



A-Antics



First Place People Award

First Place MGA 1600-Bruce & Willy Mann



First Place Magnette-Allen & Florrie Bachelder



Cover & page 2 photos: Dave Quinn & Ken Nelson

GT-37 Report

Tech Tips-Rear Axle Seal

MBL 867-"MaBeL"

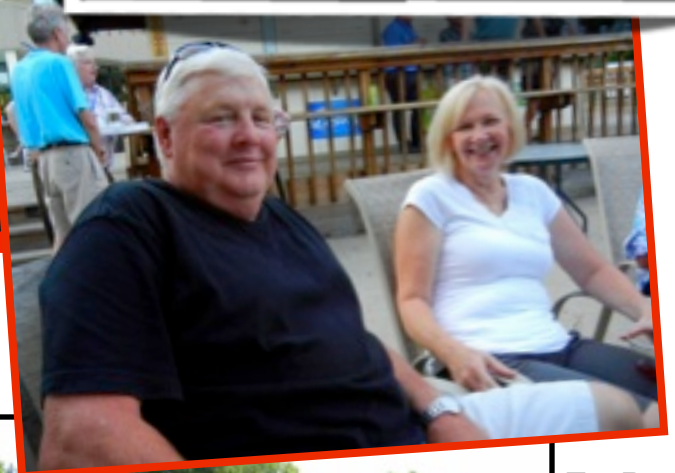
Cathy Holliday Remembered



Pictures of GT-37, Dayton, Ohio July 9-13, 2012



Curt & Stephanie Smith, Kathy Nelson, Dave & Donna Quinn, Bruce and Willy Mann



Neil & Thelma Griffin, Tim & Sue Coyne



Top Down:
Larry Pittman,
Jeff Zorn,
Curt Smith;
Bruce & Willy
Mann; Rick
Green, Jack
Kurkowski,
Ken Nelson;
Steve Holliday

**See Cover
picture.
More
Pictures of
GT-37 on
Page 19
also...**



Curt & Stephanie



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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

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: October 20, 2012**

Letters:

To: Dave Gribler, GT-37 Host Chairman, July 13, 2012
Hi Dave;

I'm sure you're recuperating from GT-37 still, but I wondered if you had a final count on how many Michigan Rowdies attended GT 37, and their names?

I also wonder if you could send me a copy of the group picture of all the Michigan Rowdies taken at the banquet for me to publish in our Michigan Chapter newsletter?

Thanks for that, and for a great GT!

Ken Nelson

(Editor "A-Antics" Michigan Rowdie newsletter)

From: Dave Gribler, July 14, 2012

Ken,

Happy to oblige with a list. On the Rowdies roster I have: Larry & Mitzi Pittman, Lloyd & Janice Herring, Allen & Florrie Bachelder, Tom Fant, Bruce & Wilma Mann, Len Bonnay, Ken & Kathy Nelson, Rich & Jayne Pollion, Dave

& Donna Quinn, Curt & Stephanie Smith, Steve Holliday, Jeff & Jan Zorn, Forrest & Leslie Johnson, Bruce Nichols with Randi, David, Carter, Cohen, and Cooper McGee, Terry & Judy Frisch, Mark & Cindi Michalak, Neil & Thelma Griffin, Tom Ball, Don & Linda Holle, John & Lynn Twist (inactive-presented "Rolling Tech"), Dave & Catherine DeFauw were registered but did not attend because of a death in the family.

Picture of Rowdies attached (*see picture on cover page*). We hope you had a good time at GT-37. See you at 38!! We will NOT be wearing green.

Dave Gribler

NAMGAR GT-37

Host Committee Chair

Save the date!

Andy Hoffman Writes In:

I just wanted to make sure you saw this announcement, and that the Rowdies are still planning to come. I have asked Bill Milliken to make sure that you get the invite for the Tour when it goes out. This is an event you have to register for, and it always sells out. I originally had this on my calender for October 20, so the date (at least in my calender) needs to be amended to October 27. Can you be sure to get this notice out to the Rowdies asap:

"The Points & Condenser Preservation Society's Fall Color Tour is taking to the track at Michigan International Speedway on October 27th. Other highlights of this tour will be: a morning kickoff at Howard Cooper's Porsche showroom; a private tour of R & A Engineering's exquisite restoration facilities; and a seated lunch at Jerry's Pub on Wampler Lake."

Detailed information will follow shortly. Our 2008 M.I.S. tour was a sellout, and we expect the reception for this one to be no less enthusiastic." Andy



Letters (cont.):

Rich & Jayne Pollion write:

Glad to hear you and Kathy made it back to GR with your clutch problem. On our way to GT-37 we made the last 70 miles when their fuel pump points wanted to stick. To make it to Dayton, Rich took off the battery cover and used a wrench to tap the fuel pump every 10 to 20 seconds. It was challenging to tap the pump and drive, especially shifting at stop signs and driving thru small towns. Bought a rebuilt fuel pump at the vendor area and installed it in the parking lot the next morning.

