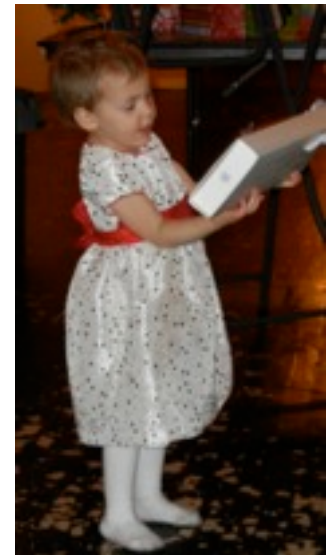




# A-Antics



## *Christmas Party Pictures*

MIS Fall Track Tour

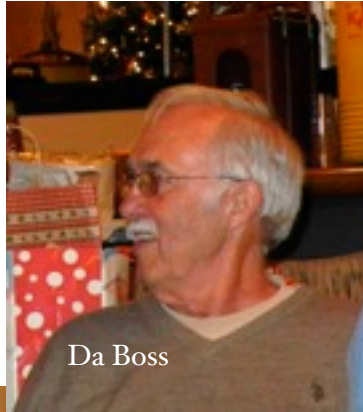
GT-One Re-Visited

*Tech Tips & A New Arrival*

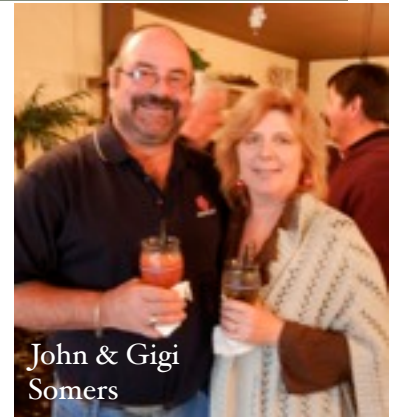




Denise, Marjie, Tracey, & Willy



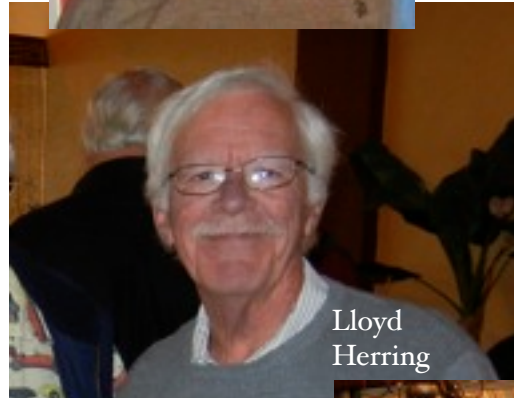
Da Boss



John & Gigi Somers



Da Gals



Lloyd Herring



Bill Weakley



Bill Weakley, Gordie Bird, Gigi Somers



MaryEllen Weakley



Bruce Mann, Curt Smith, Steve Holliday



Kathy Nelson, Dave Quinn



Da Dough



Janice Herring, Jan & Jeff Zorn, Lloyd Herring

*Photos this page and cover by Dave "Shutterbug" Quinn, Ken Nelson, and Dave Goeddeke*



# Rowdies Christmas Party

A merry, merry time was had by all



Christmas Collage by Dave Quinn

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

**History:** The Chapter was established August 14, 1976. It was NAMGAR's first chapter. We are a low-key club, dedicated to the preservation and enjoyment of our MGA's/ Anyone is welcome to join our chapter and they are asked to join NAMGAR as well.

**Chapter Dues:** \$20 annually (\$35 for printed newsletter)

**Nickname:** Rowdies

**Motto:** People First!

**Rowdies Site:**

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

**MG Car Council Site:** <http://www.mgcars.org.uk/mgscouncil/>

**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:

**Ed and Diane Schofield write in:**

Hi to all MGA friends;

Just to let you know that Ed and I had sold our 1961 MGA. We have retired to northern Wisconsin about 9 years ago. We spent a lot of time building and finishing our home here in the north woods on the Flambeau River. After a couple of winters in the land of the frozen, we tried our first snow bird winter 6 years ago. Well, we loved that so much that we have now been back to Southern Utah for the last 6 winters. We stay at Zion River Resort a couple of miles out of Zion National Park. We

enjoy the country and the active friends we have met out there. So our adventures have changed to hiking and off road jeeping. We have been having a great time. Ed and I even hiked to the bottom of the Grand Canyon and back out in 2010!

