



A-Antics



Mighty Magnettic Magni-tude!

Or....

GT-35 at Delavan, WI
Member's Profile Section



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A-Antics: Published every other month. Opinions expressed are those of the writer and not necessarily of NAMGAR or the Chapter. Every effort is made to use appropriate material. The editor reserves the right to edit material for length and content. No placement is guaranteed. The entire contents are copyrighted, Michigan Chapter. Permission to use is granted, provided you give credit to both writer and the club.

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*”

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

Better and better...

We thoroughly enjoyed the GT, probably one of the best ever. The weather and venue were perfect, the MGAs were magnificent, and the presence of all those Magenttes and the two "Woolsies" made the whole event superb. Sorta makes

us wonder how any future GT could be better, except that they do seem to get better and better.

Don and Linda Holle
New Mexico Sub-chapter



*Don & Linda Holle at GT-35 and with
Diane Mazurek*

Kudos to Phil...

Jan and I would like to thank Phil Wiltshire for the fantastic job he has done with regalia over the past year. We have had some great choices of product at good prices and available in stock. Phil makes it easy for us to select the items and in most cases has it available at events to purchase. He has been the driving force behind regalia and we would love to see even more new items in the future. Thanks again Phil!!!

Jeff and Jan Zorn

Questions Answered...

Ken, I can sympathize with your recent problem returning from the Rowdies meet in Ypsi. when your battery went stone dead and your fuel pump quit, stranding you. And, I can help answer your question. Like you, I made the assumption that as long as there was juice in the battery, the fuel pump would run - until, of course - I was faced with a failure.

Returning from the GT in St. Paul several years back, my newly installed alternator crapped out. No problem, it's only a day's drive home and if I don't use the head lamps, heater or wipers, I can run the entire trip on battery and deal with the alternator after I get home. Off we went. What I didn't know was that the battery was not at top charge. In the middle of B.F., Wisconsin, the car coughed and quit.

Bruce, Diane, and I managed to push it to a farm house, up hill, about 1/4 mile away. There, we borrowed a charger and an hour's worth of electricity to get the rest of the way home.

It always bugged me that the fuel pump gave out when there was clearly some juice in the box.

Later, a bit of research revealed that

even the lowly fuel pump has it's limit... and it's 9 volts. Once your battery is near that level, you're on borrowed time.

Now that we were armed with that information, on a return trip from Sedona, AZ, after another alternator failed, we were able to complete the last 1000 miles by just stopping at the local AutoZone each morning for a complete charge (it takes about 45 minutes).

Running in that mode, and armed with a volt meter, the battery never got below 10 volts during the rest of the trip.

So there you go ... 9 volts is the absolute lower limit for your MGA.

Steve Mazurek



Steve Mazurek outside the Frank Lloyd Wright Welcome Center before GT-35

DAVE QUINN'S TECH TIP: A garage door installer recommends putting moth balls in the ends of the collapsible rubber bottom seal to keep mice from eating through and entering your garage. Other methods are ultra-high pitch sound makers, mouse traps with peanut butter, and mouse-poison in empty cat food containers. I use them all.

MEMBERS PAGE

Members Update:

Late word has reached us of ex-Michigan Rowdie Matt Houser's passing last year. Matt was in the Rowdies from 2001 to 2006. Matt never talked about his extensive MG collection which according to our database included two MGAs, MGB, Midget, MG TA, and MG TD. Newspaper reports said Matt, 43, died after he lost control of his 1999 Harley Davidson motorcycle July 11, 2009, on westbound I-94 as he began to exit onto Ann Arbor Road. He left the road and was thrown from the bike. Matt was a supervisor at the University of Michigan medical center laundry facility and an Eastern Michigan University graduate. "He was a beloved human being," said his mother, Janell Houser. She hesitated to speak extensively about her son, who she said was a private person. The Club wishes to extend its sympathy to Matt's family.



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

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.

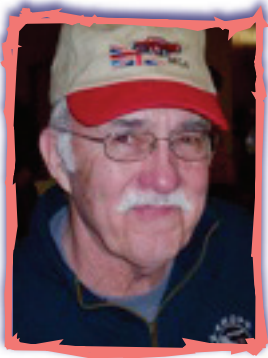
Classified Ads

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.

