



A-Antics



*British Spring Meet
Camp Dearborn 5-19-13*

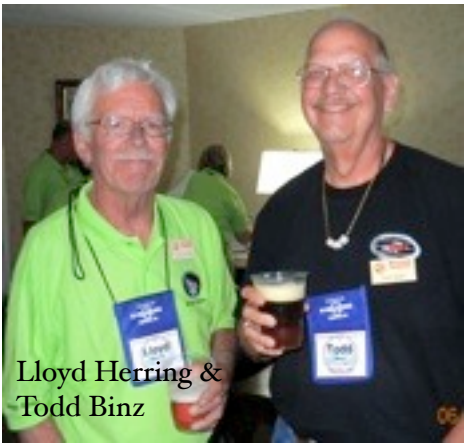


Back Row L to R: Barb & Jerry Kocsis, Dave Quinn, Curt Smith. Middle Seated Row L to R: MaryEllen Weakley, Kathy Nelson, Thelma Griffin, Donna Quinn. Front Row Seated L to R: Stephanie Smith,

*Novi Engine Story Revealed
Dave & Donna's Garage Day
GT-38 Pictures & Larry, Mitzi,
Bruce's, & Willy's Wondrous Trip*



GT-38 PICTURES THIS PAGE AND NEXT



Lloyd Herring & Todd Binz



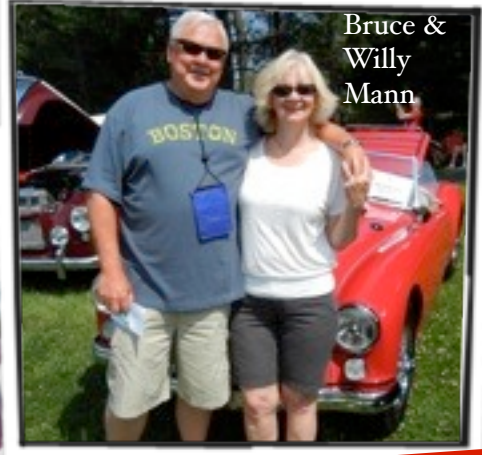
Tom Fant, Donna Quinn, Judy Burton, Janice Herring, Connie Binz



Stephanie Smith, Dave Quinn



Mitzi & Larry Pittman



Bruce & Willy Mann



Bruce & Robin Nichols, Geoff Zehnder



Bruce Mann, Steve Holliday, Curt Smith, Larry Pittman



Jayne & Rich Pollion



Steve & Diane Mazurek with their NAMGAR awards



Ain't Red Great?



Curt & Stephanie Smith



MGA's On Parade To
The Biltmore Estate

A Modest
Cottage In
The Country



Back Row L to
R: Bruce &
Willy Mann,
Janice & Lloyd
Herring, Mitzi
Pittman,
Donna & Dave
Quinn, Jayne &
Rich Pollion
Front Row L to
R: Stephanie &
Curt Smith,
Larry Pittman,
Ken Nelson



"It's Hard Bein' Green"

Kermit The Frog

MICHIGAN CHAPTER OF NORTH AMERICAN MGA REGISTER

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

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

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

A-Antics Assist: Printing, distributing, &
database: **Larry Pittman**
Webmaster: Larry Pittman
11406 Majorca Pl, Fenton, MI 48430
(810) 750-0047
larrypit@chartermi.net

Meets Chairman Dave Smith
2401 Pinetree Rd, Holt, MI 48842
(517) 694-4856
mgarace@comcast.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

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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:

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

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

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:

68 Active and Paid-Up Members

Win \$50

The Rowdies will have a drawing at each meet for a gift certificate worth \$50 in merchandise from Jeff Zorn's Little British Car Co.

We hope to see some new faces at our meets and encourage you to bring a friend to join. All paid-up members are eligible for the raffle to determine each meet's winner.

Classified Ads: Personal for sale or wanted classified ads are free to all paid-up members. Commercial ad rates: Full page \$40 issue/\$200 year; 1/2 page \$25 issue/\$135 year; 1/4 page \$20 issue/\$110 year; Business Card \$10 issue/\$55 year.

Total ads may not exceed 12-1/2% (2 pgs of 16); ads accepted on first come, first served basis.

Send Email & Address Changes to Editor.

Deadline for submitting material for the next issue is: August 20, 2013

Letters:

Chari Smith writes in with some information about Dave's retirement:

Rowdies:

Since Mid May, there have been some new developments about Dave's retirement party.

When: Sunday July 7th, 2013 from 2:00 to 6:00 PM

Where: Fraternal Order of Eagles, 1111 North Cedar St. Mason, MI 48854 (for those that mapquest)

What you will find: Cash bar. Snacks & Hors D'oeuvres provided. Inside and outside recreation.

Why: Retirement Party (yes, the final retirement party)

What: No gifts Just show up if you can.

RSVP: E-mail to: clsing@comcast.net

Hope to see you there! Chari Smith

Editors Notes:

In this issue you will find a historical article about the Novi racing engine and its Indianapolis 500 racing history. Thanks to Dave Smith for sending that in.

Also, in this issue, you will find pictures from GT-38 in Asheville, NC. But, more importantly, you will find the fascinating saga of two MGA's, along with their owners and wives, who had a mission to complete. In spite of harrowing hardships, and the constant threat of breakdowns, they accomplished that mission and returned home to tell about it. Many thanks to Larry Pittman for writing about their trip to GT-38 and back, and to Mitzi Pittman, and Bruce & Willy Mann for undertaking it with him. Steve Holliday, Kathy & I joined up with them for the trip home.