So sorry to say that we just have not been active in the MGA Club and the car just has not been driven very much in the last 12 years. So it was time to say good bye to the "great pumpkin" and continue to be active with our group in Utah and keep up with our home in Wisconsin.

We have many great memories of all of the friends we have made in the Michigan Chapter of MGA and with NAMGAR. We really enjoyed all the meets and car shows that we have been to with all of you! So hope to stay in touch and best luck and health to all of you!

Thanks, Ed and Diane Schofield

**Don Holle writes from sunny Arizona:**

Hi Dave (Quinn) and Ken,

My Nov-Dec A-Antics just arrived and I'm most impressed. Great issue into which you both put a LOT of work. Thanks for serving the Rowdies so faithfully.

Enjoy the winter. May Obama have mercy on your frozen souls.

Cheers, Don Holle

**Dave Quinn replies:**

Thanks Don.

As long as Obama does not decide to tax snow, we should be fine. If he decides to tax sand, you may wish you were in Michigan. Enjoy your sunny winter, Dave Quinn



## Welcome New Members!

Eric Krentz  
46 Smith Ct #3  
Lake Orion, MI 48362  
989-859-5490  
1957 MGA Namgar member  
[krentzeric@yahoo.com](mailto:krentzeric@yahoo.com)



**Will We See a New MG Coupe in 2015?**  
Here's a picture of a concept car presented in April 2012 and writeups from "Top Gear" and Hemming's "Sports & Exotic Car" October 2012. We've heard this before, tho, haven't we?

*From BBC's Top Gear On-Line-posted 4-23-12*

MG's new Chinese owners whipped the covers off a retro-styled concept at this year's Beijing motor show. And it looks rather a lot like it wants a piece of the Nissan Juke's quirky compact SUV market.

It's called the Icon, it's a compact (four-meter) SUV-cum-coupe with a suicide pillarless four-door layout like the Mazda RX-8's, and it's been designed as a homage to the manufacturer's slightly flaccid sportsters of yore.

Its rump and flanks are based on the pretty MGA, while the exposed tailgate hinges and silly grin come courtesy of the B. The front and rear lamps are also styled to look like bumper overriders - as seen on plenty of the company's offerings under British ownership - and the rims are supposed to ape wire wheels.

Luckily, it's a downright concept, which means it's not destined for roads in its current form. That said, it's underpinned by an MG3 drivetrain and floorpan...

### AN ICON, REBORN?

The star of this year's Beijing Auto Show, held in the end of April, was the MG Icon concept. Shown on the SAIC Motor stand of MG's parent company, the Icon is a three-door crossover-SUV whose general proportions and design details aim to recall the beloved MGB/GT. Created by the MG global design team under the watch of British director Anthony Williams-Kenny, this "Best Concept" award-winning four-seat car could conceivably compete with the MINI Countryman and Nissan Juke, although no production plans have been announced.

MG said, "The MG Icon represents our vision of a modern MG and we feel that the small SUV canvas demonstrates MG's capacity for progressive design with respect for its long heritage.... The MG Icon clearly demonstrates a progressive and soulful British spirit and has a lithe and powerful stance—its proportion harmonized by feature lines interpreted from MG's iconic greats."

Theorizing that the Icon won't remain a show car, England's *Auto Express* claims that a new MG roadster will be based on this design, making it a high-riding four-place convertible like the widely derided Nissan Murano CrossCabriolet, rather than a proper sports car like the MGB or MG F. What's that whirring sound you hear? Perhaps it's Cecil Kimber spinning in his grave.

*Auto Express* estimates that this reborn MG roadster will go on sale in 2015 and cost about £14,000, or \$21,715. For more on the Icon, visit <http://mg.co.uk/>.