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: October 20, 2010



CHAIRMAN'S CHATTER

This year has been filled with a sense of achievement as my white MGA has made a total transition to being Red. In spite of being

totaled six years ago, old Red lives on. The entire drive train is now from Red - MkII engine, trans, drive shaft, and differential. It also has it's rear axle, wire wheels, disc brakes, steering column. Heck it even has it's seats and trunk lid with luggage rack. The final installment was replacing the gearbox after the white one failed going to the GT. Although it may be pretty on the outside, what's really important in an MGA is to be dependable on the inside and old Red always was and hopefully will continue to be.

If you are like me you've probably wondered if your torque wrench is calibrated accurately, especially after years of use. I took my two to a local lab for testing after breaking a stud. They are considered within specs if they read +/- 4% clockwise and +/- 6% counterclockwise. My Craftsman 75# tested accurate. You may be pleased to hear the technician commented he considered Craftsman as good with most testing accurate. My Lin Shing (read cheap Taiwan) 150# didn't do as well and would be consider out of specs. Example, 100# setting produced 90# torque. Tech commented this too was typical of his findings on economy models.

A meeting was held at GT 35 with reps from 21 chapters and the NAMGAR Board. Currently NAMGAR has 10 MGA specific chapters, 30 all MG chapters and 11 all British

chapters. These 51 chapters (Rowdies were the first) are located in 27 US states, 2 Canadian provinces and 1 International local - Norway. Reading the report and talking to our rep, Bruce Nichols, there are a couple items that I find worthy of further comment. The months of June or September as possible times for GTs was discussed. This is an idea that has received a good deal of verbal support over the years from the Rowdies. It would allow for cooler top-down driving. Here's the kind of NAMGAR response I would love to be reporting, "Well as the upcoming Chairman I would like to get more feedback from the membership. As this is a topic that has come up several years in a row, I am asking our webmaster to put a popular vote survey on the new website. We will ask members to select by preferences their first and second month to attend a GT. This will tell us if July is still the preferred time."

However it did not happen that way. As in prior years, the idea was shot down even though it had support from other chapters. Unfortunately no one considered surveying the membership through the website. The next NAMGAR chairperson was adamant about not having a GT in those months, claiming school interference as the reason. Makes me wonder if he attended the same GT I did. Better than one half of the Rowdies who attended were retired or semi-retired. None that I know of still had young children in school. By my observations the GT was a sea of gray hairs. But the real point is to ask the membership. If you agree with me on this, I'd suggest sending an email to the NAMGAR board members requesting a survey be done and giving your reasons. Personally we typically have a full schedule in June and September but we would certainly consider rearranging it for cooler temps to

attend a GT. Ironically next year's GT is in June because it was chosen by different organizers - the MG Council.

Next year's national, MG2011, is the all MG model event, being held in Reno from June 13th to 17th, 2011. These All MG events are held every five years. This is the fourth one, and the first to be held on the west coast. It is organized by the MG Council with reps from the MMM, T, MGA, Midget, MGB, and MGC registers.

For you early planners, here is some unofficial event information I received. The event hotel is the Eldorado Hotel in Reno with over 800 rooms ranging in price from \$69.50 to \$99.50 per night. Registration will open

some time in October. The car show, of what could be up to 1000 MG's, will take place in Rancho San Rafael Park, a large green space 1.5 miles from the hotel. On a related topic, the Rowdies and other chapters supported the idea of low cost GTs no matter when they were held.

Thank goodness the Rowdies new membership listing includes cell phone numbers. It turned out to be a real blessing for me when I had car difficulties going to this year's GT. And finally, thanks to everyone who stepped up and donated or purchased something at the Birthday Party auction. The club made \$309.

Dave Quinn

Here's a safety tip for all you Rowdies with disc wheels on your MGA. Our beloved editor suffered what he called "a minor inconvenience" on the way to a recent MG meet in Canada when, at about 65 mph, his left rear wheel departed for parts unknown on Interstate-96. This occurred when one lug nut unscrewed and the extra forces sheared the remaining 3 off (see picture). Upon repairing and replacing all the lug bolts it was apparent that the opposite wheel bolts were all worn enough to soon follow their departed brethren into the roadside ditch without replacement. This is an area that isn't readily visible. Consider replacing these inexpensive 50 year old bolts with new ones. See picture.





MG'S and GT-35!

