



A-Antics



Rowdie Birthday Bash at Bill & Mary Ellen's



Rowdies B'Day Party
Garage Work-Rick & Larry
The 'Non-Colour' Tour
Dayton Concours



MICHIGAN CHAPTER OF NORTH AMERICAN MGA REGISTER

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History: The Chapter was established August 14, 1976. It was NAMGAR's first chapter. We are a low-key club, dedicated to the preservation and enjoyment of our MGAs. Anyone is welcome to join our chapter and they are asked to join NAMGAR as well.

Chapter Dues: \$25 annually (\$40 for printed newsletter)

Nickname: **Rowdies**

Motto: **People First!**

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

MG Car Council Site: <http://www.mg-cars.org.uk/mgscouncil/>

NAMGAR Web Site: www.namgar.com

Past Chapter Chairpersons:

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

Rowdies Website: Larry Pittman, Webmaster
<http://www.mg-cars.org.uk/michiganrowdies/>

Larry Pittman's Database Report: 78 Active and Paid-Up Members

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

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WANTED: The following parts for my current MG project. I hope I can relieve someone's collection of parts I need for this project. Thanks to one and all!

- FRONT "A" SUPPORT. Holds steering column at the dashboard, need two supports
- FOUR MGA DASH GAUGES. Speedo, Tach, Gasoline, Oil Pressure, Coolant
- ACCELERATOR PEDAL, with the two end supports
- BRAKE AND CLUTCH PEDALS, with all brackets to support pedals & Brake/clutch Master Cylinders
- THE TWO TRANSMISSION ARMS off an old rusted out chassis frame
- A GRILL FRAME WITH "FALSE NOSE"
- COMPLETE HAND-BRAKE ASSEMBLY, cable not needed

JOHN McMULLAN (586) 746-0148 OR (586) 610-6932

MEMBERS PAGE

Letters

It had to End Sometime



We are sad to see our weekly cruise nights come to an end for 2025. So many adorable kiddos came out to enjoy a great evening of trunk or treat in the 'Ville! It's always fun to see some great friends who enjoy these fun evenings.

Curt & Stephanie Smith

Why join a car club?

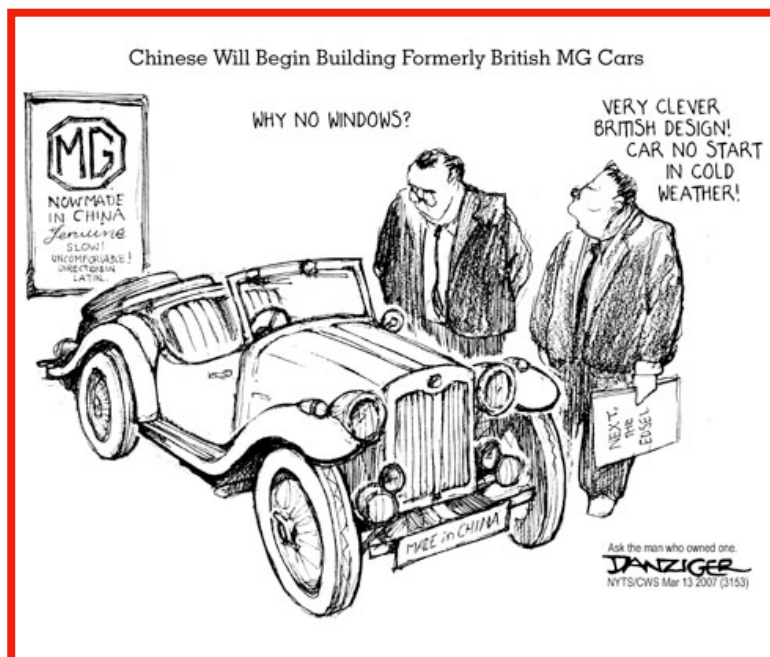
Car clubs, and particularly one-make clubs, like the North American MGA Register and its Michigan Chapter, the Michigan Rowdies, are the backbone of the classic car world. A good owners' club will give you advice and help you with your problems, introduce you to like-minded friends, find you unobtainable parts and services, involve you in events social and competitive and, when the time comes to part, help you sell your car. (footnote: paraphrased from Simon Taylor in Classic & Sports Car)

Dave Quinn

Just When I Thought I'd Seen It All



"For the man who wouldn't drive anywhere in his MGA without his Gucci driving gloves"



Rowdies Rejoice!

A Competition has surfaced in the Land!



A **Rowdie Chili Cook-off** has been arranged by Willie and Bruce Mann for Noon, Saturday, November 15th at their house. This is a chance to show who among us has the **Best Chili Recipe** to feed the masses. Bring your crockpot full of your Grandma's hottest or mildest concoction, or your plumber's favorite. We want to sample them all!

What: Rowdies Chili Cook-off

When: Noon, Saturday,
November 15th

Where: Willie and Bruce's
Estate
960 Denbar Court
White Lake, MI



Please **RSVP** to Bruce and/or Willie at **(248)660-7527**
or mannwillie52@gmail.com

This will be a practice gathering for the Christmas Party.
The weather will be a bit cool, but clear, so erect your top and drive that beauty to Dunbar Court!

We'll see you there!
John, the Meets Chair
We'll see you there!



Michigan Rowdies: Start Planning Now for GT-51 in Sandusky, Ohio!

The North American MG Council and especially NAMGAR is pleased to announce that we are holding our **MG International 2026** event in Sandusky, Ohio at the Kalahari Resort. The event will be held on August 24-27 very near to Cedar Point on the Lake, and a short ferry ride to the islands of Put-In-Bay on South Bass Island, and Kelly's Island, a short boat ride taking your MGA along.

This event will be NAMGAR's GT-51 and will have its own NAMGAR banquet dinner and be a part of all MG awards banquet. The car show will be combined with all the registers and be held just a couple of miles from the hotel. The car show will be moved from its traditional Thursday to a Wednesday venue.