*Hemmings Sports & Exotic Car—October 2012*

**Rowdie Yearly Business Meeting-Sat. Feb. 23, 2013**  
**Dave & Chari Smith Host-2401 Pine Tree Rd; Holt, MI**  
**(517) 694-4856**

**Meet & greet- 11:00 am**  
**Business meeting- 12:00 noon**  
**Chow Time- 1:30 pm**

**Main entrée provided-BYOB**  
**Bring a dish or desert to pass.**

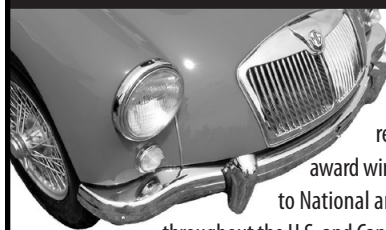
**MGA's (red or otherwise) welcomed.**  
**But if you can't drive it, at least come**  
**and talk about it. Help plan next**  
**season's events or offer up your**  
**favorite routes, rally's, car shows, or**  
**destinations and consider hosting an**  
**event yourself. Kick off those winter blah's and come on out. See you all there!**



**ROWDIES 2013**  
**CALENDAR OF EVENTS**

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

**Register Your MGA With NAMGAR!**



Join over 2,000 enthusiastic owners in the restoration, preservation, and sheer enjoyment of driving an MGA, Magnette, or variant of this noble breed. You'll receive six bi-monthly issues of *MGA!*, our full-color, award winning magazine, invitations to National and Regional Get-Togethers throughout the U.S. and Canada, plus a knowledge base and support group second to none. All this for just \$37.50 per year (North America), or \$52.50 (International). **Get more information at <http://www.namgar.com>, or contact [registrar@namgar.com](mailto:registrar@namgar.com).**





## 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**

by Dave Quinn

**"MG Ming Jue"**

There are an inordinately high number of automobile competitors in China. Beijing's original auto industry blueprint was to create only four to six large Chinese automakers, thus guaranteeing sales volume and scale for its handpicked competitors. But that is not how the story has played out. Instead, many provinces in China, recognizing the economic benefits of having their own automotive industrial base, have put their substantial financial and political support behind developing their own local industries. Consequently, China's automotive market today plays host to 95 automotive brands, more than double the number offered in the United States. Of that total, Chinese domestic automakers control about 48 brands, and those domestic brands typically account for about one-third of passenger-vehicle sales. In 2012, that means that China's domestic brands will average about 95,000 sales each, a paltry number by industry standards and certainly too few sales to achieve the scale needed to sustain current operations or finance future growth. Clearly, too many brands are chasing too few customers in China. So what does that have to do with MG's? At this year's Christmas gift exchange I did the Rowdie thing and grabbed the gift intended for Chari Smith. Only one thing in the bag held my interest; I gave back the scarf and glass bird. It was the Ming Jue key fob that caught my eye. This is certain to become a collector's item – I least I think so. Ming Jue is the re-branded MG Rover brand. The former MG Rover operation was moved from the Longbridge plant in Birmingham, UK to the new site for production in Nanjing, China. In 2005, the 6,000 plus staff at the MG Rover plant in Longbridge were informed of its temporary closure when they went into bankruptcy. But most never came back. What started as an

attempt to explore the relationships at the factory, the workers and the town, became a poignant study of absence and change. The production of MG Rover was all transferred to Nanjing, China when NAC



bought the carmaker. A second Chinese company, SAIC, bought that company in 2007 and they still operate a small UK subsidiary known as MG Motor. As a result of the ownership changes MG's "Morris Garages" has become MG Ming Jue, which translates to 'Modern Gentlemen'. And that Gentleman makes it collectible to me.

