



A-Antics



Cover & page 2 & 3 photos: Dave Quinn & John Alexander

Tea In The Park Meeting
Drive Your MG Day Pics
Amelia Island Sebring MGA's
Bruce Mann's MGA Revisited



Pictures of the Belleville "Tea In The Park" Meet June 23, 2012



Neil with Spanner in Hand and some of the best (?) minds in the MGA group going over Bruce Mann's immaculate MGA



See Cover picture. More Pictures of Bruce Mann's MGA on Page 19 also...



A-ANTICS 2



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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 (\$35 for printed newsletter)

Nickname: Rowdies

Motto: People First!

Rowdies Site: www.mgcars.org.uk/michiganrowdies

MG Web Site: www.mgcars.org.uk

NAMGAR Web Site: www.namgar.com

Past Chapter 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:

68 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: August 20, 2012

Letters:

Hello,

My name is Mark Michalak, a member of the Chicagoland MG Club. This year I am the Rallymaster for the **Grand Lake Tour**, an event at University Motors' Summer Party. Since the rally starts the day before the show starts, I'm trying to get the word out to any local Midwestern clubs that might have members attending the Summer Party and who might be interested in the rally. The Summer Party registration form has my contact information as well. If you would be so kind as to pass on the following information to your club, or even include it on your event calendar, it would be much appreciated. This is a really fun rally for those who love to drive their cars and get out there and explore.

Safety Fast,
Mark Michalak

"The Grand Lake Tour"

August 16-17, 2012

Grand Rapids, MI

A University Motors Summer Party tradition since 1993, the Grand Lake Tour will be held on August 16-17th. Open to all British cars built before 1982. The rally is an endurance-navigational format, with a driver and co-driver navigating their own route to various checkpoints and trying to accumulate the least amount of miles. Participants will have 24+ hours to complete the route, and will finish on Friday morning leading into the start of the Summer Party. The team with the lowest mileage will receive the Chicagoland Cup traveling trophy. Registration material coming soon. Drivers' meeting starts at 6:30am EASTERN TIME, August 16th, in the lobby of the Hilton Grand Rapids (Airport), 4747 28th St. SE, Grand Rapids, MI 49512.

Contact Info: Mark Michalak, Rallymaster (773) 858-6968 michalakmj@hotmail.com

John Alexander wrote in:

Hi Ken, this is an advert for MGA/MGB gearbox synchros. This company really does make top drawer components and although pricey, I thought I'd pass it along to the Rowdies. If someone is rebuilding a trans they might as well get the best baulk rings to be found. Who wants to do that job more than once a year! I have no affiliation with **Denis Welch Motorsports**. They have successfully raced big Healeys and E-Type Jags through out Europe as well as restore said cars. Most of the parts they manufacture are for those cars and are to the production drawings. Nice looking units, too.

More progress being made on my "A" slowed only by the Beautiful weekend just past. Carolyn and I put 130 miles on the Bugeye and became highly tanned - at least I did! More later, John Alexander

"At last now available after extensive testing we are satisfied these will cure your synchro problems. Released off the back of the overwhelming success with our Big Healey and Jaguar Baulk Rings. CNC machined in the UK to our specifications with the aid of original BMC drawings."



<http://www.bighealey.co.uk/category/catalogues/mgb-parts/gearbox>

Denis Welch Motorsports

Dave Quinn sent this in:

Since the Rowdies lost the location to do our spring gymkhana, here's your chance to attack some cones. I believe all that is needed is a helmet and a good memory.

The Western Michigan Region of the Sports Car Club of America (SCCA) will be running several autocross competitions at MSU this summer in Parking Lot 89 at the corner of Mt Hope and Farm Lane. The first event is this coming weekend. Saturday is a test and tune / practice day and Sunday is the competition day. If you are interested there is more information at: www.wmr-scca.org Just follow the links for SOLO (that's what the SCCA calls

Autocross). Or Contact Al Lockwood directly for more details at [<jotolo@sbcglobal.net>](mailto:jotolo@sbcglobal.net)

Neil Griffin writes in:

“Some how or other, 60 years have slipped by since our wedding day, and we’re going to celebrate while we’re still still young enough to do so. Would you put the following notice in the newsletter.....” See page 8 for the grand announcement, and put August 25th on your calendars for the great celebration. After all 60 years is far enough back that even our MGA’s were just a twinkle in Syd Enever’s eye!



