



A-Antics



Griffin's Orphan Meet A Success!
Stratford or Bust....
Rowdie Gymkhana Meet
Member's Profile Section



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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 MGA's/
Anyone is welcome to join our chapter and
they are asked to join NAMGAR as well.

Chapter Dues: \$20 annually (\$25 for
printed newsletter)

Nickname: Rowdies

Motto: People First!

Rowdies Site: www.mgcars.org.uk

MG Web Site: www.mgcars.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 2010 CALENDAR OF EVENTS

OFFICIAL ROWDIE events are in “**Bold**” print; other events of interest are in “*Italics*”

JULY

1-3 GOF Central, Huron Ohio (note: follows Put-In-Bay Race Reunion above)

11 Mad Dogs event, Gilmore Museum, Hickory Corners

26 – 30 NAMGAR GT-35 Delavan WI

AUGUST

21 Rowdies Birthday Party, Rockford. Mac McDonnell host

22 Grattan Vintage Races, Belding. Mac McDonnell host

SEPTEMBER

9-12 U.S. Vintage Grand Prix, Watkins Glen Int'l Raceway

11 Lemon Creek Winery British Show, Berrien Springs. Bruce Nichols host

12 Battle of Brits, Orchard Lake
25 – 26 British day at Waterford Hills Race Track

OCTOBER

16 Color Tour & Campfire, Ann Arbor. Bill Weakley host

NOVEMBER nothing planned

DECEMBER

4 Rowdies Christmas Party, Jackson. Dave Quinn host

FEBRUARY 2011

19 Rowdies ANNUAL BUSINESS MEET, Holt. Dave Smith host



Letters To The Editor:

A followup on Bruce Nichols radiator cleaning article. I took my radiator to a shop to have the core cleaned and checked. When the shop finished it was determined that the core probably should be replaced. It was up to me, it was my decision. I not only replaced the core but had them make it somewhat thicker. The shop also used a more efficient cooling fin pattern. This change provided a greater cooling capacity. Even though it cost a little more it has been worth it. My car has never over heated, even on long trips in hot weather. I would certainly recommend it and would do it again. The only down side was that I needed to put shims between the mounting plate and the radiator to keep it away from the fan blades. Herb Maier

Subject: An MG is Born - 10 Discovery Channel Episodes

I'm probably the last person to know about these, but just in case I'm not (and I'm hoping you are) I'm sending this link to the episodes. I only watched the first episode so far and it's very good. I've been doing it so wrong all these 30+ years, I don't know how I've enjoyed MG's so much.

<http://stlouismgclub.com/Links.aspx?category=9>

Enjoy. Rick Green

MEMBERS PAGE

Members Update:

Earlier this year Bruce Nichol's Mom passed away and also Dave Smith's Dad passed away. The Club wishes to extend sympathies to both families.

Rowdies Website:

Larry Pittman, Webmaster

<http://www.mgcars.org.uk/michiganrowdies/>

Mac McDonnell's Database Report:

74 Active and Paid-Up Members

Welcome New Members

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

Send Email & Address Changes to Editor.

Deadline for submitting material for the next issue is: August 20, 2010

Here's a picture of Herb Maier still able to fit into his 25 year old T-Shirt from the Plymouth, MI GT-10. Can anyone else out there do this? See story on page 12.

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 the raffle to determine each meet's winner.

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 issue/\$135 year; 1/4 page \$20 issue/\$110 year; Business Card \$10 issue/\$55 year.



