



A-Antics



Business Meet Report & Pics

New 2013 Events Calendar

Ensign Motors Volume 3

Tech Tips-Quit Smoking Now!



John McMullan, Bruce Mann,
Dave Smith, Larry Pittman



Here, feel how smooth
this fine fake imported
artificial synthetic fabric
feels. And no washing
needed, ever!



Boy,
I've heard
that one
before

Steve Holliday

John McMullan, Bruce Mann



MaryEllen Weakley, Diana
& Gary Cunningham, Pat
Schwartz



Neil Griffin, John Alexander,
Bill Weakley



Larry Pittman, Dave Quinn

2:41 PM
01/20/13
Accrual Basis

Michigan Rowdies
Profit & Loss Prev Year Comparison
January through December 2012

	Jan - Dec 12	Jan - Dec 11	\$ Change	% Change
Ordinary Income/Expense				
Income				
Auction	425.00	522.50	-97.50	-18.7%
Christmas Party Receipts	1,023.00	20.00	1,003.00	5,015.0%
Interest Inc	0.00	2.30	-2.30	-100.0%
Membership Dues	1,645.00	1,135.25	509.75	44.9%
Regalia Sales	144.00	698.50	-554.50	-79.4%
Tech Manual - A-Antics	287.50	150.00	137.50	91.7%
Total Income	3,524.50	2,528.55	995.95	39.4%
Expense				
A-Antics Newsletter				
Postage	233.70	409.58	-175.88	-42.9%
Printing	549.70	694.58	-144.88	-20.9%
Total A-Antics Newsletter	783.40	1,104.16	-320.76	-29.1%
Bank Service Charges	10.00	0.00	10.00	100.0%
Christmas Party				
Dining-Food	732.43	565.51	166.92	29.5%
Christmas Party - Other	350.00	320.00	30.00	9.4%
Total Christmas Party	1,082.43	885.51	196.92	22.2%
Door Prize 50/50	50.00	0.00	50.00	100.0%
GT40 General Expenses				
GT40 Planning Expense	0.00	130.98	-130.98	-100.0%
Permits	79.00	0.00	79.00	100.0%
Total GT40 General Expenses	79.00	130.98	-51.98	-39.7%
Hosting Event	177.41	0.00	177.41	100.0%
Insurance				
Liability Insurance	0.00	150.00	-150.00	-100.0%
Total Insurance	0.00	150.00	-150.00	-100.0%
Meeting Expense	0.00	213.21	-213.21	-100.0%
Membership Directory Printing	-25.00	0.00	-25.00	-100.0%
Miscellaneous	63.00	50.00	13.00	26.0%
Name Tags	44.52	30.74	13.78	44.8%
Postage and Delivery	68.42	67.14	1.28	1.9%
Supplies				
Office	26.79	0.00	26.79	100.0%
Total Supplies	26.79	0.00	26.79	100.0%
Total Expense	2,359.97	2,631.74	-271.77	-10.3%
Net Ordinary Income	1,164.53	-103.19	1,267.72	1,228.5%
Other Income/Expense				
Other Income				
Interest Income	4.91	0.00	4.91	100.0%
Total Other Income	4.91	0.00	4.91	100.0%
Other Expense				
Other Expenses	0.00	0.40	-0.40	-100.0%
Total Other Expense	0.00	0.40	-0.40	-100.0%
Net Other Income	4.91	-0.40	5.31	1,327.5%
Net Income	1,169.44	-103.59	1,273.03	1,228.9%

MICHIGAN CHAPTER OF NORTH AMERICAN MGA REGISTER

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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

MEMBERS PAGE

Rowdies Website: Larry Pittman, Webmaster

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

Larry Pitman's Database Report:

73 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: April 20, 2013

Letters:

Report From The New "Meets ChairPersons of Mixed Gender":

Fellow Rowdies:

There has been a change in the Meets Chairman position. After several years of service to the club as the meets chairpersons, Mark & Margie Barnhart are taking a break. Mark has done a good job with finding interesting British car events for us to attend. He has the tentative 2013 meets calendar already distributed to the business meeting attendees. Many thanks to Mark & Margie for their service to all of us.