We are contemplating a hospitality suite like NAMGAR has done at most of its GTs in the past. This will feel more like a GT than in the past with many events that we are used to experiencing. This drive is at worst case 4 hours from where most of us live and should be a one-day journey.

The North American Council of MG Registers just finished our site visit to next year's convention site, The Kalahari Resort & Convention Center in Sandusky, Ohio. The resort has 850

rooms, and we will have a large block and a special rate for those attending. Planning is underway to make this a true "Marque of Friendship" five-year event. This is where the four major North American MG Registers (MMM, MGT, MGA and MGB) combine. You may have attended one or more of the other events held in Indianapolis, St. Paul, Gatlinburg, Reno, Louisville and Atlantic City.

If you look up Kalahari, you will see that it is a water park, so kids and grandkids are welcome. Note that these facilities are at the opposite end of the property and should not impact our group. We will have a reserved parking area for cars and trailers should you bring one. The show site will be on grass and a short 10-minute drive from the resort.

We will have tech sessions, scenic drives, dinners, etc. but we encourage you to come a day or two early or stay a day or two later to take in all the area has to offer. You may want to ride the car ferry out to South Bass Island where the annual Put-In-Bay historic races are held. Many shops, bars, and restaurants are located there and a monument to Commander Perry, who was instrumental in defeating the British in the naval battle of Lake Erie in 1812.

Downtown Sandusky offers unique shops, restaurants, wineries, craft brewers, and a merry-go-round museum. We will be offering side excursions to places you might want to visit as well. Many of them will be available by bus if we have enough sign up.

All this and more will be presented to you when we "go live" by early December at

www.mginternational2026.org

Bruce Mann
Chairman NAMGAR

North American Council of MG Registers:

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

MG

INTERNATIONAL

2026

AUGUST 24-27

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THE NEW ENGLAND MG "T" REGISTER

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Chairman's Chatter

Wow, this summer really zipped by in a hurry. Mary Ellen and I had a lot of opportunities to drive our MGs, plus non-MG trips to Illinois to visit our siblings and attend high school reunions. So, it has been a busy and fun summer.

We hosted the Rowdie birthday party in August. As I expected, we didn't have a huge turnout. I think there were just so many other things going on, with MG drives almost every weekend. We had a nice time anyway, with good food and company, plus the auction made some money for the club while redistributing some car parts and other things.

We were out of town for the Battle of the Brits. Judging by some photos I have seen, it looked like a nice weather day. I was able to make it to the Day in the Garage at Rick Thalmann's garage. We had a very productive day disassembling his MGA project. I hope nothing important was mislaid. I think he has a good car to restore. As we all know, it is a long job. There was another DitG with Larry Pittman's Magnette. We installed the engine in the chassis, but there needs to be a modification to the cross member to finalize it. We also didn't get the engine running, although we did crank the engine enough to see oil pressure. Both Larry and Rick have a lot to look forward to.

Dave Quinn led a pleasant drive to Duck Lake Tavern, north of Albion for the Rowdie Color Tour. We had ten cars, including eight MGAs, one MGB and a modern T-bird, and 17 members at the tavern. It was a nice turnout, considering the late notice and mid-week date. As advertised, the roads were all in nice condition. The leaf colors may not have been quite at their peak, but the weather was just about perfect for the drive.

With winter just around the corner, I have a list of projects for my MGs. Most are not too large, just things that can be put off until the cars are off the road for the season. This year, all three MGs got enough use to justify their annual oil and filter changes. Then they will all be put up on jack stands to protect the tires from flat spotting and to make for easy access to suspension and underside issues. My MGC air conditioning project is partially on hold, since I can't really test it without hot weather. In the meantime, I have several jobs aimed at improving engine cooling.

One project that may or may not get tackled is replacing the MGC dashboard. I already replaced the original pillow dash with one from a later MGB. I

stripped the foam from that one and had it powder coated with wrinkle-finish black. There were a few modifications required for that conversion, but all the major instruments fit. Now I am thinking of replacing that dash with one from an early B. The main advantage would be that the dash is closer to the driver and passenger. When MG added the crash padding, they moved the metal dash forward so that the surface of the dash was in approximately the same place. That meant as much as two inches less space behind the dash. Anyone with a later B knows how hard it is to access anything behind the dash. When I added the air conditioner, it required running two air hoses from the passenger side to the driver side, but there just isn't enough room to do that. The conversion to the early dash is complicated, but a number of MGC owners have tackled this project, so I won't have to figure it all out by myself.

There should be a lot of nice weather for fall drives before the road crews start spreading salt on our roads. So don't hesitate to jump in your A and check out your local apple orchard and cider mill. For more fun, call any Rowdies nearby and invite them along. The next event on our Rowdie calendar is the Christmas party on December 7. This is always a fun event. So, until then, get out there and enjoy your A.

Safety fast, Chairman Bill



Concours d'Elegance at Carillon Park or... Bruce & Willie Do It Again

The Dayton Concours d'Elegance at Carillon Park presented by AAA is the Midwest's premier classic & antique automobile and motorcycle show. The invitational event brings 200 of the finest historical cars and motorcycles together inside the grounds of the 65-acre historical park. The vehicles are either restored to original or preserved in original condition. Cars from the early 1900s are displayed along side the classics of the '50s and '60s, as well as a variety of two wheeled machines. Entries are judged and compete in a number of classes and also for special awards. Bruce & Willie Mann were invited to show their recently restored MGA Coupe and Mike & Sandy Hickman were invited to show their 1958 MG Midget ZB Varitone....



Bruce writes “we were invited to attend the Dayton Concourse on 9-14-25 and took our 1958 Coupe. We were entered into the Skip Peterson Memorial MG Class. This class was special at this year’s concourse due to the passing of long time founder and chairman of this annual event. Many MGs were entered into this class, all post war from Early TCs to MGB’s and everything in between. We were fortunate and honored to win Best in Class for this event.”



