



A-Antics



*Da Guys:
John, DLQ,
Neil, DTS.,
& Brian*

*The Ladies in Red: Thelma Griffin,
Kathy Nelson, Stephanie Smith, &
Donna Finch*



Da Loot



*Phyllis & Dave
Goeddeke, Tracey
Bird, Mitzi Pittman*

Cover & page 2 photos-D. Quinn, D. Goedekke, K. Nelson

*Christmas Party Pictures
Neil's Day In The Garage
Jeff Smith's MGA
A Rowdie GT-Tradition*



Picture of Rowdies Christmas Party Dec. 3, 2011



Bruce Nichols



Clockwise left to right: John Alexander, Carolyn King, MaryEllen & Bill Weakley, Bruce Mann.



Phyllis, Tracey, & Mitzi



Lloyd Herring & Todd Binz



Dick & Diana Grucz



Donna & Steve Finch



Brian Beery & John Alexander



A-ANTICS 2



MaryEllen, Stephanie, Willy

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appropriate material. The editor reserves the
right to edit material for length and content.
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contents are copyrighted, Michigan Chapter.
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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 (\$35 for
printed newsletter)

Nickname: Rowdies

Motto: People First!

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

MG Web Site: www.mgcars.org.uk

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

MEMBERS PAGE

Members Update:

Rowdies Website: Larry Pittman, Webmaster

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

Larry Pitman's Database Report:

69 Active and Paid-Up 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: Feb. 20, 2012

Letters To Members At Large:

It's The Zinc... DLQ writes in response to the Nov-Dec '11 "A-Antics" article about the correct oils to use in our MGA's. He comments:

"The following is from my restoration notes:

My Break-in Oil:

Brad Penn break-in oil. MG racer John Targett recommended due to it's liberal dose of ZDDP, the best engine wear protection additive. Closest retailer is Engine Technologies in Lansing, 517-393-1050, \$5.50 qt. I purchased mine from PerFit Corp (Michigan Engine Pro) Livonia, MI, 13090 Fairlane St, Livonia, 734-524-9208 or

800-482-1052.

My Regular Oil:

Valvoline Racing VR1 oil 20w50. Available at most auto supply stores. 75% higher zinc than SM engine oil with a balanced additive package designed for both racing and street-legal applications. Protects older style push-rod and flat tappet engines. See Q&A link: <http://www.valvoline.com/faqs/motor-oil/racing-oil/>

Will get back to my reading..."

Dave Quinn

Rowdie Makes The News...

Mark Barnhart went to the Houghton Lake Pumpkin Run Car Show in September 2011 and sent in this photo of his car with a celebrity posing beside it.....

The "Big Boy" gives Mark Barnhart's '59 MGA a big thumbs up. Attaway Mark!



More About Oils...

Don Holle writes;

“Question: Why did the man sleep under his MG?”

(Wait for it...)

Answer: So he could wake up oily.”

Cheers and Merry Gristmas! Don Holle

You Can Count Them On One Hand...

Dave Smith writes in about our latest new member:

“I am VERY excited to see that Former NAMGAR chairman, Len Bonnay, has decided that he wants to be a Michigan Rowdie. I believe that will mean the Rowdies have **Five** previous NAMGAR Chairmen as current or past members. Len has offered to be a resource for GT 40 also.

Len and Wife Judy live in the Niagara area and he is a retired Elementary school principal. He is also an avid collector of MG sales and other documents.

Lets get him onboard ASAP, and I know he will appreciate a big Rowdie welcome too.” Dave Smith

New Members: WELCOME TO:

Len & Judy Bonnay-538 Alan Ave, Welland, Ontario, Canada, L3C 2Y9
Home:905-734-3475 Cell:905-714-6850
ljbmg@cogeco.ca
Cars: 1949 TC, 1954 TF, 1973MGBGT, 1961MKII (GHNL2/103024)
NAMGAR #474

ROWDIES 2011 CALENDAR OF EVENTS

FEB 2012 **BUSINESS MEETING**

± Rowdies Annual Business Meet, Holt. Dave & Chari Smith host.

Whoops!-New Rowdie Business Meet Date:

Feb 25th-12 noon @ Smith's →



AGENDA-Rowdie Business Meeting
Arrival 11:30 AM to 12:00 Noon on Saturday 2-25-2012
Eat from 12:00 noon to 1:00 PM
Bring a dish to pass & BYOB
Southern style chicken, potato dish, pop, coffee, and dining are provided. Dish to pass always welcome.
Business meeting begins at 1:00 PM. Happy Hour & tyre kicking begins at the end of the meeting.
Please RSVP Chari & Dave if you will be joining us for lunch by 2-19-12. Phone 517-694-4856 or e-mail: mgarace@comcast.net
No RSVP needed if you are only attending the business meeting at 1:00 PM.
Address information if you need a Mapquest.
Dave & Chari Smith
2401 Pine Tree Rd
Holt MI 48842

