wise, a veritable rainbow of color choices are offered without resorting to the weird combinations of Detroit.

If you look over the MG "A" with a critical eye, drive it and note the price tag—you will probably ask the same question we do: How are they going to supply enough cars to meet the demand?

ROAD & TRACK, December, 1955

Rowdie Business Meet - April 28, 2026

This year the Rowdie annual business meet was held on Saturday at the Delhi cafe. Folks showed up at 11:30 AM to renew acquaintances from over the long-lasting and bitterly cold winter. The sun was shining but the temperature was cold enough to scare away any Little British Roadsters from the parking lot. Still, we had a good turnout of people with over 20 people in attendance. After a “robust” meal (I always wanted to find a place to use that trendy word) and a bit of socializing we got down to the business at hand. Chairman Bill Weakley called the meeting to order.

A new item of business was an announcement from John Alexander, Carolyn King, and Kevin and Norma Smith that this coming year’s Christmas party is set for the Chelsea Depot December 5, 2026. **BUT they are retiring from the position of chief managers of the event, so we need to find new volunteers to organize the Christmas party. If you can provide some help in this department contact Bill Weakley to discuss taking this job over.** The food is catered so no cooking experience is necessary and advice can freely be solicited or given.

A new slate of officers for the club was then proposed for this year, and after hard campaigning we elected what appeared to be very similar to the old slate of officers (see page 2 for a complete listing of your elected officials). Tom Borden is in the position of

Regalia Chairman and it was proposed that some item should be offered to our membership to celebrate **50 years being the first chapter of NAMGAR.** Suggestions have been to consider a dash plaque, car badge, wine glass or coffee cup, item to display on a shelf, or other type of memorabilia. Tom sent out an email after the meeting saying **“As discussed in the annual business meeting today I am forming a committee to determine what to do to recognize the Rowdies 50th. There have been a number of good ideas put forth and the committee will converge on one and present that to the members for approval. Please respond to Tom Borden (ph: (517) 940-0872 or thomas.borden@comcast.net if you would like to participate. The committee meetings will be held on Zoom as needed.”**) Larry Pittman also announced that Jerry Jesion will be taking over the position of webmaster for the club.

We were also honored with the surprise appearance of our wandering Treasurer, Jeff and Jan Zorn who gave the treasurer’s report (see page 19) and announced that we are in good financial shape.

Finally John Alexander presented our planned list of summer activities for 2026 and they are listed on page 3 of this newsletter. Below are some pictures from the meeting.

Ken Nelson





Old Car Features We Miss

From HAGERTY newsletter 7-31-25

We know it can sound a bit old-farty to reminisce on relatively small and insignificant details that don't have a huge impact on daily life, especially when the modern equivalent is meaningfully better in some ways. But dang it all, who doesn't love a good cathartic grousing now and then? Certainly not you folks, who filled the comments section of our last piece on [20 old car features we miss](#). While we're not including the likes of a choke lever or unassisted steering here (there are features we miss, and then there are ways to make your life more difficult), you'll find a few of the more popular suggestions below, along with a few that have come to our attention in the last few years as they've disappeared from the very latest vehicles. (Also, we heard you loud and clear on vent, or "wing," windows — they may get their chance in the spotlight soon.)

Gear Levers

No, not the manual gearbox, though naturally we'll always be partial to the control and tactility you get with a good row-your-own shifter. In this instance, we're talking about the lever as an entity, especially in vehicles with automatic transmissions.



Short Throw Gearshift

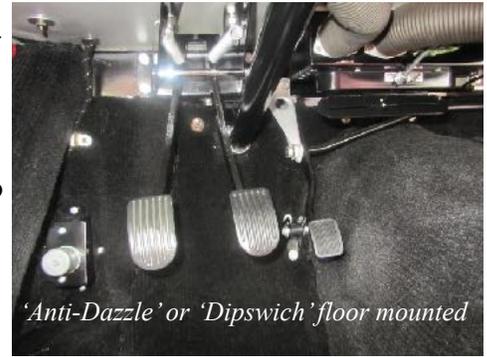
For whatever reason, a previously prominent shift lever is being increasingly replaced by buttons or a stalk on the steering column or a deeply unsatisfying little plastic switch for selecting drive, reverse, neutral, and park. Pardon us, but what you get in a Porsche 911 or a VW Golf right now looks more like something you'd use to trim your bikini line than a device for controlling your car.