ROWDIES 2012 CALENDAR OF EVENTS

JULY

- 7-8 Mad Dogs, Hickory Corners. Note: MGA Is the Featured Car [<www.gilmorecarmuseum.org/>](http://www.gilmorecarmuseum.org/)
- 9-13 **NAMGAR GT-37** Dayton, Ohio [<www.gt37.namgar.com/>](http://www.gt37.namgar.com/)
- 13 Rolling Sculpture Car Show, Ann Arbor
- 14 Jackson Road Cruise, Ann Arbor [<www.jrcruise.org/>](http://www.jrcruise.org/)
- 15 All British Car Show-Windsor-Detroit MG Club Canadian Transportation Museum and Heritage Village, Essex, Ontario [<www.ctmhv.com>](http://www.ctmhv.com)
- 28-29 Waterford Hills Vintage Races, Drayton Plains [<www.waterfordhills.com/>](http://www.waterfordhills.com/)

AUG

- 11 **ROWDIES** Birthday Party, White Lake, Bruce & Willy Mann host.
- 11-12 Alden Sports Car Show, Alden [<www.olderide.com/events/5064665.html>](http://www.olderide.com/events/5064665.html)
- 18 University Motors MG Summer Party-John Twist, Douglas Walker Park, Grand Rapids, MI. [<www.universitymotorsltd.com>](http://www.universitymotorsltd.com)
- 19 MG Vintage Racers focus event, Grattan Raceway, Grattan [<www.mgvr.org/>](http://www.mgvr.org/)

SEPT

- 7-10 US Vintage Grand Prix, Watkins Glen Int'l Raceway, Watkins Glen, New York
- 8 Round Barn Winery, 17th Annual British Show, Baroda, MI (near Berrien Springs) [<www.roundbarnwinery.com/events_classes.php>](http://www.roundbarnwinery.com/events_classes.php)
- 9 Battle of Brits, Orchard Lake [<www.detroittriumph.org>](http://www.detroittriumph.org)
- 20-22 Put-in-Bay Road Races Reunion, Put-in-Bay, Ohio [<www.pibroadrace.com/>](http://www.pibroadrace.com/)
- 23 Orphan Car Show, Ypsilanti [<www.ypsiautoheritage.org/events.htm>](http://www.ypsiautoheritage.org/events.htm)

OCT

- 20 **ROWDIES** Color Tour combined with Bill Milliken’s Garage Color Tour, Ypsilanti


DEC

- 1 **ROWDIES** Christmas Party, Jackson, MI. Dave & Donna Quinn host.

2013

- FEB 23, 2013** **ROWDIES** Annual Business Meet, Holt, MI. Dave & Chari Smith host.



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, Magnette and Variants; and an annual Get-Together in various locations in U.S.A. and Canada.



2010-11

Michigan Rowdies Regalia



Lapel Pin
\$4



Patch
\$4



Tee shirt
\$18-\$20 XL



Cap
\$15

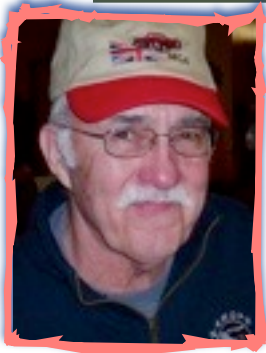


Key fob
\$5



To order: Call John McMullan @ 586-746-0148 or Brian Beery @ 810-488-1975 or email John McMullan at: mcmullan.john@yahoo.com





CHAIRMAN'S CHATTER

I had a funny driving experience this spring. While driving down a tree-lined two-lane a pickup truck with Harley Davidson stickers in the back window was in front of me. It stopped at a RR crossing stop sign. Naturally I slowed down and stopped behind it. It didn't move. A tough looking guy in camouflage pants gets out and starts walking back towards me. Since my top was up I was feeling helpless setting low to road and trapped. I am wondering what the heck is he up to. Then I heard, "What kind of car is that? Man, is that beautiful." Although he was certainly no youngster he'd apparently never seen an MG before, and he kept raving about it. I've had people come over in parking lots but being stopped in the middle of the road while driving was a first.

The April edition of Historic Vehicle Association's newsletter had an article entitled Can I Still Afford This Hobby? The discussion centered on the question to restore or not restore a rough original car. To quote the article, "A good rule of thumb, so say the experts, is to figure that a full vehicle restoration job will take around 1,000 hours. Since the average collector car value is less than \$30,000, naturally one has to consider if it's worth paying a professional \$75,000 to restore one." As shocking as that number was to me I imagine it is accurate if one were to commission a complete ground up restoration of an MGA to a shop. I suspect \$75 an hour is a typical shop rate these days. I recall talking to John Twist of University Motors probably ten years ago and he said a full restoration at his shop would run in the neighborhood of \$40,000.

With that in mind, I looked up the value of my 1959 MGA on the Hagerty Insurance Price Guide. They list the average price as \$21,000. However, when you check the guide based on each of the four conditions they list, the numbers swing widely. Fair condition lists at \$10,000. Good condition is

\$20,000. Excellent condition is \$33,000. And, concours comes in at \$50,000. If you think that last number is off the mark, think again. The May edition of Hemmings Sports & Exotic reported on the recent Scottsdale Auction where a 1962 MGA MkII in restored condition 3+ (this falls between average and very good on their scale) sold for \$48,400. It was a two-owner car with 48,000 miles that had been resprayed some time ago in its original black color. It had a new red interior, non-correct chrome wires, a tired grill, and a plugged antenna hole in the fender. As the writer reported, "This was a strong price for a car that was neither a concours contender nor a preserved original." And to think I bought my first MGA for \$200.

My point is not to scare you from driving your car because of its perceived value, nor to make you think it's a great investment. The data does however make a strong case that you try to do whatever you can in the way of restoration yourself and to ensure you have 'agreed-value' insurance in the proper amount based on the condition of your car.