We want your MGA...
to be registered with NAMGAR!
Yearly membership is \$37.50 North America or \$52.50 International. The application form is available on-line at www.namgar.com or from: NAMGAR Registrar, 7522 SE 152nd Ave., Portland, OR 97236-4861
Members receive *MGA!* Magazine, the bimonthly magazine devoted exclusively to the enjoyment, care, and preservation of the MGA, Midgette and Variants; and an annual Get-Together in various locations in U.S.A. and Canada. 2010-11

Michigan Rowdies Regalia



Lapel Pin
\$5



Patch
\$5



Tee shirt
\$16



Key fob
\$5



Cap
\$15



To order: Call Phil Wiltshire @248-676-0986 or Brian Beery @ 810-488-1975 or email Phil at pwiltshire@comcast.net



CHAIRMAN'S CHATTER

Your membership dues are now due March 1st. February of last year the board passed a resolution for all members to have a common due date. Having due dates based upon the month you joined meant the database and treasury workload

never let up, especially when members fell delinquent. That system is now history. The membership has completed the 2011 transition year to the new process. The new process is:

February 1 Renewal notice mailing. You select how you would like to receive A-Antics.

- March 1 Full payment is due.
- March 15 Delinquent members will be contacted.
- April 1 Membership roster finalized. No further mailings. Late renewals after April 1 forfeit their consecutive membership standing and pay an additional late fee.
- June 30 First-time members joining after this date receive a 50% reduced rate for the balance of the year.

On our September Colorado trip in the A6 I was reminded of the comfort, reliability, and performance of a modern car. However back in Michigan autumn colors and old sports cars made a perfect fit. The great thing about the fall is nature provides the air conditioning. On the Friday before Halloween the sun found its way back after sitting on the sidelines for days. The high temperature rested at 45-degrees. It was an ideal time to toss on a jacket and hood for a brisk top-down afternoon drive. I have two concerns with late October drives. One is pesky Michigan deer and the other is an earache. I'm not sure why but my right ear never cares for the briskness like I do. Carhartt, the people who make clothing for the construction trade, have a hood that can handle the toughest weather, in or out of the car. The hood I am referring to is the men's Duck Hood. It has a knit

collar and is quilted-flannel lined. It lists for \$26. I swear by it. I wear it all winter while shoveling the driveway or walking the dog. It can handle water, snow, or the coldest wind. It only comes in two colors, tan or black. Besides its lightness and warmth, the best part is that it's totally unattached to a jacket so it offers maximum head movement. It never restricts your eyesight and is easily pulled off, even while driving, should the outside temperatures heat up. Since winter has already arrived in Michigan those cool fall trips are but a memory; however, it is these memories and thoughts of spring that fire us up for another year in a sports car that begs to be driven. Please help plan these future drives and events by attending our annual business meeting.

Dave and Chari Smith's home always provides a nice central location for us all. I'm sure the welcome mat will be out. We get to skip over the officer election. While officer terms are not spelled out in the bylaws, the general practice has been to have an election every two years. All the offices were up for re-election last year; thus, we all have another year to serve. I would like to thank each and every one of them for a job well done. I am not aware of any pressing club issues but if you have a topic you would like to see on the agenda please forward it to me before the February 25th meeting. I would like to thank Larry Pittman for accepting the GT40 Chairman's job. It's a big undertaking but I can assure you he is the right leader for it. He is already putting together a team (*see page 16*) and will be bringing us up-to-date at the business meet.

Thinking about hosting an event? We especially love driving to new locations and trying new ideas. Please bring your plans and ideas along. For those who do not know, the February business meeting is the only one of this nature we have all year. Even then it is more social than business. We hope to see you there. **Dave Quinn**



Chairman Dave, showing Jeff Smith the correct angle to enter the engine compartment to work on the back of the engine block.

Traditions

By Dave Quinn

The Michigan Chapter has a number of traditions worthy of respect. The Rowdies are North America MGA Register's oldest chapter. As NAMGAR's first we set an example of success that many chapters followed. We try not to take ourselves too serious and always strive to make membership fun. Having only one business meeting a year helps keep egos, like mine, in check. Our prime focus is enjoying MGA ownership by driving them. Lifelong friendships have developed by traveling Michigan's roads and supporting club and individual projects. Hosting a national Get Together (GT) is one of those traditions.

As host of GT-10, GT-20, and GT-30, we are in the planning stage for GT-40 set for 2015. Hosting a successful national requires commitment by a large number of members, new and old. For the benefit of new Rowdies and as a nostalgic recap for older Rowdies let's take a trip down memory lane.

Let me be upfront. My intent here is to motivate as many Rowdies as possible to volunteer for GT-40. No experience is necessary; just a willingness to work together for a memorable fun experience. After reading this you will understand hosting a GT is no small undertaking. We need everyone who can offer support and assistance early on.

GT-10, Plymouth, MI, July 11-14, 1985

The Thursday to Saturday event was held at the Plymouth Hilton. Rooms, holding up to four, were \$49 a night. With the cost these days to attend a GT it's a wonder we didn't have every running MGA in the world there. Registration for car and driver was \$20 plus \$5 for a second adult. A late entry fee of 50% ensured most registrations were in six weeks prior to the event.

Diane Mazurek handled registrations. She counted the Friday dinner/dance tickets for \$7.50 each, and the Saturday banquet choices at \$15 or \$21 for chicken or NY strip.