No longer do you get a nice, tactile *clunk* from moving a lever fore and aft, nor can you find the desired mode without staring at the center console to make sure you're not adjusting the radio's volume or opening a window. The action of the switch is no more satisfying than either of those, too. We would not mind if you got some decent center console storage in return, but you're lucky if the resulting space is more than a few inches deep.

High/Low Switches (Dip Switch)

The high-low switch—the floor-mounted, toe-activated button used to change between the headlights' high beam and low beam—seems to have gone extinct in the 1960s and '70s. Unlike some other old features that have disappeared, it's difficult to know precisely why the

switch vanished. It still seems like a thoroughly sensible idea: It allows drivers to keep their hands on the wheel at all times, and your left foot,



'Anti-Dazzle' or 'Dipswitch' floor mounted

even in a car with a manual transmission, doesn't tend to be doing much during the majority of driving. Perhaps the switch's switch to the column stalk was rationalized by one manufacturer and the others simply chose to follow suit. If nothing else, we rather miss that tactile "click" felt through the sole of your shoe. (You'll have to trust us on that, as we're well aware that a substantial chunk of our younger readers have no idea what we're talking about.)

Narrowness

As much a concept as a feature, narrowness is another thing we miss. It probably hasn't escaped you that cars are wider than they used to be—all you need to do is squeeze one into a parking space, or your garage, to feel the difference. There's not as much room around cars as there once was.



Narrow Track Width

While length can be problematic for parking, too, width is arguably more of an issue in most everyday situations. It renders every road narrower, a problem that is compounded by other traffic and cars parked alongside the road. Streets that used to be free-flowing when lined with Ford Pintos and Beetles are now choked by lines of muscular SUVs.

Some of the width has come from the robust body construction needed for side impact regulations, from additional equipment, increased sound deadening, and customers' desire for wider cabins. The upshot is that a Ford Escape has grown four inches wider, sans mirrors, from 2001 to 2025, while the ubiquitous Tesla Model Y is over 6 feet across.

(Submitted by Jeff Smith)

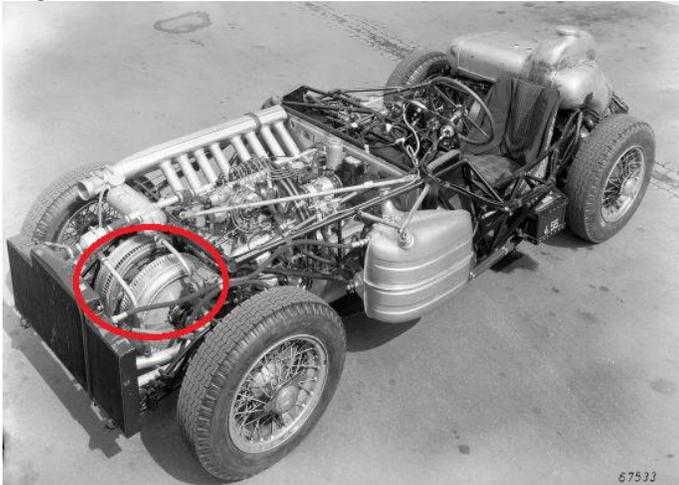
Everything You Always Wanted To Know About Drum Brakes

The Humble Drum Brake-reprinted from "Totally T-Type2 August '18"

Introduction

The modern drum brake was first used in a car made by Maybach in 1900, although the principle was only later patented in 1902 by Louis Renault. While drum brakes have mainly been replaced by disk brakes, they are used on all the classic MGs. Even some modern high performance cars such as BMW and Porsche still use drum brakes for their handbrake.

Drum brakes probably reached their pinnacle in the 1955 Mercedes Le Mans car which had massive inboard front drum brakes, nearly as big as the wheels. Even so, it was still out-braked by the Jaguars with their new disk brakes.



