



A - Antics



*Inside; Canoe Trip & Color Tour,
Photos*

**Watkins Glen: Congrats to Dave &
Mark**



Michigan Chapter of North American MGA Register

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

CHAPTER DUES \$20 annually (\$25 for printed newsletter)

NICKNAME *Rowdies*

MOTTO *People First!*

ROWDIES SITE

www.mgcars.org.uk/michiganrowdies

MG WEB SITE

www.mgcars.org.uk

NAMGAR WEB SITE

www.namgar.com

PAST CHAPTER CHAIRMEN

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*

Rowdies Calendar of Upcoming Events



December 6, 2008, 2 p.m.

Christmas Party, Bone Island Grill, 4614 Francis St.
Summit Township, MI 49203-5748
Phone 517-783-2144

February 2, 2009

Rowdies Business Meeting, Clarkston, MI
Matt & Lisa Wigent host

Members Page

Rowdies Website

Steve Mazurek, Webmaster

URL: [http://www.mgcars.org.uk/
michiganrowdies/](http://www.mgcars.org.uk/michiganrowdies/)

Mac McDonnells Database Report

No new members since January 1, 2008.
70 Active and paid-up members.

E-mail & address corrections:

Please help us keep our e-mails up to date

**Deadline for submitting material for the next
issue is: December 20th**

Cover Photo: Neil & Thelma Griffin followed by Dave &
Donna Quinn cross White's bridge across the Flat
River on the West Michigan Color Tour.

Gordie & Tracey Bird Photo

Classified Ads

*Personal for sale or wanted classified ads are free to
all paid-up members. Commercial ad rates: Full page
\$40 issue/200 year; 1/2 page \$25/135; 1/4 page
\$20/110; Bus Card \$10/55.*

*Total ads may not exceed 12-1/2% (2 pgs of 16); ads
accepted on first come, first served bases.*

1500 Engine & Trans. For Sale
I'm selling my engine & transmission
out of my parts car. I've determined
that I will not rebuild it and put it in
my 57. Photos attached.

\$1,000 OR BEST OFFER.

Dick Grucz, 517-548-1035





Chairman's Chatter

by Gordie Bird

This fall has sure seen some great MG driving weather and I sure hope you've been able to get out and enjoy it.

Saturday, September 6 was a beautiful day and a great day for the Rowdies Canoe Trip hosted by Rich & Jayne Pollion. Although neither the Hollidays nor the Birds could get going early enough to get on the river, we got there in time to eat, socialize, and drink a beer. We've got to have our priorities, right? Rich barbequed some great brats and there were several salads, veggies, and all sorts of goodies to fatten us up. Again, the white MGA's outnumbered the red ones, 2 to 1. Rowdie raffle for \$50 went to the Birds and the Pollion's are entered into the hosts drawing for \$100. Thanks Rich & Jayne for hosting.

Barely a week later was the annual Battle of the Brits at Freedom Hill Park. Although the rain was pouring in the morning, by the time we arrived at the venue, it was threatening, but dry. In fact it stayed dry up until the awards were finished at about 3pm ., at which time it dumped everything it had been saving all day. Kudos to Larry Pittman and Bruce Read for driving their MGA's and Jeff Zorn for getting his out of the enclosed trailer. Both the Hollidays and Birds chose the somewhat more weatherproof BGTs. It was a fun day and we were able to see many people that we only see once a year although attendance was down considerably. October 11 was the Rowdies Color Tour and once again Herb &

Carlene Maier provided us with a superb fall day, although the ride to Grand Ledge was a bit brisk with the temp in the 40's. With departure planned at 10am, we finally decided to get going just before 11am as it was now warm enough for all to put their tops down. It was a fun drive with the lead changing frequently. Seems that when the leader made a wrong turn that someone further back would make the correct turn and so the lead would change. This may give you the impression that the directions were somewhat difficult to figure out and only later did we discover that they were written by a lawyer! With plenty of opportunities for pictures, look to the back cover of the next *MGA!* and you may see one of them.

We ended up in Lowell in the midst of their Harvest Celebration and on to Keisers restaurant for a great lunch. Rowdies attending Jeff & Debbie Smith, Mark & Cindy Michalak, Larry & Mitzi Pittman, Bruce Nichols, Neil & Thelma Griffin, Curt & Stephanie Smith, Dave & Donna Quinn, Tom & Pam Koch, and the Birds. Credit for attendance goes to Dave & Chari Smith who were just up the road at Grattan raceway for vintage races. Hope #49 and Dave did well. Quinn's won the



Gordie & Tracey complete a classic Michigan scene.

Chatter, cont.

\$50 Rowdie Raffle. Thanks to Herb & Carlene Maier for hosting.