It was, I believe, the largest attended GT up to that time; however, I have no record of the number of registrations and banquet attendees. Published stories say nearly one hundred MGAs from seventeen states and two provinces were in the show.

Thursday night was a hotel parking lot mixer with new and old friendships sharing travel stories.



Friday and Saturday's events spotlighted the Red Baron Rally. If memory serves, Neil Griffin and Dick Feight ran the event. As California's Mike Jacobsen later reported, it was an entertaining way to see the area and he added that some saw a bit more than the rally-masters planned.



Friday saw a caravan to the Henry Ford Museum and Greenfield Village. As many learned, 300 years of history and twelve acres is a bit more than anyone can take in with just a few hours to spend. Ladies have always played a major role in Chapter activities. Two tech sessions were held: the "Ladies Color Tune" and the men's entitled "Parts is Parts" (any recall why?). We had a red London-style double deck bus to transport folks into downtown to take in the sights.

Saturday was the car show and vendor display. Voting was not easy. Like today it gets tougher every year as restorations bring MGAs back to life better than ever. Thankfully, there were still many less-than-perfect cars; mine being one of them. Our club has always welcomed "driver cars"

with open arms. The Rowdies have even accepted MG twins as seen in this photo below.



Three of our current members took top honors in the voting: Pat Schwartz, coupe; Don Harms, 1600 MkII; and John McMullan, MkII Deluxe. As a side note, the Tom Ball tour began at GT-10. Tom, long-time Ohio member, has one of the coolest custom MGAs in the world. Steve West from Missouri took the distance award by driving his MGA 849 miles. Many of today's owners drive two and three times that distance to attend meets.

The head table at the awards had Steve Mazurek, NAMGAR Chairman (1983-1988), and wife Diane center stage. They lived in Grosse Point City at the time and like many Rowdies volunteered



at the national as well as local level. Mazurek's, who now live in Illinois, hold the record of attending every GT before and since! Our GT-10 Chairman was Dave Smith. He and wife Chari along with Dennis and Judy Johnson made up the head table. Dave went on to become a NAMGAR Chairman (1999-2003).

Bruce Nichols, a club founder, along with the rest of the Rowdies said good-bye to RB Hart, another founder, who accepted a job at Moss Motors. RB and his wife Joyce (Hart) Nichols left the next day for sunny California. It was RB who gave *MGA!* the basic format the national magazine has today. Joyce went on to become NAMGAR Chairperson (1988-1993) following Steve's reign.

Rowdie volunteers did a great job with everything at GT-10. I wish I could list everyone. If you are still a Rowdie you know it was worth it. Rowdies have always been great about giving back their time and talent to the club.

GT-20, Lansing, MI, August 15-17, 1995



Promotion of this event fell in my lap. For those with vacation time it was a full week of MG fun. Our Tuesday-Thursday event was timed to coincide with John Twist's Friday-Saturday University Motors Summer Party (typically at least one MG of every model made and several hundred MGs attending). The week concluded with VSCDA vintage racing at nearby Grattan racetrack.

Rowdies began building excitement well in advance of the event. Anyone from Michigan attending GT-19 in Winston-Salem, NC was wearing a bright-blue T-Shirt sporting the new GT slogan

"The World's Largest MGA Party". The Stay Vertical party in the Hospitality Room of our first GT had set an expectation we hoped to fulfill.

The Holiday Inn Convention Center in Lansing, the state's capital, was the host hotel. Rooms were \$62 plus tax. Early registration was \$30 per family and included an Early Bird free room drawing. It drew 73 submissions. Regular registration increased in amount by a mere \$5 but jumped another \$10 for those waiting until two weeks before to sign up. Curt Smith handled registrations, which grew to 193 with 7 walk-ins for



a total of 200 registrations (361 people). The banquet offered three choices: prime rib, chicken, or pork (all with fancy names) for \$24, \$20, or \$21. The Rowdies tossed in a first: free baby-sitting the night of the banquet. Six children took advantage of the offer. A total of 301 people attended the banquet.

Apparently all the propaganda, excuse me, promotion I pumped out paid off. Only a couple other GT's have exceeded our registrations (not counting the combined all-MG meets).

Dave Smith was up to task of GT Chairman for a second time and an army of volunteers aided him. The Barnharts ran registration sign-in, the Nelsons ran the important stuff (keeping beer flowing in the hospitality room), the Maiers ran activities, Curt and Stephanie Smith signed up the vendors; Brian Beery was in charge of the regalia, Chari and Laura Smith the food, and Mac McDonnell filmed the event. Brian Beery, with support from Curt and Steph, went through a lot of GT regalia. There were 100 T-shirts, 55 golf shirts, and 80 lapel pins for \$10, \$19, and \$5 respectively.

Tuesday evening started with the usual tire kicking greetings. Well, not exactly. The evening was filled with thunderstorms, lightening, and lots of rain. This continued throughout the event. The First Timers reception with 111 people in attendance went off as scheduled. When the Hospitality room doors opened the Party began. Five quarter-barrels of beer were consumed in the first four hours. Oh my, that was our total estimate for the three days and it was all gone in the first night! Everyone must have felt welcome with a club banner nearby, including ours, thanks to Joyce. We played original MG factory promotional videos non-stop in the bedroom! How's that for a turn-on; better than reruns at the local drive-in theater.