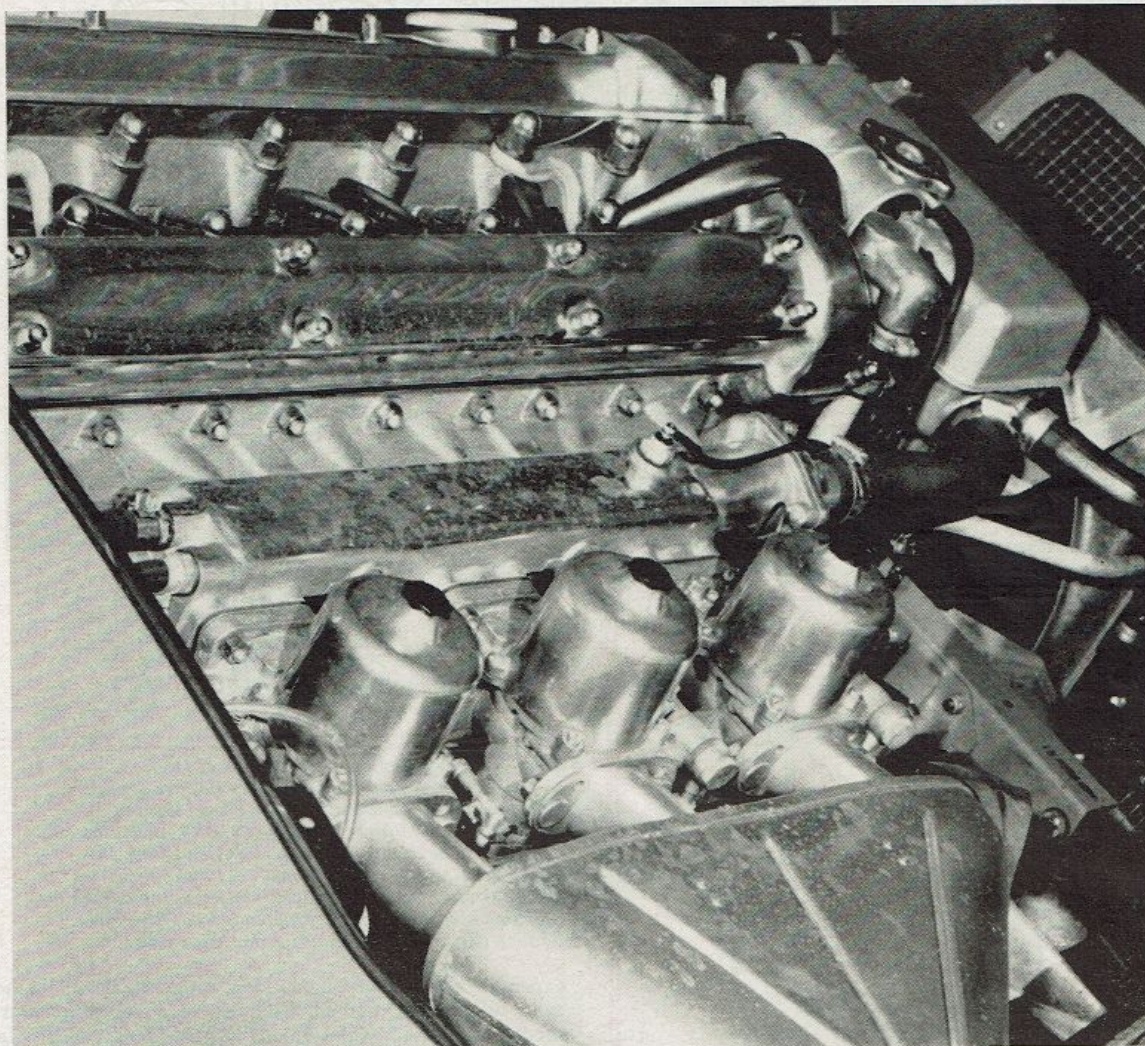
Reprinted from: **THE OCTAGON NEWS Volume LX No. 11 Sept. 2025**

The Concours d'Elegance show on Sunday, September 14, 2025, was not the same without Skip Peterson on the show field, although he was there in spirit. Skip would have been pleased to see the line up of MGs in the Skip Peterson Memorial class. MGs ranging from the MGTC through MGBGT V8 were on display, including the MGA Skip had restored, entered by the new owner, Steve Milby. All the MGs in the class were top notch concours quality cars, as evidenced by the time the judges took to select the winners. After long deliberations, the 1958 MGA Coupe, owned by Bruce Mann, was given the blue ribbon. Awards of excellence went to Mike and Sandy Hickman for their 1958 MG Midget ZB Varitone and to Tim and Nancy Shaw for their 1961 MG Midget.

THE SU STORY

BY CYRIL POSTHUMUS

From shoes to carburetors in one long hop



GORDON CHITTENDEN PHOTO

BLAME A LETTER from reader Bill Stahlman of Madison, Wis., for this. He asked about the origins of SU. I, too, had long been curious; I knew it meant "Skinner Union," that the firm had existed a long time and that somewhere along the road it had been taken over by William Morris of Morris cars fame. Being on the same island as the SU Carburetor Company of Erdington, Birmingham, why then, shouldn't I approach the fountainhead and request further details? SU turned out to be most cooperative.

The Skinner Union was the working partnership between two brothers, George Herbert and Thomas Carlyle Skinner, and of George H. it can indeed be said that for a boot and shoe manufacturer he made an excellent carburetor designer. Indeed, had he not been the one, he probably never would have become the other. Let me explain.

In England at the start of the 20th century, one of the best-known shoe manufacturing firms was Lilley and Skinner. It still is today, with shops in every major town. As in many old British industries the Lilley and Skinner families were linked, not merely by profession but by marriage. George H., one of the sons, was naturally an expert in leather. But he was also extremely interested in those new-fangled motor cars and like all motorists of the time, fretted at the inadequacies of the average carburetor.