Speaking of business, it is that time of the year to think about the Rowdies business meeting. The Rowdies only have one business meeting a year. Officer term term limits are not spelled out in the bylaws but the general practice has been to have an election every two years. According to the bylaws there are three elective offices: the chapter chairman, the meets chairman, and the treasurer. And there are following volunteer offices: A-Antics editor, regalia chairman, membership chairman, and webmaster. Since all our current officers have been in office for more than two years any member of the Rowdies may submit their name to run for any of these officer positions. Should you wish to do so, please let me know as soon as possible. Also, please consider hosting a Rowdie meet in 2013; we enjoy these more personal meets above all others. If you know of a potential location for a Spring Gymkahana, we would love to explore it. In summary, bring any ideas for improving the club to the Business Meeting and do not hesitate to run for any office that interests you. **Dave Quinn**

*(Ed Note: Other meets to consider hosting are some "Day in the Garage" events, driving tours to fun sites-Covered Bridges, Lighthouses, Fall Foliage, Winding Scenic Roads, Museums, "Drive Your MG Day" tours, etc. Be Creative and bring your ideas in February)*

# Welcome A New Arrival!

by Bruce Mann

## "Our '52"

After months of looking at cars, from Healeys, to Triumphs to MG's and many failed bids on E-bay and other offerings, I finally settled on a 1952 MG-TD. Maybe Neil, and Larry Pitman were the influence, I am not sure, but it definitely is a classic. I have been over to Larry's house a number of times to view his progress and he is doing an excellent job in restoring Neil's old '52.

I remember when Curt, Larry and I along with my grandson Kyle, went to Thelma and Neil's house to load up the car. The MG was in boxes and not all together. Well at least mine is all together, but will have to be taken apart. So I am definitely behind the curve. I guess I have some work to do to tear it apart and put it into boxes as well. Just to make it a little nicer! No hurry though. Just take our time.

We bought the car from the Denver, Colorado area, and had it transported our house. Thought about going after it but decided to leave the driving to someone else and let them deal with all the things that could go wrong.

Interesting enough we bought the car on 12-12-12. Now who could forget that!

How many conveniences does the A have on the TD? Gas gauge for one.

*Ed Note: Having owned a TD for many years I can add to that list for Bruce, at least on my early 1950 model.*

*For starters no radio, no heater, no water temperature gauge, no option for wire wheels, non-adjustable seat, with no seatbelts, an exposed wiper motor stuck on the top of the windscreen with no*

*dashboard control, a nonpressurized cooling system, and no boot for starters. The luggage storage area behind the seat makes the trunk on an MGA look spacious (ask Willy, she can actually climb in it!)*

*But the TD top goes up and down without folding, the car is "as cute as a bug" and it is actually fun to drive. Who knew? And the final selling point on owning one is....you won't complain about the MGA lacking comfort features and being old-fashioned nearly as much as you used to!*

Pictures continued on next page







Just off the delivery truck



Grandson Kyle with the TD



It's been a long journey



Then feast your eyes on this “complete” MGTD below that Larry Pittman is turning into another prize winning MG as we go through the winter. Top right shows progress so far. Bottom right is Ken Nelson’s TD drying out after the rain.



# Michigan International Speedway Tour

By Andy Hoffman

On Saturday October 27, the “*Points & Condenser Preservation Society*” called a gathering of 100 (mostly) classic cars for their Fall Color Tour. This is an annual event run by Bill Milliken, who also operates a garage for classic car owners on Railroad Ave in Ypsilanti (if you ever get a chance, I encourage you to join their first Saturday open houses from 9 to 12.)

A steady stream of classics, including 3 MGAs, 1 MGB (we can always use more MGs!), an unusually high number of Jaguar

XKEs, and a variety of other

beauties took off from

Howard Cooper

Porsche for a

cool day's

ride. I

must

confess

that I put

the top

up,

though a

few intrepid

souls kept

theirs down –

some for the bravery of

it, some because they had no

choice (one model A had no top). The high

points of the trip, aside from the obvious joy of

cruising the backroads of Michigan with a

traffic stopping collection of cars (as evidenced

by the many smiling faces that stopped to stare

as we drove by), was a private tour of R & A

Engineering's exquisite restoration facilities and a seated lunch at Jerry's Pub on Wampler Lake. But the finale of the trip was a chance to do 4 laps around the Michigan International Speedway in the Irish Hills (Brooklyn, MI).