Tech sessions were held by a number of Rowdies on a broad variety of subjects. Neil & Thelma Griffin and Herb & Carlene Maier directed traffic to their tech and craft session of choice. No one was surprised to find John McMullan doing brake sessions but imagine everyone's surprise to find Kathy Bertolini hosting the transmission rebuild session! Popular vote contests were held for model cars and crafts with just a few entries, 3 and 12 respectively.

Wednesday morning saw a long line up of MGs in the lot for Garey Knop's free front-end alignments. Three days of thunderstorms did curtail some planned Wednesday activities such as the local tours and the A&W dinner cruise-in. Chairman Dave improvised by bringing A&W's grills and sizzling food to the hotel lot under the activities tent. One quickly learned not to stand too close to the

edge when the wind blew. The day ended with a 50's "sock hop" dance complete with 50's style clothing and a hula-hoop contest. As Ken remarked, Elvis was there but he was a bit 'stiffer' than usual (as a full-size standup cut-out poster). Not us. With Donna in her poodle skirt and I in my Elvis-want-a-be attire we danced the night away, as did most attendees. Elvis did not leave the building that night.



Early afternoon thinking-outside-the-box activities consisted of the 3-man pit stop competition (change four tires, four spark plugs, and add

simulated gasoline) and the piston toss (our version of horse shoes). The parking lot hot tubs generally got rained out but I'm told they came *very* alive late at night.



The awards dinner consisted of the usually too-long speeches. The youngest and oldest MGAs in attendance were recognized, as were contest winners, and car show winners. Only one Rowdie, Tom Ball, managed recognition. That reinforces two things. As a club we do not 'block' vote to ensure a winner and our cars, as nice as they are, are drivers - both good things in my book. I know what you are thinking, but my win at GT-30 falls in the sympathy vote category. Southwestern Ontario Hoser Eh's won the banner award.



It rained so hard Thursday morning, the car show day, that the storm drain in the parking lot plugged. The short monsoon's brief flooding had water in certain areas nearly knee high around some of the 136 MGAs on the lot. The turnout included a record setting 36 MGA coupes. Len Bonnay, NAMGAR's Chairman, made the remark he had never seen MGAs with water lapping at their bumpers before. MG gods took pity on us and it stopped in time for car judging.

Given three days of on-off rain did the meet live up to the billing? Ken Nelson thinks it did. Mr. Hospitality had the numbers to prove it: 10 quarter-barrels of beer, 15 liters of wine, 39 two-liter pop bottles and countless 5-foot long subs, chips, nachos, pretzels, meat, and cheese were consumed. The Nelsons had lots of support on both sides of the bar from Bruce Nichols, Joyce, Kathy and Ken Bertolini (the Italian Stallion), and several others of us who

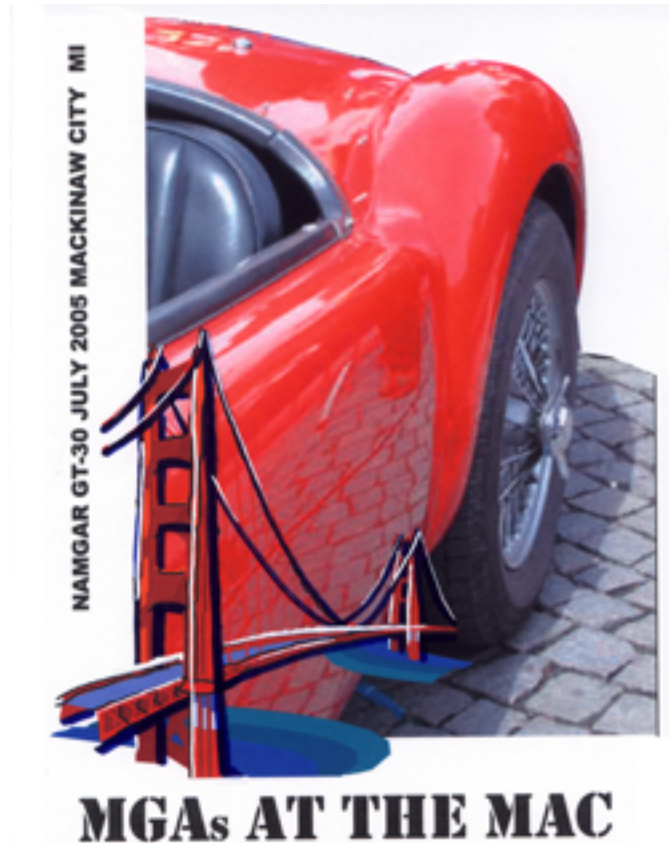
ensured Stay Vertical didn't fall horizontal.

Mr. and Mrs. Hospitality were up bright and early on the final morning to fill everyone's bellies (350 cups of coffee, 250 donuts, 10-gallons of orange juice). Then Ken and Kathy pointed the way to John's party using Jim Neal's cover bridge tour to Grand Rapids. Upon their leaving, Ken said "us Michiganders is exhausted, but happy."



