



# A-Antics



Watkins Glen-  
picture by Dave Smith

## *Watkins Glen Race Report*

Tech Tips-Ensign Motors Update

Neil and Thelma's 60th Party

*Birthday Party & Founder's Award*



Tom Fant, John Alexander,  
Kevin Peck



Some of the Stars of the Show



**University Motors  
Summer Party Pics  
August 16, 2012**

John & Lynn  
Twist



Jan & Jeff  
Zorn



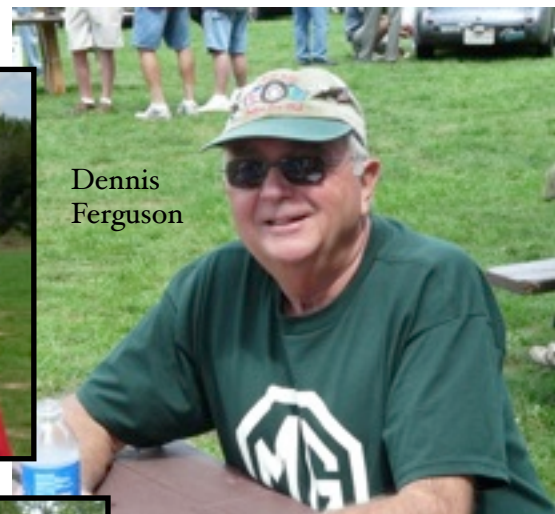
Mark & Cindi Michalak



Terry Frisch



Dennis  
Ferguson



The Safari Boys: Rich  
Poillon, Forest Johnson,  
& Todd Binsz



Lloyd Herring &  
Tom Ball



Doug Kniff



*Photos by Dave "Flashbulb" Quinn.*

More University  
Motors Summer  
Party Pictures: L to  
R: Allen Bachelder;  
Duane & Patsy  
Van Conant; Bob  
Samyn & Bruce  
Nichols



## Milford Meet Report 9-9-12 by Dave Quinn

As much as I love going to a NAMGAR national meet, my personal favorite ‘car’ show is an all-British show like as Battle of the Brits. This year’s was even better since it was in a neat park with really great roads all around it. There was no voting which suits me just fine since I love all forms of British cars – especially sport cars. I was on my way to this year’s event and just starting to think I was lost *Somewhere North East of Pickney* on back roads I’d never driven before when my luck kicked in. I came upon a group of cars that I was sure were going my way. There were three Jag XKE’s, a TR8, two MGBs, and a couple others. The caravan had mapped out an interesting route to get to the park and I no longer had to rely on my not-so-good notes. A Triumph organizer told me he counted 120 cars at this makeshift event. I enjoyed seeing Tom Newton and meeting his brother. I have Tom to thank for pointing me in the right direction for my current MGA. Thanks, Tom. Tom’s red 1600 reminds me a lot of my old car. I got to see our newest member’s MGA and meet his lovely wife. That would be Gary & Diana Cunningham in their OEW and red MGA. Mike & Cheryl Moder were there with a “for sale” sign on their MkII. Bill Weakley came with his shiny red Midget. I



really enjoyed talking with the owners of other Brit cars. There was the 83 year old youngster with a Jag XKSS he’s had since 1991 (It was an excellent reproduction that was awesome looking and sounding. There was a unrestored one-family owned Sunbeam Alpine and a 1953 Bentley sporting a Meadow Brook badge. You get the idea. The day went by too fast and the weather was the best top down one could hope for. The organizers said a large number of people told them they hoped to see next year’s meet be at Camp Dearborn and I totally agree. It could easily handle the 400 or so cars and bikes the event normally brings in. Things were winding down when I took these shots of Tom Newton and his badges mounted on the trunk rack.