We were broken into clusters of 20 cars and lead around the track by a pace car that tried to keep us at 70 MPH (with moderate success). The late model Aston Martin in front of me had trouble keeping to that rule, repeatedly slowing down and then bolting

ahead of me with a beautiful rumble of

the exhaust. I (and my co-

pilot, Brian Talbot)

took advantage

of the gap he

created and

pushed

my 1960

MGA up

to 80

MPH at

a couple

of spots,

well short

of the typical

qualifying

NASCAR speeds of

195 MPH and corner entry

speeds of 215-220 MPH, but a thrill nonetheless!

The track is a two-mile (3.22-km) D-shaped with 18 degree banking in the turns, 12 degrees on the front straight, and 5 degrees on the back straight. Though 18 degrees is





considered modest by track standards, the sensation was exhilarating. On the straight, I had to lean into the wheel and physically lean into the car as the bank kept wanting to pull the car into the infield. When I hit the curves though, the car just settled into a line to whip around the corner. The track is actually concave and I (almost) took my hands off the wheel since we were tracking that easily. All the while, I kept thinking, "this car is older than I am" (just barely). Am I sure that every

**"Doing 4 laps on the Michigan International Speedway. Somewhere between 70 and 90 MPH. Two mile long oval, 18 degree banking in turns, 12 degrees on front straight, 5 degrees on back straight, very exciting!"**



bolt and screw is tight and going to stay where it is supposed to? In the end, they all did, and both my car and its occupants survived the ride. As we pulled back into the pits, we got to

settle back and watch the next cluster of cars do their paces. It still brings a smile to my face to re-imagine the sight and sound of a string of seven Jaguar XKEs and a few XK100s come whipping around the corners. What a fantastic day!

## Technical Tips-Loosening up a Rounded Off Bolt Head

### Found on the Internet

If you have a bolt with a rounded off head that won't come loose with an open end wrench you can either buy or make a  $\frac{3}{4}$  box wrench



(by cutting out a section) to fit over the nut and use a vise grips to put extra compression on the nut and keep the wrench from slipping on the



rounded corners of the nut. See picture above. It should give you a larger gripping surface than just using a vise-grips alone on the nut.

# Technical Tips-Freeing up that Rusty Bolt

Submitted by Bruce Mann

## Penetrating Oils

Machinist's Workshop MagT recently published some information on various penetrating oils that I found very interesting. Some of you might appreciate this. The magazine reports they tested penetrates for break out torque on rusted nuts. They are below, as forwarded by an ex-student and professional machinist. They arranged a subjective test of all the popular penetrates with the control being the torque required to remove the nut from a "scientifically rusted" environment.

\*Penetrating oils ..... Average torque load to loosen\*

No Oil used .....	516 pounds
WD-40 .....	238 pounds
PB Blaster .....	214 pounds
Liquid Wrench .....	127 pounds
Kano Kroil .....	106 pounds
ATF*-Acetone mix.....	53 pounds

The ATF-Acetone mix is a "home brew" mix of 50 - 50 automatic transmission fluid and acetone. Note this "home brew" released bolts better than any commercial product in this one particular test.

Our local machinist group mixed up a batch and we all now use it with equally good results.



Note also that "Liquid Wrench" is almost as good as "Kroil" for about 20% of the price.

Steve from Godwin-Singer says that ATF-Acetone mix is best, but you can also use ATF and lacquer thinner in a 50-50 mix. \*ATF=Automatic Transmission Fluid.

Off the internet also come the following comments:  
"Anyone ever use the propane torch/beeswax method? Heat up



*the part, jam the beeswax candle against it & let it wick up. Probably work with any kind of wax, but the old guy who showed me insisted it "Has to be beeswax". Maybe there are religious implications, because altar candles are required to be beeswax. I personally have invoked the deity over stuck fasteners many times."*

*"Yes, bees wax works when all others fail. It also kills green locktite. Bees wax has a higher flash point then regular wax and much higher then any oils."*