Safety Fast, Rich

Ken Nelson writes in:

Well, 'ol Chairman David Q. can be proud of all his Michigan Rowdies for bringing honor and glory to NAMGAR's first chapter. Thanks to all of you who make up the Michigan Rowdies we were able to achieve two first-place trophies: Bruce and Willy Mann with their gorgeous 1960 1600 roadster, and Allen and Florrie Bachelder with their beautiful 1957 ZB Magnette. Both cars well deserved it.

Michigan also won the participation award for the club with the most attendees to GT-37 and so far it looks as if the count stands at (I believe) 38 members and families with 18 cars.

I hope everyone made it back under their own power without problems. It was a great event and, once again, I think everyone had a great time overall. The United States Air Force Museum is a destination spot in itself for all who went through it. Kathy and I had a great time seeing old friends and new. While our car's clutch decided it would rather go to the drag races, we made it 679 miles there and back safely. Going thru John Twist's rolling tech session to have his opinion of my clutch problem he noted my steering wheel was a bit loose. I promised I'd tighten it up when I returned, and I'm now happy to say that the nut on the steering wheel is firmly snugged up, while the nut behind the wheel remains loose and at large.

I hope you all had as much fun as Kathy and I did, and if you weren't there, be sure to plan on going to a future GT. Larry Pittman will need all our help for GT-40 in Frankenmuth in 2015 also, so if you have any ideas for it be sure to get in touch with him.

Finally, a gentle reminder from your editor (I know him personally): He would love to have any and all of you jot down any interesting events on the way to or from a past, present (or future) meet to include in the A-Antics newsletter. It doesn't have to be long; send something along to him with any corresponding pictures if available and he'll make sure that you become a published author overnight. It's as easy as that, so head toward the old Smith-Corona typewriter tonight. I'll look forward to hearing from you,

and seeing you all again soon.

Safety Fast, and Michigan First!!

Ken and Kathy Nelson

Gordie Bird writes in:

Check out the Triumph Spitfire engine teardown video on You Tube. Although a Tr*umph, it's still a cool vid.

> http://www.youtube.com/watch?feature=player_embedded&v=daVDrGsaDME

(Ed. Note: Wish my engine rebuilds went as slick as this one. Check it out for yourselves)

Dave Quinn writes:

Ken,

Here's a link to my pictures from the GT, including our stop in St Mary OH on the way down and in Defiance OH on the way back.

><http://s1189.photobucket.com/albums/z439/MGAllover/GT-37/?albumview=slideshow>

Glad to hear you made it back ok. Dave

New Member Gary Cunningham writes in:

Hello Dave; I just joined the Rowdies (dropped off my application & money at Jeff Zorn's business last week), and I have a question regarding a Convertible Top for my 1960 MGA. I'm considering both British Everlast Vinyl or Stayfast Cloth. I understand that the Everlast was original for this Car. Which do you recommend, and should I stay with the original material or upgrade to the Stayfast? I appreciate your help, and look forward to attending a future meeting/get together. Thank you in advance.

Regards,

Gary Cunningham
5188 Timberline Ln.
Brighton, MI. 48116

Jeff Zorn replies:

IMO opinion it is based on what you want to spend and if you are doing a concours car or not. If you are doing a concours restoration you would have to use the Everflex (not everfast) material which was original material to the MGA. If you are just enjoying the car and want to use vinyl than just go with the standard vinyl top. We use the Moss numbers on our website and can save you about 15% off the retail. If you would like a zipper rear window which is a very nice option we do carry one made in the UK in black that usually we have in stock and that is on our UK Tops and Tonneaus page as Superior Vinyl with a Zipper Rear window.

Now if money is no object I would go with the Stayfast/Sunfast top. They tend to fold down more compactly and I would think easier to install too. They are

also not affected by the heat and cold as far as for storage when you fold it up and put it back up again. We again use the Moss numbers and also have a zipper window version on our UK tops and tonneaus page.

And Dave Quinn replies:

I agree with Jeff's points..... it's a personal decision. For most of us the top is down 90% of the time, so it really doesn't matter.

I have a Stayfast cloth top which constantly gets good comments; however, it was on the car when I bought it and brand new, so I didn't have to make your decision. However, when I did, many years ago, on another car I went with vinyl and it worked fine. It would be my guess that 90% or more of the MGAs on the road have vinyl. The tops with zipper rear window are becoming more popular; especially when traveling long distances with the top up in temps of 3-digits. (*Amen to that! Ed.*)

Note to Waterford Vintage Race Organizers:

Joel & Kathy,

I want to say a Big Thank You for the Michigan Rowdies car corral. That was a perfect location and everyone said they hoped we could do it again next year for the Vintage races. We certainly enjoyed the races and putting the MGAs all together drew a lot of interest from spectators. Dave Quinn-Michigan Rowdies' Chairman

I want to add my thanks too. And I want the folks at Waterford to know that we appreciated the venter with the small tow-behind food wagon that was up on turn 6. Good Dogs, Good Brats, and ice cold water and drinks at a good price. Hope he is there next year. Mark Barnhart

Reply from Joel & Kathy:

Hi Dave & Mark,

Glad to hear everyone enjoyed the day. You guys were great and consider your club having the right of first refusal on the turn 6 spot. Everyone always seems to want to be on the hill, but turn 6 is the best kept secret out there. (its typically where I spend most of my time on regular race weekends as the dog is in the air conditioned motor home in the campground)

We'll definitely continue to build the car clubs & corral spots for vintage weekend, but will let you guys have first option on the space.