Rowdie Report By Ken Nelson

GT-35 has come and gone and you will read some other reports in this issue. Kathy and I had a great time going, during, and coming back from GT-35 at Delavan, WI in July 2010. The Magnettes, of course, were the featured group at the GT and 31 turned out for the show. I've never seen this model of MG in such multitude or in such superb state of restoration. John & Rita Drake and Mike Jacobsen both drove their Magnettes over 2,000 miles to come to this event, and you can read a report by new Rowdie Allen Bachelder about his car and the event, including some information about the **SS Badger** car ferry that several of us took back from the GT.

Thanks to trip planning by Diane and Steve Mazurek, Kathy and I were able to tour Frank Lloyd Wright's Talliesin home and

studio in Spring Hill, WI on our way to the GT. We caravanned with 4 other MGA's (Mazurek's and us, plus Don & Linda Holle, Bruce Nichols, and Chuck & Jean Sanno) and stayed Sunday night at the Usonian Inn in Spring Hill which is patterned after FLW's designs. Monday we arrived in Delavan for the GT. Friday morning we drove up to Manitowoc to catch the **SS Badger** for the trip back to Michigan.

Fortunately the journey for Kathy and I went fine, and most of the Rowdies made the drive there and back in their MG's without any trouble. An exception to that was Dave & Donna Quinn whose transmission gave up somewhere just outside of Milwaukee.

Quite a few Michiganders and Rowdies made it to GT-35, including Mark & Cindy Michalak, Larry & Mitzi Pittman, Mark & Margie Barnhart, Steve & Cathy Holliday, Allen Bachelder, Rich & Jayne Pollion, Forrest & Leslie Johnson, Dave & Donna

Quinn, Diane & Steve Mazurek, Gary & Kay Ostrom, Lloyd & Janice Herring, Dave DeFauw, Jim & Andrea Keller, Mike & Tom Moder, Laura & John Pritchett, and Dennis & Erika Ferguson. There were fun events, socializing, the car show, and catching up on stories with old friends and new. A few repairs were carried out on the lawn as usually happens. We took side trips to Lake Geneva, "Old World Wisconsin", and the "Ten Chimneys" estate of Alfred Lunt and Lynne Fontanne. They were all fun, and the time passed too quickly once again.

One thing I enjoyed was finally getting to see Rich and Jayne Pollion's 1957 MGA roadster which was driven to the meet, along with Allen Bachelder's beautiful 90% restoration of his Magnette. The quality of the cars at the show continues to get better and better, but it is always nice to see an original MGA on it's way to a restoration.



Pictures: Prior page-MG's and Magnette's line up at the Lake Lawn lodge First-Timer's display; This Page, Top right & Clockwise-The caravanners, Kathy Nelson, Diane Mazurek, Chuck & Jean Sanno, Linda & Don Holle, Bruce Nichols, Steve Mazurek; Rich Pollion & his solid 1957 MGA; Donna Quinn & Margie Barnhart; Janice & Lloyd Herring with Dennis & Erica Ferguson; Mark Barnhart, Mike Jacobsen, & Barney Gaylord. Photos by Ken Nelson.

More Pictures of the GT-35 Folks.....



Pictures, Clockwise from upper left: Mark Barnhart, Cathy Holliday, Margie Barnhart; Steve Holliday, Mike & Tom Moder; Dave & Donna Quinn, Ken Nelson, Rick Green; Kathy Nelson, Steve & Donna Finch, Margie & Mark Barnhart; Jan & Jeff Zorn, Kathy Nelson; Larry Pittman. Photos by Ken Nelson.

A Magnette Owners View of GT-35...by Allen Bachelder



"For a Magnette owner who had been buried in his shop for nearly two years, the unbearable disappointment was the fact that my car simply could not be completed in time for GT 35. As chairman of the Z Magnette Group, I had for many months been encouraging members to bring their cars to GT 35 regardless of condition; that participation and enthusiasm were far more important than the actual condition of the cars brought in. Well, I couldn't exactly back down from my passionate pleas over so many months, so "Geraldine" - my 1958 Varitone ZB Magnette - boarded a trailer for her journey to GT35. Not quite as planned, but she was not about to miss out on this opportunity to be a part of the greatest Magnette event in North America in our lifetimes. Indeed, this was *the* Magnette event of our lifetimes.

NAMGAR went totally out on a limb for the Magnette community, and the Magnettes responded in spades: 31 Magnettes in attendance. Actually there were 32, but one, who rolled in on Monday,

had just been purchased that day and the owner could not stay for the show.