Dave and Chari tossed their hat in the ring for the meets chairman position, as Dave is finally retiring from his Job in Employee Benefits. Not to get bored, the Meets Chairman position looked interesting. We look forward to seeking your input on new or not recently scheduled meetings. Please look at the 2013 meets schedule with a thought to meetings you would like to host this year.

To get things off to a good start, The Smiths will host an activity, following the first driving event of 2013 at the Kimber Birthday Party on April 13. The format has worked well over the years, and is unchanged. Arrive at the Delhi Cafe at 4625 Willoughby Rd, Holt, MI 48842 between 11:00 AM and Noon. Enjoy the fellowship of 50 other Michigan MG owners. More to follow on the next activity.

Chari & daughter Laura are setting up Dave's Retirement party at the FOE Hall in Mason Michigan on Sunday July 7th. All Rowdies are cordially invited. Event information and RSVP information to follow. The Hall can seat 220 persons, and has horse shoes, shuffleboard and other activities outside the hall proper. No gifts please, and no roasting at the microphone. My sins have done a remarkable job of staying off the radar for the many years.

That is it for this article. Please remember to contact me if you would like to host one of the planned 2013 events, or would like to suggest an activity to be added.

Dave & Chari Smith

ROWDIES 2013 CALENDAR OF EVENTS

MARCH

9 Tech Session by Windsor-Detroit MG Club, Milford Public Library, 330 Family Dr, Milford, MI
[Click for Details](#)

APRIL

14 **ROWDIES** Kimber Birthday Party, Delhi Café, Holt, MI. 11:30AM. Dave & Chari host afterglo. Cecil hosts the cake and candles
mgarace@comcast.net

MAY

5 **ROWDIES** Drive Your MG Day. Details TBD
 17-19 Carlisle Import Show
www.carsatcarlisle.com/events

JUNE

? **ROWDIES** Tune-Up Clinic. Details TBD
 10-14 **ROWDIES-NAMGAR GT-38** Crown Plaza Tennis & Golf Resort, Asheville, NC
<http://www.gt38-namgar.org/>
 14-16 Stradford Festival, Ontario, Canada. Philip & Jan Wiltshire host: pwiltshire@comcast.net
 22-23 Sloan Car Show, Flint [Sloan Museum Auto Fair](#)

JULY

7 Retirement Party-Dave & Chari Smith
 14 Mad Dogs, Gilmore Museum, Hickory Corners
[Gilmore Museum](#)
 20 **ROWDIES** Birthday Party, Bill & Mary Ellen Weakley, 4120 Pontiac Trail, Ann Arbor, MI
wmmweakley@comcast.net
 28-29 **ROWDIES Corral**, Waterford Hills Vintage Races, Clarkston, MI
[Waterford Hills Road Racing](#)

AUG

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](#)

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, Midgette, 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.**




"Open your mouth. Stick out your tongue. Hold out your right arm. That's a good MGA."

Rowdies Business Meeting Minutes 2/23/2013-Dave & Chari Smith's

Meeting called to order at 12:07pm by Chairman Dave Quinn

Membership: 73 Members (83% NAMGAR members)
5 new members joined in 2012.

Dues: Motion made to scrap the 1/2 off dues program as it proved an ineffective promotion, complicated record keeping, and when name tags were considered it cost the club \$2.26 to 12.26 per member. Motion seconded and carried.

GT-38 Ashville NC: NAMGAR requested the Rowdies to be the featured club the first night in the hospitality suite. At this time 7 couples stated they would be attending. Anyone planning to attend GT-38 is asked to contact Dave Quinn as the club is looking into wearing a special shirt for Rowdies featured night. The list may also be helpful in putting together a caravan or two.

Treasurers Report: Dave Quinn reporting for Jeff Zorn. Current treasury balance is \$4,795

Main Income:

Dues - \$1645
Auction - \$425
Tech Tips manual - \$287
Regalia - \$144

Main Expenses:

Newsletter - \$ 783
Christmas party - \$ 531 (after door collections)
Hosting meets - \$ 177
GT 40 expenses - \$ 79

Bottom line, we had approximately \$2,500 income and \$1,600 expense for 2012. No expenses were incurred from regalia investments in past year. A detailed Profit & Loss Report will be in A-Antics. The report is a tad confusing since the Christmas party door collections from both 2011 and 2012 were posted in 2012.

Webmaster report: Larry Pittman

Wondering if we should start a paypal account with the GT looming, there is a 2% usage fee.
Reminded everyone their dues are due on March 1st.