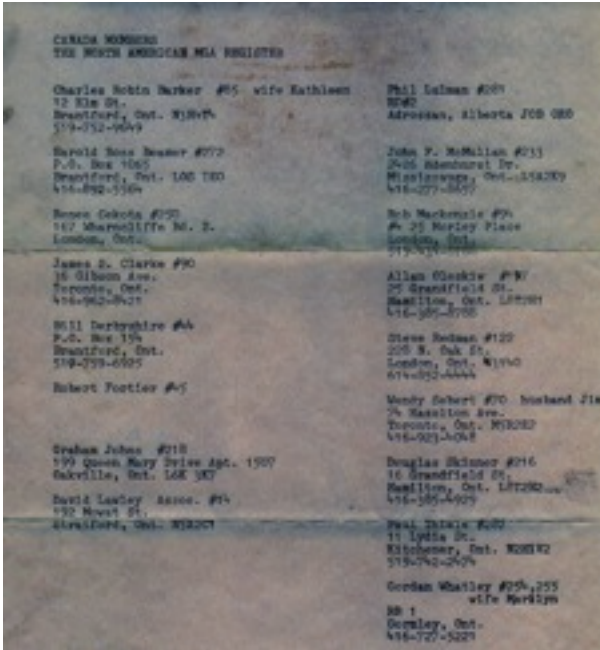
Has life been getting you down my friend? Have you ever had that sinking feeling that life doesn't have any more "Zest" to it than a glass of water? Are you feeling foggy and out of focus? Have all your friends deserted you? Is that what's troubling you partner? If so, take the advice of one such troubled soul and hop in your MGA for a quick run down a winding road to your local fine food and drink emporium and grab a cold one....

...There now, doesn't that feel better? Life always looks brighter with a brewsky in hand after a brisk drive in an MGA. Try it today and get a smile on your face as big as all outdoors!!



*Pictures and creative inspiration by Stephanie Smith*

# John McMullan Shares Some Pictures and Notes from GT-1 at Harpers Ferry, VA in 1976



Top Left: Mac Spears presenting John McMullan a 2nd Place Award.

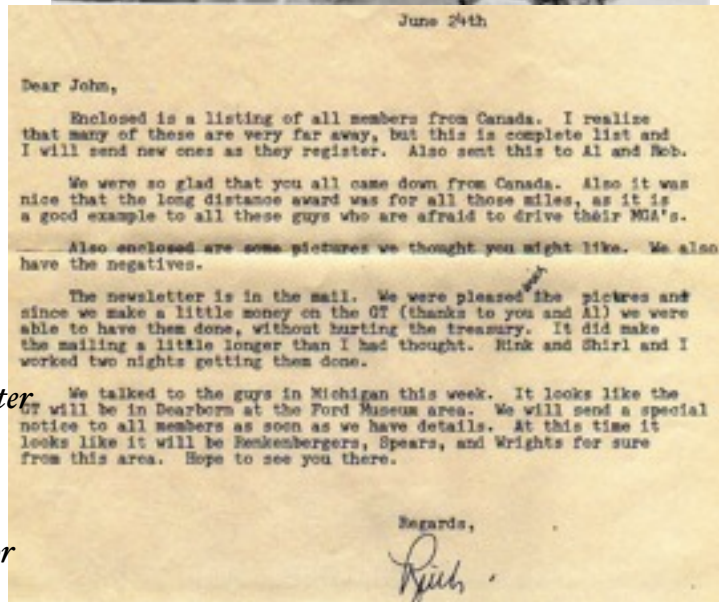
Top Right: John Wright presenting John the Distance Driving Award. Robb McKenzie looking on.

Mid Left: The Awards Dinner.

Mid Right: Allen Oleskiw watches John auction off Canadian Beer.

Bottom Left: Canadian members.

Bottom Right: Letter from Ruth Renkenberger thanking the Canadian group for coming.





# MGs & The War Effort

One of the many factors that ensured the survival and eventual victory for Britain and her allies in World War II was the ability of many small concerns to carry out critical war production despite shortages in manpower and material and the threat of German bombs.