This instrument for converting liquid fuel into a combustible gas/air mixture was required to nourish an erratic, low-revving engine, often tetchy with unpredictable automatic inlet valves and dubious ignition. The problem was to vary the mixture with varying engine speed, and on early throttle-controlled engines they used a separate air control —>

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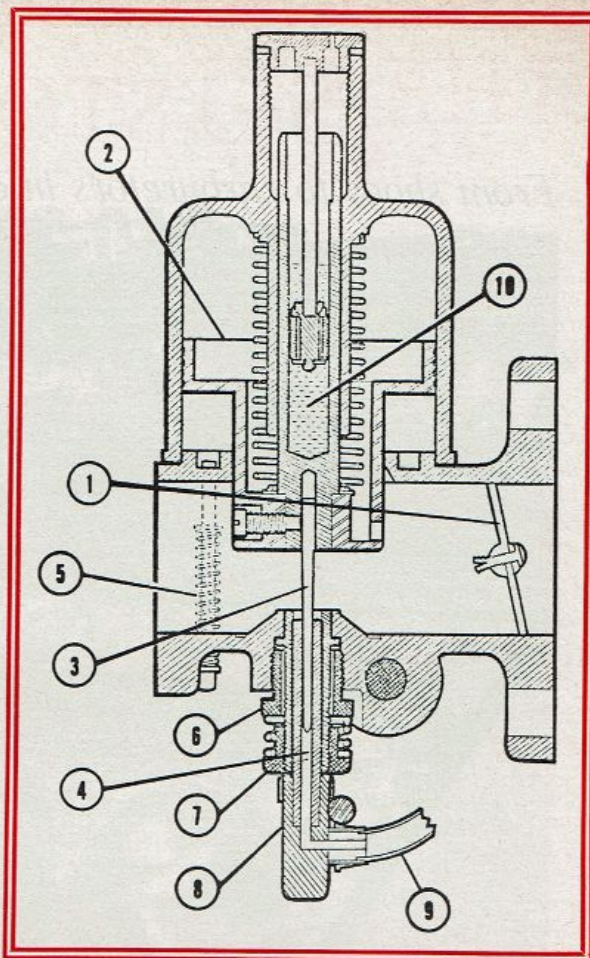
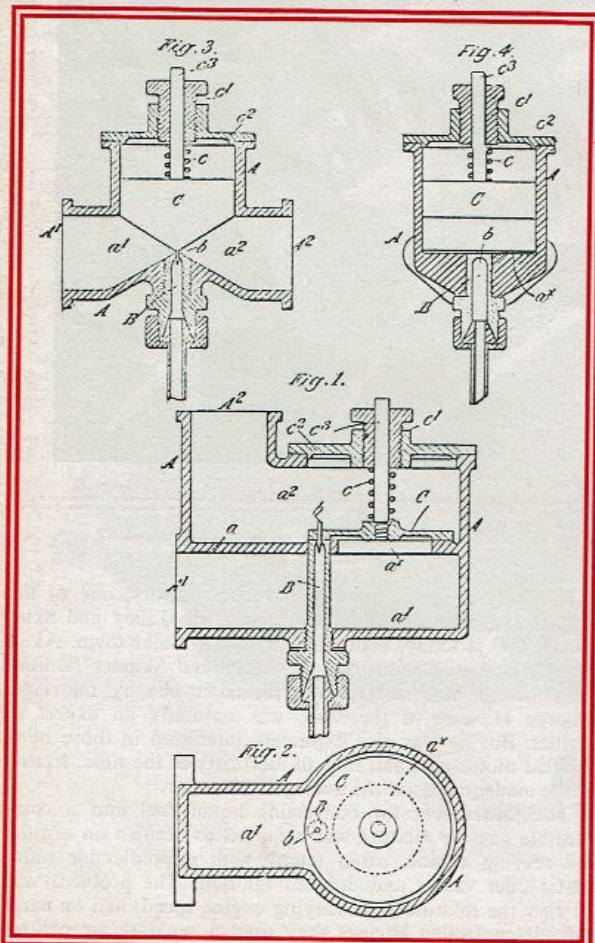
SU STORY

to weaken or richen the mixture. Thus, with two levers for gas flow and mixture control, plus a spark control as well, the unfortunate pioneer needed much skill to keep his engine running smoothly.

Naturally numerous devices to improve matters were announced, and "magic new carburetors" were a phenomenon of the day. George H. Skinner's system of automatically obtaining a correct air/fuel mixture at all throttle settings, first announced in 1904, employed a piston carrying a tapered needle entering the main jet. This piston, sliding in a guide, was itself moved by a flexible pressure-sensitive bellows connecting with the mixing chamber and actuated by engine suction. The inventor was careful in his patent specification not to go into details of the bellows, nor of the material from which it was made. It was, in fact, of leather, that material with which he as a shoe manufacturer was so familiar.

A year later, with financial help from their father, the brothers patented the system and set out to develop their new product. In a market where many car manufacturers made their own carburetors while other specialists such as Krebs, Longuemare, Polyrhoe, Claudel, etc. fought for proprietary orders, the Skinners' carburetor (which was rather