**Remember To
mark Sat. August 21st
for the Rowdies B'Day
Party at Mac McDonalds in
Rockford, MI-
details to follow.**



CHAIRMAN'S CHATTER

At Neil and Thelma's meet we were enjoying our favorite beverage and the discussion turned to kids and cars. Sadly the general agreement was kids of today are more

interested in electronics than cars. The following day an article appeared in Automotive News entitled "Kids on cars: Who cares?" that reached the same conclusion. The article says when we were young, cars were a consuming fantasy -- symbols of adulthood and freedom, magic carpets that sped them away from the square world of mom and dad and connected them with the youth subculture. You could buy a car cheap, learn to work on it, fill it with 25-cent-a-gallon gasoline, and off you went. But the Internet and smart phones do the cultural connecting these days. Cars are expensive and stuffed with computer modules that thwart the would-be garage mechanic. And gasoline? A gallon costs what a tank full used to. "I don't think the car symbolizes freedom to Gen Y to the extent it did baby boomers or, to a lesser extent, Gen Xers," says Sheryl Connelly, who tracks cultural trends for Ford Motor Co. She then furnished numbers that backed her up. It's hard for me to believe but there has been a downward trend in the number of driver's licenses issued to young people into their 20s. Only 49 percent of 17-year-olds had licenses. Other relevant data shows miles driven by Americans 21 to 30 years of age has fallen. It appears the digital age is reshaping the world much like the automobile reshaped American life early in the last century. One has to wonder what

the impact of this will be on the collector car market in the years to come. We will have to save that discussion for the next Rowdies meet.

On a sad note, on 4/30/10 a young man was changing the differential on his Honda S2000 with disastrous results. Apparently he had the back of the car on jack stands, the car shifted or rolled forward causing the jack stands to be kicked out allowing the car to fall on him. The weight of the car collapsed one of his lungs, he was suffocated, then lost consciousness, lost pulse and stopped breathing. I mentioned this to remind everyone of the importance of garage safety. Working on your own car can be easy and fun, but it's got some potential dangers if you don't use common sense. The only appropriate place to jack up a car is on pavement. And that means concrete, not softer asphalt. Concrete blocks are not acceptable jack stands, because they are far too frangible. Wood can be used to protect the chassis while the car is being lifted or blocking wheels to keep it from rolling but keep in mind wood can crack and separate under stress. Don't trust the parking brake or transmission to stop it from rolling; block the wheels too. There are really only three options: ramps, old-school jack stands and, of course, a hydraulic lift. Ramps are great if you just need to change the oil. But for suspension or brake work, you'll need to remove the wheels and get into the wheel well. That means good jack stands. I'm sure everyone reading this knows better than to do a quick fix relying on just a floor jack. If any one of those rubber seals inside fails, the jack can dump pressure in a real hurry. Be safe, think first, and happy wrenching.

Dave Quinn



MG'S ON THE LOOSE!

Rowdie Gymkhana Report By
Stephanie Smith

Spring time in Michigan is unpredictable. Dry weather in spring 2010 was even more unpredictable. But the Rowdies were very fortunate on May 15th to get a great dry day for their popular Gymkhana.

Early Saturday morning the crew met to set up the cones for a challenging track. Soon Rowdies began arriving and signed up for the best of three laps around the track.

Before driving, the group stretched their legs by walking the track to get familiar with it. Then one by one the cars took a practice run around the bright orange cones.

Jon Burchwell's friend, Mike Brower, was gracious enough to keep the stop watch to time everyone. His son, Christopher, helped keep track of the cones that were knocked down when he wasn't riding shotgun with whoever offered it. I recorded the results.

The cars participating were MGs, of course, Midgets, MGBTs, MGAs and even an MGTC! Dave Smith broke in his red 1967 Austin Healey Sprite. The excitement of the day

was a silver Cobra that ran away with first place. John McMullan drove his Ranger pick-up track and a Fiero also ran the track.

This year the competition was fierce as Teresa Burchwell challenged husband Jon on the track. Their yellow Midget proved the lady behind the wheel could hold her own. Teresa was the only lady driver and placed very well in the competition.



Before heading to Depot Town the Cobra owner smoked the track doing donuts in the parking lot. The silver Cobra was lost in smoke and the pavement was full of black rings from the smoking tires. The Rowdies were envious and could only dream of the MGs doing such feats.