It is one thing to undertake a gorgeous restoration as Larry and Bruce have, but being able to use your MGA safely and reliably as it was intended is the ultimate goal. That final achievement only comes "where the rubber meets the road". You can accomplish it by getting your car out on the open road and working all the bugs and glitches out in practice, even though it is frustrating whenever your car "fails to proceed" in a proper "Safety Fast" manner.

So, as Del Shannon sang, "*Hats off to Larry*" (and Mitzi, Bruce, and Willy). It was great driving back home with you all. Kathy and I are looking forward to a great drive to Ottawa with the rest of you in 2014. **Ken Nelson**

ROWDIES 2013 CALENDAR OF EVENTS

- JULY**
 7 **Retirement Party**-Dave & Chari Smith
 14 **ROWDIES Mad Dogs, Gilmore Museum,** Hickory Corners-Bruce Nichols hosting <http://maddogsandenglishmen.org/home/>
 27-28 **ROWDIES Corral,** Waterford Hills Vintage Races, Clarkston, MI [Waterford Hills Road Racing](#)
- AUG**
 3 **ROWDIES Birthday Party,** Bill & Mary Ellen Weakley, 4120 Pontiac Trail, Ann Arbor, MI wmmweakley@comcast.net
 10-11 Alden Sports Car Show, Alden, MI [Twin Bay British Car Club](#)
 15-18 University Motors MG Summer Party-John Twist, Douglas Walker Park, Grand Rapids, MI. [University Motors](#)
 16-18 MGT Club of Michigan-All British Car Meet in Frankenmuth MI spellic@simplexgrinnell.com
 18 MG Vintage Racers focus event, Grattan Raceway, Grattan [MG Vintage Racers](#)
 27-29 **Put-In-Bay Races,** Put-In-Bay, OH [PIB Reunion](#)
- SEPT**
 7-10 US Vintage Grand Prix, Watkins Glen Int'l Raceway, Watkins Glen, New York
 8 Battle of Brits, Camp Dearborn, Milford, MI [Detroit Triumph Sportscar Club](#)
 14 Round Barn Winery, British Car Corral, Baroda, MI (near Berrien Springs) Bruce Nichols nicholsbm@aol.com (269) 273-3118 [Round Barn Winery Events](#)
 22 Orphan Car Show, Ypsilanti [Ypsilanti Automotive Heritage Museum](#)
 ? **ROWDIE Chilli Meet**-Neil & Thelma Griffin 44492 Robson Rd, Belleville, MI ntgriff@sbcglobal.net (734) 697-7419
- OCT**
 ? **ROWDIES Color Tour, Bruce & Willy Mann,** 960 Denbar Ct, White Lake, MI bwmann@comcast.net (248) 698-3372
- DEC**
 7 **ROWDIES Christmas Party, Bone Island Grill,** Sumit Township, MI. Dave & Donna Quinn host dlqs2000@comcast.net (517) 782-9749
- 2013**
FEB ? ROWDIES Annual Business Meet, TBD.



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.



GT-40 Chairman Larry Pittman Speaks Candidly During An Interview With Editor Ken Nelson Regarding The Rowdies Upcoming GT-40 in June 2015.

Editor: So Larry, when will you be next discussing plans with the Rowdie membership for GT-40?

Larry Pitman: "First, I'd like to discuss our status at the annual birthday party on August 3rd at Bill & Mary Ellen Weakley's. Whoever is there is there, so to speak. The main thing I'd like to talk about is our events for the week of the GT at this juncture in time - we don't have much concrete at this point, but we need to review possibilities."

Ed: Fair enough, but do you have any ideas for an overall theme or publicity logo for the event?

LP: "I was told that there was a logo 'competition' prior to GT-30. Dave Quinn is on the hook for this, but I'd like to add some competition for GT-40, too, and put out a general call for anyone in the club to show up at the birthday party with a logo suggestion for GT-40. I'll be looking for comments on this and any other directions we should be taking in planning the GT and surrounding events."



Ed: All right, but you just attended GT-38 in Asheville, NC. Did you see anything there that you might want to use for the Rowdies' GT in Frankenmuth, MI?

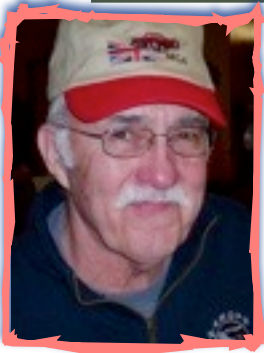
LP: "There were several things I saw at GT-38 that I'd like to implement for our own GT. One is: To replace our silent auction, they had a raffle that was held. They also had donated items, but instead of having an ongoing silent auction, raffle tickets were sold. Raffle tickets were \$1 per individual ticket with reducing prices as the quantity of tickets went up. The top end was 25 tickets for \$20. There was a small box next to each item where raffle tickets were placed for things you were interested in. Then on Thursday, a drawing was held to pull a ticket from each item and the winning ticket numbers were posted. It's hard to say whether the silent auction or the raffle technique brings in more money, but I suspect this one might hold the edge. The disadvantage is that raffle tickets need to be on sale at every opportunity plus someone should man the raffle table where the items are displayed so that tickets can be sold there, too. This would fall into Bill & Mary Ellen's domain, so if anyone has strong feelings for which they'd prefer please let me know. Again, I'm looking for pro or con comments. Either way, I was reminded that we need to be looking for donations for the raffle items."

Ed: I heard that at GT-38 different chapters hosted the Hospitality Room each night and the Rowdies used a club shirt to identify themselves. Did that go over well?