GT-30, Mackinaw City, July 12-16, 2005

Philip Wiltshire was GT-30 Chairman and he kept everything moving forward in the finest British tradition. Planning began years in advance. We learned you could not start too soon. The site selection committee lead by Rob Cote picked Mackinaw City in 2002. I had the pleasure of designing the event poster and Neil Griffin designed the dash plaque.



Since our meet coincidentally fell on the 50th anniversary of the MGA introduction, I prepared a 20-page booklet for each attendee entitled "MGA Memories" that was jammed with actual archive newspaper clippings of MGA milestones. Once again, promotion was on my plate. I shifted the focus from Michigan's automobile heritage to its lakeshore coastline and unspoiled north, all linked around the Mighty Mac, the world's longest suspension bridge. Did you know the state has 11,000 small lakes, the bridge is five miles long, and "Somewhere in Time" with Christopher Reeve was filmed at the now 125-year-old Grand Hotel? By the time the GT arrived,

everyone in NAMGAR had been exposed to all the scenic attractions the state had to offer up north. I bombarded them between September 2004 and June 2005 with eight full pages of GT promotion, not counting the registration form, in the national magazine. Ken Nelson supplemented it by promoting it in his At Leisure column. However, I did take a big gulp when he brought up the Yugo being blown off the bridge in 1987. Thankfully he added they since redesigned the bridge side rails.



The Ramada Inn Conference Resort with 150 rooms was the host hotel with a rate of \$99 per night. We gambled some on our hotel selection in order to get the lowest rate possible in this very popular area. The Ramada was undergoing remodeling at the time it was reviewed and chosen by the site committee, so we had our fingers crossed. In the end it got mixed reviews. Overflow hotels, which were needed, were nearby.

Early registration was \$50; this increased to \$60 after May 1. Both were identified as non-refundable. Wednesday's car show box lunch was \$7.50. The Thursday afternoon "high tea" at the Grand Hotel was \$27.50, not including the

additional \$16.50 round-trip ferry fee. The Thursday evening buffet and auction was \$18.50. Friday's awards banquet was \$27.50 for choice of prime rib, almond chicken, or a veggie plate.



We recognized from the beginning that selecting a high tourist area like Mackinaw in prime time was going to be pricey. Diane Mazurek once again handled registrations but this time from Lake Barrington, Illinois. Given the total cost for couples doing everything it was nice to be able to offer payment by Visa or MasterCard.

We had 187 Registrations (372 people). First Timers totaled 102. We had 226 sign up for Audie's box lunch and 236 for the evening raffle buffet. The banquet tallies were 198 beef, 75 chicken, and 5 Veggies for a grand total of 278 banquet attendees.

Taking a car purchased two months prior for it's initial shake-down cruise to Mackinaw City has risks. All I'll say about our drive north was it took 11 hours to drive 350 miles. It was unbearably hot and humid at each unplanned stop but it ran well going through the northern forest in the pitch-dark of night, especially since we never saw another soul.

The Tuesday to Saturday event began with the usual tire kicking, First timer's meet, and hospitality blow out. A new twist was a display of Silent Auction memorabilia that were to be awarded later in the week. Wednesday kicked off with an optional keepsake professional photograph of the owners, their MGA, and the Mackinaw Bridge.

The car show followed, 11 am to 3 pm, at Conkling Heritage Park in the small waterfront city. It was a beautiful setting with the Lake Huron bay in the

background and shops on the other side of the road. Unlike GT-20, GT-30 offered lots of sun and 95-degrees every day. The band shell with limited shade became popular. A total of 164 MGAs were displayed. We had registrations from 34 states and 3 Canadian provinces. Fourteen MGAs drove over 1,000 miles and three over 2,000 miles to attend. Long time friend Mike Jacobsen from California took the distance award at 2,103 miles.



Wednesday's dinner was on your own with the



hospitality room open till midnight. Thursday was very busy with many events crammed into it. The day trip to Mackinaw Island via Shepler's ferries drew 134 people to the Grand Hotel tea and tour. To my surprise it was way better than the usual fudge-frenzied island visit. The Grand Hotel talk was very entertaining, the champagne and treats excellent, and surroundings spectacular. Thanks to Kathy Bertolini for ensuring that this activity was added. For others it was time to take in the area's many attractions such as the lighthouses, shipwreck museum, Tahquamenon Falls, etc.

Tech sessions at the host hotel included Doug Butcher's in-depth tire presentation, Carl Heideman on welding principals, and Rick Astley on British electrics. Our evening dinner was held at the local hockey arena, site of the following evening's banquet as well. It was the only building in town that could handle a group that size and it really worked out just fine, especially with such a large group.

Friday began with a rolling tech session. John Twist instructed on-lookers on procedures for solving car problems presented to him by individual owners. Our funkhana out-of-the-box idea for a parking lot game this year was to build a teeter-totter. The fastest MG to drive on it and balance it was the winner.