1955 Mercedes Le Mans car showing the massive inboard front drum brakes.

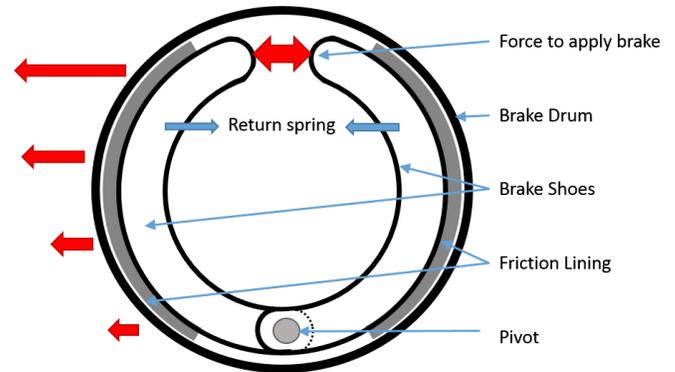
My reason for writing this article, however, is not to give the history of drum brakes, it is in response to a problem I suffered with my TC's brakes. After 30 years since relining the brake shoes, I decided it was time to replace the now dry and cracked linings. I sent my shoes off to a reputable company where they were quickly refitted with new bonded linings. Unfortunately, when you gently applied the brakes the new shoes grabbed, violently pulling the car to one side, and tended to stick on, especially at slow speeds.

Despite my best efforts and the advice of T-Type experts on Bill and Sally Silcock's spring tour, it took emergency maintenance in the hotel car park to spot the problem. It is this I want to share with

other classic MG owners. I would also like to thank Barrie Jones for his contributions to this article.

Drum Brakes – How they Work

The following diagram shows the orientation of the brakes on the MG TC and earlier cars; on other cars the pivot may be at the top or side of the brake but they all work the same way. .



The operation of drum brakes is very straightforward. There are two shoes covered with friction material inside a drum. Each shoe is pivoted at one end and they are applied by an outwards force at the other end pushing the shoes apart and against the drum face. The pivot carries the whole braking force. When the brake is released a return spring pulls the shoes back.

The outwards force may be applied by hydraulic pistons or mechanically via cables or rods acting on cams or levers. On the MG TA and later cars (including MGA), the rear wheels use both a hydraulic piston for the foot brake and a cable-operated mechanical system for the handbrake.

Drum brakes are not perfect. The outward movement of the brake shoe decreases towards the pivot as shown in the diagram. Until the top face of the friction material has worn sufficiently, the lower face will not even contact the drum. As a result, new shoes are more likely to feel spongy or overheat until they have properly bedded-in.

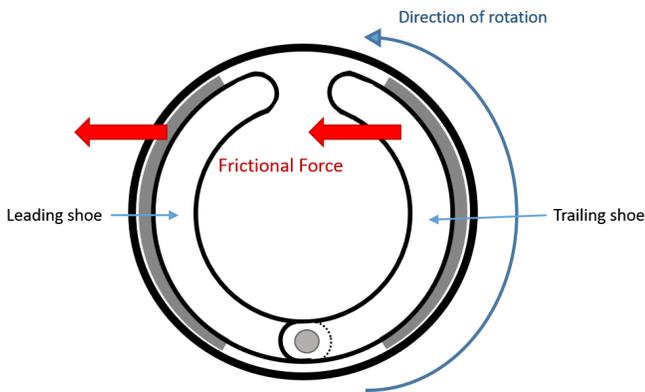
A second problem with drum brakes is heat dissipation. As the friction material covers virtually the whole area of the inside of the drum, the only way for the heat to escape is by conduction through the drum. If used for long periods, e.g. when descending hills, drums can get overly hot causing the brakes to fade. In contrast, the friction material on disk brakes only covers a small area of the disk,

the remaining part is open to the air allowing the heat to escape.

The final problem with drum brakes is brake dust produced as the friction material wears. This collects inside the drum and can cause the brakes to squeal and wear to moving parts such as the pivots, adjusters and mechanical linkages.