Thanks again and we'll stay in touch for next year, Kathy

We're In The Money....

Dave Quinn reports on the B'Day Party Auction; Ken, please add a report on our auction at Bruce and Willy Mann's:

"The Rowdies took in \$427 at the Birthday Party

auction. I believe that is a new record."

(*Ed note: The bidding definitely was hot and heavy on some of the artwork. An issue of R.B. Hart's original MGA lithograph set a new world price record among collector's of that little known artist's famous British car drawings*)

New Members-Welcome!

Jerry and Barbara Kocsis

2372 Terry St.

Wolverine Lake, MI 48390

Ph: 248-624-0517 Cell: 248-444-8702

email: jerrykocsis@comcast.net

1957 1500 with 1962 MG Engine

"I'm a returning old member from the late 1980's"



Jerry Kocsis

Dave Quinn responds to that with:

"Hi Jerry, Wow, been a long time. Photo above is from 1987 vintage races at Waterford Hills. Dave Quinn, Jerry Kocsis, and Ken Nelson. We were all a little younger then."



Gary Cunningham

Gary and Diana Cunningham

5188 Timberline Ln.

Brighton, MI 48116

Ph: 810-227-1724 Cell:

810-217-9919

email:

gacunning@sbcglobal.net

1960 1600 roadster

It is with sadness that we have to report Cathy Holliday's untimely passing on 8-22-12. Our condolences go out to Steve and the family. Cathy will be missed by all of us. For over a year Cathy Holliday has battled with myeloma cancer, kidney failure, and a stroke. The battle is over; may she rest in peace.



ROWDIES 2012 CALENDAR OF EVENTS

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) Music by The Bel-Airs www.roundbarnwinery.com
- 19-21 Put-in-Bay Road Races Reunion, Put-in-Bay, Ohio www.pibroadrace.com/ *Note Date Change!*
- 23 Orphan Car Show, Ypsilanti www.ypsiautoheritage.org/events.htm

OCT

- 27 **ROWDIES** Color Tour combined with Bill Milliken's Garage Color Tour, Ypsilanti. Details soon by separate email. Event requires pre-registration. *Note Date Change!*

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

Michigan's hottest summer on record is flying by and GT-37 is history, yet great memories linger. Seems like I've been doing this for years - packing light and traveling far, drinking too much and staring at stars. I can vouch for the fact that a few Rowdies did carry on the tradition of being the last to leave the hospitality room and parking lot. Rowdies even outstayed a family of raccoons on the patio. (*Ed Note: Chairman Dave tried unsuccessfully to recruit those very same Racoons into the Rowdies that evening*)

Special thanks goes out to all the Rowdies, near and far, who participated so the club could win the attendance award. That is really impressive when you consider we are NAMGAR's first chapter and thirty-seven years later we proudly had the most members attending. While I don't know it for a fact, I believe we had the most senior couple in attendance; Neil and Thelma hung right in there with us youngsters.

This was the Quinn's 17th national meet attendance, starting with GT-4. With GT-35's transmission breakdown still fresh in my mind, I did my best to prep the car. Thankfully travel this year was without drama. This was especially important since we traveled on our own. When the outside temperatures start to approach the triple-digit it's best to enjoy said drive with a stop for refreshments. On the trip down, we tried to coach caravanning Rowdies by cell phone to join us at the Beer Barrel in St Mary's. It didn't work out but they made up for it in Dayton.

There are so many good things one could say about this GT. Great hotel. Great museum. Perhaps one of the most organized GT's ever. Great out-of-the-box thinking. GT clocks for all. 24-page booklet covering almost every imaginable attendee question. Big band night and the BBQ site were special and fun. Having fun is what it is all about. This was

really a laid back GT for us, spent mostly with our Rowdie friends, rather than running around Dayton to the many tours, etc. What happens in Dayton stays in Dayton. We did manage to be on the winning teams for both Gold and Silver at the MG Olympics (*Ed Note: See pictures at end*). Also, we did tour the Air Force museum; totally awesome and will require a return trip to see it all.

Being the very last to leave the motel parking lot for the car show site I laughed out loud at the puddles of oil left in every parking spot! The Marriott will remember us. The only prep I did for the show after the drive down was to wash the windshield, so it did not take long. The Greenfield Village-like car show site with buildings packed with historic treasurers intermixing with our MGAs made for the best car show site ever in my mind. For those who can only take so much car stuff it was a great place to pass the time. So many beautiful MGAs and Magnettes. Still, I love seeing an MGA like Rich and Jane Pollion's with its time worn patina. Congrats to Bruce & Willy Mann (1st Place 1600) and Allen & Florrie Bachelder (1st Place Magnette). I am proud to say that each was driven to the GT.