Gordie Bird has acquired a free pop-up tent from Jeff Zorn for club use. He reports it is somewhat faded top but all together and perfectly serviceable. Thanks Jeff.

Drive Your MG Day-May 5th, 2012-Editor's Report

"What did you do, Daddy, on Drive Your MG Day back in 2012?" When your child or grandchild asks you that question in the future, I hope you can proudly say "I paraded the Octagon Symbol unabashedly through city and town, freeway and country road my child!" Page 20 in this issue shows some pics of a group of Rowdies who drove on Larry Pittman's 50 mile fun tour around his home and out for lunch at a local small town restaurant. The day went 'smashingly' as the Brits love to say, and a great time was had by all, including one interloper when your editor's MGA failed to awaken from it's winter nap. See if you can spot the one non-MG car in the group and write the name and year made on the back of a \$100 bill and send it to your editor for a chance to win a hand autographed glossy 5"x7" picture of that very same car!

Anniversary Party for Neil and Thelma Griffin

All Rowdies are invited to our 60th Wedding Anniversary Celebration on AUGUST 25th (Sat) from 1-5pm. Food and drink will be served from 1-5 or later. NO GIFTS please, though obnoxious and insulting cards will be acceptable.

*Neil and Thelma Griffin
44492 Robson Rd.
Belleville, MI*



*1 ½ miles N. of I-94 at
Belleville road Exit.
State Farm sign on West
side of Belleville Rd at
Robson, turn East.
734-697-7419*

Rowdie Birthday Party-Bruce and Willy Mann's

Saturday August 11, 2012

Starts at Noon-Bring a Dish To Pass and Items to Donate for the Time Honored Rowdie Auction-BYOB and BYOMG + Lots of Cash for the Auction. (This is our only Fund Raiser for the

year and it's better than a paper drive.) The Club will provide meat on the grill-Bruce will provide the Grill from his MGA for the Cooking.

Entertainment is provided by "You and Your Smiling Faces"

The directions are 960 Denbar Court-White Lake, MI. South of 59 off Williams Lake Road, and North of Pontiac Road. It is across from Hathaway Park. Corner house just as you pull into sub. Reminder to bring goodies and drinks. Phone: 248-698-3372

<bwmann@comcast.net>



To all MG enthusiasts:

The Vintage MG Car Club of Chicago is pleased and honored to host GOF CENTRAL, MARK XXXIV, to be held July 24 - 27, 2012, at the fabulous Pheasant Run Resort in St. Charles, Illinois. Pheasant Run has been the host facility for many car clubs since 1980, including the premier Corvette show, "Bloomington Gold". The hotel provides free child care and lots of activities, including 3 swimming pools, a Mario Tricosi Spa, live stage performances, fine restaurants, Zanies Comedy Club, and two championship



golf courses. **More information and registration forms can be downloaded from www.gofcentral.com or www.vintagemgchicago.com.**

SUNDAY
 JULY
 15th
 2012

ALL BRITISH CAR SHOW

Canadian Transportation Museum and Heritage Village
Essex, ON

9:00 - 2:00 pm

Show Cars- \$10.00

General Admission- \$5.00

12 and Under- Free

* Diner open from 8 am until 2 pm

*Boarding House Food available (in village)

Beer Garden 11-2pm

Association with Windsor Detroit MG Club
www.wdmgc.com

Registration from 9 to 1pm

Door Prizes between 1-2pm

Vendors welcome, Free

From Detroit
Follow Huron Church South to HWY #3
Follow HWY #3 Leamington to County Rd 23, turn right
Museum is 6 minutes on right

From Toronto
Follow 401 W turn left Belle River Rd (County Rd 27)
Follow 27, turn right on County Rd. 8, then next left on 27
Follow 27, through Cottam, cross HWY 3, follow until road ends
Turn Left on County Rd. 23 (Arner Townline)
Museum is 5 minutes on right

6155 Arner Townline, (County Rd 23), Essex, N9Y 2E5
519-776-6909

519-776-6909

www.ctmhv.com

On a recent vacation to Italy your editor came across some interesting autos. Wish I could have had one of these 3 to drive around instead of the Opel rental car!



This article reprinted with grateful permission from and thanks to Victory Lane Magazine and Ed Kovalchick. Gus Ehrlichman and #51 below.



www.victorylane.com

Victory Lane • May 2012

A display of MGAs at the Amelia Island Concours d'Elegance, part of the celebration of 60 years of Sebring.

Sebring MGAs Celebrated At Amelia Island Concours

– story and photos by Ed Kovalchick

This year's three-day Amelia Island Concours d'Elegance event March 9 – 11 featured a celebration of the 50th anniversary of the last MGA Sebring race cars, only one weekend before the SVRA 60th 12 Hours of Sebring. Eight perfectly lined coupes/hardtops were displayed on the flawlessly groomed show field, some perfectly restored to

original and some featuring the predictable patina of racing past. The marque MG (Morris Garages) was founded in the 1920's by Cecil Kimber, and the English enterprise produced vehicles continuously until it closed the doors in the autumn of 1980.