Editor report: Ken Nelson

Asks that we please, once again, submit photos, stories, blurbs, events, or even web sites about things others in our club might enjoy. Please remember that these photos and

articles need not be from Rowdie events, and may be in rough draft. His motto is: "Any news is good news".

Membership report: Bruce Nichols

He is making every effort to contact each new Michigan MGA owner who joins NAMGAR to encourage they join the Rowdies. He asks that if you attend a car event that you wear your Rowdie name badge as it might prompt questions about the club. Also, if you are attending GTS 38 or 39, it is imperative to wear your name badge at all times so that people can ask questions about the club.

Meets Chairman Report – Mark Barnhart

A tentative schedule of events for 2013 was established which will appear in A-Antics and on the Rowdies website.

GT 40 Chairman – Larry Pittman

The guest hotel (Frankenmuth's Bavarian Inn) will run \$ 115 per night

A \$ 600 deposit was required by the Bavarian Inn. NAMGAR paid the bill which we will have to pay back. NAMGAR allows up to \$2,000 seed money by the host chapter which must be paid back.

The car show site is reserved by the river from 7 am until 3 pm on Wed. Hours for the show itself have not yet been settled. The cost for renting the park is \$79 which has been paid by the Rowdies.

Activities – group things : these were a few things thrown out at meeting:

Wine/ chocolate cruise
Military/space museum

Autocross – 2 nearby speedways are possible locations.

Tall ships in Bay City; approx. 30 minutes away

Dinner cruise boat

Car cruise (John Alexander) looking into this

Things that should be accomplished this coming year :

Book hotel, done

Book car show site , done

Contact vendors, need to do

Start planning activities

Book professional photo taker for car show, need to do, Steve Finch is aware of need and will handle

Larry Sprouse Has a professional sound system that we can use & a large tent we can use, make sure this is in order. Must confirm Frankenmuth Parks is OK with the tent.

Larry Pittman must prepare a presentation for GT-39 to secure excitement over the coming GT40 !

Ideas tossed around :

Box lunches at car show are being planned.

GT40 logo needs to be designed, Dave Quinn will work on this. (*continued next page*)

(continued) The website for GT40 needs to be secure for credit card payments made or Paypal could be used. Jeff Smith needs to make up an order form for registration, he will need all activities, prices for them and all regalia listed and prices for these as well. Regalia choices, Donna Finch working on this. All regalia that is sold has to have GT logo on it. Weakley's are working on a silent auction. Gordie & Tracey Bird plus Steve Holliday are working on other activities for event.

Regalia Report – Brian Beery and Dave Quinn
The club is seeking a second vendor for clothing. The plan is to carry a small inventory and make 20% profit on direct sales. We hope improve record keeping and determine what the club would like to wear and what sells best. The club purchased a vector file of the logo for \$25. A jpg file, which we have, was fine for embroidery while the vector

format maintains the quality for digital printing and when digital enlargements are needed.

Regalia discussed, people would like to have hats, pins, zip hoodie sweatshirts, polos with more than 2 button closure, t-shirts with an option for a V neck as well. In addition to Quality Lapel Pins, our latest vendor, we contacted EmbroidMe at 27857 Orchard Lake Rd, Farmington Hills. Samples with the Rowdies logo on men and women's T-shirts and a sweatshirt were shown. LBCar also expressed an interest in providing regalia.

Elections held:

Mark Barnhart stepped down from meets chairman and Dave Smith voted in.

All other officers stay the same.

Meeting having ended, motion was made and passed to adjourn at 3:27 pm.

Respectfully Submitted, Tracey Bird

Notice All Rowdies: Be A Part of the 2013 Regalia Selection Committee

Interest for new Rowdies Regalia was clearly evident at February's business meeting. To kick-start things we are creating a Committee comprised of three Rowdies plus their wife or significant other. A drawing will choose the committee members.

The primary objective of this cross-section of interested ladies and gentlemen is to select regalia clothing they believe will be popular with fellow club members. We ask they meet or communicate as frequently as possible to get things rolling. The Board will set aside an operating fund of \$1,000 for the purchase of inventory throughout the year. That represents 20% of our current assets. Done properly this should enable the Committee to present members with a nice selection to choose from and a quick turnaround of funds.