Self-servo Effect

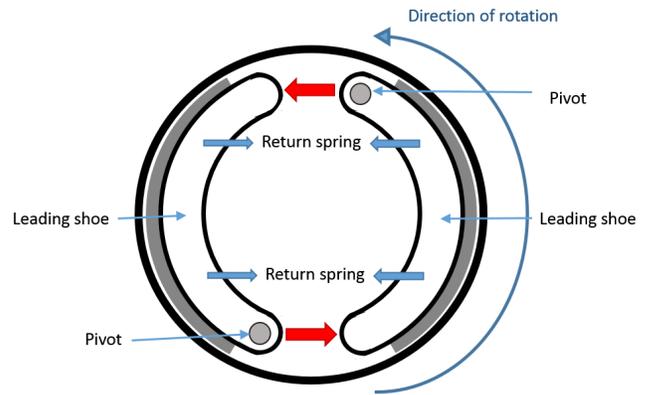
There is one advantage with drum brakes, they self-servo, i.e. the braking force is increased on the leading shoe by the rotation of the wheel as the friction between drum and shoe “pulls” it on (see next diagram). Unfortunately, the braking force is also reduced on the trailing shoe. .



The self-servo effect is the cause of the brakes grabbing or pulling to one side. When the friction material on the leading shoe touches the drum, the self-servo effect increases the braking pressure and, in extreme cases, it can over-brake that wheel or grab. Any differences between the brakes or adjustments on each wheel can be exaggerated by the self-servo effect and can cause the car to pull to the side as the brakes are applied.

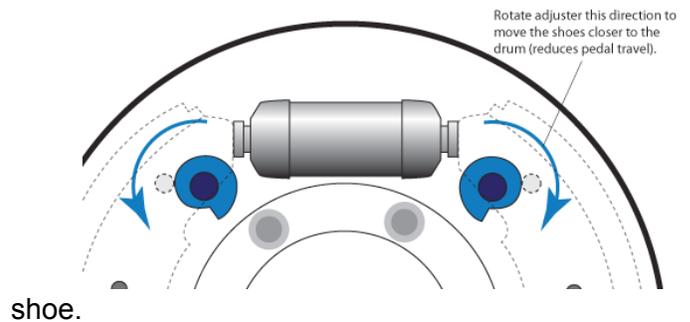
The TC and earlier cars have one leading and one trailing shoe per drum. It takes the same pressure on the brake pedal to stop the car when it is going forwards as backwards.

The TD and later cars (MGAs &Bs) with drum brakes had twin leading shoes on the front wheels. On these cars there are two pivots and two hydraulic cylinders generating the outwards force. As a result, it requires less brake pedal pressure to stop when they are moving forwards and by the same token more pressure when reversing. Something pre- MG TD drivers need to be aware of when swapping to more recent models. .



The Pivot and Brake Adjustment

The early cars had a pivot pin bolted onto the back plate and a hole in each brake shoe (as represented in two previous diagrams – but not the one above, which is a twin leading shoe diagram). The shoes are held in place by a spiral spring and horseshoe clip, rigidly locating them. It was problems with this pivot arrangement that caused my brakes to grab and lock on. More about that later. Adjustment is by two large bolts on the back plate that set the closed position stops at the top of each



The problem with this arrangement is that it is not possible to set the position of the bottom of the shoes. Hence it is important the lining is the correct thickness (3/16”). Too thin and it will take a long time for the brake to bed-in, too thick and it will bind.

The TD and later cars had a more satisfactory arrangement. Rather than a pivot, the shoes were fitted into a slot, so that they could self-centre themselves within the drum. There is a second return spring at the bottom of the shoes to hold them into the slot.

On the TD, TF and the MGA the adjusters are of the "snail cam" variety.



On the MGB an adjuster is built into the pivot. This has an adjustment screw with a pyramid shaped head and when screwed in, it "clicks" every 90 degrees pushing the bottoms of the brake shoes outwards.



An advantage of this system is that it allows the bottoms of the shoes to be adjusted to give a better "fit". The main disadvantage of the pyramid adjuster is that the casting is made from aluminium and the adjusting screw, which protrudes out of the back of the brake, is steel. Exposure to water and salt under the car causes the screw to seize in its housing and coupled with its small square head, this makes it virtually impossible to turn. When I owned an MGB GT, my practice was to remove and grease the adjuster screw and after refitting, put a tight-fitting plastic tube filled with grease over the exposed threads to keep out water. This certainly helped to keep it free. There is a problem with some replacement adjusters. Barrie Jones reported he had had a catastrophic failure of a brand-new pyramid adjuster when he rebuilt his V8. The original is made of alloy with two square-headed bolts cast into it to provide the locating studs. In the new adjuster, these were "replaced" by two 6mm



lengths of studding tapped into the alloy. The first time the MoT tester stamped on the brakes these ripped out of the alloy - something that could have happened in a real emergency stop. As a result, the brakes collapsed inside the drum causing the hydraulic system to fail and preventing the handbrake from working. A total brake failure.