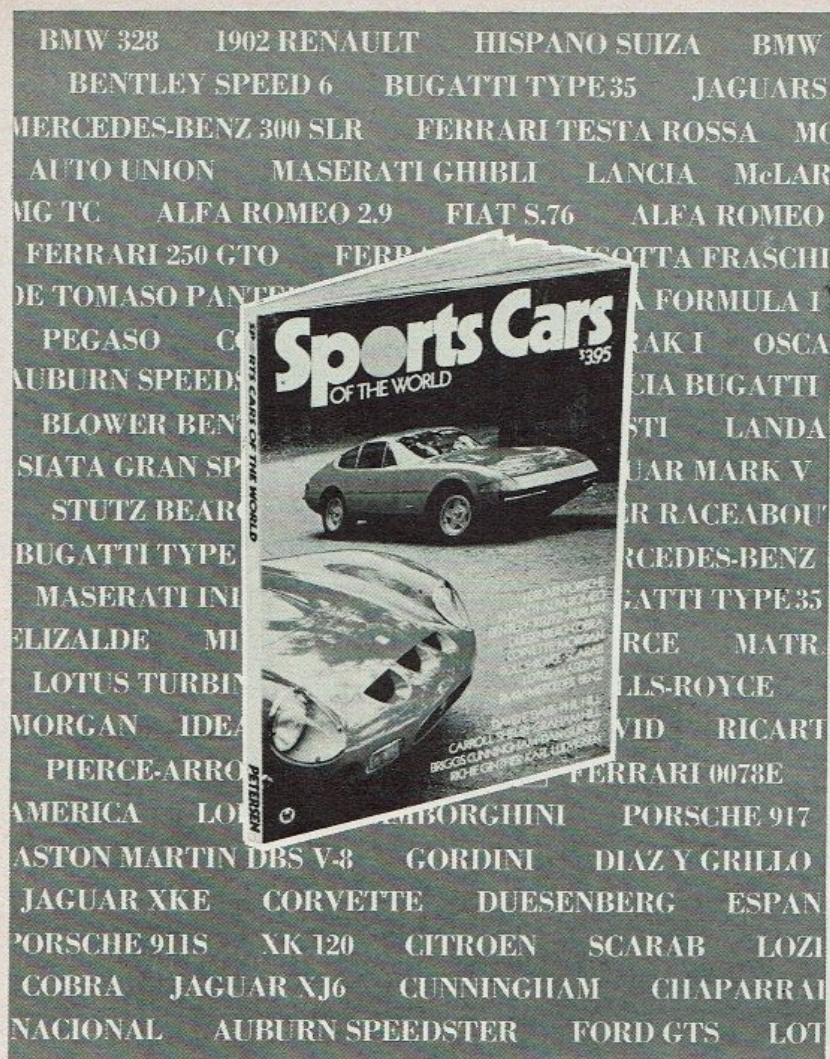
Skinners' original patent drawings of 1905, laying down the principle of variable venturi and constant vacuum, still used.



Simplified cross-section of an SU model HS4. As throttle (1) is opened, air velocity through venturi increases, lifting piston (2). Piston brings tapered needle (3) along, lifting it relative to jet (4) and allowing more fuel to be drawn into venturi. Piston lifting pin (5) is for testing piston movement. Jet locknut (6) holds adjusting nut (7) in place; jet itself is replaceable by changing assembly (8). Fuel supply is from float bowl through (9), oil in (10) damps piston movement.

expensive to produce) made slow progress. By 1910, however, the SU Co. Ltd was founded in an open horse-tram shed in Prince of Wales Road, Kentish Town, North London, with Thomas Carlyle (generally known as Carl) Skinner as managing director. An engineering firm, George Wailes & Co. of Euston Road, London NW, undertook initial manufacture. The SU carburetor was establishing itself firmly when the Great War intruded; they switched to making parts for Vickers machine guns and other armament work, expanding until some 250 people were employed.

The Armistice brought its relief and its economic anxieties, but SU scraped through by turning out radio parts, windscreens, water cocks and plumbing parts, as well as doing any general engineering work they could get. In 1925 an improved version of George H. Skinner's carburetor was introduced, dispensing with the leather bellows and using just an aluminum piston sliding on a steel rod within an aluminum cylinder, now cast vertically and forming the famous SU dashpot with screw cap on top for lubricating the rod. George H. then withdrew from the Company, leaving Carl to go it alone. In the dicey '20s it was tough going too, even though Bentley, Napier, Wolseley and Morris were among SU users.



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SU STORY

In 1926 Carl Skinner offered the SU business to William R. Morris of Morris Motors, and this magnate, knowing the product was good, agreed to take it over. With "Mr. Carl" still in management, the SU Company was moved to Adderley Park, Birmingham, and modern equipment was installed for quantity production; the hard days were over. Output rose by leaps and bounds, and soon SU carburetors appeared not only on Morris and allied marques such as MG and Wolseley, but also on numerous rival makes. In 1929 development of SU electric fuel pumps was also begun, first for cars and then for aircraft engines. During World War II, SU carburetors fed the Rolls-Royce engines powering the Hurricanes and Spitfires which fought out the Battle of Britain. They were also used on Halifax and Lancaster bombers and Typhoon and Tempest fighters; SU also developed fuel injection pumps for the Rolls-Royce Merlin 100 series of engines and contributed other vital equipment to the war machine.

After the 1940 blitz on Birmingham the company moved from Addington to Shirley, where it remained until 1947 when it moved yet again to Erdington and the present works. The merging of Morris's Nuffield interests with Austin and the resultant British Motor Corporation enlarged the market for SU products from 1952, and today, as a member of the British Leyland Motor Corporation, SU produces something like 60,000 carburetors and fuel pumps per week. They go onto Morris, Austin, Wolseley, Jaguar, Daimler, Rolls-Royce, Bentley, MG, Aston Martin, Rover, Volvo and other cars. In Japan SU carburetors are built under license by Hitachi for Toyota, Datsun and Isuzu models. Though the SU is being displaced by the Stromberg CD and fuel-injection systems where emission control is required, it remains one of the most widely used carburetors in the world of cars. And it all started with a bit of leather.

*From Road & Track
November 1971.*

Submitted by Bill Weakley

The End of Manual Transmission (?)

https://www.theatlantic.com/technology/archive/2022/08/stick-shift-manual-transmission-cars/671078/?utm_source=feed

Stick shifts are dying. When they go, some-thing bigger than driving will be lost.

By **Ian Bogost**
Katie Martin

AUGUST 8, 2022

As printed in **The Atlantic** 8-22 and reprinted in **The Peachtree MG Registry** 8-22.