Friday's activity including the 20-mile 'tunnel of trees' coastline drive (Michigan's M-119 state highway) was well received and it's mid-point restaurant lunch stop at 'Leg's Inn' unique. Other self-guided tours were available. Trips to the Soo Locks entertained some, while the ring-a-ding clang of slot machines pulled others across the Bridge to a St. Ignace casino. A couple of us managed to squeeze in a refreshing swim in the very cool lake waters during the week.

In another Rowdies first, we replaced the usual GT T-shirt with a button-down shirt with an embroidered logo for \$27 and a khaki embroidered cap for \$9. Sales were pre-order only. We sold 61 men's and 29 women's shirts, and 42 caps.

The awards banquet saw a number of Rowdies collecting silver: Rob Cote, Premier with his immaculate MkII; Dave Quinn, 1500 (tie for 1st), Terry Frisch, 1600 (1st) with Tom Font (3rd) and Curt Smith (4th); Doug Butcher, Coupe (1st); and

Philip Wiltshire 2nd in Other British with his MGB GT-V8. Young Mark Michalek hosted a group with suggestions for attracting new young members. Donna and I had a good laugh as we approached our car in the arena lot, silver in hand, for the drive back to the hotel. One of the top windshield frame posts had snapped in half with the top frame sprung. See what happens when you let your spouse talk you into putting up the top to keep her hair nice. Or maybe the car just couldn't hold its breath any longer after the car show.

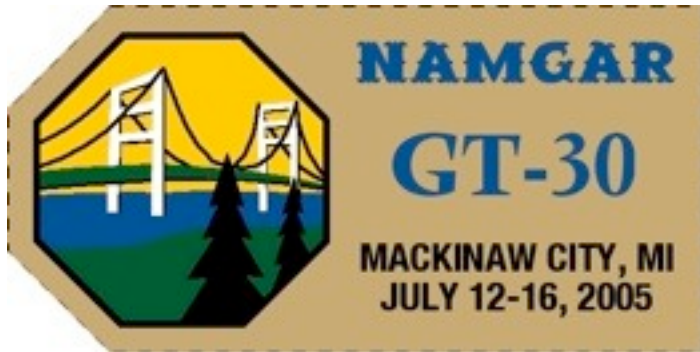


With all our record keeping (you have to admit it's darn good) I couldn't possibly list all the committee members and their assignments. Early volunteer families were the Smith's both Curt and Dave, Bertolini, Quinn, Mazurek, Holiday, Cote, Nelson, Zorn, Nichols, Sutton, Barnhart, Maier, Griffin, Gruz, Beery and, of course, Wiltshire. My apologies for all those I failed to list. Lots of members stepped up to the job and it was a huge success. Much of the success is due to the behind-the-scenes work such as Neil and Thelma sorting, tagging, and setting up the silent auction, or Donna and Chari arranging the banquet table items, or Curt and Steph getting beaucoup donations from vendors, chapters, and individuals. There are dozens of tasks that receive no applause but are essential to the outcome; that's why you can't expect a handful of members to do it all.

I don't have any impressive numbers to show how much late night partying went on, but rest assured it did. When the hospitality room closed

many of us found our way down to the small bar in the front of the hotel. When we arrived on Tuesday the large Ramada Sign Inn read "Welcome NAMGAR" and the line below read "Comedy Night 8PM". I can tell you there were many laughs in that little bar well past midnight every night. Some may still remember the bartender saying, "Oh, we are out of that beer." Or, "We are out of that bourbon now."

insulation I secured from a plumbing shop, none of which helped the car run better. Like the Beatle's song we got home "with a little help from our friends" and crossed-fingers.



Saturday brought closure to GT-30 with coffee, donuts, and farewells. As for our personal drive home, the top was wired to the windshield bracing and the floorboards were packed with water heater

Dave Quinn 10-22-11

See pics below for some of the planners and "friends" of GT-30



GT-40 – Status & Update by Chairman Larry Pitman

I hope everyone knows by now, but the Rowdies will be hosting GT-40. The tentative dates are June 15 to June 19, 2015. If you missed the announcement at the Christmas party, I've agreed to be the chairman for GT-40 which I admit makes me a little nervous. I hope to provide status updates to members via the "A-Antics" on some regular basis. I'll be trying to let everyone know what's going on, where we're

behind, etc. As most of you know, this will be the fourth time the Rowdies have hosted a GT. We've sort of established a pattern of holding one every ten years, but the decision to continue was difficult this time. If you'll recall, Dave Quinn brought the proposal to host a GT to the membership last February at the business meeting with the reminder that we'll all be four years older by the time the GT comes around (that part is sinking in with me now). The vote was close but in favor of hosting the GT. Dave Quinn then notified NAMGAR that we were

officially requesting to be the host chapter for GT-40. In late spring, Dave put together a committee to come up with a location for the GT.

Thanks are in order to the committee that did the legwork and selection of the GT-40 location: Chairman Ken & Kathy Nelson, Mark & Margie Barnhart, Gordie & Tracey Bird, Bruce Nichols, Dave & Chari Smith, Larry & Mitzi Pittman, and de facto members Dave & Donna Quinn. This was a difficult task made more difficult by the fact that it's tough to find a place that will please everyone. Several locations were considered by the committee, but actual visits took place to Grand Rapids, Frankenmuth, & Bay City. We also received some first-hand feedback on Kalamazoo from Chairman Ken Nelson.