LP: "On Monday night the Rowdies were the hosts and we all wore identical lime green polo shirts. At the Thursday night Awards Banquet, the Ottawa club wore GT-39 polo shirts to advertise for next years GT. I thought that was a nice touch and would like to copy that next year when our club announces GT-40. The Ottawa club's shirts were all white with the GT-39 logo on the left chest. I'm not sure their regalia shirts for GT-39 will also be white, but we still have time to figure that out."

Ed: Is there anything else you want to say to our readers?

LP: "I'm also going to put out a general call for things both good and bad seen at GT-38. If any members have thoughts or suggestions please feel free to speak up and present them. This is a club event and we want all the input we can get. No idea is too small."



CHAIRMAN'S CHATTER

by Dave Quinn

The club has selected a new vendor for regalia named Thread-Logic. They met our request for a smaller embroidered logo, 2-1/4", while retaining a good image of the car. The new style also places greater emphasis on the

Chapter by relocating "Michigan Rowdies" in script below. We placed our first order in May for 25 shirts worn by the Rowdies attending GT-38. We have received nothing but positive feedback on the new logo.

Now we have three vendor options. The appropriate setup fees have been paid to each:

(1) **Quality Lapel Pins** in Littleton, Colorado for "hardware" items such as a grille badge, key fob, or pin.

(2) **EmbroidMe** in Farmington Hills, Michigan for "digital screen printed" logos. This logo retains Michigan Rowdies within the circle. Screen prints work especially well for T-shirts but can be used on any type of clothing. The cool thing about this vector file format is it can be enlarged from 3-1/4" to any size and retain the correct appearance and good resolution. For example, the Rowdie logo could cover the full front or back of a T-shirt. If it makes sense, we may carry a small supply for sale at meets. Rowdies may deal direct with the store using their various in-store catalogs or use their online catalogs if they wish to have something screen-printed.

(3) **Thread-Logic** in Jordan, Minnesota for "direct embroidered" logos. Thread-Logic has the following advantages and flexibility:

- Online catalog.
- Online ordering.
- All the prices you see listed include the Rowdies chest logo and script.
- Add \$5 if you want Michigan Rowdies in script repeated on a sleeve.
- No minimum order.
- No sales tax.
- Shipping is a flat \$15.00 no matter how much is ordered.
- Shipping is free for orders exceeding \$300.

- Orders may be done individually.
- Orders may be done as a group, for example 4 or 5 Rowdies place an order, split shipping, and have it sent to one location.
- One salesperson is assigned to all Michigan accounts. When you say Michigan Rowdies she will know what you are talking about.
- If the club wishes, we can select items and set a deadline, say two weeks, for members to order using their own credit cards and the order will be consolidated and sent to one location.

On another note from Dave:

Here's a picture of the Youngest Rowdie to attend GT-38. My granddaughter Brooklyn Gicalone - 5 months old.

Dave Quinn

(*Ed. note: What a Cutie!*)



It looks as if our vendors can handle pretty much any size clothing order as noted above and on page 9- see further ordering information and our professional models on page 9.)

Finally-don't forget the Waterford Hills Vintage Racing Meet in Clarkston, MI July 27-28, 2013. We will have our own Rowdies Corral at a prime viewing spot for the races and a great time is guaranteed for all, young and old. More details to follow by email later.

Dave Quinn

HOW TO ORDER YOUR MICHIGAN ROWDIES REGALIA

Thread-Logic <http://www.thread-logic.com/>

800-347-1612, Jordan, MN, Faith Kaiser handles sales for the Michigan Rowdies account. For a "embroidered" logo in the new style. Rowdies can easily place their own orders online. We charge a flat rate of \$15 to ship orders under \$300. Orders over \$300 ship for free. What has worked well for some groups is to have everyone place their own order online, but have the collective orders shipped to one common address. We typically list a deadline date for orders, say two weeks, for members to get their orders in. Then we ship at the end of those two weeks. Likewise, if 4-5 members wanted to group together, they could split the \$15 shipping if it is all going to one location. We would do that here, after the order is placed. The website will automatically add \$15 shipping. We are not interested in making money from charging you shipping expenses, so we are flexible with the logistics. All the prices you see listed online *include* the Rowdies chest logo and script. Add \$5 if you want Michigan Rowdies in script repeated on a sleeve. No minimum order. No sales tax.



(Note: Pictures are of paid professional models. Your appearances may vary.)



EmbroidMe <http://embfh.com/ShopOnline/>

248-994-0105, 27857 Orchard Lake Rd, Farmington Hills, MI, Daryl & Adria Veit. For a "digital screen printed" logo in the style that retains Michigan Rowdies within the circle. Screen prints work especially well for T-shirts but can be used on any type of clothing. The cool thing about this vector file format is it can be enlarged from 3-1/4" to any size and retain the correct appearance and good resolution. For example, it can cover the full front or back of a T-shirt. Rowdies may deal direct with the store using their various in-store catalogs or use their online catalogs if they wish to have something screen-printed.



Quality Lapel Pins

800-952-0305, Littleton, CO. Gary Konwinski <http://qualitylapelpins.com/>
For your "hardware" items such as a grille badge, key fob, or pin. Rowdies carry the key fobs and pins in stock. Contact Brian Beery at 810-488-1975. Order the grille badge direct from Quality Lapel.



TO ASHEVILLE AND BACK...THE HARD WAY

by Larry Pittman

At last year's GT-37 in Dayton, OH, Mitzi and I found out that Asheville, NC, was going to be the location for GT-38. It's a great location with all kinds of great driving roads. During late 2012, the club that was to host GT-38 pulled out and NAMGAR had to quickly make plans to maintain Asheville as the GT site. I don't know all the details about the pull-out but the new hosts for GT-38 were very small in number and still managed to pull off a very nice GT. Because of their small number, they elected to ask a different club to host each of the hospitality nights. The Michigan Rowdies were asked to host Monday night, the

our trip. Our troubles started soon afterwards. We ran into a traffic jam within the first hour and a car pulled up beside us to let us know we didn't have any brake lights. I thought the comment was we had a single brake light out and that a bulb replacement would take care of it. We stopped for breakfast and I checked the lights afterwards. It was then that I discovered I didn't have either brake light working, but the turn signals worked fine. That pointed to something else. A quick short across the brake light switch turned the brake lights on so our first failed part on the trip was identified.