Return Springs

It is important these are in good condition and properly fitted. They should not catch on any part of the brake fittings and especially not rub on the hub. They are probably the hardest component of a drum brake to fit and I have never found a satisfactory solution.

My current practice is to use a pair of pointed nose pliers to hold the spring as close to the loop on one end, put the other end of the spring in place then using the fingers of my other hand with my thumb on the brake shoe pull the pliers to until I can get the spring in place. I start by fitting the springs over the outer of the two notches. When fitted, slide them over to the inner notches closest to the shoe. On the rear shoes ensure the middle of the spring goes behind the clip on the handbrake mechanism.

On the TC and earlier cars, a shoe has two riveted-in posts, one on each side, the larger is the brake stop (see photograph) and is fitted on the inside. The smaller has two notches around it where the springs fit. Before fitting, ensure the brake stops are set at their minimum position to reduce the amount you have to stretch the springs. I also find a rope pulled tight around the shoes also helps keep them as close together as possible. On the later cars the springs fit through holes in the shoes and the shoes are held in place by anti-rattle spring clips that pass through the shoe and back plate. On my MGB I found I could fit the return springs first then lever the shoes into place with a large screwdriver. The problem here is you need 4 hands, one to hold each of the shoes and the other two to fit the anti-rattle clips. Again, it is useful to ensure the brake stops are set to the minimum position before starting.



Maintenance

Brakes are probably the most critical component of a car, so maintaining them is essential.

Depending on how much you use your brakes it is worth cleaning out the brake dust every 2 years or 5,000 miles. Remove the brake drum from one wheel at a time. It is safer to wash the dust from the drum and around the shoes using a fluid such as Halfords Brake Cleaner rather than an air hose which can create a lot of potentially dangerous dust. The brake adjusters should be freed off before removing the drums, which also checks they are working properly.

It is worth greasing the pivots, adjusters, backing plate where the brake shoes touch, mechanical linkages and/or ends of the hydraulic pistons using copper grease or a high temperature ceramic grease. BE CAREFUL not to get any grease on the friction surfaces. If you do, brake cleaner will remove small traces.

Check the brake return springs are in good condition and properly located. Check any hydraulic hoses and pistons for leakage or weeping. If the pistons have dust covers, they can be carefully pulled back to inspect the pistons and confirm that they move freely. When a car is left standing, hydraulic fluid can, over time, make these pistons very stiff. A small amount of rubber grease around the piston and under the dust cover helps.

It is also worth checking the shoes have a chamfer on the leading and trailing end of the friction material as this reduces the chance of them grabbing. In practice, the chamfer is only needed on the leading end, adding one to both ends makes it easier to reverse the brake shoes at a later date to even out wear.

Finally, before refitting the drum I check that each brake shoe can move freely using a screwdriver against the hub as a lever and check nothing is rubbing on the hub.

Replace the drum and press the foot brake hard to position the shoes before re-adjusting. Screw the adjusters until the drum is binding then backing them off one or two clicks or a fraction of a turn should be sufficient to allow the drum to rotate freely. If a brake still rubs in places as the wheel is rotated, then you need to check the drum is not oval. It may need to be skimmed. The maximum oversize for later cars is .060 inches, beyond which the drum must be replaced.

My Grabbing and Sticking on Problem

Needless to say, when I replaced the shoes on my TC I had followed all the maintenance steps. Everything appeared to be OK, but when the car was moving, a gentle touch on the brake pedal and "bang", on came the brakes, hard. Even when the

brake pedal was released, the brakes on one wheel stayed on. Why?