In the end, the Rowdies have selected Frankenmuth as the location of GT-40. The hotel for the GT has also been selected to be the "Bavarian Inn Lodge". These selections have been presented to the NAMGAR board and have been approved subject to a visit to the site in May by Carol Shamonsky, NAMGAR's vice chair. We see no reason why there should be any problem with the selections and hope the contract with the hotel can be signed during the May NAMGAR visit. Mitzi and I have had occasion to stay at the Bavarian Inn a couple of times and found it very enjoyable.

At GT-30 in 2005 when the Rowdies hosted the last GT, Mitzi and I attended the GT as members who had just joined both NAMGAR and the Rowdies. We enjoyed the GT, but were too new to really know anyone in the Rowdies and provided no assistance at all. Since then, we've attended several GT's and pretty well know the "routine" but really don't know things that go on behind the scenes. That's where the experience of lots of other Rowdies comes in that I'll need to lean on to make GT-40 what it needs to be.

My goal as chairman of this undertaking is to spread the work around as much as possible. The start of this means having someone to head up all the major areas that a GT requires. Over the years NAMGAR has developed guidelines on what chairpersons are needed. What follows below are those major areas:

*Hospitality, Publicity, Food, Activities,
Car Show, Registration, Regalia, Finance*

Some positions have been filled and I hope to be able to announce all the positions by our business meeting in February. As our schedule develops, we may find that additional positions are needed due to the specifics of the GT. If you see an area that you'd really like to be involved in, just let me know. We obviously need more than chairpersons for the GT and all of these positions will need assistance, so this should give you an idea of areas you can help with.

We're in good shape at this time with what should be going on from a schedule perspective for the GT as a whole. The most important item to be resolved right now is to get NAMGAR's agreement on the location, both city and hotel. Hopefully, that will be firmly set in late spring of this year.

Another item from a schedule perspective that we need to work out is the day-to-day details of the GT. NAMGAR requires just a few items: First Timer's Orientation, Car Show, & Banquet. Other items encouraged, but left up to us: GT Orientation, Technical Sessions, Sightseeing and Optional Tours, a Farewell, & a Winner's Circle (of cars). Certainly, we need to agree on the schedule, but it seems to me that we should at least have technical sessions, a Friday morning farewell, and local sightseeing and/or optional tours. It might also be nice to schedule a car drive one day and/or have some car event of some kind.

As things progress, if we're unsure of what the Rowdies as a whole would like to offer on the GT schedule, I may make use of SurveyMonkey to solicit feedback. In any case, feel free to let me know what's on your mind for the GT, if you're willing to help out somewhere, etc. Thanks in advance.

Larry Pittman
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Home: 810-750-0047
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*And "Hats Off to
Larry" for accepting
this job. Let's all give
him our support!*

Another One Rises From The Dead...

Part One Of A Never Ending Series:

Finally! After 4 years of waiting and watching my 1957 MGA roadster just sit there taking up much needed space in my shop, there is movement on the "Restoration Front". In the last three weeks I have cut, burned, hammered and otherwise destroyed the skin on my hands in the process of denuding the A of her external and internal parts so the places where there is now only air can be filled with cold steel.

I bought this example of my first car out of an unlit Civil War era warehouse in downtown Richmond, Virginia. Many things were "sight unseen". The front and back clips were held together by fiberglass matting and rust. Sills felt solid but it WAS dark in there. I don't care though as I'm committed to bringing this beauty back to the road. I'm going to record my efforts in pictures and logbook and from these I'll attempt to bring myself fame and fortune in the pages of A-Antics. Hopefully, having to show progress every couple of months will keep me motivated when faced with deep depression. Since I retired in 2004 I've restored 3 Sprites so I know about DEEP depression.

Over the past several years I've been buying various steel body repair panels in preparation for this task. I'm buying one eBay prices everything-making the using the as a pattern, "Buy one, So far I've pillar and "B" pillar lower repair assemblies, inner sill front and rear and will attempt both long sill boxes following Barney Gaylord's dimensional drawings from his website. That ought to be a deed of daring.



Last week of September through mid-October, 2011

Removed the front and rear fenders. They were firmly attached with braze to any metal available at the bottom of the sill. The 4" grinder sliced away as delicately as possible in those areas. Most of the body screws came out - phew! I think there are only 6 or 7 that I'll need the persuasion afforded by fire to remove.

The floors appeared new and attached with carriage bolts and bathtub caulk. The bolts weren't rusty and were easily removed, but the boards were really stuck on there. A jack and putty knife were employed, worked

their magic, and within an hour the car was floor-free. The floorboard rails appeared solid but on closer exam were found to be made from some old blue Chevy truck door sheet metal and attached to the chassis with that same old fiberglass matting. Hrumph. Not acceptable!

Next to feel the sharp blade of the screwdriver were the electrical components, wiring and dash. Took lots of pictures here so as to "remember" where things were routed and attached when I'm putting them back in place some time way in the future.