At Amelia Island numbers 28, 38, 40, 43, 44, 51, 52, and 53 adorned the fronts, backs, and sides of these mostly green A's, arguably the best looking MG series (1956-61) ever designed and sold (Ok, I own one so I am somewhat prejudiced). Each vehicle had the history prominently displayed on easy-to-read plaques, and most of the proud owners/drivers were readily available to discuss anything related to these historical prizes.

Sebring Works

Beginning in 1959, factory-prepared MGAs (commonly referred to as "Works Cars") competed in the FIA sanctioned twelve-hour endurance outing alongside highly respected racers such as Sir Stirling Moss, Phil Hill, Dan Gurney, and many other world-class racers. Eleven Works prepared "A" cars were entered over four years, when the totally redesigned "B" model (note: rollup windows are for sissies) was introduced. Amazingly, only one A failed to finish on the irregular (say beat your brains out)

Sebring surface. According to Frank Graham, owner of the stunning 1961 number 43 car, the first cars were mostly stock, but yearly improvements continued including alloy and fiberglass panels, Plexiglas windows, drilled frame and suspension parts to reduce weight, lighter Microcell racing seats, elimination of the head gasket (who wouldn't love that?), quick-add shock fluid containers, and dual fuel pumps, ignition coils, and generator regulators. I couldn't help but notice there was a "real" tachometer in the dashes too, and what looked like Jag carbs dangling off the intakes.

Other noted upgrades on the various Sebring MGA fleet:

- Factory works "EX" or "XSP" designation motor (56 & 57 only)
- Extra Andrex shock absorbers on front suspension
- Early style LeMans type ducted oil cooler
- Close ratio transmission
- 4.55 rear end gears / ZF limited slip
- Large capacity fuel tank with lockable quick release filler
- Cut down windscreen (57 roadster only)
- Push button starter and added panic light (pit recognition)
- 7" Flamethrower lamps

- Added side and rear lamps for identification of car numbers during night racing
- Bonnet strap
- Holes for a quick jack
- Dunlap four-wheel disc brakes and pin-located knock off wheels
- Extensive use of safety wiring

Car 52 Where Are You?

Gregarious Virginian Hugh Burruss (yes that is spelled correctly he claims) is your kind of guy, if you like MGs, racing, and related history. His thick mop of silver hair flopped around gingerly as he enthusiastically enthralled an audience of MG-interested folk, during one of his generous soliloquies on the attributes of his now beautiful green machine. Number 52 somehow ended up sadly in a shed outside Richmond, Va when Mr Hugh went to see it some 33 years ago. His goal was to review a beat-up MG which may have a few spares he could use on his own MG. Former racer Hugh recognized the car immediately and a deal was struck. Fifty-two, which was allegedly purchased by a drug dealer after the Sebring race (the cars went to MG dealers afterwards), and who mysteriously disappeared thereafter, got into the right hands finally and no body was found in the trunk Hugh claims – Ok then.

Hugh stated that Jack Sears and Andrew Hedges drove the 1588cc (1622 block, no identification) engined car to fourth in class in 1962 among of field of 60 vehicles, including high-powered Ferrari, Maserati, and Mercedes competitors. Hugh says the engine was listed as a 4-cylinder 1588cc in the records, but MG “left the MKII insignia off” – accidently of course – and he would know. This lucky MG got the right landlord, who has collected dozens of known race driver’s signatures on the

inside door panels just cause he can. I hated to move on.

Number 28 – Chicken Coop Find

Young Mike Eaton (to me anyway) is a studious gent of details and patience, an educated man who travels the country from the DC area tracking down banking fraud, when he isn’t building an exclusive MGA. Mike says he fell in love with A’s after his dad purchased one, and number 28 is the second Sebring car (first was 51) he has fastidiously restored – so take that.

The uniquely colored 28 is a twin-cam beast originally prepared at the MG Competition Department, Abington, specifically for the Sebring endurance. Mike noted that it came off the line as a roadster and was re-bodied just for the 59 race, the first full factory effort for MG since the 1955 LeMans tragedy, where 83 spectators and one Mercedes SLR driver, Pierre Levegh, were killed. In 1959, Marcus Chambers served as a competition manager and John Thornley as the company president.

This race included Gus Ehrman and Ray Saidel placing second to a Porsche Carrera in the 28, as part of an MG four-car team, three racers and one practice car. Interestingly, the late Leon Mandel, former publisher of AutoWeek, purchased the car after the race, and then proceeded to drive it to California. He raced the car once at Tracy Airport, Tracy, CA, and later traded it for a Jaguar after a year of ownership.

Mike discovered this gem, which had been inside and outside of a Chicken Coop since the 80’s, in 2006 outside of Sacramento, CA. Mike said the transaction took a year; time mostly spent trying to find the actual owner.

After shipping the car to Virginia, Mike’s home, he began the restoration process by disassembling the vehicle

himself, then having Abacus do the motor, and Paint by Dillion perform the appearance work (think stunning); then with the additional assistance of Mercer & Woodson, the car became nearly flawless in every way.