Neither of us had a spare brake switch, but we figured we could make the trip without brake lights and the Mann's would try to follow behind us as a "guard". That turned out to work OK. The rest of the first day went fine and we found a place to stay for the night in Portsmouth, OH.

The next morning, my car didn't want to crank very well – like not enough juice or something, but it eventually did start and seemed OK. Day two was under way.



The Start of Larry & Mitzi's Wonderful Adventure!



first hospitality night.

We had been planning to make the drive, but because of the hospitality room assignment we felt we had to go. Lots of other Rowdies were talking about making the trip, too. So we ordered and picked up our Lime Green shirts for hospitality night along with other Rowdies. When Bruce & Willy Mann decided they'd make the trek, too, we immediately started talking about caravanning down together. We weren't sure whether we'd have other Rowdies tag along with us or not. As it turned out we were on our own at least for the trip down.

BRAKE LIGHT SWITCH FAILURE – LARRY'S CAR

We'd figured on a 2 day trip, so Mitzi and I left home early Saturday morning on our way to Bruce and Willy's to start

After lunch, my starter wouldn't crank but a push start got it going again. I should have been suspicious but had no worries with the car running and breezing down the highway. All continued to go OK, but we were getting worried about the weather with an increasing possibility of rain as we got closer to Asheville. We stopped near Kingsport, TN, and put our tops up. After getting back on the road, the rain really started coming down.

WIPERS INEFFECTIVE – BRUCE'S CAR

Bruce was leading and we stopped under an overpass for a while until the worst of the rain passed. By this time we were driving with lights and wipers on. We continued on and stopped for gas near the NC border about 50 miles from

Asheville and to watch the weather. It was then that we learned Bruce's wipers really weren't working. They'd only move a couple of inches both directions - something internal was slipping and not allowing them to go full cycle. Bruce had Rain-X on the glass and was getting by OK plus the fix looked to be long and difficult so we carried on.

EXHAUST PIPE DROPS FROM EXHAUST MANIFOLD – BRUCE'S CAR

It looked like the rain could end soon so we decided to leave the cars parked under the gas station cover and have an afternoon dessert in the nearby restaurant. It rained heavy for some time, but never did stop so we elected to get back on the road. We started back and I noticed my car was running really bad. We were getting close to Asheville, though, and were only about 6 miles away when Bruce had to stop. He and Willy had noticed the sound of their engine had suddenly gotten a lot louder and wanted to see what was going on. After looking at the engine, the source of the noise became obvious – the exhaust pipe was no longer tight against the exhaust manifold. We thought the pipe would survive the few remaining miles to Asheville if we took it easy so, once again, we decided to carry on.

ENGINE DIES .4 MILES FROM THE HOTEL – LARRY'S CAR

During the stop to check out Bruce's car, I left my car running because it was running so bad I was afraid to turn it off. We continued on with the rain coming down, the lights on and the wipers on. However, I noticed the wipers were now moving very slowly compared to before. It was then that I finally realized I had some kind of electrical problem and kept the wipers turned off as much as I could. The car was getting worse and worse and I thought it was going to give up about the time we reached the Asheville exit. As we exited, I shifted to third gear just to keep the rpm's up and to try to keep the car running. We were now in the exit lane for the motel and the car finally quit, coasting to a stop with the GPS showing .4 miles to our destination. Help showed up to help push us out of the way into a parking

dropping off a buddy at his own car. I talked to him about getting us the final .4 miles and he agreed to give us a hand.

STARTER FAILS TO WORK – BRUCE'S CAR

As the wrecker started to tow us towards the hotel, Bruce honked at us. We stopped to see what was going on and he was having some kind of starter problem. The starter just wouldn't engage to start the car. We played around with it for a couple of minutes and finally managed to get the car started.



area. As luck would have it, a tow truck driver was

So we'd made it to Asheville with a non-running car with an unknown problem and with a defective brake switch. Meanwhile, Bruce and Willy had also made it with a wiper problem, a detached exhaust pipe, and an unknown starter problem.

NEW BATTERY & GENERATOR INSTALLED – LARRY'S CAR

I didn't sleep well that first night puzzling over what had gone wrong with the car and where to start. I never got any indication such as an ignition light indicating I had any kind

of problem. However, I'd replaced the generator just two months earlier and, by morning, decided that the new generator must not be doing its duty. Bruce had brought a spare generator along so after breakfast the next morning we started working to put his spare in my car. By the way, I checked my battery voltage first thing and it was only at 6+ volts. It was still raining on and off and it took us all morning to get the new generator in. We borrowed a jump start battery from the hotel and managed to get the car running. Now the ignition light was on steady and I couldn't keep the car running. So I was worried the replacement generator wasn't doing its thing either but the battery was really low. The battery was also very old (almost 7 years) so I decided it was time to replace it, too. We had lunch and pondered how to go buy a new battery when neither car was up to the trip.

Meanwhile Bruce reported that the nuts had come completely off from the exhaust manifold studs. He checked and found that the correct nuts were 3/8 fine thread size but was unable to find any at the GT. So Bruce Nichols let us borrow his car and off we went to buy a new battery and to find some nuts for the exhaust manifold. We got a new battery without losing too much time, but the auto parts store had none of the correct nuts. It took us a while to find a hardware store, but we finally did and they had the parts we needed. Back to the hotel we went. The new battery went in and the car started right up. But the ignition light was still on. When I finally drove it over to be a little closer to our room, the light went out – so maybe the problem was solved?