One of the more unusual cars was the four-seater MGA of Dennis Oberloh from MN. Believe it or not, it came from the factory that way. It was almost midnight when I was inspecting Dennis' car in the motel lot so I didn't get a picture but his looked just like the one in a magazine I had. After returning home I dug it up and faxed the story to him. The May 2010 UK magazine **Classic & Sports Car** article wondered out loud if the car they featured was a factory one-off. Its owner said he had been told there was four or five made in the experimental department but he had no real proof. I can now attest there are at least two. The rear seat had room for carrying packages, a small animal, or a child but I believe they would be more comfortable sitting sideways - after all, it is an MGA.

On Friday, with the exception of Tom Fant and the Pittman's, we were the last Rowdies to leave the lot. They were staying on for a special restoration

tour at the Air Force museum. As it had been all week, the drive home was plenty hot. One of our stops was a neat bar in the town of Defiance called Kissner's. It was built in 1887. To our surprise it now has another claim to fame. The owner recently discovered a collection of century-old baseball cards in mint condition in his grandfather's attic. Experts place their value at \$3 million. Holy Ty Cobb!

Rowdies in attendance included Larry & Mitzi Pittman, Lloyd & Janice Herring, Allen & Florrie Bachelder, Tom Fant, Bruce & Wilma Mann, Len

Bonnay, Ken & Kathy Nelson, Rich & Jayne Pollion, Dave & Donna Quinn, Curt & Stephanie Smith, Steve Holliday, Jeff & Jan Zorn, Forrest & Leslie Johnson, Bruce Nichols with Randi, David, Carter, Cohen and Cooper McGee, Terry & Judy Frisch, Mark & Cindi Michalak, Neil & Thelma Griffin, Tom Ball, and Don & Linda Holle. John & Lynn Twist joined us in the picture, as John was at the club's founders meeting. Sadly, Dave & Catherine DeFauw were registered but could not attend because of a death in the family.

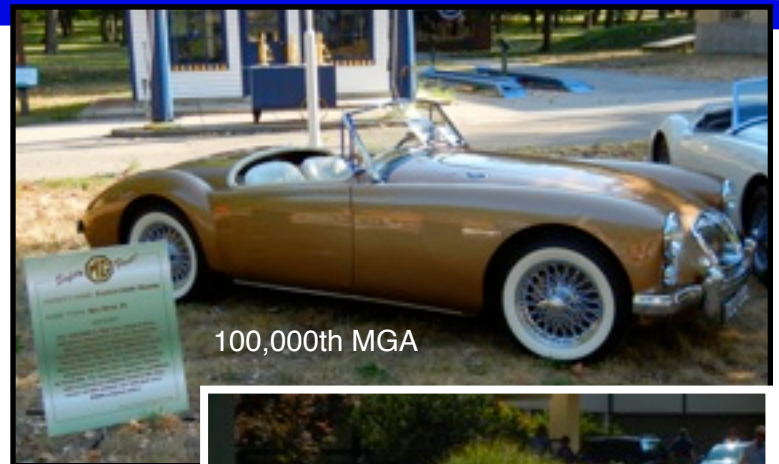
Dave Quinn



What Happens In Dayton...



Olympic Gold!



100,000th MGA



Photos by Stephanie Smith & Ken Nelson.



Replacing a Rear Wheel Bearing Inner Seal

If you're plagued with a leaking rear axle it can only be one of two spots leaking. Either the paper outer seal (with or without a rubber O-Ring; earlier cars up into about 1957 didn't include the O-Ring and relied solely on the paper seal to prevent leaks) or the inner rubber lipped seal is letting gear oil pass out from the rear axle housing and onto the brake backing plate and eventually brake shoes, and finally centrifugally out onto the wheel and tire. Here are some pictures of my 1957 MGA (without the rubber O-Ring) as I removed the hub and replaced the inner and outer seal. I would refer everyone to Barney Gaylord's excellent description in "MGA With An Attitude" also.

After removing the wheel (wire wheel in my case) and brake drum and pulling out the axle half-shaft, your hub assembly should look like this with the paper seal in place:

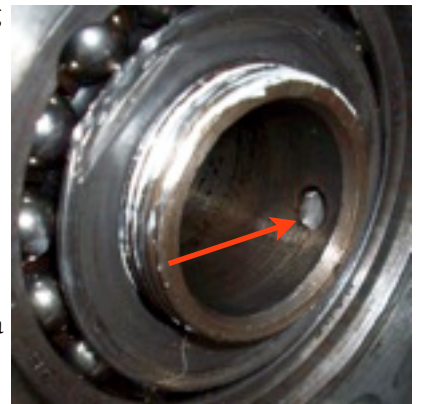


The next step is to remove the hub, and to do this you must bend open the locking ring for the octagonal nut, and then use the correct eight-sided tube spanner wrench to remove the nut. British Tool sells a sturdy pressed tube spanner that worked well for me, but be sure to check if the nut has a right or left-handed thread. The