Number 51 - Been There Done That

This is Mike’s second Sebring car - he bought and restored number 51 (with the help of John Tokar & Vintage Restorations- Union Bridge, MD), which is a 1957 (remainder of three) factory-backed privateer group headed by the late David Ash. Mr Ash made a real living franchising MG Dealers up and down the East coast of the U.S. Well-known Gus Ehrman and John Van Driel were the drivers, placing second in class. Mike purchased 51 in 1999, which was in very poor shape at the time, and he restored it over several years to the original condition. Popular, successful, and formerly handsome MG driver Ted Rounds, BARC (Binghamton Automobile Racing Club) member, piloted 51 successfully throughout the 1959 SCCA season, its last year on the track. The car went to David Zych, another BARC member, then to Gerry Gogan, of Abington Spares fame, before Mike’s fortunate find.

Car 53 – Sebring’s Last MGA

Pennsylvania residents John and Linda Wright displayed number 53, a 1962 racer which placed sixth in class. Drivers were Bob Olthoff and John Whitmore. John discovered the car, thought to have been destroyed, in 2004. Since then the car has received a comprehensive restoration.

Car 44 – Australian Bound

This 1961 Coupe was found and restored by current owner, Ian Prior, Victoria, Australia. Ian shipped the car over by boat and drove it from Savannah, Ga to Amelia just for this event, even though he suffered a last-

minute dead battery on the way – regulator issue (surprise, surprise). He purchased the car in 1977 in Florida, took it home for restoration, and then shipped it to England to participate in a country-wide tour, and the 2005 International MG event at Silverstone. After Amelia he said he plans on making a cross-country tour of the U.S. with a new regulator of course.

At the 1961 race, the car was driven by two Californians, Jack Flaherty and Jim Parkinson, winning the class and finishing 14th overall - after completing 175 laps on the 5.3 mile circuit at an average speed of approximately 77 mph – and no down hills! According to the NAMGAR (North American MGA Register) after the race, number 44 was purchased by Fred Ball, who autocrossed and rallied the car in SCCA sponsored events.

The next owner Richard Robson Jr., competed in SCCA events too, as well as entering 44 in the 1964 and 1965 Daytona Continental 2,000 kilometer races.

Number 43 – Second In Class 1961

Frank Graham, after a 14 year search, restored the beautiful number 43, after it was found in South Texas in bad shape around 1989. The designated

drivers in 1961 at Sebring were British drivers Sir John Whitmore (of LeMans & Targio Floria fame) and Peter Riley (a Works Healy Rally driver), who finished second, sixteenth overall, to the aforementioned number 44 car., the only two entered. These two represent the best ever one-two class finish at Sebring for MGA. Prior to this race, both cars were dispatched from Abington to Southampton, England, where they were loaded aboard the luxury liner Queen Elizabeth bound for New York. They were then trucked to Sebring.

The 1961 event featured a heady 72-car field including 13 Ferraris, six Maseratis, six Porsche RS61s, five Corvettes plus Aston Martins, Alfas, Lolas, Elvas, Oscas, Austin Healys, Triumphs, AC Bristols, and Sunbeams. The A's started in the 14th and 16th spots, divided by a Healy, and just behind a Corvette.

Number 40 – Unrestored Beauty

A second Sebring car, number 40, purchased in 2003 by John and Linda Wright, is an unrestored 1960 Sebring “Works” factory alloy hard-topped roadster, with some 6,000 miles on the odometer. Besides coming in

fourth in class at Sebring that year, the car has participated in the famous 2004 Watkins Glen 50th Anniversary Collier Cup, a unique race for MGs only.

Number 38 – Twin Cam Power

This 1960 Sebring Twin Cam MGA suffered a DNF on its outing. The drivers were Ted Lund and Colin Escott.

Its current owner, Steve Woodyard, West Linn, OR, has owned number 38 twice, purchasing it in 1975, then again in 1997, after selling to a friend. Steve performed the restoration, but the car sports the original interior to go with a hefty 120 HP twin cam engine, equipped with Jag carbs.

Say It Ain't So

According to most knowledgeable persons, this gathering of various Sebring A's is likely the largest and last time all of these historic vehicles will be displayed together. Was it special for A fans? Will the A starter bendix eventually stick in the flywheel? Ha.

Reprinted from:

Victory Lane • May 2012

www.victorylane.com



#28 MGA with Owner Mike Eaton.



#38 1960 MGA, owned by Steve Woodyard.



**2012 University Motors
Summer Party
SUMMER PARTY REUNION**

Featuring the Pull Handle MGB
Concurrent with the
MG Vintage Racer's 17th Annual Focus Event
&
VINTAGE SPORTSCAR DRIVERS
ASSOCIATION
THURSDAY → SUNDAY
AUGUST 16 → 19, 2012
UNIVERSITY MOTORS LTD
4571 Patterson Avenue SE
Grand Rapids, Michigan 49512
616 301 2888

[CLICK HERE TO VIEW AND DOWNLOAD THE
REGISTRATION FORM](#)

Safety Fast!
John Twist
University Motors Limited

**UNIVERSITY
MOTORS LTD**

THE 2012

**SUMMER
PARTY
REUNION**

**Featuring the Pull Handle MGB
Concurrent with the
MG Vintage Racer's 17th Annual
Focus Event
&
VINTAGE SPORTSCAR DRIVERS
ASSOCIATION**