*Dave Quinn*

**MICHIGAN CHAPTER OF NORTH AMERICAN MGA REGISTER**

**Chairman Dave Quinn**  
2929 Wolhaven Lane, Jackson, MI 49201-8268  
(517) 782-9749  
[dlqs2000@comcast.net](mailto:dlqs2000@comcast.net)

**Treasurer Jeff Zorn**  
29311 Aranel, Farmington Hills, MI 48334-2815  
(248) 489-1855  
[jzorn@mgcars.org.uk](mailto:jzorn@mgcars.org.uk)

**A-Antics Editor Ken Nelson**  
3126 Brentwood SE, Grand Rapids, MI 49506  
(616) 957-3158  
[kenneth.nelson1@comcast.net](mailto:kenneth.nelson1@comcast.net)

**A-Antics Assist:** Printing, distributing, &  
database: **Larry Pittman**  
[larrypit@chartermi.net](mailto:larrypit@chartermi.net)  
Webmaster: **Larry Pittman**  
[larrypit@chartermi.net](mailto:larrypit@chartermi.net)

**Meets Chairman Mark Barnhart**  
101 Peninsula Dr, Prudenville, MI 48651-9461  
(989) 366-8980  
[rowdie92@charter.net](mailto:rowdie92@charter.net)

**Regalia Chairman Brian Beery**  
1769 Minnesota Ave, Marysville, MI 48040  
(810) 488-1975

**Membership Chairman Bruce Nichols**  
629 Portage Ave, Three Rivers, MI 49093  
(269) 273-3118  
[nicholsbm@aol.com](mailto:nicholsbm@aol.com)

**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 (\$35 for printed newsletter)

**Nickname:** Rowdies

**Motto:** People First!

**MG Web Site:** [www.mgcars.org.uk/michiganrowdies](http://www.mgcars.org.uk/michiganrowdies)

**Rowdie Web Site:** <http://www.mgcars.org.uk/michiganrowdies/>

**NAMGAR Web Site:** [www.namgar.com](http://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

# MEMBERS PAGE

Rowdies Website: Larry Pittman, Webmaster

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

Larry Pitman's Database Report:

70 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: December 20, 2012**

## Letters:

**John Alexander wrote in:**

Here's some great old footage of British sports cars, including our favorites. Each part is 15 minutes, so allow time to enjoy them as they run together.

These just aired on the BBC this week and are well worth watching.

Part 1:

[http://www.youtube.com/watch?v=zYV1ceBBtJw&feature=player\\_embedded](http://www.youtube.com/watch?v=zYV1ceBBtJw&feature=player_embedded)

Part 2:

[http://www.youtube.com/watch?v=jGDNk4nVjdM&feature=player\\_embedded](http://www.youtube.com/watch?v=jGDNk4nVjdM&feature=player_embedded)

Part 3:

[http://www.youtube.com/watch?v=qZWl6XHwCQo&feature=player\\_embedded](http://www.youtube.com/watch?v=qZWl6XHwCQo&feature=player_embedded)

Part 4:

<http://www.youtube.com/watch?v=cY44nAJLb34&feature=channel&list=UL>

John Alexander

*(Ed note: They're worth watching again even if you saw them already)*

**Speaking of Cool Videos:**

**Gordie Bird sent in:**

Pretty cool series of short videos, mostly bikes, but a few cars at the end.

Auction America Lee Hartung collection.....

There are multiple videos (8) that continue one after the other at:

<http://www.coolestone.com/media/3728/America039;s-Ultimate-Barn-Find/>

## FOUNDER'S AWARD

*At the Birthday Party Meet the Rowdies presented a very special award to one of our members who has been a part of NAMGAR and the Rowdies Michigan Chapter ("NAMGAR's First") from the very beginning. Without Bruce and people like him our MGA's might still be rotting in the bottom row of scrap heaps today. Because of his dedication the board of directors of the Rowdies chose to give a special FOUNDER'S AWARD of appreciation to Bruce Nichols. Chairman Dave did the honors, and this is the text of the presentation statement he gave:*

*"The Rowdies would like to recognize Bruce Nichols today, August 11, 2012, at the Rowdies 36th Birthday Party. Bruce's efforts spearheaded the recruiting drive that formed NAMGAR's first chapter. In August 1976 the Michigan Chapter was born.*

In its formative years Bruce carried the load. During the Michigan Chapter's first five years Bruce was the Chairman. Wife Jan was the Treasurer, and Bruce was also the Editor, producing and mailing the newsletter by hand. In total he has served as Chairman nine years.