During the set-up year the Committee would personally meet with the Board to present recommendations. For the convenience of both Board and Committee members the reviews would link with a regular Rowdies event and a time limit set. We have tentatively set April 13th for the first review, just ahead of the Kimber Birthday Party. We would try to meet at least quarterly. As things progress we would review sales, inventory, and turnover - what's hot, what's not - and get feedback on member satisfaction.

We are asking members wishing to serve on the Committee to submit their names to Dave Quinn by March 22, 2013.

I've asked Bruce Mann to serve as a liaison between the Committee and EmbroidMe Design since he has established a vendor relationship. For bulk orders on a specific product we plan to ask both EmbroidMe Design and LBCar to submit quotes. Other vendors may be considered. The Committee would work with Regalia Chairman Brian Beery to coordinate sales with the Rowdies. This proposal is outside of the GT-38, which in itself has special requirements. Dave Quinn, Chairman



CHAIRMAN'S CHATTER

by Dave Quinn

I want to call your attention to a Warning that appears on the NAMGAR site that Storm Sandy salvaged MGAs being sold. There are 3 known MGA's that went to insurance salvage as a result of storm Sandy. The "A's" were auctioned by Copart with salvaged titles. Now some buyers are re-selling these cars thru such sites as EBay, etc without disclosing the storm damage. The noted Vins are:

- HDA 43 39394 was recently sold on EBay for a reported \$17,000
- HDA 43 39789 was sold at Copart auction January 15 and is now on EBay auction with reported "clean" New Hampshire title.
- HDK 43 54281 is scheduled by Copart for February 5 auction sale date.

Also involved is a 77 MGB that was a prior auction sale by Copart and now on EBay auction with reported "clean" New Hampshire title and by the same EBay seller as HDA 43 39789. For more details visit: <http://www.mgexperience.net/forum/read.php?2,2276575>

While our MGAs would hold up to salt water much better than a modern car (*ed. note- our cars have more holes already built in for the water to drain out of-and existing rust can't rust again*) its best to use due diligence needed on any auto purchase out of the Northeast.

Would you like to take a professional type photo of your car for framing? Or see your MGA on the cover of A-Antics or MGA! magazine? A well-composed photo is always best. (*ed. note- Hell, I'm not picky, I'll even accept decomposed photos*) Here are some tips from a pro to help you take an excellent photo of your car. Some may surprise you.

(1) Things to avoid if possible:

Do not take the photos while parked on the grass. The green reflects up onto the side panels and bumpers. Do not park under a tree, it will be reflected onto the hood and roof. Sun glare is your worst enemy. Take the pictures on a cloudy day or at dusk/dawn.

(2) Use different angles:

Don't be afraid to take some shots laying on the ground or standing on a ladder. Different angles can produce some very nice shots.

(3) Use a good digital camera: This is probably the most important tip. Set your camera to take the highest quality possible as well as largest picture possible. All digital cameras have a counter on them that tells you how many photos you have left on the flash card. The lower the amount the higher the quality. For instance with the camera set on Basic or Normal you may be able to capture 500 images, however when set on it's highest setting that count may go down to 75 images. The lower the count the better.

(4) Pick the right time of day to take your photo: Don't photograph you car when the sun is directly overhead, this will wash out the color and create unwanted glare. The best time is at sunup or sundown.

(5) Lights on:

Try turning your parking lights on you would be surprised what a difference it can make.

However, sometimes having a reflection in the picture can be just what the doctor ordered...



*"When the Spring is on the mountain and
the day is at the door...leave the hot
pavements of the town. Then heigh-ho!...
for the open road. Five
roads to the right, five
roads to the left...and
you'll greet the
rising sun in El
Dorado."*

*MGA-Ask the Woman
Who Owns One!*



Some Famous MGA Ads From Days Gone By...