Soon it was time to clear the parking lot, load up the cones and head to Sidetracks in Depot Town for a fantastic lunch and the awarding of prizes. The results were:

| | | |
|---------------------|------|----------------|
| 1. Bill Bowling | .49 | Cobra |
| 2. Gordie Bird | .51 | MGA |
| 2. Matt Hawkins | .51 | Fiero |
| 3. Bill Weakley | .53 | Midget |
| 3. Dave Smith | .53 | A/H Sprite |
| 3. Curt Smith | .53 | MGA |
| 4. Teresa Burchwell | .56 | Midget |
| 5. Jon Burchwell | .57 | Midget |
| 6. Dave Quinn | .58 | MGA |
| 7. Larry Pittman | .59 | MGA |
| 7. Dave Goeddeke | 1.00 | MGA |
| 7. Steve Finch | 1.00 | MGBT |
| 8. John McMullan | 1.01 | Ford Ranger |
| 9. Philip Wiltshire | 1.02 | MGA |
| 10. Steve Holiday | 1.03 | MGA |
| 11. Neil Griffin | 1.04 | MGBT |
| 12. Peter Pleitner | 1.13 | MGTC |

Curt Smith and Jon Burchwell would like to thank everyone for coming out and participating. We want to thank Randy, Jennifer and Ron at AutoValue of Belleville, Mark Stabnau at Auto Value of Ypsilanti for donating prizes. Also thank you to Grant of GMS and Gary Burchwell for loaning the orange cones to mark the track.

Thanks to those who rolled up their sleeves and helped set up the track so early that beautiful morning. Without the generosity of Philip Wiltshire's employer at Bosal Industries this meet would not have been possible. Many thanks to Philip!!



Pictures: Prior page-Rowdies line up for the run; Two instigators, Jon Burchwell and Curt Smith

This page, clockwise-Philip Wiltshire with happy copilot in famous "007" racer; Viewing Dave Smith's new "hotrod" are Neil Griffin, Dave Smith, Dave Quinn, Bruce Nichols, Steve Holiday, Larry Pittman; Jon Burchwell running the course.

More Pictures of the "Go-Faster" Group...



Pictures, Clockwise from upper left: Dave Quinn's loose axle nuts; Dave Goedekke doing pushups beside his car; Gordy Bird having at it; Steve Holiday; Larry Pittman determined to win; One "Smokin' Mean Machine" of a Cobra; Bill Weakley with his U. of M. Midget; the Depot Gang-John McMullan, Ken Nelson, Mary Ellen & Bill Weakley, Neil & Thelma Griffin, Chari & Dave Smith

Stratford, Ontario Trip, or “A Journey of a Thousand Miles...” Ken Nelson

This year’s MG trip to visit the home of the Bard started innocently enough for Ken and Kathy Nelson. It was a routine that had been going on for the past 7-8 years or so, and promised to be another enjoyable adventure. I had taken Thursday

afternoon off work, so that Kathy and I could enjoy a leisurely drive out to “Chateau Wiltshire” in the charming rural village of “Milford Upon The Water”. This, of course, is home to Phil and Jan Wiltshire, the originators of the trip, who have graciously allowed us to use their secluded villa as a stopping off point on the 2 day journey to the wilds of Canada. This year was to be as the others before, with an evening of MG camaraderie Thursday evening, sharing food and drink with a group of the stalwart MGer’s who would all set out the next morning on a foray into a foreign country. Once in Canada, the group had tickets for one or two of the musical shows being produced this year (“Evita” and “Kiss Me Kate”), as well as a 4-star meal at the Westover Inn in St. Mary’s, Ontario where many of the group were staying.



Since nothing could be more “English” than Stratford, Ontario, Canada (except for England itself, of course) I have always been inclined to take the 1950 MG-TD we own for the 750

mile round trip. Somehow it seems even more authentically “English” than the MGA. After all, it is called “The Sports Car America Loved First” and which fostered the MG invasion of America after WWII. What could be a more “proper” British car to take on this trip than the TD?