Most importantly, he established the club's foundation by insisting it be a low-key fun-loving club.

Bruce makes new members feel welcome. Year after year membership doubled. His

Bruce always encouraged driving your MGA through example. From the Chapter's start he realized members were reluctant to drive great distances. He broke through those early barriers by putting together caravans and tech days. It worked.

MGA parts were often scarce or non-existent in the 70's and 80's. Bruce's MGB parts swap tips kept many MGA's on the road. His tips are written throughout the club's Tech Tips Manual, which has sold in the hundreds.

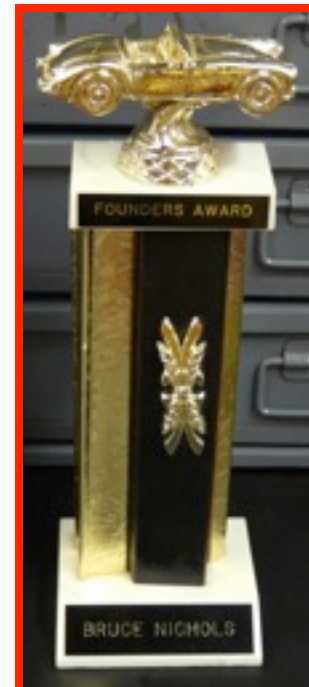
Bruce has been active in every major Chapter activity, from NAMGAR's first Fall GT (held in Dearborn) through GT10, GT20, GT30, and upcoming GT40.

Thanks Bruce for your commitment to the hobby we all love."

Dave Quinn, Chairman



enthusiasm and down-to-earth manner was the catalyst. Lifelong bonds were formed that continue today. It is no accident that he is listed as the chapter's prime contact.





## *Someewhere Northeast of Pinckney...*

*Somewhere  
northeast of Pinckney  
there's a broncho-  
bustin', steer-roping  
kind of guy who  
knows his way around  
a sassy pony that's a  
cross between greased  
lightning and the place*

*where it hits the ground. He can handle 1800 pounds of steel  
and action when he's going high, wide, and handsome.*

*The truth is- the MGA was made for him.*

### **ROWDIES 2012 CALENDAR OF EVENTS**

**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](http://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



## Rowdies Christmas Party

Festivities start **2:00 PM**, Saturday, December 1, 2012 at the **Bone Island Grill-Davis Catering**

Davis Catering buffet dinner served 3:30 PM. Slow roasted hand pulled turkey, honey glazed roast ham, mashed potatoes & gravy, stuffing, sweet potatoes, green beans, tossed salad, macaroni salad, appetizer trays & desserts.

**Sign-up deadline is November 20th for catered meal.**

You must let Dave Quinn know how many are attending. The cost is \$15.00 per person. Children free. Each attendee, including children, is asked to bring a wrapped gift for the *fun* gift exchange. Bring your favorite beverage or buy drinks from the adjoining bar. Coffee & pop provided.

**Bone Island Grill, 4614 Francis St, Jackson, MI. 517-783-2144.**

**Directions from I-94.** At exit 142 take US-127 south 6.3 miles to the M-50 exit. Drive west on McDevitt about 1.5 miles. McDevitt makes a 90 degree right turn and becomes Francis St. The Bone Island Grill is immediately on your left. Use the entrance door on the left for our rented hall-type area.