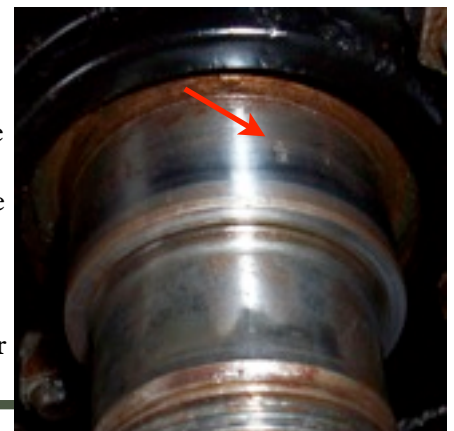
right hand side of the car has a normal right hand thread and left hand side has a reverse left-hand thread.

The locking ring can be removed after the nut, and note how it has a tab to fit into a hole in the axle casting so it can't spin around. With the locking ring removed, you can pull the hub assembly off either by hand, or with a slide puller if it is too tight. This should leave you with a bare axle casting with a finished surface for the seal to ride on, and the separate hub casting with bearing and inner seal in place.



In my car the hub came off by hand, which, unfortunately, meant that the inner race of the wheel bearing was loose enough on the axle to be spinning part of the time, as evidenced by wear marks on the axle housing and on the locking ring.

Inspect the surface that the rubber lip of the inner seal



rides on. It must be smooth, or you'll need to put a speedi-sleeve over it to form a new smooth surface. Mine had a pit (see arrow), but I decided this was outside the rubber lip of the seal surface, so I left it as is. If it leaks again I will have to go back and use a speedi-sleeve after all, but the first 1,000 miles have been leak-free.

Once you have the hub off, you will need to press or carefully pound out the wheel bearing, and remove the inner rubber seal. Find something that is the same diameter as the inner race of the bearing to pound it out with. A 1-1/2" socket I had was just the right size for the



bearing. I drove out the old seal and pounded in a new seal being careful to not damage the rubber lip which forms the seal. See picture. The spring side of the seal should face to the inside of the hub. Then the bearing is carefully pounded all the way in to the bottom of the hub again.

Before assembling the hub to the axle housing, take the time to clean out the drain hole at the base of the backing plate. I never knew this existed until recently, but I'm hopeful that it will collect any minimal gear oil seepage and drain it to the middle surface of the brake backing

plate away from the brake shoes. Here's a picture from another tech article I published in May-June 2-11 "A-Antics" showing the path of the drain hole. The yellow tube passes thru a factory drilled hole and on my car this was totally blocked with old grease and dirt.

Once everything is cleaned up it is time for reassembly. Lightly smear some grease or gear oil around the rubber seal so it slides on without tearing the lip, then slip the hub assembly over the axle casing. Put the locking ring on, followed by the octagonal nut. Barney Gaylord suggests basically tightening the octagonal nut as tight as you can. He mentions up to 200 ft/lbs. and I used an impact wrench and a breaker bar on the octagonal socket. Hopefully that will keep the inner race of my wheel bearing from spinning again. Bend the edge of the locking ring over one of the flats on the large nut so it can't come loose.**



Finally, slide the half shaft in place and replace the paper gasket. I didn't use any gasket compound, but made my own gasket out of slightly thicker gasket paper from NAPA. You need a good hole-punch to do this so it doesn't tear positioning it over the four lug nuts. Line the axle half-shaft up so that the retaining screw will fit thru the half-shaft flange and thread into the hub to hold the axle in place. Then the brake drum fits over the whole assembly and has a separate retaining screw. Position the brake drum so the non-chamfered hole is over the axle flange retaining screw, and a Phillips screw driver can be inserted for a final tightening after the four lug nuts are tightened. That way, when the brake drum is removed to replace shoes, the half-shaft flange will be held tightly and the paper gasket will not leak. See picture.

Remember to use locking strips on the lug nuts that hold on the brake drum if you have wire wheels, and bend over the edges. Readjust the brake shoes and replace the wheel and you're ready to roll again.

Ken Nelson

***Note: There is no published torque specification for the rear banjo axle octagon nut. Mark Barnhart and engineers from the ARP racing fastener company determined the*



“rockwell hardness” of the axle stub and nut. A heat treat company then determined they are mild steel and not heat treated. It was agreed that 130 to 150 foot/lbs torque was the maximum. Testing this further, tests with a dial indicator on the thread stretch, starting at 80 foot/lbs and repeating this at 10 Ft/lb intervals, it was determined at 160 Ft/lbs stretch was on the axel stub rather than the nut. Over tightening the nut results in axle housing thread damage making for a very expensive replacement. Thus, Mark confidently recommends using 140 Ft/lbs as the max.



Home Repair Tech Tip:

If you've lost your tappet cover breather pipe and want a quick simple fix you can drop down to the local hardware or plumbing supply store and buy a length of 5/8" copper pipe with two 45-degree elbow connectors. Line them up so the angles fit and sweat-solder them together on the bench and then hold them in place with a circle clip and you're in business. If you're in the Concours Class, paint it black.