So after setting out on a beautiful afternoon, you can imagine my surprise driving at 65 mph on I-96 when I heard a sudden “clunk” as the left rear of the car dropped about 6 inches closer to the pavement and the left rear wheel took off in orbit somewhere. It made for an interesting stop by the side of the road, and a little investigation meant the journey was over for the TD that day. We towed it home and set out in the Jeep to finish the trip. We still had a great trip with other Rowdies Steve & Donna Finch and various Windsor Detroit MGer’s, besides Jan & Phil Wiltshire. I did

get a chance to drive Phil's MGB-GT V8 for part of the trip and it was a wonderful car to drive. BMC was crazy not to import those cars-they could still be selling them today if they had.

Meanwhile, back at home I took the brake drum off to find 3 of the 4 lug nuts sheared off and the 4th intact, but lying loose with no nut on it. I presume the one nut came off, allowing enough movement to cause the other 3 to give out. The moral is to keep a close eye on the suspension and wheel components and do a better job at it than I did, even though I did check all four wheels for tire pressure at the start of the trip.



For Sale 1952 MG-TD \$8,000

In Storage Last 40 Years. No Damage With Some Surface Rust. Car Disassembled.

Includes \$7,000 In New Parts

Neil Griffin 734-697-7419

(Ed. Note: This sounds like the proverbial barn find to me folks. Rumor has it this was once used as Hitler's staff car during the bombing of London. Call Neil for further details.)

MGA Frame For Sale-\$50

MGA bare frame - modified to accept a small block Chevy, and has tube shocks on the rear. A few years ago I bought a trailer from a guy in the Lansing area. When I went to pick up the trailer the frame was strapped on it. If I took the trailer I had to take the frame. \$50.00 and this gem is yours or I'll get the \$50.00 from the scrap metal yard if no one is interested. Location - Flint area. Mark Barnhart 810-444-2054

Neil's Orphan Car Show Meet-June 6, 2010

Neil and Thelma kicked off their meet with a bang. A big bang. The sky over Michigan opened up the evening before the meet with the sound of thunder and tornado-warning



sirens. A tornado actually touched down in Dundee that night. Since mother nature wanted to be difficult the organizers of the Orphan Car show cancelled. That didn't faze the Griffin's and their meet went off as planned. In fact the weather was just fine. Upon arrival I noticed something rather unusual, in fact it was so unusual I couldn't help but take a picture. Have any of you ever seen Neil's garage so neat and organized? No tour of his garage would be complete without a breakdown of all the wonderful ideas and method's Neil uses to build his one-of-a-kind remote control airplanes which include the smallest details imaginable. After the garage tour we got to see what kept our host out of trouble. Neil had just completed a fire pit along with his other landscaping accomplishments. He tried to smoke out the Rowdies and here's a few of them (*see Cover photo*). Not one to be left out, we were encircled by none other than Rowdy..... Yes that's his real name or at least that's what Neil and Thelma have been calling him for 16 years. Another

treat of visiting our "artsy" couple is a chance to see some of their latest paintings which I insisted they pull out of the closet for all to see. Here's a couple that could tell some real stories about

the Griffin's since they went to England with them a few years back. If you look too quickly you would miss the fact that Herb is wearing a T-shirt from the Rowdies GT-10! Dang, I wish I had a twenty-five year old shirt I could still get into. But that's not going happen. As always the friendship, food, and fun made for a great day. On the way home we stopped at Curley's Pub near Pleasant Lake for a night cap and Donna won \$116 in the Lotto drawing. A great way to end a fun day. Dave Quinn



Clockwise: Jeff Smith; Neil's super clean garage; Some of Neil and Thelma's paintings; Rowdy the dog.

Top Photo: Herb & Charlene Maier with Thelma.

See Cover Photo as well.

We have been re-introducing the Rowdies to long-time members as well as new ones through a member profile section. I will plan to run 2 brief member profiles each issue with some photos as well. We started with Bruce Nichols. Now here are some more familiar faces. Please send me a brief story & photo upon request as I work my way through our membership. Thanks, Ken Nelson, editor-in-chief

Member Profile- Dave & Donna

Confessions of a Sports Car Romantic...