## 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](mailto:mcmullan.john@yahoo.com)





## CHAIRMAN'S CHATTER

Dave Quinn

This past August was an especially busy month for the Rowdies with events on both sides of the state. As reported in the last issue, the Rowdies Birthday Party auction was very successful in

raising funds for the club. Lloyd Herring and Larry Pittman were the lucky winners of NAMGAR's participation awards at the Party. Each received one free year's dues in NAMGAR. As luck would have it, I won the \$50 LBC drawing. It was my pleasure to award Bruce Nichols the Founders Trophy. But, like a boomerang the Jack Shaft Award came back to me as quickly as I passed it on to Ken Nelson. (*I can't think of anyone more deserving. Ed.*) The following weekend there were a sizable number of Rowdies attending Twist's meet. The vintage races the next day had lots of drama with a large field of MGs in close competition. The next weekend saw many Rowdies traveling to Belleville to share in Neil and Thelma's 60th anniversary.

A recent car magazine did a feature story on a Triumph Stag. I really had to smile as I read the glowing report with photos of a Stag exactly like the one I had. The headline read "Triumph Stag got off to a rocky start, but this grand touring V-8 convertible is a beloved classic today". Really. I hope I don't offend anyone when I say this potentially nice touring car was anything but grand. I won't go into the details of my experience except to say that when I joined the Stag club in the early 70's the first letter I received was to welcome me into the club, and the second one was to ask me to join their class action lawsuit against British Leyland. As if to prove my point the car featured in this article says the present owner purchased the car from the second owner who had registered 100 miles in 12 years of ownership. The car had

registered less than 24,000 miles during its first 34 years. Owner number three, knowing that he has just bought a garage queen in mint condition, wanted to ensure reliability. To do that he refreshed the engine with new pistons and bearings and had the head and carbs professionally rebuilt, upgraded the radiator, and added an oil cooler. Not a bad approach for a car that had that lingering whiff of "lemon" scent still around it. Come to think of it – that was the color of mine.

The past couple days in late October saw some great 70 degree weather and we had the A out for the final top down drives before going into hibernation. Every late fall when things are wrapping up I wonder where the summer went. They seem to go by faster every year. Thankfully, we have next year's driving season to look forward to. Until then, I hope to see you at the Christmas party.



## *Replacing a Slave Cylinder and Hose and Rebuilding a Brake/Clutch Master Cylinder*

Driving to and from GT-37 at Dayton, Ohio last summer was not a simple task because of an internal leak in the clutch side of my master cylinder. The result was some of the best drag-strip, squeal-your-tires takeoffs in first gear that I have ever experienced in my MGA. Kind of exciting the first few times, but it got old fast. I made it home OK safely, but wanted the problem solved. I first attacked my clutch slave cylinder in hope that was the only problem. When I had it off the car it clearly was



corroded and leaking slightly. I replaced it with a new Lockheed unit. This cost significantly more than an aftermarket unit, but I figured the old one worked well for over 30 years so the investment was worth it. An older mentor of mine handed down some advice to me long ago that I'm finally beginning to take to heart. It was "poor people can't afford cheap things". I think it goes right along with "a stitch in time saves nine". Although I hardly consider myself poor, I'm getting too old to be looking forward to doing this job again in the near future, so the best parts are good insurance.



Along with the new slave cylinder, I refurbished the pushrod which had worn the hole for the clevis pin into



an oval. I mig welded up the hole and re-drilled it into a precise circle while replacing the original pin, which by now looked more like a miniature crankshaft than a clevis pin. Then I made sure to put the two steel bands in place on the protecting rubber boot as shown in the pictures. This helps seal the rubber at the pushrod and the cylinder casing keeping dirt and water away from the piston and preventing corrosion. The outer steel ring isn't supplied with the new slave cylinder or a rebuild kit, so don't throw your old one out if it's still usable. It takes some effort to

get back in place. but it will seal the rubber boot well onto the piston end when in place.