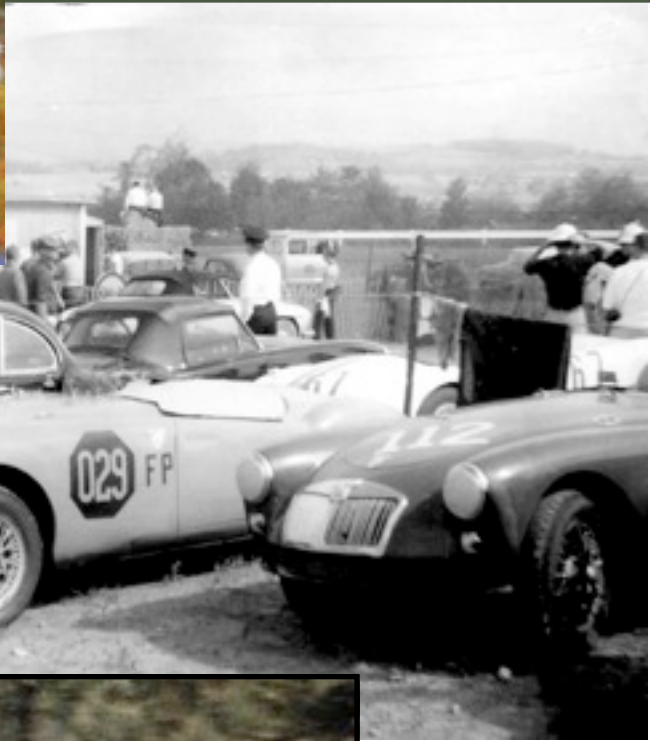
MGA "Blasts From The Past" Photos- Pictures by Spankey Smith, Dave Zych, John Kelley, Dave Nicholas, Chris Meyers, Michael Eaton, Dick Powers from <http://www.barcoys.com/SecondPage.htm> Submitted by Mark Barnhart.



Mark Barnhart sent in this top picture on the left and wrote "Just got this photo from Gerald Foster, one of the notorious BARC Boys (Binghamton Automobile Racing Club) from the central New York area. This 56 MGA was his first car and the shot was taken in the late fifties. Did we MGA owners know how to have fun back in the good old days or what???" Other pictures are taken from the site above with further history and stories. Check it out for more details.







Ensign Motors-No. 3 by John McMullan

As I have said in the previous two narratives, I had a lot of fun as a teenager working at Ensign Motors six days a week. My boss, Ron Lawder, was great to work for and, for the fun I experienced, I should have paid him instead of them paying me. Many times I was sent out on parts runs that required taking one of our used cars, and when no one was looking I would take an MGB or a TR6. Believe me, they were thoroughly enjoyed by the lowly "lot lad." Unfortunately, I was not able to "get away with" taking the sports cars on all these trips. Many runs were made with Austin Marinas, a small rear wheel drive sedan with the heart of an MGB. Not a bad little car, and a 1000% better than the Japanese trade in crap we had to take. Enough of McMullan's editorialization, back to the narrative.

As I stated, Ensign was the last British Leland owned dealership in the world. Well, there came a time when the dealership became a marketable franchise and Ensign Motors was sold. That day came, and I was a member of the British Leland employees that were to be let go. Before I get into the final day at the dealership, I must give a little back ground. One of my jobs, prior to getting to the dealership every day, was to pick up a 26oz. bottle of rye; Canadian Club was Ron's preference. Ron enjoyed his Canadian Club every day and would finish the bottle off from 5:00PM until he went home at 8:00 PM. He would occasionally offer me a drink or two before I went home at 8:00PM. Not being a saint, but having been a very poor "altar boy," I enjoyed the drink my boss offered me.

The day Ensign was sold, was very different than usual. About 1:30 PM, I was called down to my high school main office for an important call from my work. At that time, schools took calls from students' employers very seriously, especially when it came from the general manager of the business, and he said it was an important call to a key employee. Ron had never called me at school prior to this, so it must be a very important call. Well, it was Ron on the phone but his speech was a little slurred. I did not realize it but Ron had started to drink early. I learned later that he had sent Alex, my Italian friend, out to get his first bottles of Canadian Club. His request for me was to bring him three bottles on my way to work. I asked him if everything was all right. Ron said "everything was great, and that they were having a party and celebrating a big change." I was not to waste any time getting to work today. I did not have to be a brain surgeon to realize something serious had happened.

I got to the dealership with my three bottles of rye and went into Ron's office. He closed the door behind me and gave me a big hug. This surprised the hell out of me because Ron Lawder was not the type to hug guys. He told me to sit down, and he poured us both a drink out of one of the bottles. Ron came to the point and said that British Leland had sold Ensign Motors. He did not know to who, but we were all fired from British Leland and we would have to apply for a new position with the new company. I asked about his position; he said he was gone and would be given a month's pay. Because I was part-time, I would get nothing. We spoke for another five minutes and he told me to go out and wash some cars and he would need me to drive him home tonight.