It comes as no surprise to anyone who knows me to learn I have a passion for sports cars and race cars. Some call it an obsession or sickness. I have a bedroom with framed pictures of cars and MGA brochures that go to the ceiling - to the ceiling on all four walls! I have large and small display cases for die cast models. My second garage houses more photos and die casts plus MG spares and there's an actual MGA in there somewhere. My literature collection includes every A-Antics made from #1 to current. My library covers all sports cars - no matter their make. Do you have the twenty-two book set of encyclopedias from the UK on the world of automobiles? I do.

What started this? Growing up it didn't take long to see sports cars were the package that excitement came in. At age eight I was smitten after seeing a Cadillac Allard. I knew I had seen something special that day and it burned itself into my brain. By my teens the

foreign-car invasion still had not reached our small corner of Pennsylvania but car magazines had. I feed my hunger by burying myself in Sports Cars Illustrated, Car Life, and Road & Track. None of my buddies had this bug; at least not the sports car bug. They were all jazzed about America cars. I too could appreciate the mid-50's Chevy's that were at the top of their dreams and the George Barris custom cars of the day. However, somehow the high tide of the British sports car invasion missed sweeping them up as it had me. I read about the pre-war Mercedes-Benz, Auto-Union, and Alfa Romeo, and all the epic road races on the European continent. These cars and their stories symbolized freedom and self-expression. A few years later, while in the Air Force, you can imagine my excitement when I attended my first sports car race - the 1961 Twenty-four hours of LeMans. The next year I went a full week early. And a year later, almost to the day, with Air Force and high school savings I paid cash for a new red 1963 Triumph Spitfire. Twenty-two and finally the dream was coming true. I would soon be a

certified top-down-in-December, foot-to-the-floor, bravura sports car driver. It was my ride in Europe and through out college. Being a romantic I did manage to save the Spitfire's original gearshift knob all these years.

After college I climbed the sports car ladder to a 1963 Corvette Sting Ray. Stingray was two words in those days. I sold it when my new family started to grow but it didn't take long for the itch to start. Money was tight. Fate would put me in an MGA. For the paltry sum of \$200 I purchased a stripped 1960 MGA covered in rust from top to bottom from a fellow employee. A car, I later learned, where my wife had seat time before meeting me. She dated the original owner. I bought it from the second owner. Small world. I soon learned more than I ever wanted to know about the MG marquee and what makes MG's tick. Maturity made this adventure a mellower journey and racking up dozens of hours restoring parts made me really appreciate the mechanical side of sports cars. For a few dollars a year I graduated to the inner circle of sports car appreciation. Not the connoisseurship of the elite but the knuckle busting world of gear-heads. I had never changed oil on a car before my purchase. After spending four years restoring my MGA I discovered the Michigan Rowdies in their second year of existence. I drove the same car for 32 years. Looking back, Donna and I laugh when we think about the times we use to drive to events like Bad Axe with one child on the floor between her legs and a second on her lap! Somehow we all lived through it. In 2004 the car was totaled because of the actions of a young

ticketed driver. Many of its parts live on and it's rebuilt engine is now the life blood of my current MGA.

Over my Rowdies lifetime I've owned five MGA's (red 1600, black MkII for spares, red MkII (30th from production end) intended for vintage racing but eventually sold, green 1500, and my current white 1500). I've tried to give back to the Rowdies for all the enjoyment the club has given our family by being Chairman (twice), Editor (twice), and Meets Chairman. I certainly had no idea Donna and I would be making life time friends when I received the hand-written welcome letter from Bruce Nichols. MGA's and the Rowdies are now inseparable parts of our life.