EXHAUST PIPE TO MANIFOLD REPAIRED – BRUCE'S CAR

We then undertook getting the exhaust pipe reattached to Bruce's exhaust manifold. But we couldn't get the nuts to thread onto the studs. As you can imagine, we had all kinds of help and we tried both coarse and fine thread nuts – all to no avail.

I elected to leave the "repair" area since the Rowdie's turn at hosting Hospitality night was coming up fast plus we had tickets to the BBQ dinner. The BBQ dinner was quite nice especially with all the Rowdies in their lime green shirts. We went on duty around 8:30 pm in the Hospitality Room and things seemed to go well. Our night was quieter than the following nights and we even managed to leave by 11:15 or so – we suspect the smaller crowd was probably since a lot of attendees had just arrived and elected to take it easy.

Bruce returned to his car from the hospitality night and was up working on it until 2:00 am. By this time, he'd given up on repairing the exhaust pipe himself and decided to take the car to a real muffler shop the next morning and have them fix things up.

We didn't know about Bruce's late night and expected to see him ready to head for the Biltmore the next morning since that was Biltmore Day at the GT. So off we went alone for the group photo in front of the Biltmore mansion, then breakfast, then a tour of the building and grounds. A very neat place!

Meanwhile, Bruce & Willy were on their way to the muffler shop after getting the car pushed to get it started. They were in standby mode as they hung around at the shop until the repair was done. It turned out the threads on the exhaust manifold were in really bad shape so new studs and nuts were installed. The shop also made a couple of other minor changes to the routing of the pipe under the car. Turns out it was rubbing in a couple of places.

Bruce's attempts to use his starter finally resulted in the starter electing to put out a lot of smoke before going completely quiet. So he placed an order with Cecelia of Scarborough Faire for a new starter. It was to be in the next morning, Wednesday.

RUNNING POORLY – BRUCE'S CAR

Wednesday was car show day. We were all up early and helped Bruce get his car started with a push. The car show was right next to the hotel so it made getting to the show field really easy. We were even able to walk back to the hotel for breakfast. Bruce's short trip to the show car field was difficult as his car was not running well. The problem was unknown.



NEW STARTER INSTALLED – BRUCE'S CAR

During the car show, Bruce's new starter showed up. After lunch, he and I along with Curt Smith and Steve Holliday undertook to get Bruce's new starter installed. Bruce moved the car to the far edge of the parking lot to try to get away from the "help" in the GT crowd. We were all surprised / happy that the old one came out and the new

one went in with no problems. The first try at starting with the new starter resulted in a running car.

POINT GAP CORRECTED – BRUCE’S CAR

Bruce and I took a quick trip in the car just to check how the car was running. It was running rough, had no power, and sometimes wouldn’t make it up a steep hill. This was the same problem Bruce had when getting the car onto the show field that morning. So back we went to the pit crew – Curt & Steve – to try to figure out that problem. Curt thought the points might have closed up so out came the distributor again (1st time was for the starter install). Sure enough, the points were at about .010”. The correction to the point gap was made, the distributor was reinstalled, and it sounded great. Another spin in his car confirmed the fix.

KEN NELSON’S WIFE BETTER THAN AN OLD CRANK-

We weren’t the only Rowdies with car problems. Ken Nelson also had an inoperative starter from day 1. He’d ordered a new one from Jeff Zorn and Little British Car Co., but was using Kathy or the hand crank until it arrived. So the next day as I’m heading for John Twist’s tech session, there’s Bruce, Curt, and Steve helping Ken with his starter install. Practice makes perfect and it worked.

CONTROL BOX INSTALLED – LARRY’S CAR

All the cars were now running although mine was still showing the ignition light at times with a lot of rpm required to get it to go out. The GT schedule had John Twist scheduled for the next day with his rolling tech session so I decided I would head there with my car to see what he had to say.

When my turn came with John and I explained what the car was doing, he immediately said “control box”. He went on to explain that there are four components to the charging system: wiring – which seldom is the problem, the battery – which I’d already replaced, generator – replaced, and the control box. He did a quick check of the generator and confirmed that it was charging. So he stuck with his original diagnosis. Lucky for me, Ken Nelson had a spare new control box so its install became the afternoon project. Bruce helped me out and it didn’t take too long. Upon restart, the ignition light went out just when it should and everything looked to back to normal.

SPARE DISTRIBUTOR INSTALLED – BRUCE’S CAR

Now it looked like we were good to go and the next day was the start of the trip home. We headed north, but with a total of 5 cars now in the caravan. In addition to Bruce & Willy, and Mitzi & I, we gained Curt & Stephanie Smith, Ken & Kathy Nelson, and Steve Holliday. We soon stopped for breakfast not too far up the road with everything seeming to run OK. After breakfast, we continued home with me in the lead. It wasn’t long before

Bruce started flashing his headlamps at me for some reason. Soon, as we approached an exit, he turned on his blinker indicating “get off”. So I headed for the exit and everyone followed. I moved to the side of the ramp and Bruce pulled up beside me to say his car wasn’t running very well. Then his car quit.



We all pushed it to the side of the road and started pulling out tools to try to figure out the problem. The first thought was that the points had closed up again. So that was the first thing we looked at, but the gap looked OK. Fuel bowls were checked & looked full. We checked spark next and it fired, but somewhat weakly. We’re suspicious of the distributor. Perhaps the condenser is bad, and the base plate inside seems to have a bit of a wobble to it. We finally decide to replace the entire distributor since both Ken & Steve were carrying spares with them. We used Steve’s and modified the external wires a bit, but got it installed. Bruce’s car fired up and all sounds OK. That’s an hour out of trip home that we won’t get back, but we’re happy to be on the road again.