The trips there and back were totally uneventful. Trailer tires frequently do blow out as we often look only at tread-depth with little consideration for years of sun-damage to the sidewalls, but we were lucky.

I did not like the idea of ferry employees loading my truck/Magnette/trailer onto the SS Badger, but they were incredibly professional - my concerns were without foundation. The discount arranged through the Rowdies was a decision-maker and we decided thus to go on the ferry both ways. What few people understand is that the ferry costs are for much more than just the services provided; they are intended to offset the cost of maintaining the only remaining steam-powered ship in North American waters. While the trip is incredibly smooth and quiet, with many modern comforts, it is easy to forget that the SS Badger is actually on the US Register of Historic Places and is a significant landmark unto itself. We hope that future

riders will regard the costs as at least partially a donation to keep this historic service running. Of course it was mildly upsetting to us to realize that a vessel on the American Registry of Historic Places (built in 1953) was in fact 13 years younger than ourselves, but we do look forward to becoming designated an Historic Place ourselves!

NAMGAR absolutely outdid themselves with GT 35. Of course, speaking as a Magnette guy, my point-of-view is slightly skewed, but NAMGAR went way out of their way to make it clear that this was an event for Z Magnette owners. Speaking on behalf of those owners, I know NAMGAR was as pleased

with the result as was Z Magnette Group, North America. There were a lot of very happy faces at GT 35 – and that’s what counts!

I have only recently joined the Rowdies, having moved from Virginia to Michigan. Regrettably, I live in an area, once familiar to Rowdies, but now rather in the backwater: Harbor Beach – up in the Thumb near Bad Axe. We keep looking forward to Rowdies events closer to us and hope to make lots of Rowdies friends soon.” Allen Bachelder
(Ed. note: Allen’s Magnette is gorgeous and we hope to see it at more Rowdie meets soon, and under it’s own power.)



*John Shorten giving a Tech Session with Allen’s Magnette.
Photos by Allen Bachelder*

TECH TIPS

BRUCE NICHOLS ON GAS AND HERB MAIER ON SPARKS=CONTROLLED CONFLAGRATION

Quite frequently MG owners blame the carbs for poor performance. This may be true in some cases, but in my experience most perceived carb problems aren't. Check the ignition before touching the carbs. Make sure the points are not burned and are gapped to spec. Make sure the points are making full contact when closing. Occasionally they may make contact only on one edge. Next be sure that the timing is to spec. Also, check the centrifugal and vacuum advance. If these are not functioning the car will have poor performance mimicking a carb problem. How are the plug wires/rotor and cap? They must be in good condition.

Now we can look at the carbs. Most of what follows has been written elsewhere so I'll not burden you with details. Check the float levels; they should be 7/16 of an inch. Use a drill bit to check. Clean all fuel filters. Now adjust the carbs as the manual suggests. Now sync the carbs using one of the aids for this or use your ear and a piece of hose about a foot long. Readjust the carbs and check the synchronization again. You may have to go back and forth several

times. Set the idle at 5 to 8 hundred rpm. Now for a little advanced tuning.

Using the method of tuning carbs as outlined in your manual gets the carbs close but not the best. When using the manual method the car is at idle and not at speed. I prefer to set my carbs for what is happening at road speeds as this is where the engine runs most of the time, not at idle. After you have completed all of the above clean number 1 and 4 spark plugs and take your car for a 10-15 mile drive (or more). Then recheck number 1 and 4 plugs to see what they look like. For optimal performance the electrode should be a nice tan color and the ring black. Gently wipe a small area of the ring with your finger and a small amount of black should come off. If the electrode is black and/or there is a lot of black on the plug ring your carbs are too rich. If the electrode is very clean and the ring has no black your carbs are too lean. You may have to reset the idle. Your idle may or may not be as smooth as it was before, but I personally prefer to know that my engine is running optimally at 3,000 rpm.

Bruce Nichols

I Switched and What A Blessing....

My car was running quite well when a random thought came to mind. I wondered what an electronic ignition

would do for the performance of this MGA?

Oh heck, it just cost money and it was the end of the month and I might still need some cash for fun

things, like taking my wife out for dinner. Anyhow, the thought persisted, so I decided to check it out with LBCARCO, Jeff Zorn. Sure enough, there it was listed in the electric parts section. OK, do I spend the money right now, or should I wait? And do I really want it, will it do that much for the performance? I decided to risk it. It was only money and a little effort to change from points to electronic ignition. So I ordered it.