You will see that the bleed screw may be



positioned in the end hole on the slave cylinder, but you can swap it over to the side hole without a problem. The new flexible hose I used was only long enough to fit into the end hole position



as shown in the picture. Be sure to use a copper washer on the end of the flex-hose to prevent leaks. A copper washer is not included with the new hose, so save the old one if it's in good condition. If it is "work hardened" you can anneal and soften it by heating the copper to cherry red and letting it cool down slowly. Below left is a picture of the unit installed on the bell housing, with the new flex hose and copper washer in place. It worked great, but the original problem remained, so it was time to work on the master cylinder.

This time I felt I could get by with rebuilding my old unit, and I decided to save the effort of removing it by rebuilding it in the car. The pistons can be removed out the front after the pushrods are shortened enough so the rod will

pull up and away when the clevis pin is removed. To avoid the mess of brake fluid running everywhere, I took a basting syringe and sucked almost all the fluid out of both sides of the dual master/clutch cylinder. Fortunately I have silicone fluid in my car, otherwise any fluid spilled would take paint off the



bulkhead assembly. I placed shop towels under the front to also soak up dripping fluid. The front retaining plate comes off with 2 screws and the metal piston push rods can be removed. They will need to be shortened by screwing the adjustment in first. I did these one at a time to minimize any uncontrolled dripping. When unrestrained, the internal spring will force the piston assembly forward enough to remove it. When I looked at my old seals I could see the sharp edges had worn down and softened. But fortunately the master cylinder bores had no rust or pitting on them and could easily be used again with just a clean up. This is certainly one of

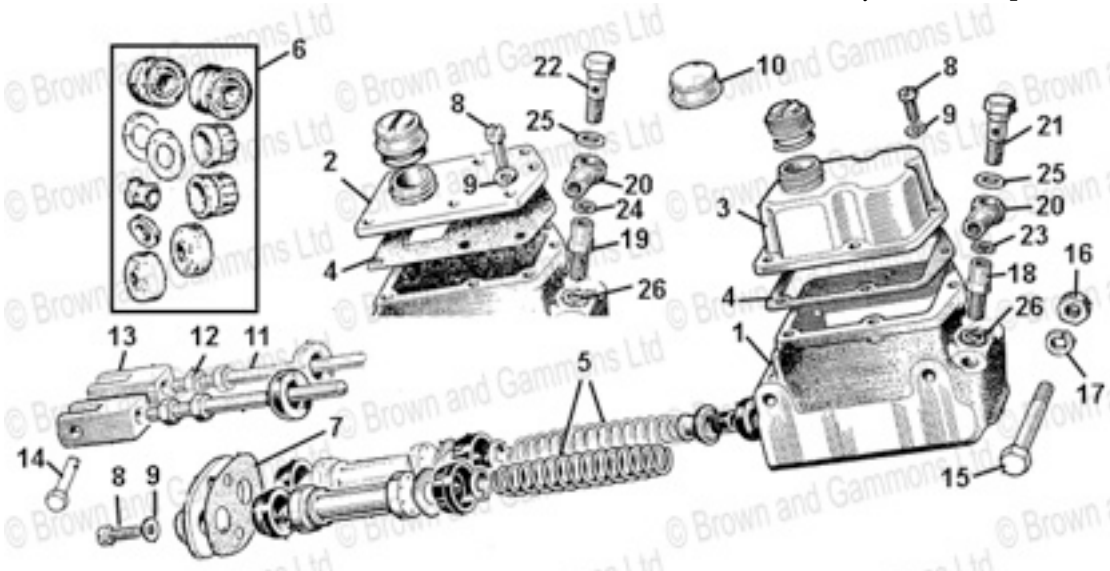


the benefits of using silicone brake fluid as you can see in the pictures. Then it is simply a matter of removing the old rubber seals and replacing with the new. Be aware that the brake piston has an additional check valve assembly. The workshop manual or rebuild kit will have illustrations to look at if need be. Be sure to flush out the body of the master cylinder on both sides. I simply used clean brake fluid to do this, and also to lubricate the bores when reassembling the pistons and push rods. Be careful not to tear the edge of the seals when inserting the piston assembly in place. Mike Ash has also recently run some nice technical articles in *MGA!* magazine about the brake master cylinder.