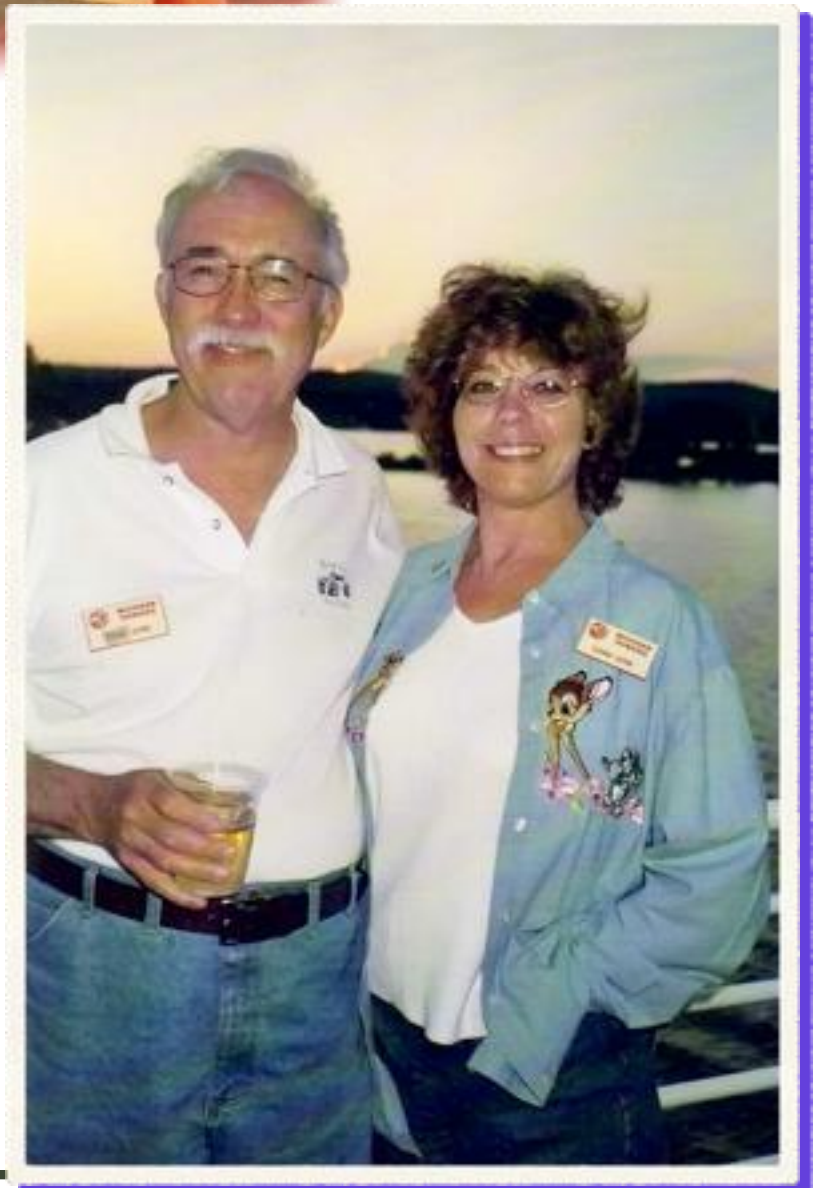
Dave Quinn



Left: Dave and Donna running the "Broom-Ball" course at Point West around 1980.

Ed Note: It looks as if Donna is making a "clean sweep" of the course with hubby Dave tearing up the cones.

Right: Dave and Donna at GT-29 in Connecticut 2004



Member Profile-Herb & Charlene Maier

My son Martin attended the first gathering of Rowdies held in Dearborn at the Dearborn Inn. This is a very nice establishment with Class. The meeting went fine until around 9:00 PM. Management decided the group had enough fun and asked them to vacate the room they were gathered in. The group decided to comply and took the beer keg out into the lobby to finish the beer and the party. Management quickly agreed to let them finish in the previous room. The Rowdies had a good start!

My first contact with the Mich. group was at a gathering, I believe at Bruce Nichols relatives house. Quite a few people were there with some MGAs. Lots of conversation and laughter. I am not sure how it started, but soon one of the cars was being jacked up and the differential was being taken out and dismantled. The problem diagnosed and repaired I was both dismayed and very impressed.