**THURSDAY → SUNDAY
AUGUST 16 → 19, 2012
UNIVERSITY MOTORS LTD
4571 Patterson Avenue SE
Grand Rapids, Michigan
49512 616 301 2888**

www.universitymotorsltd.com



University Motors Summer
Party Picture 1995



Vintage Au Grattan
MGVR Focus Event with VSCDA
August 16-19, 2012



All Roads Lead To Grattan Raceway this August when VSCDA hosts MGVR's 2012 Focus Event in Belding Michigan! VSCDA event chair and MG vintage racer Scott Fohrman is burning the midnight oil to make this event *one for the ages!* While plans are still in progress, you will find all the track time, paddock socializing, and All MG racing that you expect at our focus events. At this event, ***you get even more.*** Read on.

VSCDA's Au Grattan event is being held this year in conjunction with University Motors' Summer Party, where MGs from across the country gather for a weekend of socializing, touring, learning, and enjoying the vintage race scene. John Twist has plenty on tap for those among us who want to enjoy both events-the festivities at both venues begin on Thursday and continue through Sunday. Back to racing-VSCDA is bucking tradition at this event by introducing their Group 1-Vertical Grill race group-perfect for MG T Types of the VSCCA variety. While only tentative, the schedule calls for a Thursday test day, followed by MGVR's traditional meet and greet Wine and Cheese party at MGVR Central Thursday 6 PM. Friday is practice and qualifying, followed by the Friday night pool party/mixer and buffet at the Grattan pool (yes, there is a pool at the track) with VSCDA. Saturday features group racing and an ALL MG race, followed by the MGVR/VSCDA banquet Saturday evening where we will award the MGVR Spirit Award, the Copper Bucket, along with the Parish *Master of Speed Deception* award and a new award, known as the *Doff of the Cap* award (more on this next bulletin). Sunday is a special day at Grattan when the University Motors Party comes to Grattan to join us in the fun. Sunday is group racing, another ALL MG race and *lunchtime Charity Rides!*

Accommodations are easy to find, convenient and plentiful. Event Headquarters Hotel is 20 minutes from the track in Grand Rapids, directly across the street from University Motors Summer Party Headquarters Hotel. More on hotel information in Bulletin 2. Grattan Raceway permits paddock camping and tent camping AND they have a pool (did I already mention that?!)

MGVR and VSCDA share a common view of vintage racing. MGVR takes pride in working with vintage race organizations to provide safe, fun and competitive racing coupled with a family friendly after hours program. VSCDA delivers on all points. Even though MG vintage racers come from more than a dozen different vintage race organizations, each with its own set of prep rules, VSCDA accommodates our diverse group! You will find no better race action in a vintage friendly environment than racing with VSCDA at Au Grattan.

There is much yet to be revealed about this event-all of it good! Event entry forms are due out mid April. Stay tuned. Any questions, please contact one of the event organizers noted below. I hope to see you at Au Grattan this August!

MGVR Focus Event with VSCDA at Grattan

Points of Contact:

MGVR-

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Sports Car Racing Returns to Put-in-Bay, Ohio for 2012 PiB Road Races Reunion-- Sept 20-22



- **Registration Materials Coming Soon!**

March 8, 2012 — Organizers of the Put-in-Bay Road Races Reunion (PIBRRR) are making plans for the fourth consecutive year of offering one of the most enjoyable events on the vintage sports car / vintage racing scene. PIBRRR is a relaxed, low-key event that celebrates the early days of U.S. post-war road racing by mixing a variety of activities all around the theme of capturing the memory of the races that took place back in the '50s and early '60s on the public roads of historic South Bass Island -- a few miles offshore in Lake Erie near Sandusky, Ohio.

The big news for 2012 is as follows:

- **New date!** The event has moved to a Thursday, Friday, Saturday format on September 20-22, 2012. (Previous PIBRRRs took place on the Monday-Wednesday prior to the Fourth of July weekend.)
- **Sports car racing returns!** Following a successful demonstration race in 2011, PIBRRR 2012 will introduce a day of "road course" racing for qualified cars on a temporary course at the Put-in-Bay Airport on Friday. (An extra cost option. See the "Forms" tab at www.pibroadrace.com for car and driver eligibility.)

In addition, the Put-in-Bay Road Races Reunion continues to offer an environment that attendees seem to like. That's because PIBRRR is an event where big egos are left on the mainland, winning is superfluous, unstructured time is valued, and the atmosphere and experience are as much as possible like the original Put-in-Bay races themselves and what vintage races were like when the sport was just getting started in North America. In addition to the vintage race event, activities include:

- The opportunity to hear the stories of people who "were there," racing on the public roads of Put-in-Bay "back in the day" through panel discussions, slide shows, and "open mic" sessions (primarily on Thursday).
- Using your vintage race car (if you choose to bring one) as your primary transportation mode while on the island just like they did "back in the day."
- Touring the original course which was one of the most challenging sports car racing venues in existence in the early days of U.S. post-war sports car racing.
- Taking part in an "on-your-own" rally, a popular-vote car show (Saturday) and other diversions at historic Put-in-Bay, an island little changed since the '50s.