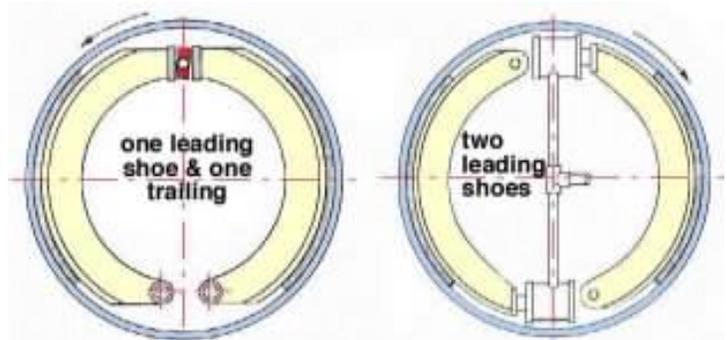
The problem was due to wear on the pivot pin and the pivot hole in the brake shoes. The shoe with the most wear was able to move up and down by around 30-50 thou, very small, but sufficient to cause the problem. Unfortunately, I had inadvertently fitted this shoe as a leading shoe on a front wheel, which also had the pivot with the most wear.

When I gently applied the brake, the self-servo effect pulled the brake on and moved it down on the pivot, putting it on hard. Because the shoes are firmly located with a spiral spring and horseshoe clip, the return spring was not sufficiently strong to pull the brake off, hence it stuck on.

The solution, I re-manufactured the brake pivots, which can be easily replaced as they are bolted into the back plate and replaced the 4 most worn shoes with new ones. Now the brakes all come on "as one" with no grabbing or uneven braking of the wheels. The lesson, if you own a TC, YA or earlier car, always check for excess movement of the shoes on the pivots before fitting the horseshoe clip. There should be virtually none. On later cars, after fitting the return springs check the shoes can move up and down relatively freely.

Paul Ireland

Ed's note: Regarding the brake pivots (original description and part number from TC Parts List "Anchor pin for brake-shoe 66832") I don't think they are available from the usual parts suppliers, but as Paul says, they are easily made. The horseshoe clip ("Circlip for anchor pin 66388") is available from NTG Motor Services <https://www.mgbits.com> for £3.66 plus VAT (ref K933). The spiral washer which Paul mentions ("Thackeray washer for anchor pin 39382") is also available from NTG (described as spring washer, ref K934) for £3.40 plus VAT.



**Michigan Rowdies
Balance Sheet Prev Year Comparison**

As of December 31, 2025

	Dec 31, 25	Dec 31, 24	\$ Change	% Change
ASSETS				
Current Assets				
Checking/Savings				
53 Bank	10,191.62	3,039.77	7,151.85	235.3%
Total Checking/Savings	10,191.62	3,039.77	7,151.85	235.3%
Total Current Assets	10,191.62	3,039.77	7,151.85	235.3%
TOTAL ASSETS	10,191.62	3,039.77	7,151.85	235.3%
LIABILITIES & EQUITY				
Equity				
Opening Bal Equity	3,390.54	3,390.54	0.00	0.0%
Retained Earnings	-350.77	990.81	-1,341.58	-135.4%
Net Income	7,151.85	-1,341.58	8,493.43	633.1%
Total Equity	10,191.62	3,039.77	7,151.85	235.3%
TOTAL LIABILITIES & EQUITY	10,191.62	3,039.77	7,151.85	235.3%