My first National was at GT#3 Return to Harpers Ferry in 1978. I met a great couple there by the name of Neal & Thelma Griffin. I was hooked. I did not have a car but I was looking. I found one fairly close to my home in Mason and it became my first one. Martin and I started looking for a car for Him. We looked at a lot of rusted and some wrecked ones. Soon we found just the deal; a barn with three disassembled ones. We hauled them home and began the restoration. We did not have a clue. However we did survive and have since restored at least five cars.

My first trip to a National in an MG was with Bruce Nichols to Canada, Niagara Falls GT 4. I was grateful that Bruce was willing to take me, a novice, along. I have since attended many National GTs and do brag about the many friends that I have all across this Nation. We have many wonderful memories and driving experiences on our way to GTs. One special was driving the Skyline Dr. through Virginia to the GT at Williamsburg. We also drove some twisty MG roads through some hills and mountains going there. We have had some wonderful memory building experiences and have met some of the nicest people. MG'rs are a wonderful group of the finest people that you will ever meet anywhere.

I too share, with Neil Griffin, many memories of those Bad Axe meets. I would tease Bruce that you can't get to Bad Axe from here, but we did many times. Especially nice on the road rally was the great view you had of Lake Huron. Bruce would also conduct tech sessions on occasion with the restoration projects that were underway. We went to Bruce's for many gatherings and much fun. As you can tell Bruce played a major role in establishing a Rowdie tradition. This has lead us to be one of the nations greatest MGA State clubs. There were of course many others that have since moved to other locations Nation wide that also were responsible.



Left: Herb Maier and his MGA at an earlier GT. Note how they both look good in white (that "other" MGA color, to be used only after all the red paint is first used up).

*Left below: Herb's stash of barn find MGA bits.
Below: Herb and Charlene Maier*



Afternoon Victorian tea at the Holly - Sun. Aug 1, 2010

It's time for our annual MG Tea Run that will take us to the historic Holly Hotel in Holly, Michigan, listed on the United States Register of Historic Places. It's the essence of award-winning regional and classical cuisine, with late Queen Anne Victorian architecture, and a loyal following since 1891.

We will enjoy an elegant three course tea, served on traditional English china with steaming hot imported tea served in silver and ceramic pots. First course is served warm, consisting of English-style scones and muffins with Devonshire cream and flavored butters. Second course consists of petite tea sandwiches, quiches and canapés. Third course is a "sweets" course of fruit, pastries, cakes or tortes. The Tea Run divides into 2 parts, an approximately 1 hour drive in the countryside around historic Holly followed



by the tea at the hotel. The drive will begin at 2:15 pm at M59 / Milford Road intersection at the McDonald's parking lot north-east corner. Alternatively, you can meet us for tea at 4.00 pm at the Holly Hotel.

We have arranged special MG-only parking in Battle Alley, adjacent to the hotel. The cost per person will be \$10, payable in advance to Ailene Butcher (248 685 8610) or Jan Tucker (248 676 0986). They need your cheque before July 10, 2010 as we have to make a firm commitment on numbers. Please send cheques to Ailene Butcher at 3103 Exeter Drive, Milford, MI, 48380

NAMGAR GT-35
A GET TOGETHER OF THE FIRST
MAGNETTE-TUDE



JULY 26 - 29 2010
DELANAN, WISCONSIN

NAMGAR GET-TOGETHER EVENT

NAMGAR GT-35 July 26-29, 2010

The Milwaukee and Great Lakes Motorcar Group, also known as MG3, is very pleased to be the host chapter and invites you to Wisconsin for what could be a "once in a lifetime event".

Besides the cool resort venue up North in July, what else would make this such a special Get Together? MG3 with the Z Magnette Group, ZMG, will be featuring the Magnette. This is your opportunity to see what could be the largest gathering of this special car that is part of our registry and learn more about it. For more information, visit: gt35.namgar.com

“HOT” OIL TECH TIP-MARK BARNHART

Mark Barnhart has just written in with some further interesting news on everyone’s favorite topic, Motor Oil. Says Mark...