I drive a stick shift. It's a pain, sometimes. Clutching and shifting in bumper-to-bumper traffic wears you out. My wife can't drive my car, which limits our transit options. And when I'm at the wheel, I can't hold a cold, delicious slushie in one hand, at least not safely. But despite the inconvenience, I love a manual transmission. I love the feeling that I am *operating* my car, not just driving it. That's why I've driven stick shifts for the past 20 years.

That streak may soon be over. When it comes time to replace my current car, I probably won't be able to get another like it. In 2000, more than 15 percent of new and used cars sold by the auto retailer CarMax came with stick shifts; by 2020, that figure had dropped to 2.4 percent. Among the hundreds of new car models for sale in the United States this year, only about 30 can be purchased with a manual transmission. Electric cars, which now account for more than 5 per-cent of car sales, don't even have gearboxes. There are rumors that Mercedes-Benz plans to retire manuals entirely by the end of next year, all around the world, in a decision driven partly by electrification; Volkswagen is said to be dropping its own by 2030, and other brands are sure to follow. Stick shifts have long been a niche market in the U.S. Soon they'll be extinct.

We can't say we weren't warned. For years, the stick's decline has been publicly lamented. *Car and*

Driver ran a "Save the Manuals" campaign in 2010, insisting that drivers who "learned to operate the entire car" would enjoy driving more and do it better. A #SaveTheManual hashtag followed. Shifting gears yourself isn't just a source of pleasure, its advocates have said, or a way to hone your driving. A manual car is also less likely to be stolen if fewer people know how to drive it. It's cheaper to buy (or at least it used to be), and it once had lower operation and maintenance costs. You can push-start a manual if the battery dies, so you're less likely to get stuck somewhere; and you can use the stick more easily for engine braking, which can reduce wear and make descending hills easier and safer.

But the manual transmission's chief appeal derives from the feeling it imparts to the driver: a sense, whether real or imagined, that he or she is in control.



According to the business consultant turned motorcycle repairman turned best-selling author Matthew Crawford, attending to that sense is not just an affectation. Humans develop tools that assist in locomotion, such as domesticated horses and carriages and bicycles and cars—and then extend their awareness to those tools. The driver "becomes one" with the machine, as we say. In his 2020 book, *Why We Drive*, Crawford argues that a device becomes a prosthetic. The rider fuses with the horse. To move the tool is to move the self.

Crawford argues that this cognitive enhancement is possible only when you can interpret the components of the tool you're operating. As a rider must sense the horse's gait, so must a driver grok the engine's torque. But modern automotive technology tends to inhibit that sensation. Power steering, electronic fuel injection, anti-lock braking systems, and, yes, automatic transmissions obstruct the "natural bonds between action and perception," Crawford writes. They inhibit the operator's ability to interpret the car's state and capacities through a healthy feedback loop of action and information. To illustrate the point, he tells a story about test-driving a 400-horsepower Audi RS3 with all the options, including a paddle-shifting automatic transmission. It was powerful and capable, he says, but "I could not connect with the car." That description is a common one among gear-heads, a way of expressing that the human operator and the machine are out of sync.



The stick shift has become a proxy object for that loss. When manual transmissions were the norm, drivers had to touch and manipulate the shifter, in tandem with the clutch, constantly while operating a vehicle. Passengers saw this action taking place, and shifting gears became imbued with meaning. It represented the allure of the road, for all its good and ill, and stood in for the human control of a big, hot, dangerous machine screaming down the pavement. The manual transmission's impending disappearance feels foreboding not (just) because shifting a car is fun and sensual, but also because the gearshift is—or was—a powerful cultural symbol of the human body working in unison with the engineered world.

Crawford admits that he might connect with the Audi if he put in enough hours at the wheel. But even knowing this, “the car left me cold,” he writes. In part, that’s because the coarse feedback that one gets while driving an all-electronic vehicle might be—or feel—too subtle for a brute human mind. Cars have, in a way, become too good. Human understanding slips off their surface, like ice off a hot hood.

The decoupling of humans from their driving machines will accelerate in years to come. If the automatic transmission made the stick shift a monument to lost control, the autonomous (self-driving) vehicle aims to do the same for steering wheels. At that point, the loss will be so complete that it may not feel so alienating. Any pretense that the automobile is a prosthetic will be eliminated, so car passengers can move on to other things. Like people on a train, they might settle into a book or take a nap or open up an Excel spreadsheet. But fully autonomous cars might never be in widespread use, and even mostly autonomous cars could be a long way off. In the meantime, the automotive industry will take away drivers’ control in slow, lumbering steps, just as other industries have for other appliances, apparatuses, and services. You can now flush a toilet or operate a sink not with the force of your hands, but by means of sensors. Web and product searches yield the results some third party wants you to see, rather than the best match-es

to your requests. Maps, now digital, show points of interest in place of raw information; travelers let the apps that host those maps tell them where to go and how to get there. Customer-service agents follow scripts to solve your problems, your doctors follow automatic diagnostic templates, and the stream-ing platforms on your television calculate which shows you should watch next.

People rued the decline of the stick shift for years before the “Save the Manuals” campaign (and hashtag, and merch) spun up. But it may be no accident that the formal crusade arose just as computation overtook culture, steering human lives in the direction of technology companies’ and data aggregators’ needs. Around that time, all the apps and services just mentioned (and many more) be-came widespread. Read: I’ll shift for myself

The manual transmission, however marginal it has become during the smartphone age, remains a vestige of direct, mechanical control. When a driver changes speeds, their intention can be fruitfully realized in gratifying action, meshing literal gears. Even when your hand slips and the gears grind, the device still speaks in a way you can understand.

To lament the end of the manual transmission is to eulogize much more than shifting gears. When the manual dies, little about driving will fall away that hasn’t already been lost. But we’ll lose something bigger and more important: the comfort of knowing that there is one essential, everyday device still out there that you can actually feel operating. Even if you don’t own a stick, or if you don’t know how to drive one, its mere existence signals that a more embodied technology is possible—that it once was common, even—and that humans and machines really can commune. The stick shift is a form of hope, but it’s one we’ll soon have left behind.