So on we went with no more problems the rest of the day



Kathy left us, there, too, although we do meet up again briefly before the day is done. The remaining three cars leave together heading for a final stop just south of the Michigan border. After that stop, we leave together, but eventually spin off individually for home. I find out later



and we stopped in Portsmouth, OH, again for the night. After some food and a few beers, life looked good again.

The next day, we're off again after we do a slow drive-by of the murals in downtown Portsmouth near the river. They're quite impressive – lots of them sharing the history of the area.



We took a slightly different route home from Portsmouth with more 2 lane roads. Steve split off from us after lunch in Ada, OH, when rain was threatening again. Ken &



that Bruce had lost his cell phone at that last stop.

Finally no further car problems, just a few of the mother nature variety as we end the trip with more rain showers. I'm tempted now to list all the problems and/or things replaced in two cars in the span of 8 days, but you've got the idea. We finished with a few items to follow up on: brake switch, confirm 1st generator is bad, fix wipers.

Will we make another GT trip? I'm still planning on Ottawa in 2014!
Larry Pittman



Story
Submitted
by Dave
Smith-
reprinted
from
'Victory
Lane'
magazine-
April 2011



"And the painting of the Novi Special race car on the water tower is still visible, although a bit faded. There is a growing awareness on the part of the Novi city fathers that the Novi is the most significant historical symbol for the City of Novi."

A Novi Parts Treasure Story

-story and photos by Bob Capps

Author's comments:

This is the story of a treasure, the treasure being a truck-load of rare old Novi race car engine parts that sat, neglected and nearly forgotten, in the City of Novi's DPW yard for over twenty years until recently when someone opened the trailer and figured maybe they had something of value. I would say that was a pretty good guess since the parts sold on E-Bay, the buyer being Tom Malloy, a vintage car racer and owner of one of the old Novi race cars.

It started for me back in early December when Pam Shatraw, Victory Lane's Marketing and Events Manager, called me and asked if I knew anyone in the Novi City Hall (Novi being a suburb of Detroit). I told her I didn't, but I knew someone who used to be a Novi City Councilman. She told me about the E-Bay transaction. Pam said maybe I should look into this since it might make an interesting story for our readers. I told her I would poke around and see what I could find out. As it turned out, the more I poked, the more interesting it got. I hope you will find this series of events as interesting as I did.

Initially, I had three questions; how did the city of Novi get these parts, where did they get them and when did they get them? My first call went to Ron Watson, president of The Motorsports Hall of Fame of America. Ron is an old friend and I knew he had been a Novi City Councilman back in the '80s and might be able to answer some of

my questions. Ron gave me some information about how the city got the parts, then referred me to Ara Toposian, the current director of The Novi Economic Development Corporation, who he thought might know something. I called Ara and he did supply me with some useful information, especially about the E-Bay sale. Ron also suggested I call Ed Kriewall who was the Novi City Manager when the City got these parts. Fortunately (for me) Ed knew the whole story.

To appreciate the significance of the E Bay transaction, let's go back in time a little bit and look at the history of the Novi race cars and how it relates to the city of Novi.



"The Novi engine was last used at Indy in 1966."

A good place to start is in 1932 when Henry Ford announced that the company would begin production of a V-8 passenger car engine. Two of Ford's young engineers, Lew Welch and Ray Dahlinger, worked on the design and development of the engine. Henry believed his company's reputation would be enhanced if the engine performed successfully on the race track. The next year, Ford V-8 powered race cars took 8 of the top 10 positions in a 208 mile, AAA sanctioned road race in Elgin, Illinois. There were two Ford-powered cars in the 1934 Indy 500, both of which fell out with mechanical problems.

In 1935, Lew Welch left the company and borrowed \$25,000 from Henry Ford to become owner of The Novi Equipment Company, an auto parts plant located in the city of Novi. Novi Equipment supplied Ford with a variety of components, the most notable of which were throttle links for Ford cars and governors for Ford Ferguson tractors. Welch also became the owner of two Ford V-8 powered race cars which he entered in the 1935 Indy 500. This raised some serious questions about how a young man with a new business could afford to do this. The answer seemed to be that Henry Ford was financing Welch's racing habit, but preferred to stay in the background.

In 1937, thinking that the Ford V-8 lacked power, Welch was back at Indy, but this time with a supercharged Offy under the hood. For the next 19 years, Welch would be listed as the owner of at least one car in the Indy 500. Then in 1940, Welch came up with the idea that he wanted a 3 liter, super charged V-8 for his race cars thinking that this would carry one of his cars to the winner's circle at Indy. He engaged the services of Bud Winfield and Leo Goosen to design the engine, which would be built in Fred Offenhauser's shop in California. He insisted that the engine be named after his hometown of Novi.

So began the saga of the engine that became known as "The Magnificent Flop", certainly the most celebrated engine in motorsports history never to win a championship race. Some of the drivers Welch put in the cockpit were Bobby Unser, Duke Nalon, Paul Russo, Tony Bettenhausen and world champion Juan Manuel Fangio. The car's 400+ HP made it a hand-full for any driver. Two drivers lost their

lives in Novi-powered cars (Ralph Hepburn in 1948 and Chet Miller in 1953). Finally, in 1961, after twenty years of trying to win the Indy 500, Lew Welch felt he had enough so he sold the Novi assets to Andy Granatelli of Studebaker's Paxton Supercharger and STP engine additive divisions. The Granatelli team boosted engine output to 800+ HP, and put the car back on the track, in a four-wheel drive configuration, from 1961 to 1965. The Novi engine was last used at Indy in 1966 when a qualifying crash ended its career. Following that, the car and parts were stashed away in a storage building in Van Nuys, California.