After it was delivered it sat on the work bench for a week or so before I made time to install it. I decided to remove the distributor and do the job on my work bench. If you don't turn the engine over it goes right back in; actually it only goes in one way. The whole process was really quite simple with removing the points condenser and the base, then placing the parts of the

ignition kit and the rotor in. I also changed the coil as that was recommended. Will it start and run? It sure did, not only did it start but it started the first turn of the starter. It has not done that in a long time. So far I was satisfied. I then took it out for a test run and I could not believe the improved performance. The car had more pep, greater pick up and it climbed hills like it was on the down side. It runs fast, has greater pick up and accelerates quicker than it ever has. It also allowed me to set the spark plug gap to .030 for more intense spark. I am completely satisfied and would do it again if ever needed. I highly recommend it. Guess what else? No more changing points. Also so far the gas mileage seems to have improved.
HAPPIER MGing.....Herb Maier

*****Special News Flash*****

Every Club has it's own special award. Rick Aster below has just won the WDMGC's "Gear-Head Award" and is proudly displaying it. The Rowdies have their own special award called the "Spiral Jack Shaft Award" with an appropriate bit of paraphernalia, but this has gone missing. We are asking every member to search their garages

or the cobwebs of their minds in an attempt to find this award and help resurrect this grand Rowdie tradition. Please respond to Chairman Dave Quinn if found. All responses will be held in the strictest confidence and amnesty will be offered to any guilty parties.





**SATURDAY
OCTOBER
16, 2010**

ROWDIES COLOR TOUR

**STARTING FROM
BILL & MARY ELLEN WEAKLEY'S HOUSE AT
4120 PONTIAC TRAIL
ANN ARBOR, MI 48105**

Arrive at 1:30 pm. After we distribute directions and instructions, we'll leave for a 50 mile tour of the country side north and west of Ann Arbor. There will be one or two opportunities to stop, and the ride will take between 1-1/2 and 2 hours. When we return to Weakleys', we'll have a bonfire and wiener roast, weather permitting. If the weather is bad, the wiener roast will take place in the fireplace inside.



From the North on US23, exit at North Territorial Road south of Whitmore Lake, turn right (West) to Whitmore Lake Road, then turn left (South) for 3-1/2 miles. Then turn left on Warren Road, then left onto Pontiac Trail. Go 1/8 mile and turn right into 4120.

From the South on US23 or the East on M14, follow M14 west to exit 4, Barton Drive. Then turn right and take Whitmore Lake Road for two miles to Warren Road, turn right, then turn left onto Pontiac Trail.

From the West on M14 take exit 4 and follow the same directions as above. Or use your GPS. If all else fails, call 734-996-2524. Email wmmweakley@comcast.net for more info. Bring a dish to share and your favorite beverage. Hot dogs, buns and condiments will be furnished.



Wolseley in North America

At Gt-35 in Delavan, WI, NAMGAR members were treated to two very unusual sights. The first was the world's largest gathering of MG Magnettes in one place: 31 cars in all, and a larger number than has been assembled even in England. But an even rarer sight was the bringing together of the only two Wolseley 6/90 automobiles in North America. Gordon Lawson from Niagara-On-The-Lake, Ontario brought his beautiful 1958 red Wolseley 6/90, and Tom Thaxton from Sand Springs, Oklahoma brought his gorgeous grey 1958 6/90 for their first reuniting since their birth in England.

Gerald Palmer designed the Wolseley 6/90 along with the MG Magnette, and the Woseley used the same 6-cylinder "C-Series" engine that was later used in the MGC and in the Austin-Healey 100/6. This car also shared a similar floor-mounted gear shift lever at the outside of the front bench seat as the Riley Pathfinder.

The Wolseley 6/90 was produced from 1954-59 and its design was similar to the Riley Pathfinder. Morris, Riley, and Wolseley had all been owned by the Nuffield Organization which had merged with Austin to become BMC. The Pathfinder and 6/90 were still Nuffield designs, although BMC rationalization meant that the Wolseley received the new BMC series straight-6

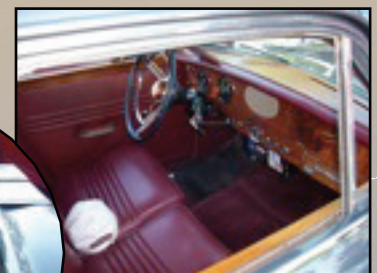


engine producing 95 hp coupled to a four speed manual transmission.