Once everything is reassembled the brake and clutch systems must be bled. Usually the brakes are not a problem but the higher volume clutch side may require a few attempts before there is enough pressure to get all the air out of the system. I ended up using a Mite-Vac to help pull the fluid down into the slave cylinder from the master. I let it sit overnight and re-bled it the next day to also help solve that



Worn cup seal above and new one below



## ***Watkins Glen International Race Report by Dave Smith***



Here is the Michigan Rowdie race report for Watkins Glen 2012. We took advantage of the reclining and heated seats in the Saab 9-3 for this trip. With the price of gas well north of \$4.00 a gallon, the excellent mileage was also appreciated. The distance from Lansing MI to the track is 475 miles if one goes thru Canada. Luck was with us on arrival at Lewiston NY station of US Customs. We only had one car in front of us, prior to working with the Customs officer. The Passports did their thing, and we were on our way in less than one minute and arrived at the hotel on Thursday afternoon at 3:00 PM.

Due to a very late decision to go to WGI, the regular hotels were all booked by June. Chari went into the Internet in August, and found a Hotel in Hector Falls NY which was only 3 miles away from Watkins Glen, but still had a room. The hotel is built into the very steep hill and faced Seneca Lake. Our view of the lake and the boats was spectacular. We had Dinner with Otto Linton and his son Roger at the Village Marina, which also has a waterfront view. Oscar is the last surviving 1948 race driver. He is (was) a close friend of Colin Chapman, Carol Shelby, John Fitch, Bill Milliken, Denver Cornett, among many others. Also in the group was Denny Cornett III his son Ben and Daughter Savanna, and mother Sherry

Cornett. Dick Powers also joined the group, as Chari and I were on his crew.

Friday was cool but sunny, and Group 1 went out at 0800 AM. Dick's 1962 MGA Mk II ran clean & strong in the practice session. Dick is still running a 1622 that I built for him more than a few years ago. After the session, all bits were checked over and found to be race ready. The Group was made up of Pre War Grand Prix Cars and MG T series cars, along with Midgets and MGA.

Friday afternoon was time to drive the 150 lottery winner race cars from the track to Franklin street in Downtown Watkins Glen. SVRA must use the lottery system as there were many times that number of race cars at the track. Franklin street is 12 City blocks long, and both sides have spectators 3-5 deep and shoulder to shoulder. On those years I have been lucky enough to drive # 49 down Franklin street, it is exciting, but also a bit scary too. Visions of a pet or a child running onto the street go thru one's head.

The Binghamton Automobile Racing Club (BARC) has become a Regular event at Watkins Glen race week. The BARC tent was a big contributor to the festivities and good moods on Saturday, holding out monsoon rains and 30 plus MPH winds. Typical WGI weather. The Saturday BARC luncheon was ample and tasty. I was inducted into BARC with member number 49, and have always enjoyed this group. The foundation of the group was a group of Binghamton teens that would go to Watkins Glen in the 1950's and volunteer to crew for the European and American teams. Actually this plan was very successful as in those days the teams could not afford to bring track crew.

The MG vintage racers turned out about 40 cars, which was respectable in this economy. The Collier Cup went out at 11:20 AM Saturday in monsoon type conditions. Driver Dick Powers asked if any pit work would improve the wet grip, so I did alter and equalized the Hoosier tire pressure. Dick started 7th overall and started picking off some very good cars in the light to heavy rains thruout this race. The Bucher-Decker Cup (First MGA) was won by Dick Powers along with a 3rd place Podium finish. The Flag at the checker had less than a 10 foot lead for Dick, as David Good put his MGA in a position to win too. Ed Cronin was the Collier Cup Winner, which

was very popular with the MG drivers. Ed also pulled a double, as he won the T series class cup too.