For more information about the event please visit www.pibroadrace.com.

Contacts:

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Bob Williams -- 570 439 1006 thornapple25@frontier.com (event manager)

Jack Woehrle -- 803 463 5388 jwoesvra@aol.com (registration, car eligibility)



Pace lap of the first race of the day, 1959 – David Elder of Rochester, NY in the #94 Alfa Romeo leads Ed Lidgard of Royal Oak, MI in the #61 VW, Al Miller of Akron, OH in the #33 Fairthorpe Electron, and Ivan Trofimov of Cleveland, OH in the #8 Alfa. The group is shown rounding turn 6 past the Columns Hotel onto Delaware Street before the actual start of the G and J Production race. Elder and Trofimov would finish second and third respectively to an Alfa driven by Chuck Stoddard that day. Stoddard was an honored guest at the 2011 PIBRRR. (Contact Manley Ford at manley776@yahoo.com for a hi-resolution version of this or many other '50s era or recent Put-in-Bay Road Races Reunion photographs.)

Dave Quinn Had One Great Birthday Present from a very creative daughter. There is something here to cover any occasion one might encounter in an MGA!



MG ROAD TRIP SURVIVAL KIT-Prepared by my lovely and wonderful daughter Tammy for Dad's 2012 birthday

- Glass cleaner: To wipe away all your MG problems or at least the bugs.
- Aspirin: For all the headaches the MG may cause.
- Pistachios: Your travel sized jar for all your hunger pains.
- Empty plastic bag: Fill with the million of crackers you received at Christmas time.
Added bonus: The bag is refillable for your endless supply so you'll never run out. {Personal note: On the Rowdies color tour I mention I really liked the crackers the winery served and my wife took it seriously enough to give me a full carton of individually packaged oyster crackers}
- Micro fiber cloths: For all those messes or tears your MG may bring.
- Sudoku book: For your passenger (aka Mom) to help keep her busy when the MG has you busy.
- Two Quarters: To phone a friend, a tow truck, or both.
- Variety pack: Thread sealant, battery terminal protector, brake lubricant, dielectric connector protector – For all the possible things the MG may surprise you with.
- Oil: Because your MG can always use a drink too.
- Kentucky whiskey: To either (a) drown your MG sorrows away, (b) celebrate reaching your destination, or (c) all of the above.
- Water: For when you or your radiator dries out, whichever happens first.
- Sign: "Where the hell am I?" For when the unfortunate MG breakdown begins in the middle of nowhere and your awesome Garmin GPS says "Still calculating"!

Here's a complete reprint of Bruce Mann's MGA rebuild with the final chapter included...

Bruce Mann's MGA Saga

When I was 17 years old, I graduated from High School. A couple of my buddies had MG's. My father was a car nut so to speak, and he enjoyed most cars. He worked at Whirlpool in Clyde, Ohio and since I was going to college I could work there in the summer. There was just one small problem. My age, I had to be 18 to work in the factory during the summer. My birthday wasn't until Sept.

I really wanted a car, but I didn't have any money to buy one. However, one Saturday, after harping and harping about going to Toledo, Ohio to look for an MG, my dad finally took me. We drove around most of the day and found a dealer who had a 1960 red MGA 1600 roadster with only 9000 miles on it.

We bought it with the understanding that when I started earning money I would pay him back. We paid \$1900.00 for the car and drove it home that very day. Oh, when did we buy it? It was July 1961.

I eventually paid him back for the car; I think it took me a long time. Well, after all those years 50, I still have the car and it now has 76,000 miles on it.

I drove it all through college and a few years into my working career and in 1976, tore it down and re finished it. I had it painted and it really looked nice. Since 1976 I only put 550 miles on it. It has literally been in storage for all those years. I used to start it up and drive it around the neighbor hood on nice sunny days. I did have new valves put in the mid-nineties. I even put on new 60 spoke chrome wire wheels, and new carpet and interior.

One day in May 2009, my wife and I decided to clean up the car, so I started it up. As I put it into gear and it would not go. I knew the master cylinder was leaking fluid, for years now, but I never did anything but add fluid. This time when I added fluid it ran right out. Oh well, we will push it out of the garage and clean it up. I will have to get a new master cylinder at a later date. As we were pushing it out of the garage I noticed what I thought was water leaking onto the

garage floor, but it was gas. One of the float bowls had leaked at the weld and not functioning properly and gas was leaking out. Ok so I just shut it off and cleaned it up. So much for taking it for a ride on a nice sunny spring day.

Well that started the project...My wife and I started taking everything out of the engine bay. One thing lead to another and before you knew it everything was off the engine. I had meet Curt Smith at the Rowdies annual meeting at Steve's house, two and a half years ago and Curt said if you are that far you should probably take out the engine. It would be good to replace the clutch as well. So after some thought I agreed that it makes sense to do that. Curt came over one day in February 2010 and we pulled it out. Two hours later it was on the stand.