Now, let's fast-forward to 1987. The Novi Equipment Company building is still standing on Novi Road, just south of Grand River Blvd in Novi, and the painting of the Novi Special race

the Novi remains in two storage buildings. One contains the car, in primer-coated pieces and the other, contains six wooden crates full of Novi race car parts. Financed by Novi Economic Development Corporation, Kriewell buys the car, minus an engine, and makes arrangements to have it shipped back to Novi.

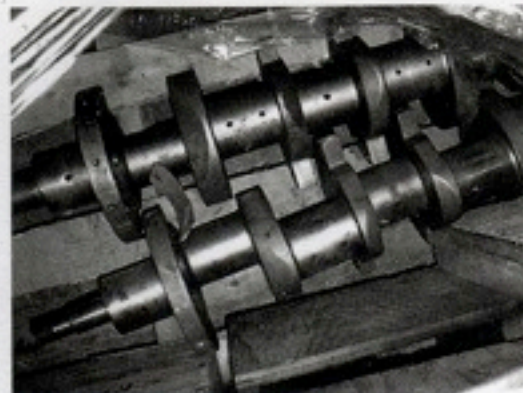
Now that the city has its car, the first order of business was to get it assembled and painted, even though it still lacks an engine. Bart Coxon, a Novi volunteer fireman, works for Synthetech, an automotive design and engineering firm in Novi. Synthetech offers to assemble the car and Pittsburgh Paint and Glass offers to paint it the same way it was when it last raced in 1965.

Still, the car needs an engine. Kriewall contacts Vince Granatelli about the six crates of parts. Granatelli tells Kriewall that there are three nearly complete engines and enough parts for at least three more and he will let the whole lot go for \$165,000. Kriewall meets with Spike Walker, owner of Novi-based Delwall Corporation, who agrees to finance the purchase of the parts. The deal is consummated and the parts are loaded onto a trailer and shipped to Michigan.

Novi now has the parts it needs to assemble the engine, but needs someone to put the pieces together. Enter Buck Boudeman, owner of the 1946 front-wheel drive Novi Governor Special. Buck has some parts for the engine in his car, but needs an inter-cooler and some other parts to finish off his engine. So he makes a deal with the City of Novi. He will take the parts he needs and, in exchange, assemble two engines, keeping one for himself and the other for the car owned by the City. Buck comes to Novi, picks up the parts he needs and leaves the rest of the parts in a trailer which is moved to the Novi DPW yard.

The City now has its car in running order. For a number of years it's part of the collection in the Motorsports Hall of Fame's museum in the Novi Expo Center. In 2002, RM Motorsports owner Bud Bennett drove some exhibition laps in the car at Michigan International Speedway as well as driving it in The Goodwood Festival of Speed. Today, the car is on display in the new City of Novi library on the City government campus.

But what about the parts? Let's skip to November of 2009. The parts have been sitting in a trailer in the DPW yard for 23 years. Many



"The parts have been sitting in the DPW yard for 23 years."

have become rusted and corroded. Someone opens the trailer and asks "What are we going to do with this stuff". The decision is made in City Hall to put the contents of the trailer up for auction on some municipal government web site where it fetches a bid of \$5,000. Somehow, Andy Granatelli gets wind of this and calls Ron Watson and tells him that the parts are worth far-more than \$5,000. Watson calls Kriewall and relates his conversation with Andy. Kriewall, now retired, calls the Novi mayor and tells him that \$5,000 is not enough for what they have. The parts are pulled from the municipal auction site and put on E-Bay where Tom Malloy puts in the winning bid. Malloy makes arrangements for Mayflower Moving in Novi to pick up the parts from the City and put them on one of their moving vans for shipment to California.

Now for a couple of tid-bits about the Novi you'll only find here. One of Lew Welch's favorite restaurants was the Rosewood over on Grand River Avenue. Lew, on occasion, would fire-up the Novi and drive it over to the Rosewood. Then in 1956, Lew hires Paul Russo to drive his car in the Indy 500. Lew also hires Russo to work in his plant, operating a stamping machine that requires a lot of arm-strength to activate. It seems that Welch, knowing that the Novi is a bit of a hand full to drive, was intent on building up Russo's muscle tone.

Recently, I talked with Tom who is CEO of Ed Pink Racing Engines. Tom told me he was able to get one complete engine out of the parts he bought and he thought he had enough for more.

End of story, but the Novi legend lives on. Thanks Tom.



"City hall put the contents of the trailer up for auction on some municipal government website."

car on the water tower is still visible, although a bit faded. There is a growing awareness on the part of the Novi city fathers that the Novi is the most significant historical symbol for the City of Novi. The question comes up, "Is there a Novi Special race car available some where that we might be able to acquire?" City Manager Ed Kriewall is asked to do some research and see what he can find out. Ed's research leads him to Vince Granatelli, Andy's son, who tells him that indeed there is a Novi race car and a bunch of parts stored in Van Nuys, California. Kriewall flies out to Van Nuys to meet with Vince and see what he had. When he got there, he found

Three Upcoming Rowdie Meets

***Rowdie Birthday Party-Bill and Mary Ellen Weakley's
Saturday- August 3, 2013-4120 Pontiac Trail, Ann Arbor,
MI- (734) 996-2524***

Starts at 12 noon-Bring a dish to pass and items to Donate for the Time Honored Rowdie Auction. BYOB. The Club will provide meat on the Grill. Fun for All and Cash for the Rowdies' Treasury.