The Seneca Lodge on Saturday night was CRAZY. Dick held the Bucher-Decker cup overhead while the BARC gang was making lots of noise. We also obtained a Pitcher of beer which was poured into the Cup in front of 70 of our closest friends. The cup made the rounds of the main hall, and many helped Dick celebrate by quaffing a sip or two from the cup. Several people came up to Dick to ask about the cup and he was glad to explain.



Seneca Lodge Bar

The Group 1 Race on Sunday was also a wet race. The splitter held a sign that said "track is very slippery" not sure if that is worse than "slippery". As one car did a 360 on the warm up lap, the sign proved to be pretty accurate for the race. No major shunts, even with the horrible track conditions.

All too soon it was time to say our goodbyes and Head Home. The trip home was uneventful, other than catching a large Canadian Racoon with my RF tire. Must be the Swedes make a pretty tough car as no damage was done to the suspension or steering.

**Dave Smith, MGA Race # 49 and Michigan Rowdie**

Dave Quinn also wrote in offering this racing tidbit: *Rowdies, For those of you who have never attended a Vintage Race this will give you a great view of what racing an MGA is all about. This is the entire 22minute race video of the MG Vintage Racer's focus race held this past August at Grattan race track near Grand Rapids, MI. There are several cameras on the race cars that capture what's happening. Copy and paste this link in your browser:*

<http://www.youtube.com/watch?v=rY0RS74ETRw&feature=relmfu>



Photos by  
Dave  
Quinn  
9-21-12





## ***Ensign Motors: My Experiences*** ***Volume 2-by John McMullan***

As I stated in A-Antics V36 No4 July Aug 2011, article MGA 344, the president of Ensign Motors (the last British Leland owned dealership), did not think too much of the new lot boy, John McMullan. He did not want me road driving any Jaguars, most being V12 vehicles. He didn't mind me driving his XJ12 around the lot everyday because I washed and cleaned it. I had known from my boss Ron Lauder, the General Manager, that this high brow British gentleman was not madly in love with me, particularly since Ron helped me acquire my A 1600.

It appears that his Jag XJ had run over a skunk with some parts of the animal's hair still on display in the wheel well. Boy, this car stunk, big time. I washed and sprayed the underneath of the car giving the front tire treads a great deal of attention. Well, the vehicle was finally finished and ready to be driven out front to its special parking place.

I opened the power garage door and got into the Jag XJ. I accelerated very rapidly, hard so to speak. In fact lighting up the rear tires, and leaving 15 feet of rubber on the garage floor, with the corresponding tire squeal. Unfortunately for the stupid lot boy car washer, my boss Ron Lauder came walking a few feet from the Jag. Needless to say, he swore up and down at me, and then stormed back to his office. My friend Alex, the new car prep man, told me how POed Ron was at me for laying the rubber. I could see from Alex's face that this was no joke. I immediately went into Ron's office to apologize to Ron, mostly for getting caught at laying the rubber. I said that the car was thoroughly washed underneath and rear tires must have spun because the tires were so wet (remember I said the front treads were washed to get the skunk smell off, the rear tires were not wet at all). Ron then smiled, and in his Irish brogue, told me it was alright and to

get lost. I quietly laughed all the way over to Alex and told him everything was OK. Alex, an Italian, told me later that he sometimes laid rubber with Jags. HA HA.

Well I was finally able to drive Jaguars on the road. That included XKEs (6 & 12 cyl), Sedans (XJs 6 & 12, and older 6 cyls), including some of the older sedans with the Dunlop disc brakes. As I said in MGA 344, the president of British Leland, Canada had special Jaguar XJ12 sedans built for him. They always had very hot (powerful) engines. No one was available from the dealership to drive him and his wife to the airport so I was assigned. The president and his wife sat in the back seat of the XJ, and JM the lot boy was the chauffeur up front.