We have now completed our second year of restoration, and have started our third in May of this year. I have been fortunate to have had a lot of help. My wife of course has been a real supporter of this project. Although she has asked many times, is this the last part to come off and I would say sure it is!

My son, Tim has helped as well along with my grandson Kyle. Kyle is now 16 and will be a senior at Clarkston HS. He has helped out with many hours of hard work. Tim, Kyle, Willy and I rebuild the front end suspension system without knowing much of anything. Curt provided technical support over the phone, along with Mark Barnhart and Bruce Nichols.

Kyle would come over to my house and help any way he could. We would sand and sand. Grind and grind. Cut off old bolts. Take out gauges.

We took off the fenders, trunk, hood, doors, lights, wiring harness, bumpers, and windshield.

We trucked the frame and body to Ohio. My cousin has a big shop with a lift and all the tools. He farms and they have everything. We took off the body and stripped the frame; sand blasted it, primed and painted it black. We put in new flooring, brakes, front and rear, transmission seals, slave cylinder, hydraulic lines. Many parts were cleaned using a glass bead media and then repainted.

We spent many days in Ohio, and my grandson

Kyle spent a weekend helping. He painted the floor boards and many other things.

We then sand blasted the body, and primed and painted it underneath. We brought it home in Oct 2010, and took it to a body shop in December 2010.

It is still there, getting the final touches before it is painted.

Curt Smith and Neal Griffin came over to my house in mid-May and we put in a new clutch, pressure plate, ring gear and installed the engine. I want to thank those guys very much for all their help.

Larry Pittman has helped me as well and has been to my house a couple of times to assist.

It is now the 20th of October 2011, 2 and half years into this restoration.

That is a long time but certainly worth the wait. Some times frustrating but all in all, it is all about quality. We have the hood painted, as well as the trunk lid, doors, front and rear fenders, and the dash. The body is all welded and has been fitted numerous times to assure a good fit.

The transmission and engine are in and most of the parts are installed on the engine that should not interfere with the assembly of the body to the frame. We have installed the insulation, carpet, seat belts and some of the wiring harness (new) along the side to the rear lights.

The engine, and trunk bay are sanded as well, and all the release rods removed and repainted. The luggage rack has been reworked and re-chromed and is ready for installation.

The entire interior has been re-done in saddle tan leather which will look nice with the red. My son, Tim was responsible for getting the interior done.

Kyle, Connor and Willy helped with installing the carpet. It was a fun project. My daughter Candace helped in picking out the color Red. I made numerous trips to Knight's Auto on Pontiac Trail, in Walled Lake. We used a base red from Ford/Mazda and added Maroon to assure a deeper red. Finally we got it. Tom Shipley is painting the car; some of you may remember him as he was a Rowdie and owned

T&W for a number of years. He currently has a '72 MG Midget.

We are hoping to get the car back in early November, yes of this year.

Well...It is the 21st of May, 3 years 14 days 20 hours and 5 minutes later and we are finished for all intent and purposes. We have a couple of minor things to do but all but done.

What a project, but we are all happy with the outcome. I could have never done it without the help of the Rowdies and my family. Everyone pitched in to help. Larry Pittman assisted with the wiring, and many emails and visits to get some clarification on assembly issues. Curt and Neil with the engine, Gordy with some advice and came over to check it out and help with the trunk and a few things. Curt was a huge help, we talked many times on the phone about everything. Mark Barnhart and Bruce Nichols and I talked and emailed on occasion as well as Dave Quinn.

It is now on the road. What was shocking to me is that it started right up, but not without some gas leaks, like leaving the main line to the fuel pump loose, and the carbs leaking and having to rebuild them in Neil's garage. Curt and Neil came over and we tuned up the carbs and the car runs really nice. Well, I did not tune them up, hard to believe with all the new stuff we put on, that it ran right out of the shoot.

Got the grille in what a pain in the big toe. In and out that was the theme. Badge bar on and new wire wheel and tire in the trunk.

We are now driving it around the sub, for some verification.

Hope to drive it to Bellville on June 2nd. Whoops, cancelled until the 23rd-bad weather.

Up to 50 miles and top speed of 65 MPH. Seems good! Need to get the top on before GT-37.

Thanks again for all the Rowdies' help with the project.

(Look at the pictures on page 2 and page 19 to see that Bruce indeed made it to the Belleville meet on June 23rd.)

More Pictures of Bruce Mann's MGA

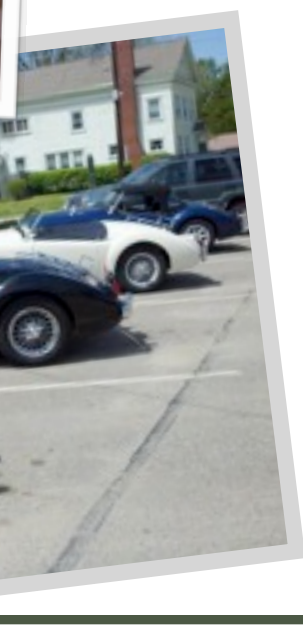


With sly Neil in the driver's seat, and a Genie in the boot, this is already one super MGA!





***Pictures of Rowdies on Drive
Your MG Day-May 5th***



Pictures by Ken Nelson.