Dudley Do-It-Right



Tech Tip Submitted by Steve Finch...



The difference between the 1500 and 1600 wheel is better seen by where the center connects to the rim.

The 1500 wheel had a step to where the center was rounded.

The 1600 wheel does not have the step and is rounded all the way to the connection point.

And yes the 1500 wheel was prone to stress cracks near the brake adjuster hole in the center. From The MGA Guru
1500 Wheel on Left; 1600 Wheel on Right.

“Rowdies Win Big In Dayton or; Orville’s Got Nothing On Us” by Stephanie Smith

GT-37 was quickly approaching. The phone call the week before from Steve Holliday confirmed that after seven years we were finally attending the GT in Dayton, Ohio. Bruce Mann and Neil Griffin followed with phone inquiries and plans were made to meet at the Griffin’s on Monday, July 9.

It’s always exciting to share the adventure of attending a GT with first timers. Bruce and Willy were smiling and excited about driving their freshly restored MGA to its first national meet. Willy had planned a side trip with her family in Ohio, so she was driving the family car. That brought the caravan total to five cars making their way through the corn field lined roads of Ohio.

Curt was the leader of the caravan. We left around 10:30 a.m. It didn’t take long before we all realized it would be a very toasty drive in the 95 degree temperature.

Smooth sailing took us to Archbold, Ohio to a great diner that Curt and I have eaten at on prior visits. We tanked up on a tasty lunch. Everyone watched Neil drink a delicious looking chocolate shake. He was sweet enough (always!) to share with his lovely bride of 60 years!



Our route took us through rural Ohio. As we meandered down we were surprised by the evidence of some strong storm damage to some towns. There were roof tops torn, buildings caving in and lots of damage to the trees. We were happy we had missed that with our cars!

The heat was beating down and the travelers were getting wary. We were hoping to stop for a break. We were passing through St. Mary’s when Curt’s cell phone rang. It was Dave Quinn. He was at a local watering hole in the same town! We tried to connect but we missed the opportunity. We were so ready to stretch our legs but just didn’t make the connection.

The caravan regrouped and started out on a mission to get to Dayton. We stopped for gas in Ft. Laramie. Steve noticed he was losing fluid. He had blown a radiator hose. Curt managed to grab hold of the radiator cap and release the pressure. We were amazed that he didn’t cause injury to himself as hot as everything was. After forty minutes of wrenching on Steve’s car, we were rolling towards Dayton.

Curt felt it was time to let someone else lead the way. Steve had his GPS and we knew we needed his expertise to get us to the Marriott. We

ran into a few detours and the hot sun was getting to be too much.

As we drove along we encountered a crazy detour. Before we knew it, Steve led us through a dusty construction area to hop on to I-75. All we could see ahead of us was a dark dusty cloud!! We lost sight of Steve's car. There were just billows of dust!!!

We were at the mercy of the dust bunnies, so we followed! I looked back and I knew the Griffins were with us but I was sure we had lost the Manns. Steve was moving full speed ahead and we kept moving! At one point we recalled Neil shouting out to Curt, "Hey, Curt, don't you ever wash your car?" It's moments like that that makes memories of a road trip!!!

There were sighs of relief as we pulled into the Marriott around 6:30 p.m. We missed registration but all we cared about was getting out of the car and getting our room.

Monday night found us on the patio at the Marriott with other attendees enjoying the pizza meal our hosts had provided. Our group was pleased that they didn't have to look far to get dinner for the evening. Later we found ourselves in the hospitality suite enjoying connecting with old friends and meeting new ones.

Tuesday morning we decided to visit the National Air Force Museum. We piled into the Mann's family car (Manns, Quinns, and Smiths, all six!) and off we went. It would take more than what we were allowing to fully tour this wonderful museum. We took in what we felt we could and decided to grab some lunch. We found a pub in the historic part of town and enjoyed the afternoon. The Pittman's soon joined us. It was a nice relaxing time.

Our evening was a pleasant one enjoying the entertainment out on the patio. The music was fantastic and included our talented NAMGAR Chairman, Bruce Woodson, as a member of the band. The crowd seemed to enjoy the sounds and the company!

Wednesday brought the car show at the park. It was a pleasant surprise to learn the car show started at 9:00 a.m. and was over at noon! The park was a historical village with so much to offer for the spectators. We were able to tour the village and get some history in while the cars were parked in their designated areas a short distance away. It was a beautiful setting for the event.

Later that evening our hosts planned a drive to the Taj Maj Garage for a lovely barbeque dinner. We participated in an Olympic event prior to dinner. I am happy to report that many Rowdies brought home medals for their hard earned effort, with the exception of one. Our fearless leader was withering in the heat and left his team for cooler grounds and liquid refreshment! We proved we could bring home the gold without him!!! (Our prez did receive his medal!).

When Thursday arrived, we decided to just enjoy the great company we were with and stay around the hotel. There were many activities offered but there is nothing like just enjoying the friends that were there.