Michigan Row
Profit & Loss Prev Year Comparison
January through December 2025

	Jan - Dec 25	Jan - Dec 24	\$ Change	% Change
GT48 General Expenses				
PAYPAL FEES	0.00	2.06	-2.06	-100.0%
WINE GLASSES	579.54	0.00	579.54	100.0%
Total GT48 General Expenses	579.54	2.06	577.48	28,033.0%
GT59 General Expenses				
GT59 AFTERNOON TEA	866.72	0.00	866.72	100.0%
GT59 ANNIVERSARY CAKES	173.72	0.00	173.72	100.0%
GT59 ASYLUM TOURS	80.00	0.00	80.00	100.0%
GT59 AUCTION	100.00	0.00	100.00	100.0%
GT59 CAR SHOW BALLOTS/CARDS	228.52	0.00	228.52	100.0%
GT59 CENTERPIECES	95.31	0.00	95.31	100.0%
GT59 EVENT PROGRAM BOOK/1ST MAG	1,038.28	0.00	1,038.28	100.0%
GT59 FIRST TIMERS AWARD	815.00	0.00	815.00	100.0%
GT59 GIMMECK RALLY AWARDS	18.28	0.00	18.28	100.0%
GT59 HOSPITALITY ROOM	1,852.61	0.00	1,852.61	100.0%
GT59 HOTEL EXPENSES	17,453.07	0.00	17,453.07	100.0%
GT59 MECK WALLET SCHEDULES	131.78	0.00	131.78	100.0%
GT59 PAYPAL FEES	140.35	0.00	140.35	100.0%
GT59 PIG ROAST	7,238.82	800.00	6,438.82	1,108.6%
GT59 REGALIA PIN	490.00	0.00	490.00	100.0%
GT59 REGALIA WATCHES	719.56	0.00	719.56	100.0%
GT59 REGISTRATION EXPENSE	354.31	0.00	354.31	100.0%
GT59 SELF-DRIVE INSTRUCTIONS	198.96	0.00	198.96	100.0%
GT59 SHOW FIELD RENTAL/EXPENSE	470.00	250.00	220.00	68.0%
GT59 SIGNAGE	289.61	0.00	289.61	100.0%
GT59 STRIPE FEES	1,090.31	0.00	1,090.31	100.0%
GT59 WINE GLASSES	128.00	0.00	128.00	100.0%
GT59 WINE TOUR COACH	2,298.00	0.00	2,298.00	100.0%
GT59 General Expenses - Other	3,643.57	0.00	3,643.57	100.0%
Total GT59 General Expenses	38,774.37	850.00	38,924.37	4,375.3%
Meeting Expense	341.80	380.59	-18.79	-5.2%
Miscellaneous	-10.38	0.00	-10.38	-100.0%
Name Tags	0.00	104.00	-104.00	-100.0%
PAYPAL FEES	97.75	109.68	-11.93	-10.9%
Postage and Delivery	0.00	11.28	-11.28	-100.0%
Registration Discrepancies	40.10	0.00	40.10	100.0%
Regalia	8.16	0.00	8.16	100.0%
Total Expense	44,533.30	5,412.33	39,121.00	722.8%
Net Ordinary Income	7,151.85	-1,341.58	8,493.43	633.1%
Net Income	7,151.85	-1,341.58	8,493.43	633.1%

ies
Profit & Loss Prev Year Comparison
January through December 2025

	Jan - Dec 25	Jan - Dec 24	\$ Change	% Change
Ordinary Income/Expense				
Income				
Auction	348.00	205.00	143.00	70.2%
Christmas Party Receipts	1,190.00	1,110.00	80.00	8.3%
Contributions Income	10.00	0.00	10.00	100.0%
GT48 INCOME	1,548.00	1,315.00	233.00	17.7%
NAMGAR MEMBER REGISTRATION 500	813.00	0.00	813.00	100.0%
Total GT48 INCOME	813.00	0.00	813.00	100.0%
GT59 INCOME				
5050	350.00	0.00	350.00	100.0%
ADVERTISING	620.00	0.00	620.00	100.0%
PIG ROAST	46.00	0.00	46.00	100.0%
REGALIA WAGNER	365.73	0.00	365.73	100.0%
REGISTRATION ADDITIONAL CAR	30.00	0.00	30.00	100.0%
REGISTRATION MEMBER	37,018.00	0.00	37,018.00	100.0%
SILENT AUCTION	3,571.00	0.00	3,571.00	100.0%
SPONSORSHIP	3,860.00	0.00	3,860.00	100.0%
VENDOR FEES	330.00	0.00	330.00	100.0%
Total GT59 INCOME	46,870.93	0.00	46,870.93	100.0%
Memberships Dues	2,428.75	2,316.76	111.99	4.7%
Regalia Sales	34.00	733.00	-700.00	-97.6%
Tech Manual - A-Antics	200.00	164.00	36.00	22.0%
Total Income	51,096.30	4,070.75	47,025.55	1,158.7%
Expense				
A-Antics Newsletter				
Envelope	13.76	31.20	-17.44	-55.8%
Postage	479.06	466.05	13.01	2.5%
A-Antics Newsletter - Other	1,152.01	1,044.43	107.58	10.3%
Total A-Antics Newsletter	1,644.83	1,541.68	103.15	6.8%
Bank Charge	66.66	0.00	66.66	100.0%
Christmas Party				
Dining-Food	47.36	1,178.32	-1,130.96	-66.0%
Christmas Party - Other	1,942.51	990.00	1,392.51	253.2%
Total Christmas Party	1,989.87	1,728.32	261.55	15.1%
Contributions	0.00	702.72	-702.72	-100.0%



**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