Ian Bogost is a contributing writer at The Atlantic and the Director of the Program in Film & Media Studies at Washington University in St. Louis. His latest book is Play Anything. Thank you to **THE ATLANTIC**



Battle of the Brits-September 14, 2025

This day was made for a gathering of MGs - Sky was clear blue and cloudless with temperature around 80 and a gentle breeze under the trees. It was oh so pleasant!

Today we encountered 8 Rowdie members on the show field. There were at least 9 MGAs but some were brought by unidentified owners, at least I wasn't aware who had brought them.

Aside from me, there were the Shafto clan (Bob and Linda, Bob and Mary Jane with their cars in Red and Old English White), Tom Borden in his MGB, Alan

club affiliation, but he did have 5 Sunbeam Tigers!

I love tootling around on the country roads, so on my departure, I took a turn onto an unknown byway and wandered around Oakland County for an hour until I bumped into US-23 and decided to blow out the carbon back to my homeland. What a Day!

(Photos for the Antics sent on from my phone)

Cheer-i-o, **John Alexander**



Lockwood, Dave and Pat Decker (Iris Blue), Lonnie and Joann Franklin (Red) and Rich and Maureen Thalmann (currently awaiting Day in the Garage). I have tried to enumerate all Rowdies in attendance. Apologize for those I may have missed.

I parked next to a beautiful Dark Blue Twincam bought from Jim Alcorn. A true masterpiece. It had been his personal car. Owner had no



Rowdie B'Day Party at Weakley's 8-17-25

The Rowdies held their 17, 2025 this year at Bill and Mary Ellen's house in Ann Arbor with 26 members attending and represented. Red and Blue were each and a smattering of orange, indeed a multicolored day full of



of us spent a majority of time outside, and after kicking tires and looking over everyone's cars we prepared for the main activity of this



provided a steady supply of Jimmy John sandwiches, chips, and no-one went away hungry. After filling up with food, cookies, and other deserts. The weather was so nice that most



event, which is the Rowdie Auction. Chairman Bill was the auctioneer and there was heavy bidding on the favored items, but no fistfights broke out among the members and a total of \$349 was added to the club's treasury by the time everything was wrapped up.

Maureen Thalmann was keeping score and here is a quick wrap-up of the party. The following Rowdies attended:



Tony and Anita Dellicolli, Gordon and Tracy Bird, Ken and Kathy Nelson, Tom Fant and Lynne Combs, Rich and Maureen Thalmann, Tom Borden and Cheryl Orr, Larry Pittman, Dave and Donna Quinn, Kevin and Norma Peck, Bob Shafto, Jerry Jesion, John Alexander

annual Birthday Party on August 17, 2025 this year at Bill and Mary Ellen's house in Ann Arbor with 26 members attending and represented. Red and Blue were each and a smattering of orange, indeed a multicolored day full of



and Carolyn King, Steve Holiday, Jeff and Deborah Smith, and our hosts Bill and Mary Ellen Weakley.

The club provided Jimmy John sandwiches. Members brought sides and desserts. No one went away hungry. The Rowdie auction saw some nice items change hands and a few items that didn't elicit a bid. The club made \$349.

Weather was pleasant, and all left under sunny skies.

Chairman Bill



Garage Day at Thalmann's

On August 28, 2025 John Alexander sent out this announcement about an upcoming Day in the Garage to be hosted by Rich Thalmann:

"Rich Thalmann, caretaker of a 1962 MGA (since he was a 16 year old!) is ready to begin a full restoration. To begin the process, the engine and trans need to be removed followed by getting the chassis and body to the "rolling" status and work on door fitment."

John then goes on to explain..."This is what the **"Day in the Garage"** events are for - **FREE LABOR!** In case any of our members didn't know it, this is just one of the fantastic "perks" of belonging to the legendary group of car nuts and knuckleheads known as the **Michigan Rowdies**. Hard to beat at **TWICE** the price, and it can be yours for absolutely 'No Money down'. As unbelievable as it seems, just say the magic words, and suddenly 10 or 12 thirsty and hungry Rowdies will be crawling all over your garage waiting to be nourished before they grab their spanners. Before noon, coffee and donuts will do just fine, but once the sun "reaches over the yardarm" it'll be beer and pizza they'll be craving."

But though they be a scurvy lot, they're heart's in the right place and they'll put in a hard day's labor for you as long as you ration the beer slowly on a regular schedule so there be no passing out on the garage floor or sleeping on the car lift.

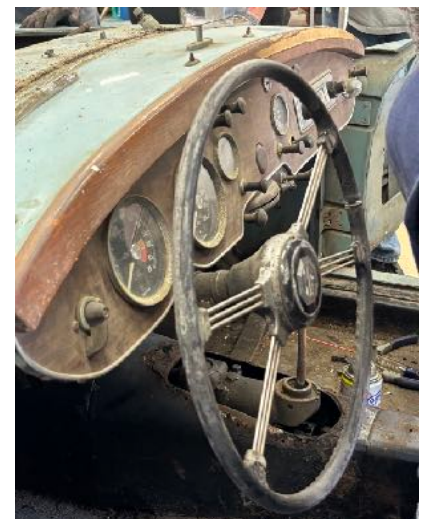
Also, if you've always wondered what is entailed in getting that great huge lump of cast iron out of the narrow opening under the bonnet, this is your chance to find out. You'll see how simple is our MG systems' design. You may want to have your own D.I.T. Garage to solve some bothersome issue. Our club has a great deal of MG knowledge in its membership and a well-known capacity for consuming adult beverages. The two are usually not mutually exclusive.

Club camaraderie is enhanced by gatherings like this. See your friends and make new ones.

***See you all there,
John Alexander, Meets Chief***

PS The event occurred on Sept 20, 2025 and the mission of disassembly was successfully accomplished.