**One of these factories was the MG Car Company of Abingdon.** With the opening of hostilities in 1939, MG, like all their competitors, closed down car production in anticipation of aiding the war effort with the manufacture of needed wartime material. During the following six years, the plant at Abingdon established itself as one of the most successful producers of everything from blood centrifuges to Centurion tanks. With the onset of hostilities and in anticipation of war work, the plant was stripped. Space was found in a disused factory two miles away from the MG factory for the existing inventory of car parts.

The first problem was that heavy transport was scarce, so MG constructed a short wheelbase tractor from available parts. It was a unique machine with a Morris radiator and knock-off hubs and used a 10 bhp engine to tow three large wagons which all boasted wire wheels with knockoff hubs. Suitably named "Bitsy" for its hybrid ancestry, this unique unit faithfully hauled equipment around the plant and to the storage shop for the duration of the war with never a hint of a breakdown.

Once the factory was prepared, it sat idle, waiting in vain for the Nuffield Organization to send it contracts. Cecil Kimber decided to send George Probert and Cecil

Cousins around to the various ministries to bid on any available work rather than wait for the Nuffield bureaucracy to find work for Abingdon. The first contracts from the War Ministry were for small pressings, such as ammunition racks and other light items and overhauling Carden-Lloyd tanks, which led to a similar job reconditioning heavier Matilda tanks. The firm almost won a contract to recondition machine guns for Spitfires until some official learned that they had no firing range to test the guns.

Another contract was to assemble American Lend-Lease trucks, which arrived at dockside in large wooden cases. As the little pressing shop was heavily into various jobs, space was becoming critical and the wooden packing cases were brought back to Abingdon to form the frames of an enlarged pressing shop. Armoured cars were

repaired and tested on the Berkshire Downs, giving the test drivers a completely new experience of testing whilst dodging flour sacks dropped from RAF types practicing in the same area.

**Looking for even more work, Kimber, with no knowledge of aircraft production methods, successfully contracted to build the forward, or G-1 section of the Albemarle light bomber, a stainless steel tubular structure housing pilot, co-pilot and observer and backed with complicated control gear, the very nerve centre of the whole aircraft. It was this sort of independent contracting outside the control**

of the Nuffield organization that led to Kimber's dismissal.

Meanwhile, the Air Ministry gave the Albermale contract to MG, which had no idea how to proceed other than rolling up their collective sleeves and getting on with it. They might have felt less confident about the "Marble" as they called it, had they realized that three other concerns, one of them actually an aircraft company, had been scratching their heads over this complicated structure for a very long time without making any progress at all. MG succeeded where others failed. They took over all the partially built sections



from the other contractors and became sole suppliers of this vital assembly, building a total of 653 themselves and completing a further 285 (McComb). This was not an easy task. The plant had to make special tools and jigs. Each unit required 3500 hours of work and the shortage in manpower led to hiring many women and establishing a training school, providing bus service for the workers and even a girls' hostel to care for the workers far from home. The company designed a test rig for all pneumatic, hydraulic and mechanical control gears and electrical and oxygen systems. They were thrilled to discover that they had the only test equipment of its type in the entire aircraft industry and it was subsequently purchased by a leading aeroplane manufacturer.

The next big aircraft jobs were to produce Lancaster bomber engine mountings, interchangeable "power units" for Rolls-Royce Merlin engines to facilitate rapid engine replacement in the field and the specialized manufacture of complete wing spars for the Tempest II fighter, milling the dual leading and trailing edges on jigs.

At the same time, the aircraft work was going ahead, the factory was also constructing Crusader tanks, Oerlikon and Bofers gun turrets and finally the Neptune amphibious tank for the Normandy invasion. Many Sherman, Churchill and Centaur tanks were converted for specialized operations and in just over a month, despite a fire that almost destroyed the line, JG produced 3,000 sets of 'wading equipment' to allow tanks to get ashore at Normandy.

No job was too big or too small for the little company, from building 16-ton tanks to making fuel dipsticks. George Propert decided that they made so many of the latter that every British tank in existence must have had a couple of dozen MG dipsticks before the war ended! The tool boxes in subsequent MG roadsters were surplus war-time pressings. When I queried Henry Stone about the enclosed battery box found in the MG TC and the MGY, he chuckled and remarked that the factory had run out of ammo boxes by 1950!