The banquet on Thursday evening brought many fond memories of our great stay in Dayton. Once again, it was so good to watch Bruce and Willy as they received first place with their beautiful red 1600. Allen and Florrie Bachelder also won first place with their gorgeous MG Magnette. Everyone knew these were real first class winners!!

After the banquet, our group sat around the table out on the patio for good drinks and conversation. I think all of us agreed on what a fantastic job the host club did pulling everything together for GT-37. While we were sitting there, Donna Quinn spotted a family of raccoons trying their best to join us. There were at least five little ones and the mother. Their entrance made the night interesting since we never dreamed we would be invaded by raccoons in Dayton!

Friday morning started with good-byes and wishes for safe travels. Curt and I departed the caravan to travel a little longer to take in some antiquing and sites. We managed to visit a few stores but the heat was draining our enthusiasm for further adventures. The trip home was nice but uneventful. It's always great to return to the comfort of home.

I will say that when I reserved our stay for GT-37 I really felt it was going to be one of those trips that would prove disappointing. I was 100% wrong. Dayton proved to be a fun and entertaining GT. The Ohio club did a fabulous job at showing their city and making it an amazing and enjoyable stay!

Stephanie Smith, Roving Rowdie Reporter

Dave Quinn Offers Up Some MGA History For Us All:

I know some of you enjoy model cars as I do. SCX, the slot car company, has come out with an MGA model with some very interesting history. I paid \$50 for it at the "Trains & Things" shop in Traverse City.

The model is close to the car that it represents but one can easily find faults if you wish (i.e., the



driver and navigator don't strike me as

ladies and it's not sporting a removable hard top) but the navigator is holding a clip board, which is a nice touch. As are the wind wings, rallye decals, etc. To me half the fun is researching the car's history.

Here's a little background I dug up on it:

MGA factory rallye car MBL 867 number 326 driven by Nancy Mitchell and Pat Faichney The 1956 Rallye

The Alpine Rallye, officially known as Coupe des Alpes, was one of the most arduous long distance rallies and took the best part of a week. It covered many of the highest and roughest passes of the French Alps and the Italian Dolomites. The rally ran over some of the narrowest tracks imaginable, with unfenced drops virtually the whole way. Many a brilliant run ended on the Quatre Chemins section, which was regarded as one of the most difficult stages in European Rallying. The target times for each of the rallye stages were raised each year, based on the fastest time achieved by any competitor during the previous event. To manage all the stages without penalty resulted in the award of the Alpine Cup.

For 1956 five MGA Works 1500 roadsters, four red and one white, all with removable black hard tops were entered in hardtop form with fixed side windows (i.e., removable hardtop) in the Grand Tourer class. The July 13, 1956 edition of *The Autocar* stated "Though their car was painted red, Sears and Best gave a British flavor by dressing themselves in British racing green shirts, suitably embroidered with the M.G. octagon."

Nancy Mitchell and Pat Faichney drove MBL 826 numbered as #326. The girls beat the other four Works MGAs to come in 15th out of 34 finishers. More than that, they completed the rally without a single penalty point, thus winning the much-coveted Alpine Cup (Coupe des Alpes). They were only the third women's crew in history to do so.

John Gott in the white MGA #324 had a shunt and DNF'd with a broken half-shaft. Jack Sears and Kenneth Best in #330 were a DNF due to a crash near the end. They overturned but were unhurt. Milne and Shepard drove the other two; one broke a rear spring during the final stage of the race. The team finished 3rd, 4th, & 5th in the GT category.

MBL 867

It was affectionately known as MaBeL (Mable). It is said to be the oldest MGA known to survive intact, claiming to be the the fifth car made, one of the five pre-production cars kept by the Works & the only one used for competition - the first Works competition MGA after Le Mans. A lucky and successful car, MaBeL had a near-perfect Works Competition history, always driven by ladies, a virtual *Who's-Who* of contemporary British female drivers. Nancy Mitchell won the European Ladies Championship in 1956 &

1957. MaBeL is the car mostly associated with that success, carrying the Mille Miglia Badge that she used on all her cars.

The ladies in MBL 867 as #227

Prior to the Alpine Rallye, the ladies drove MaBeL, entered as #227 for the 1956 Mille Miglia Rallye in Italy. Mille Miglia means one thousand miles. Racing began in Italy at the turn of the century. These early races were the forerunners of the great Italian road races - the Mille Miglia, the Targa Florio, Giro di Sicilia, and numerous others. The Mille Miglia becoming the most famous of the grueling road races. It covered approximately 1,000 miles over dangerous Italian highways, which connected numerous cities with narrow streets lined with thousands of spectators. Reading race reports throughout the 50's will soon convince you that this

was truly a test of man and machine under some of the worst conditions possible. The number of accidents, deaths, injuries, and close calls is mind-boggling. MGA's joined the tradition in 1956.