The Motor magazine tested a 6/90 in 1955 and found it to have a top speed of 96 mph and acceleration from 0-60 mph in 17.3 seconds. A fuel consumption of 21.6 miles per imperial gallon was recorded. The test car cost £1063 including taxes.

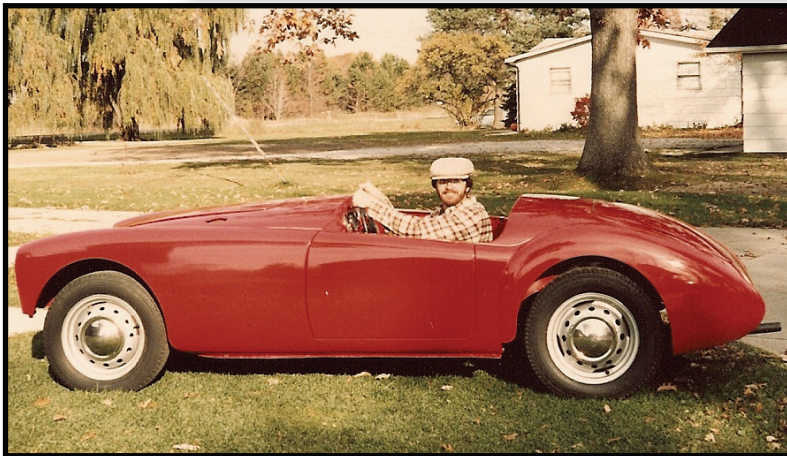
These two cars are the Series III which included larger power brakes and a larger rear window. This design was also available, rebadged, as Riley's Pathfinder replacement, the ill-fated Two-Point-Six. Six/Ninety production ended in 1959.

The BMC C-Series was a straight-6 automobile engine produced from 1956 to 1971. Unlike the Austin designed A and B-series engines, it came from the Morris engines drawing office in Coventry. Displacement was 2.6 to 2.9 L (2912 cc) with an 83.3 mm bore and 88.9 mm stroke.



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- Curt & Stephanie Smith



Being a teenager in the 60's was great. There were muscle cars everywhere, and yes, I owned one. Owning a 4 cylinder British car never entered my mind.

My first British machine was a 1966 650cc, BSA Lightning motorcycle. It was extremely fast and I enjoyed it until 1969 when Uncle Sam had different plans for me.

In 1980, while visiting one of my high school buddies in the Holly, MI area, I spotted a 1961 MGA in his back yard. A deal was made and I became the proud



owner. Within the first month, I began a frame off restoration. Little did I know it would take the next six years to finish.

I had never heard about NAMGAR or a car club called the Michigan Rowdies until two weeks before GT-10. I was at the corner gas station around 10:30 p.m. and the guy next to me was pumping gas into his MGB. We started talking about MGs. Soon we discovered both of us were restoring MGAs. The guy's name was Paul Fallon. We both lived on the same road just about two miles apart. We stayed up until about 1:00 a.m. first checking out his

restoration project, then mine. I could not believe he planned on driving his car to GT-10. He had a rolling body shell with a drive train. Everything else still needed to be installed. My car was closer to being finished than his.

Paul did manage to finish his car for the event. Myself, it took me another year before completion.

Within the next week, Paul brought over two other people from this club. Their names were Neil and Thelma Griffin. It didn't take long for us to become good friends.

Having Neil and Paul live so close by helped me finish up my MGA. Their

knowledge of the cars and their stash of extra parts were extremely helpful.

The first meet Stephanie and I attended with our MG was the John Twist birthday party. We had never seen so many MGs in one place before. Afterwards we stopped over at Ken Nelson's home for his annual Rowdies get together. I was showing off my restoration when Rick Green pointed out that I had installed the rear bumper on upside down. All I can remember is the laughter!