I washed some used cars and checked in on Ron from time to time. He finished his second bottle of the day 35 minutes later. I learned from Alex that he had gone out earlier and bought three bottles for Ron, to help tell the employees what happened to British Leland's ownership of the dealership. I told Alex that I bought Ron three bottles and told him about Ron's call to the principal's office. Alex smiled and shook his head, and then said Ron was going to be really drunk tonight. Ron's girlfriend came to the dealership about 6:30 and found him slumped over in his chair. Ron had polished off the last two bottles of Canadian Club (at least four in total). His girlfriend, Sheila, said she couldn't do anything with him and then asked me how many bottles he had consumed. I told her at least four. She then said she would not be able to drive him home. I told her Ron had asked me to drive him home but I was not going to be able to get him into a Marina in his condition, but her car would be fine. Sheila was driving a 1970 Cadillac Eldorado convertible. I asked her to put down the roof of her car.

Ron, as I said was a short stocky Irishman. He was about 5'6" tall and about 240 lbs, and he reminded me of the actor Ed Asner. I knew Sheila and I would have trouble getting Ron from behind his desk to the Eldo. I asked her to help me stand Ron up, and I would carry him the thirty feet to the back of the Eldo, where Sheila and I deposited Ron for the trip.

The trip went well and by the time we had come to his apartment, it had been at least 45 minutes since he had had a drink. I was able to stand him up with his head against the wall of the elevator and his feet about 3.5' away from the wall. We made it up to his floor and I was able to position Ron at his door in the same fashion as in the elevator. Once I had him positioned, I pounded on his door and ran to the stairs. You see, I

(continued from prior page) did not want to have any contact with Ron's wife.

Well, to finish off this story, Ensign Motors was sold to Mr. George Minden's Grand Touring dealership. Grand Touring sold Rolls Royce, BMW and Saab. They were also the North American distributor of Aston Martin. At that time, Mr.

Minden, a Canadian, was the principal owner of Aston Martin automobiles. My boss, Ron Lawder, had a massive heart attack. He had three bypasses to his heart, but lived. I moved on and spent two-and-a-half years with Grand Touring Automobiles before going to University in Midland, MI.

Technical Tips-Light Up The Road, Not Your Wiring-by Dave Quinn

One of the weakness's in the MGA electrical system is the failure of the company to install fuses between the headlights and the dash switch. To overcome this oversight you can, and should, install inline fuses or relays. I choose the latter. Victoria British sells a heavy duty headlight harness as a plug kit for MGB's, p/n 10-679, for \$29.95 plus shipping. The harness is installed between the headlights and the overheating. The kit consists of a relay and relays allow the additional pull of headlights from the battery instead of safety while providing better lighting. original wiring was rated at 40/50w. The 1.2 times 1.2 or 44%. Before installing WDMGC chairman and MG electrical with either a positive or negative recommended following the kit's suggested running the two red wires to side rather than all the way back to the battery, simply because it's much closer. 95% of the installation can be concealed under the heater air intake duct. The conversion included installing Sylvania 7" sealed beam halogen headlights for \$19.



switch to protect the switch from switch to each headlight. The wiring power to run sealed beam halogen through the dash switch. It improves The kit is rated at 90/100w, whereas the relays increase the power by a factor of mine I spoke with Rick Ashley, expert to insure the relays will work ground. He said they would and he instructions with black to ground. He the remote starter solenoid's battery

Technical Tips-"This Little MGA of Mine; Let It Shine, Let It Shine, Let It Shine"-by Don Holle

I'm sure that you, like me, have seen a recent bit of advertising by Meguiar's and Mother's for their clay bar car polishing products. I caved in and bought the former, though I'm pretty sure the latter is a very similar product. It is my habit to give my MGA a good cleaning and polishing job each early spring. Last year I was thinking that my blue non-clear coat finish was becoming a bit dull after 12 years. I bought Kit "Scratch Out" rightly figuring it is a mild rubbing compound. It did a very good job, taking off a layer of oxidized paint and leaving a deep shine. Great.