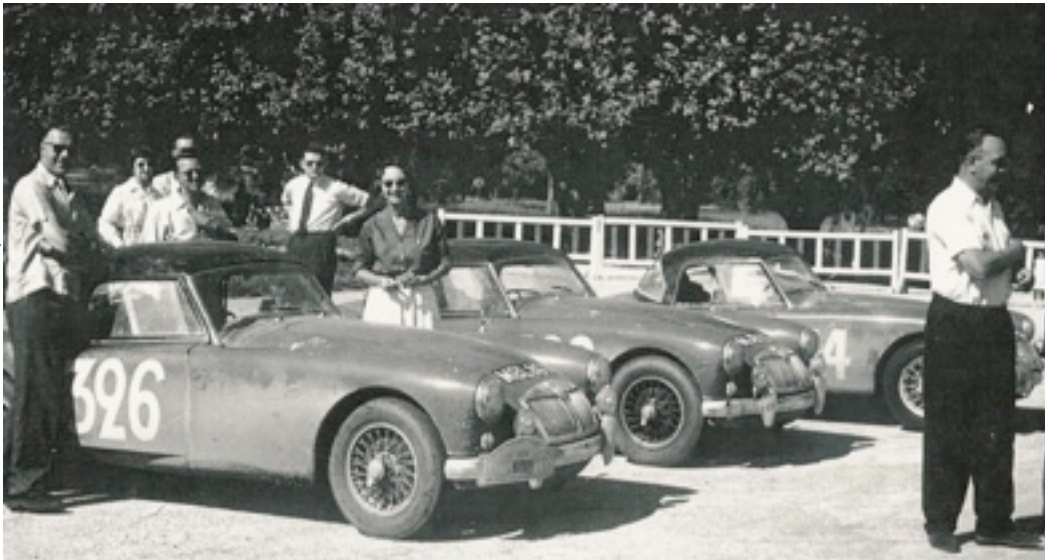
In the mid-50's race cars were typically painted in the color scheme that depicted their nationality. The idea of switching from British Racing Green to red came from Peter Scott-Russell's suggestion. He noted that in previous races the railroad crossings were typically closed unless the approaching car was red (Italy's racing color).

Two red 'works' MGA 1500 roadsters with disc brakes were entered. In addition, there were five other MGA's entered, bringing the total up to seven. MaBeL finished third in the up-to-2 litre limited price class and 5th in the no price limit 1500cc class and 74th overall.

During the winter of 1955 the Competition Department had time to plan their 1956 season. Pat Moss was gaining experience in a MG TD and was entering some modified saloons with slight success. Nancy Mitchell, who had a great record with HRG, joined MG as a full time driver, at first with Magnettes. For 1956, she moved to MGA's and entered the Mille Miglia in the 1500cc limited price category (the official class). The weather for much of the April 28-29th rallye was appalling with floods and torrential rain; there were many crashes and five fatalities, including two drivers. The ladies ran the race in roadster form, minus any top in the heavy rain. When it was over, Nancy Mitchell, who did all the driving, had to be lifted from the car. She and her navigator, Faichney, received a great deal of press for their achievements, being the first British women

to take part in this fast and furious 1,000 mile event. Peter Scott-Russell's co-driver was Tommy Haig, a 'works' test driver. The cars averaged 65 mph.

The '56 Mille Miglia cars had dual horns showing.



A picture of 3 of the 5 MGA's entered in the 1956 Alpine Rally by the factory

One was placed on each side of the front grill where the front bumper would normally go. This was done to maximize the noise when it became necessary to clear the road ahead of spectators. Like the LeMans cars they had a driving light placed in the right side of the grill.

British MG enthusiasts' Bob West and Mike Horner spent five years restoring MBL867 - MaBeL - to her former Mille Miglia glory. MaBeL and Nancy Mitchell were re-united at an MG Car Club event four years prior to Nancy's death in 1996 at age 81. **Submitted by Dave Quinn**

Sports Car Racing Returns to Put-in-Bay, Ohio for 2012 PiB Road Races Reunion-- Sept 19-21



• **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 Wednesday, Thursday, Friday format on September 19-21, 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 or contact: Manley Ford --734 502 2435 manley776@yahoo.com .





Top Down: Bruce & Willy Mann with 1st Place 1600 Award; Curt & Stephanie Smith; Kathy Nelson & Willy Mann; Forest Johnson



Above: Dave Quinn & Bruce Nichols display the Club Participation Award. **Below:** John Twist's "Rolling Tech Session" and Car Show pictures.



Photos by Ken Nelson and Stephanie Smith



More Pictures of the Rowdies at GT-37



Donna Quinn,
Kathy Nelson,
Mitzi Pittman



Mark Michalak



Jeff &
Jan Zorn



Larry & Mitzi
Pittman



Bruce Nichols & Son-in-Law, Steve
Holliday, Curt & Stephanie Smith



Mitzi & Larry



Florrie & Allen
Bachelder with
1st Place
Magnette
Award



John & Lynn Twist, Cecelia
Bruce, Bruce Mann



Butch Smith, Bill Gallihugh, ?, Trudy
Gallihugh, Judy Smith



Neil & Thelma
Griffin

Pictures by Ken Nelson.