GT-40 Chairman Larry Pittman will give updates and solicit suggestions for our June 2015 GT.



***Mad Dogs British Car Meet-Gilmore Museum-Sunday, July 14,2013 at
Hickory Corners, MI***

Bruce Nichols Hosting- The featured car this year is the Mini Cooper. Also, the Museum has opened a new display. View their site at: <http://gilmorecarmuseum.org/> Further Details by Email later.



The Waterford Hills Vintage Races July 26, 27 & 28, 2013

WATERFORD HILLS ROAD RACING COURSE A 1.5 mile asphalt course on the grounds of Oakland County Sportsmen's Club, Clarkston, Michigan

**Waterford Hills Road Racing, Inc. C/O Joel Hershoren 4509 Hampton Royal Oak, MI 48073 www.waterfordhills.com
Click on the "vintage" tab for event information**

MGA TUNEUP MEET AT DAVE & DONNA QUINN'S SATURDAY JUNE 1ST-REPORT

Saturday June 1st started out cool with threats of rain in the forecast, but that couldn't stop a dedicated group of Rowdies from showing up at Dave & Donna Quinn's at noon for-you guessed it-free beer. Oh, sure, there were a few silly club members who drove MG's, but pretty much the order of the day was carousing and drinking beer in Dave's immaculate garage until we had our thirst quenched and ordered out for pizza. The talk was buzzing about routes to Asheville for the upcoming GT, but no one volunteered an MG to be tuned for fear a hex would be put on their car, thus removing any trace of its octagonal roots. The ladies were smart enough not to fall for any suggestion that Dave's immaculate MGA could use just one more wash and polish while the men thoughtfully discussed how many spare generators could be packed securely into the boot of the average MGA.

Those attending were Bruce Nichols, Gordie Bird, Dave & Chari Smith, Curt & Stephanie Smith, Bruce & Willy Mann, John McMullan, Steve Holliday*, Brian Beery, Mark Barnhart, Neil Griffin*, Dave & Phyllis Goeddeke, Ken & Kathy Nelson*, Gary Cunningham, Larry Pittman, Rich Pollion, and Dave & Donna Quinn hosting. (*indicates an arrival in a functioning MG. Sorry Dave Q-we never heard or saw yours run)

Finally, Bruce Nichols decided it was time to turn this into an official day in the garage by discussing the proper sequence of checking the MGA's electrical system *before* blaming the much abused SU carburetor for the poor running/starting of your MGA. True to Bruce's talk, Ken later found that the cause of those symptoms in his 1966 Rover was because his ignition breaker point setting had slipped down to .00004" (finer than a gnat's eyelash). After resetting it energy was restored and the car was able to cruise effortlessly once again. Meanwhile back at the garage, Dave Quinn discovered that his choke cable wasn't functioning. He still

wouldn't let us repair it for fear of sabotage before his Asheville trip, but all agreed it was a good meet with good friends. Many Thanks to Dave & Donna!



Picture taken at Dave Q's garage. Turns out this is the main car Dave works on and to the left of it is the main tool Dave likes to use.

See page 19 and 20 for more pictures of the Garage Meet.

Photos by Ken Nelson, Dave Quinn, Dave Goeddeke

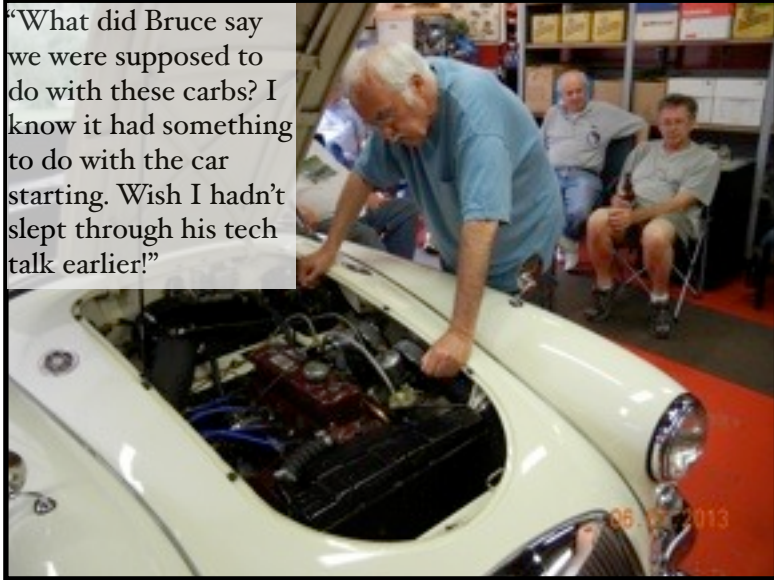
Pictures of Dave & Donna Quinn's "Day in the Garage". Note Dave's immaculately (obsessively?) organized gorgeous garage. Note Dave listening to Bruce's Tech Talk.



Stephanie Smith, Chari Smith, Donna Quinn, Curt Smith, Willy Mann



"What did Bruce say we were supposed to do with these carbs? I know it had something to do with the car starting. Wish I hadn't slept through his tech talk earlier!"



Ken Nelson, Bruce Nichols, Kathy Nelson



Larry Pittman, Bruce Mann, Steve Holliday



Rich Pollion, Neil Griffin, Phyllis Goeddeke



The Manor House on the Hill



What a Sweet Machine !! If only it was Red!!!



Neil Griffin & Gary Cunningham



Gordy Bird, Gary Cunningham, Mark Barnhart, Dave Smith, Dave Goeddeke, Brian Beery, John McMullan



Steve Holliday & Larry Pittman