Up and coming events are the holiday party on Dec 6 and the annual business meeting Feb 7. The holiday party is being catered this year and will be at the Bone Island Grill in Jackson. Best of all, it's on the club. If you haven't received my emails and receive this after the RSVP deadline of Nov 9, don't despair, as Chairman (lame duck) I'll grant special dispensation and take your RSVP late.

See flyer in this issue for the specifics.

The annual business meeting is where your voice is heard for the upcoming years events as well as what you would like to see from the club. We've tried a couple of different things these past few years and need your feedback as to whether we will continue them. Did you like the Rowdie calendars? Which one? How's the e-A-Antics working out for you? What did you think of the first ever catered holiday party? Does your car need a "Day in the Garage"?

In addition, we will have elections and will need some new officers. We'll need a newsletter editor, a chairman, and a webmaster, at least. Please consider running for one of these posts. The duties are divided up and you have plenty of help from the rest of the membership. If you haven't in the past, please consider giving back to the club a little bit each month by holding one of the officer positions. Please come to the business meeting and bring along your club spirit.

As you read this, we may be past the driving season, but that only brings on the project season. What's your project this winter? How can the club help you accomplish your goal?

Let us know. See you on the road!

Safety Fast!

Gordie

Newsletter Editor to retire!

In recent conversations with fellow Rowdies, A-Antics editor Dave Goeddeke has expressed his intention to pass the baton to someone with a fresh perspective and new energy. After 4 years on the beat, Dave is ready to support whoever will step up and take over the post.

It has been a rewarding and satisfying experience, and has offered the opportunity to get to know most of the Rowdies very well. This is a great group of car enthusiasts, and there are many members who provide technical information, photos, articles, and especially friendship.

Win \$50

The Rowdies will have a drawing at each meet for a gift certificate worth \$50 in merchandise from Jeff Zorn's Little British Car Co.

We hope to see some new faces at our meets and encourage you to bring a friend to join. All paid-up members are eligible for a raffle to be held at each Rowdie meet. The winner of the raffle will receive the gift certificate.

Chippewa River Canoe Trip



1) Hosts Rich & Jayne Pollion obviously enjoy the outdoors. 2) Canoers Larry & Mitzi Pittman, Bruce Nichols, Dave Quinn, and Rich & Jayne meet-up with Tracey Bird, and Cathy & Steve Holiday for a lunch break at the park. 3) River guide Jayne gives a nature talk for Bruce, Mitzi & Cathy while waiting for Rich to grill lunch. 4) Tracey, Jayne, Cathy & Steve, Rich, Gordie Bird, Mitzi & Bruce are mighty happy to be in the great outdoors. The Pollions enthusiasm must be contagious. 5) After you, Larry? Larry & Bruce try to decide who gets to use the crapper first. 6) The men & their machines. A good looking line-up at that!



Watkins Glen '08

By Mark Barnhart

WOW!! I found myself saying that over and over on my way home as I thought about the last four days. On Wednesday I drove from Prudenville to New York. The Watkins Glen Vintage Racing Fall Festival started Thursday and the first order of business was to setup the Rowdie Racing pit and get Dave Smith's #49 MGA ready for our first practice that afternoon.

In addition to all the regular events held each year for the Festival, this year we had two special things in the works. The Binghamton Automobile Racing Club, commonly referred to as BARC had planed a reunion and a special tribute to some racing personalities would be held.

We got #49 through tech inspection in the morning. Our afternoon practice went well and we prepped the car for the Friday qualifying race #1. One of the best parts of a vintage race like this is getting to renew old friendships with great people we may only get to see once a year. A group of the BARC members and MG Vintage Racers all went to the Seneca Lodge for dinner and an evening of camaraderie.

Friday was an easy day for us as we only had the 1 qualifier in the early morning and qualifier 2 in the early afternoon. That allowed every one a chance to get Downtown to watch the reenactment of the race on the streets of the Glen and participate in the Downtown Festival. Our other two crew members, Don

Robinson, and Jose Tapia arrived during the day.

Saturday morning saw a lot of activity in the BARC tent as members brought in memorabilia, videos of old 8 millimeter films of early road racing, and their caterer prepared to serve lunch to all the members and those of us they had designated as honorary members.

Our qualifying race 3 was at 11:00 AM. Because of Dave's busy schedule with his job we had not raced much this year, so we welcomed the extra qualifiers to get back in form.

During the noon lunch break at the BARC tent, I was approached by Watkins Glen chief starter Marty Laux. He asked if I would drive my MGA in the tribute lap on Sunday along with Kevin Richards MGA and Denver Cornet's #7 MG TC. My MGA is a recreation of the original Bob Bucher "Collier Cup" MGA now owned and raced by Joe Tierno and Kevin Richards car is a recreation of the Sherm

Decker MGA. Those two cars battled for the Collier Cup victory in 1958.