Garage Day at Larry Pittman's

Not to be outdone by Thalmann's Day in the Garage, Larry Pittman scheduled a Day in the Garage a few weeks later. This time the job was not to remove the engine from an MGA as Rick Thalmann did, but to put an engine into Larry's MG Magnette. The Magnette has been an ongoing project for over a year now, but Larry has recently made good progress and has a rebuilt 1800 cc MGB engine he wanted to install and to start up during this event.

As at Rick Thalmann's the Usual Cast Of Characters arrived Sat morning at Larry's and got to work. Bob Shafto, Bill Weakley, Tom Borden, John Alexander, Rick Thalmann, Gordy Bird, and Larry got to work with the spanners and over the afternoon managed to assemble the assorted parts into the appearance of the front end of a Magnette. Ken Nelson and Dave Quinn arrived later, just in time to assume supervisory roles. Ken managed to stay with the group for a lunch of Jimmy John's sandwiches, but left somewhat early once he was certain that everything was under control. Dave Quinn carried on as general supervisor and cheer leader for the others on the team, and captured the moment of engine startup on a video for all to share. Mission accomplished!! **Ken Nelson**

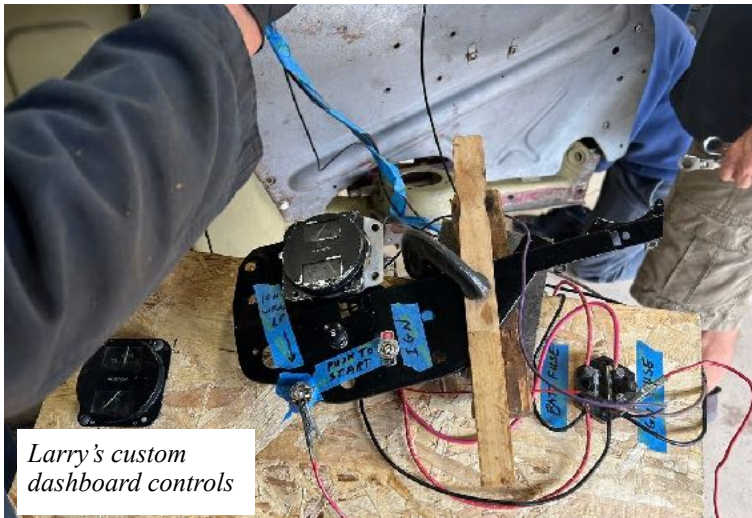


The first unibody MG



Tom, Larry, Bill, & John show how easy it is to lift the engine into place





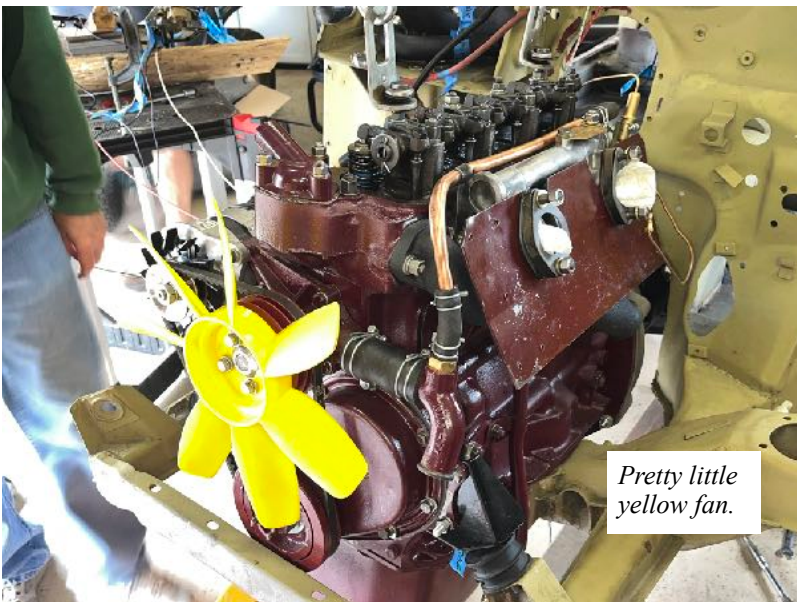
Larry's custom dashboard controls



*Almost in place.
Radiator mounted*



Three of the efficient worker bees



Pretty little yellow fan.



Beautiful Day for a Drive

(Pictures by Dave Quinn & Ken Nelson)

Rowdies Colour Tour

On Friday 10-10-25 Dave Quinn sent our a call to **ALL ROWDIES NEAR AND FAR** that he wanted them to assemble at his house on Tuesday 10-14-25 with all available haste to join in an MGA automotive procession to view (or not) the colours that had presented themselves on the trees for viewing and entertainment. Among those attending said Colour tour were Tom & Lynne, Larry, Curt & Steph, Tom Bordan, Bill Weakley, Bruce & Willie, Bob & Linda, Jim & Pam, Tony & Anita. As Dave said, "According to AccuWeather Tuesday, October 14th will be our last day in the 70's. Then it drops to the low 60's. The following week highs are in the mid-50's (burrrrrrr). We had the option of top down or winter coats. We picked top down.

True to the prediction of Dave and Accuweather the day was perfect for the weather, although Mother Nature was a bit lacking in spreading her magnificent display of color as she usually does. Still, as our Roving Reporter Stephanie Smith said "Today was a beautiful day for our car club to enjoy a non-color tour! It was decided that the weather overruled out chances of waiting for the fall color! It was a success! We drove to Albion to a tavern for lunch and home again! A merry time was had by all!





Beautiful Lineup of Cars



Jim and Pam Neal



Even the Amish go out for a Color Tour in the fall



(pics by Dave Quinn & Willie Mann)



i forgot to send a couple of pictures of Donna's Halloween decorations, she had decorations in every room it was amazing, a lot of time and effort went into making it look beautiful.



*Are Blue and Turquoise
the new replacement
for red and white as
favorite MGA colors?
Or does red still rule ?
(pictures by Dave Q. &
Willie Mann)*



*Michigan Rowdie Colour
Tour Group*