Stephanie and I consider ourselves very fortunate to be a part of the Rowdies. The people are the greatest. It truly is a people first club. **Curt Smith**



*Photo of Curt and Stephanie Smith with future Rowdie, granddaughter Zoe
Photos by Curt Smith*

Sunday, September 12, 2010

**9:00 a.m.-On the Campus of Orchard Lake St. Mary's Schools
3535 Indian Trail, Orchard Lake, MI 48324**

[GoogleMap](#)



9:00 am to 4:00 pm RAIN or SHINE! 3535 Indian Trail

Orchard Lake, MI 48324 (by the Soccer Field)

For more Event information and to register securely go to our Web Site at www.detroittriumph.org

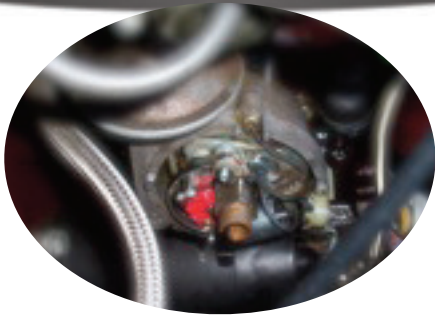
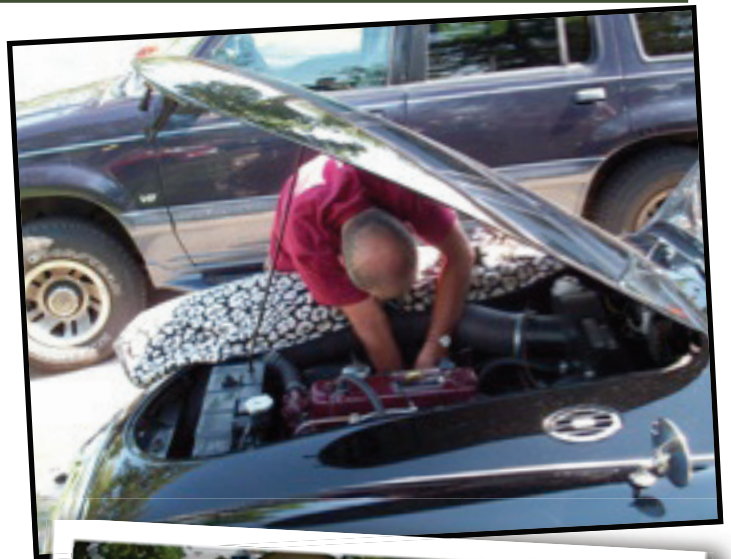
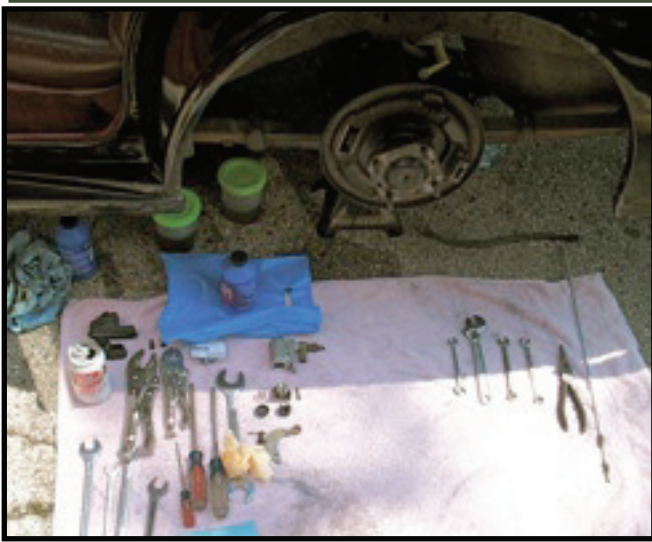
Lemon Creek British Car Show Meet-Sept 11, 2010

*Lemon Creek
Winery*



Membership Chairman Bruce writes:

The Northern Indiana Austin Healey Club (niahc.org) and Lemon Creek Winery (lemoncreekwinery.com) are the hosts for this meet. The time is noon until 6 PM Sat Sept 11. The cost is twenty dollars & this includes lunch for two, a chilled bottle of wine and many wines to taste. They also have an excellent 50's band for entertainment. This show brings an eclectic mix of British cars which are parked among the trees on the grass. No sun-baked parking lot, just shade, good conversation, and there is voting on the cars by the participants. After attending this show several times I am convinced it is one of west Michigan's best kept secrets. If you need more information or a map see either of the above web sites.



A few cars needed some help finding their way home after the GT. But we all said "GOD SAVE THE QUEEN" at the end of the day!