After removing wiring, heater box and trans tunnel, I fabricated a brace of 1" square tubing that would be used to stabilize the "A" and "B" pillar opening. Since the "B" pillar on the right side looked bad I didn't want to take any chances on it moving when the rocker was hacked off the car. A good plan!

On removing the right side outer rocker panel, I was glad I hadn't tried to take the body off the frame as there was only air and fiberglass. The passenger side inner sill box was non-existent.

The right side sill forward of the "A" pillar was also pretty well gone so I had to fabricate its replacement. Thanks to an illustration in the Moss catalog I included a triangular reinforcement gusset. The corner where the gusset had been attached had "left the building". I've tried to record

dimensions where I could pick them up so the new sheet metal would be in the right place when welded. No mistakes so far - I think.

The right side rear sill plate and lower "B" pillar were next. I measured (at least 17 times) then cut away the sill to good solid steel. Fortunate that good, weld-able metal was found below the body mount area.

The lower "B" pillar repair ass'y looked like it would fit right up but I kept nibbling away at the aft "B" pillar sheet metal to finally find good metal up under the lower gusset so there was extra patching to install. That's when I ran out of MIG gas. (Note to self: Always check the level of important supplies.)

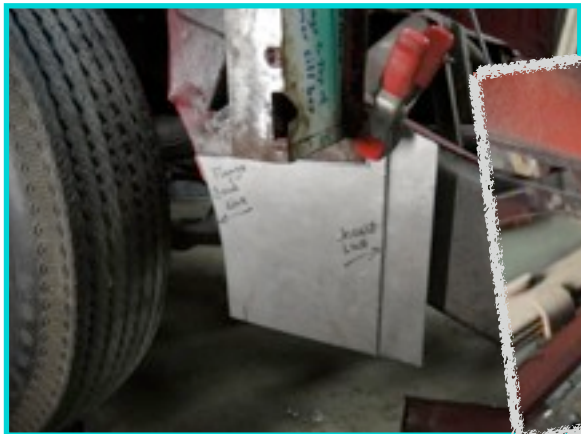
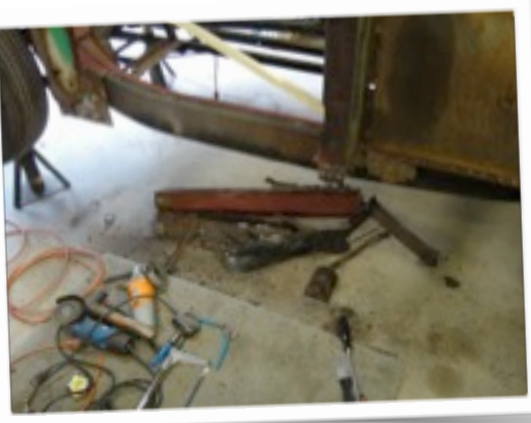
As soon as I can get more MIG gas I'll get the inner sill completely reconstructed and it'll look like this!

Next will be the creation of the sill boxes. I'll be heading out to my old worksite at the airport where there's this 60" brake which hopefully can bend 18 gauge steel sheet. Cheeri-o chaps!!

John Alexander

(See more pictures on next page)





Pictures by John Alexander

Griffin's Day in the Garage-by Dave Goeddeke



Who would have guessed that November 5th would be a 'top down' day? With the sun shining and temperatures in the high 60's, Neil's Day in the Garage almost turned into a day in the yard. He

had a hard time getting the Rowdies in attendance to come inside until Thelma rang the dinner bell and served-up a great lunch of chili with all the fixing's and roll-up sandwiches, plus a nice array of snacks & desserts.

25 Rowdies ventured out to Belleville, Michigan to drive their cars, enjoy a beautiful late fall day with other MG car nuts, and build some handy parts storage boxes to hide in the 'spare' battery tray in their MGAs. Neil made it as easy as possible for even cross-eyed carpenters to assemble the boxes. Every piece was pre-cut to (almost) exacting specifications and all we had to do was make a bunch of noise with a hammer. Piece of cake! There was some of that in the kitchen, too.

We welcomed our newest member, Andy Hoffman and his very clean, black 1960 MGA 1600 roadster. John Alexander showed-up in his well restored Austin Healey bug-eye Sprite and Dave Goeddeke made a rare appearance with the nearly completed restoration of 'Pearl', his freshly painted 'no-longer red' roadster. In all, there were 8 little British cars in the yard (plus a couple of Neil's in the barn).

As the sun descended in the Western sky, a few hardy Rowdies held forth in the garage, including Dave Goeddeke, Dave Quinn, Dave Smith, Curt Smith, and Jeff Smith (lot's of Daves & Smiths) and most notably, the true 'Heart' Core of the Rowdies, Neil Griffin and Herb Maier. Thanks for all the help through the years, guys!



Attendees: Neil & Thelma Griffin, Bruce & Willie Mann, Dave & Chari Smith, Dave & Donna Quinn, Gordie Bird, Herb & Carlene Maier, Larry

Pittman, Andy Hoffman & Sarah Pozzi, Steve Finch, John Alexander, Bruce Nichols, Jeff Smith, Mike Moder, Curt & Stephanie Smith, John McMullen, Dave Goeddeke, Kevin Peck, & Brian Beery.