We would be driving a slow lap in honor of Denver Cornett, Phil Hill, and Cameron Argetsinger, who have passed away. The tribute would also honor Paul Newman, who

is losing his battle with cancer.

After a great lunch with the BARC group, it was back to work to prep #49 for the main Qualifier that would run at 4:30. Just as the time for us to go out for that qualifying race, the rain and heavy fog moved in and racing was canceled for the day. The fog was so



Mark Barnhart's #029 MGA in the line-up at the BARC HQ tent with Dave Smith's #49 down the row.

Watkins Glen, cont.

heavy you could not see across the track. We were happy that our times in the morning race were good enough to put us 6th on the grid for the race.

Sunday morning dawned cool but clear. We got #49 ready for the Collier Cup Race and then I drove my Car up to the starting grid to get ready for the tribute lap. Denver Cornett's #7 MG TC would lead the lap driven by Otto Linton, who had raced in the very first race at the Glen in 1948. Denver's son Denny was in the passenger seat holding the checkered flag that had been used at Watkins Glen for years and carries the signatures of many race winners.

My car was next with crew member Don's girlfriend Lenora Grimm riding with me followed by Kevin Richards with his wife. We drove a slow lap while track historian Bill Green remembered those we were honoring over the PA system. At each corner the workers were slowly waving all their flags and the spectators would stand in silence as we went by.



There are no words that can describe the honor bestowed on me to drive my car in the tribute lap to my racing friends and hero's. As soon as we cleared the track the all MG Collier Cup race was given the green flag. Dave had some great dices and had to drive the wheels off the car to stay ahead of a

midget that was nose to tail with him the last half of the race. What a proud moment it is when the grid marshals point your car into the winners circle after the race. We were first in the MGA class and awarded the NAMGAR Bucher-Decker Trophy.

At noon we were back at the BARC tent for lunch and a grand party celebrating the 50th year for BARC.

Our group #1 race was at 4:30 and was another great race for us. The competition was fierce but Dave held on to a First place in class once again. This one really was an all out hard race to win. Dave was so exhausted after two hard fought races that I had to receive his first place medal for him.

Once again it was time to load up the cars and head for home. Every year we have a race that we all agree could not possibly be out-done. And then here we are again savoring the memory of one of the most special race events ever.



Tech Tip

If you are looking for a solution to coolant loss due to a leaking ball valve on your radiator and you can't find a replacement, the oil pan drain plug (should you have spare) is a match for the drain cock hole. Tip from Neil Griffin. Submitted by Dave Quinn

Color Tour



1



2



4

1) Gordie & Herb Meier discuss the route before departure. 2) The Rowdie bunch assembles with maps in hand, waiting for the sun to warm things up a little.



3

3) It was a beautiful day to venture onto the wrought iron bridge in Portland and take the obligatory tourist photo. 4) Mark & Cindy Michalak's red hot coupe strikes a beautiful pose beneath the warm Autumn colors on the trail to White's Bridge. 5) Gordie Bird Pam Koch, Curt Smith, Dave Quinn & Tom Koch enjoy the camaraderie at Keiser's restaurant in Lowell. 6) Neil Griffin snitches a couple of Thelma's fries while Bruce Nichols, Cindy & Mark Michalak, and Larry & Mitzi Pittman share their tales of the road.



5



6

MGAs in the News

Herb Meier suggested of the article below that, "This might be of interest to some of our Group." A feature article from the September 2008 Hemmings Motor News. See hemmings.com for more.



"The First of a New Line"

BY MARK J. McCOURT
PHOTOGRAPHY BY DON SPIRO

It's been proven in the classic car marketplace that the increasing value of one car can pull up that of a similar model. In the world of British sports cars, the open Jaguar XKs and E-Types have for years been the gold standard. The "big" Austin-Healeys, long the popular mid-range choice—especially in late six-cylinder 3000 MkIII form—have gone from relatively affordable to big money in the last five years. And with the Healey's rise, so rises the price and popularity of its four-cylinder BMC stablemate, the beautiful MGA roadster, and to a certain extent, the equally charming MGA coupe.