As we were leaving the dealership lot Mrs. President stated that they had to be on the plane in 40 minutes, and they were running late. Mr. President asked me to "really move it," to get to the airport in 20 minutes; he smiled and said he would pay the ticket. I smiled back into the mirror and asked him about the points. We stormed up the expressway to the airport and made it in less than 15 minutes. There were times when we approached a 100mph getting there. Mr. President continued his paperwork in the back seat. Mrs. President sat calmly in the back seat as we flew to the airport. His comment at the airport was, "That was well done, Thank You," even Mrs. President shook my hand. I helped them get their luggage out and wished them a safe trip.

I was feeling pretty hot about my driving performance so I thought it would be fun to continue it. A short way off the expressway lived a couple of my high school buddies. I went over to see if they would like a drive in a V12 cyl Jaguar. It was about 4:00pm in the afternoon, just the start of the evening traffic. My friends Fred was in the front passenger seat, and Rick sat directly behind me in the back. I weaved in and out of traffic, accelerating hard all the time. At the end of the trip Fred asked me how fast we had been going. My answer, "I was too busy driving to look at the speed odometer, but I knew it

was fast.” Rick piped in that the needle on the speedo was approaching 140 mph. I told the boys to keep quiet. One of them said something later at school, so the trip got around. Some guys actually asked me to take them on a similar trip. My answer, “It didn’t happen, where did you hear that BS?” I left it at that, nothing else said.

Back to Mr. & Mrs. President of British Leland, Canada. He actually called the president of Ensign Motors to comment on their trip to the airport. He asked Ensign Motors to allow me, John

McMullan, to chauffeur him up to the airport anytime he needed it. It was passed around Ensign Management that JM had not screwed up driving he and his wife to the airport. My boss Ron Lauder said, “Way to go, Lad.” The phone was actually passed over to me, and Mr. President thanked me for the drive and said his wife felt very safe with me behind the wheel.

The 17 year old kid felt pretty good. More later...  
*John McMullan*



Rowdies  
 Birthday  
 Party at  
 Bruce &  
 Willy  
 Mann’s  
 8-11-12



Dave Quinn & Chari Smith



**More Birthday Party Pics:**  
Dave Quinn as the 'official'  
Rowdie auctioneer.



Our Hosts : Bruce & Willy Mann



*Photos by  
Ken Nelson,  
Stephanie  
Smith, Tracy  
Bird, &  
Bruce  
Mann.*



Sixty years later and they don't look a day older!



**Pictures of Neil and Thelma's 60th Anniversary Party 8-25-12**



Neil & Thelma

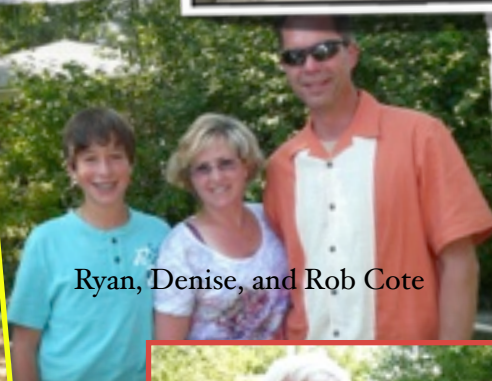
Bill & MaryEllen Weakley, John McMullan



Deb & Jeff Smith



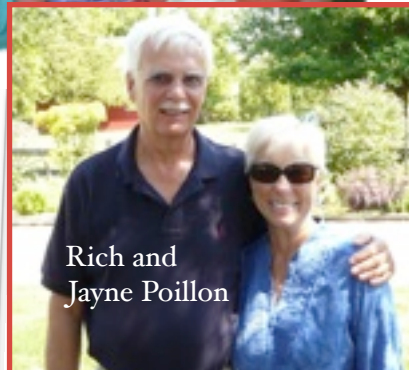
Ryan, Denise, and Rob Cote



Kathy & Ken Nelson



Rich and Jayne Poillon



Bruce & Willy Mann, Mitzi & Larry Pittman, Donna Quinn, Curt & Stephanie Smith



Herb & Carlene Maier, & Bruce Nichols



*Pictures by Dave Quimm*