Finally, as the wartime urgency subsided, the Tempest spar shop was cleared and car assembly lines laid down again in anticipation of resuming the work for which the factory was best known. It was the ingenuity of the many small factories all over Britain that epitomized the spirit of Churchill's inspiring statement... "We shall never surrender!" This ingenuity was never more evident than in the achievements of the little cottage industry assembly plant at Abingdon. ***"What we did before the war", said Cecil Cousins with understandable pride, "...was nothing to what we achieved during the war."***

References:

- MG by McCombe – F. Wilson McCombe, 1977; 2nd Edition

- An article by George Propert – The Sacred Octagon, January/February, 1982

*Reprinted from "The eChatter; Volume #32; Issue #10 / Provided by Neil Nelson – Founder, MG Classics of Jacksonville*





# More Christmas Party Pics:



Carlene Maier



Phyllis Goeddeke, Janice & Lloyd Herring



Bruce and Willy Mann



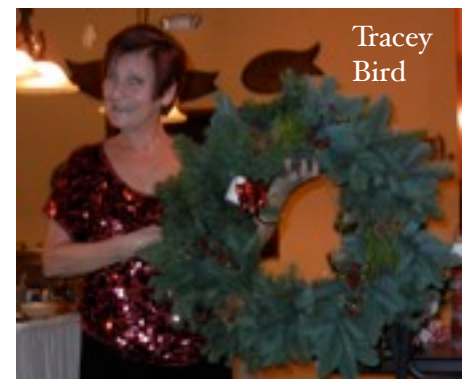
Rob Cote



Thelma & Neil with the Ledbetter 's



Mark Barnhart



Tracey Bird

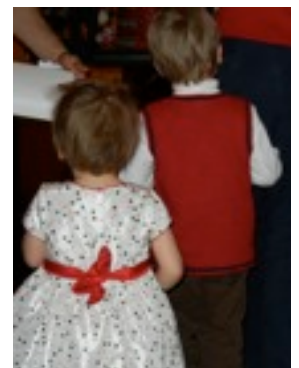


MaryEllen & Phyllis

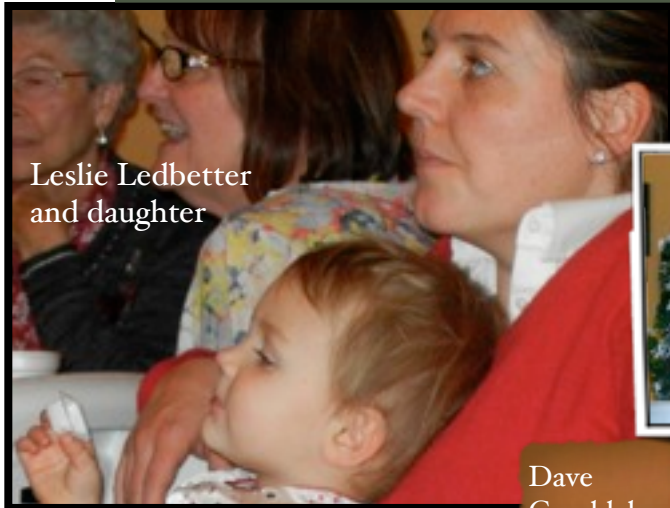


MaryEllen Weakley

*Photos by Ken Nelson, Dave Goedekke, and Dave Quinn.*







Leslie Ledbetter and daughter

**Marjie Receives The Spiral Jack Shaft Award from Dave Quinn**



Marjie Barnhart Thelma



Mitzi & Larry Pittman, Dave Goeddeke, Herb Maier



Dave Goeddeke



Bruce Mann, Curt Smith, Steve Holliday



Mitzi & Larry with Kathy



Dave Smith, Steven Finch, Tom Fant



Denise Cote with Lesley Ledbetter and children



Leslie & Jason LedBetter



Willy Mann, Stephanie Smith, Donna Quinn, Curt Smith

*Pictures by Dave Quinn & Ken Nelson.*