Introduced in the fall of 1955 and powered by the new B-series 1,498cc engine, the MGA 1500 roadster was joined by

a closed-roof Fixed Head Coupe with wind-up windows in the fall of 1956. A double-overhead cam, 1,588cc engine with two valves per cylinder gave the competition-themed 1958-1960 Twin Cam roadster and coupe their name and surprising verve. In 1959, M.G. upgraded the standard model with a 1,588cc pushrod four-cylinder, as well as front disc brakes and other niceties, and called them 1600s. Among the last MGAs built were the 1600 Mk II "Deluxes," an unofficially named batch that combined the 1961-on 1600 Mk II's standard 1,622cc engine, recessed slat grille and horizontal taillamps with the Twin Cam's four-wheel disc brakes and center-lock Dunlop knock-off steel wheels. These special Twin Cam features were also available on 1600 models, often

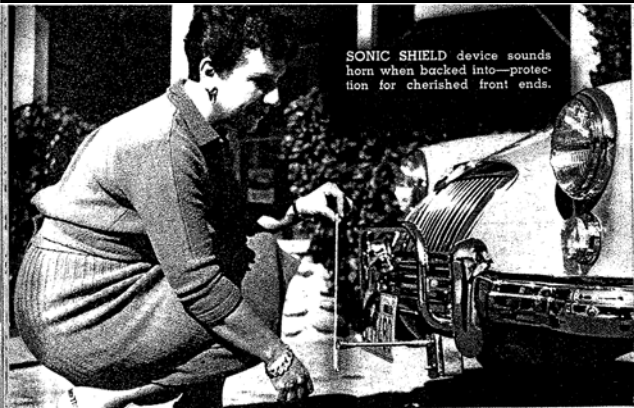
grouped with a close-ratio gearbox and high ratio final drive, as the factory's "Competition Suspension" option. The MGA set a sports car production record when the 100,000th unit, a specially painted and trimmed 1600 Mk II roadster, left the assembly line in 1962. The MGB, which debuted at the 1962 Earls Court Motor Show, would go on to outsell the MGA by more than five times, albeit over the course of 18 years.

While many of the nice MGAs that have traded hands of late have done so at prices that would have raised eyebrows in the 1950s, this is not to say that the car that broke M.G.'s traditional mold is quickly rising out of reach. It's true that the low-production, advanced Twin Cam roadsters in perfect condition can

Hi Dave,

I came across the advertisement below in a 1960 *Mechanix Illustrated* that I bought at a flea market. It is interesting information about the MG Mitten and also about the Sonic Shield shown in the picture. Don't miss the MGA in the background of the center picture. I thought that the club maybe interested in seeing this in the news letter.

Thanks, Terry Frisch



THEY MAKE *Sports Cars* EVEN SPORTIER



REGULAR CUSTOMER asks Marion's advice on how to care for trophy as well as car.

FIAT FROCK goes on in a few seconds, looks neat, keeps polish bright and new.



IT was ten years ago that a new MG owner named Marion Weber decided to make a cover for her pet car. Her daughter dubbed the cloth the MG Mitten and a number of other MG owners asked to have Mittens made up for their own little cars. That was the beginning of MG Mitten, Inc., a \$200,000 family business in a seven-room house at 1127 East Green Street, Pasadena, Calif. MG Mitten went on to other custom covers: Porsche Parkas, Jaguar Jackets, Triumph Tunics, Volvo Vests, T-Bird Tepees—all these are now standard items and all in demand. The secret of this success story is the way sports car people dote on their cars. Besides the covers, Marion (as her chummy clientele all call her) sells extras like hardwood steering wheels and dashes, emblems, car-care products like wax and cleansers, sports car clothes, crash helmets, etc. The store is more like a club than an emporium.—Bob Willett

Mechanix Illustrated





Rowdies Christmas Party



Saturday, December 6, 2008, 2 p.m.

Bone Island Grill, Summit Township, MI

Buffet Dinner at 4 p.m. by Gene Davis & Son's Catering

Slow roasted hand pulled turkey, honey glazed roast ham, mashed potatoes & turkey gravy, traditional sage stuffing, sweet potatoes, green bean medley, classic tossed salad, macaroni & cheddar salad. Also, appetizer trays & desserts.

(Rowdies keep the leftovers, so please bring a container or two for carry-out)

It's on the Rowdies! No charge! Just bring your jolly selves on over to South Jackson with a wrapped gift for the traditional exchange and your favorite brew (BYOB).



RSVP to Gordie Bird by November 9, 2008



Call 248-391-2395 now

Directions: From I-94 (exit 142) take US-127 South 6.3 miles to the M-50 exit. Drive West (left) on E. McDevitt, about 1.5 mi. McDevitt make a 90 degree right to become Francis St. Bone Island Grill is on left at 4614 Francis St. Continue past Hinckley Blvd. For parking in the Albion Motors lot at 4500 Francis St. Please leave close parking for regular Bone Island customers.

Bone Island
4614 Francis St.
Summit Twp., MI
49203-5748

Bone Island
4614 Francis St.
Ph. 517-783-2144

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Rowdie Racing's Mark Barnhart takes the second position behind Denver Coronet's venerable #7 MG TC in the tribute lap prior to the racing events on Sunday at Watkins Glen.