I just got this note from Lake Speed of Joe Gibbs Oil regarding motor oil changes. Please pass it along to the club. Thanks, Mark

Motor Oil Standards Set To Change in 2011

API SN/GF-5 Press Release / Lake Speed, Jr

API approves GF-5, SN to go into effect in 2010. GM Announces dexos 1 global engine oil specification for 2011 model year vehicles.

API SN – ILSAC GF-5 licensed oil will hit the shelves in October of 2010, and this new oil specification places greater emphasis on protecting catalytic converters than previous oil standards. While this is good news for emissions, improved catalytic converter life has proven to be detrimental to flat-tappet camshaft life.

Both the new API SN and GM dexos oil standards will require the use of a new type of “Phosphorus Retention” ZDP. ZDP or Zinc, as it is known, provides protection for engine components by creating a phosphate film. The creation of this phosphate film also results in a reduction of performance

in Three Way Catalytic Converters. The new “Phosphorus Retention” ZDP is less reactive, so it is less detrimental to catalytic converter performance. It is unknown how this new “Phosphorus Retention” ZDP will perform in flat-tappet and high performance engines. Another change associated with API SN/ILSAC GF-5 oils will be greater fuel economy performance. This improvement in fuel economy will be achieved by increased use of polymers called Viscosity Modifiers. These polymers help a “thin” oil act “thicker” under low stress conditions. While the liberal use of polymers helps improve fuel economy in modern passenger car engines, older style push-rod and race engines produce greater shear stresses that can “tear” these polymers. When these polymers are sheared, oil losses viscosity, and that can lead to increased wear.

More than ever before, hot rodders, engine builders, and racers need to be aware that API rated products are “compromised” due to Passenger Car OEM requirements for improved catalytic converter life, fuel economy, and engine cleanliness.

To achieve these goals, oil marketers must reduce the Phosphorus, Sulfur and Zinc levels in their oils, and they must use more polymers and aggressive detergents. While these changes are good for modern low rpm, overhead cam engines, older push rod engines and high RPM race engines need

lubricants with higher levels of Phosphorus, Sulfur and Zinc as well as lower levels of polymers and detergents.

Fortunately, Engine Builders, Racers and Hot Rodders have Joe Gibbs Driven oils available to them for Engine Break-In, Racing and Hot Rodding, so you don't need to worry. Joe Gibbs Driven oils use the "old school" ZDP for outstanding flat-tappet camshaft protection. Joe Gibbs Racing uses the Joe Gibbs Driven oils for break-in and racing our flat-tappet engines, and our engines see over 9,000 RPM, make over 850 hp and have to run more than 600 miles per race weekend. Joe Gibbs Driven Racing Oils have protected our engines for the last 10 years, and we've won 5 NASCAR championships during that time using these oils.

These oils cost a little more per quart than premium passenger car and diesel oils, but they provide greater value and protection. The small investment in

the right oil for your flat-tappet cam will save you big money in the long run. **Mark & others... I personally use Valvoline Racing VR1. It is readily available at all auto stores. It has 75% higher zinc than SM engine oil with a balanced additive package designed to work in both racing and street-legal applications. This product will protect older style push-rod and flat tappet engines. Valvoline provides this product in both multi and mono viscosity grades. I use SAE 20W-50. I am presuming it will remain available. Dave Quinn**

Editors Note: ZDDPlus is an additive that can also be used to add to today's oil to also provide extra protection to the cams on your vintage MGA.



Mark Barnhart offers some more good advice...

Now that we are all forced by the government to use gas diluted with some form of



alcohol in order to subsidize the corn farmers and coal mines, those of us with older cars need to take a close look at the fuel system. All new cars now have hard plumed metal fuel lines because alcohol will destroy most rubber lines. If you have any rubber lines anywhere in your fuel system you need to replace it with a new type that has been developed to fix this problem. All quality rubber fuel line has markings printed on them. You need line marked with specification "SAE J 30 R 7".



The End Of The Journey, Or Just The
Start Of Another Fabulous Trip?
Either Way, It's Better In An MGA!