I only put about 1200 miles on said MGA last year, so she still looked good today. But, always trying to improve upon perfection, I purchased the Meguiar's clay kit and went to work. The box comes with two small clay bars that look like putty, a bottle of Quik Detailer (for lubrication) a Supreme Shine Microfiber polishing cloth, and a 4 oz bottle of Cleaner Wax. I cleaned the surface and sprayed it with the Detailer. Then I rubbed the clay bar over the surface (this is a bother as it is like rubbing a 2" eraser over the area) and worked up a reasonable sweat. I Wiped off the wet surface and noticed a bit but not a lot of discoloration on the bar. Then, as instructed, I applied the Cleaner Wax and let it dry. I later removed the residue with the cloth provided. While applying the wax, I noticed a significant amount of oxidized material on the application cloth. So I guess some good was being done. The finished product is quite nice and I guess is worth the \$20 investment. But the shine looks about the same as I got with the Kit Scratch Out product. Ya pays yer money and takes yer choice. "Your results may vary."

Regalia Note-Michigan Rowdie Enamel Grill Badges & Bar Wraps may be purchased directly from:

QUALITY LAPEL PINS, Inc ; Gary Konwinski - Owner; Toll Free Phone: 1-800-952-0305, Fax: 1-303-979-4901
13978 West Bowles Avenue, Building B, Suite 100, Littleton, CO 80127 Website: <http://www.qualitylapelpins.com/>
Contact Gary for exact pricing

My MGB Finally Gives-up Smoking at the age of 42

by Rick Astley with a lot of help from Harry Mac Lean

A few years ago, I was on a club tour and stopped at a junction in my MGB roadster when Steve and Ruth Swarin pulled up beside me and asked if they might go in front of me. That seemed strange, but later, when we stopped for coffee, Steve explained that every time I pulled away after a stop, he and Ruth had been choking on the blue smoke coming from my tail pipe. One of the great things about being in a friendly club like ours is first that Steve didn't hit me (but he was still coughing after all) and second, I had good advice on hand from Guy St. John. Guy said that blowing blue smoke like this was typical of worn valve guides and that the valve stem seals may be shot too. Guy also reminded me that oil is cheap and so, other than making a mental note to check the dip-stick more often, I ignored the problem.

It turns out that when at idle, the carburetor butterfly is nearly closed so that the cylinder gets very little air and the vacuum in it is correspondingly very high. The engine thus tries to suck air from wherever it can get it, including through the valve guides from where it also draws in oil. The oil is not very combustible but once the throttle is opened wide again, when for example pulling away from a light, far more oxygen becomes available and the built up oil burns and produces its characteristic blue smoke.

Perhaps my environmental consciousness finally got the better of me but I recently decided to look into a remedy. I consulted fellow member Harry Mac Lean, who pointed me toward a solution that was inexpensive and not very time consuming. Harry was a mechanic at GM for decades and he is very familiar with an effective type of valve stem seal often referred to as an 'umbrella' seal. In fact, the one developed for the GM Dura-built 140 engine and known as SS70373 also fits the BMC 'B' engine in and is available from almost any auto parts store for a few dollars. The GM 140 engine was, like the BMC engine, a 4-cylinder, 2 valve per cylinder unit, so the seals come in sets of 8, together with a handy plastic sleeve that aids installation.

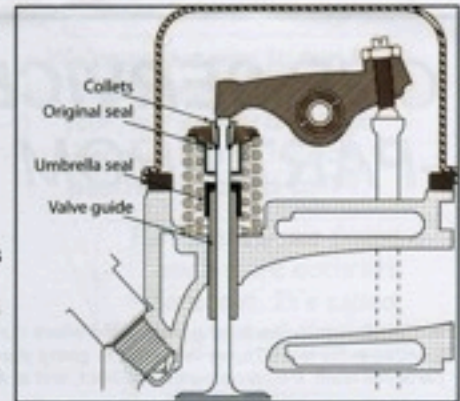
I'm no mechanic, so won't try to describe the whole process, but with the right tools, even I was able to install the umbrella seals in a couple of hours. Those tools were a special spring compressor that can grab the valve springs without removal of the cylinder head, an air-compressor and an adaptor that allows the application of compressed air to the cylinder via the spark plug holes and which prevents the valves falling into the cylinder. I was able to borrow the spring-compressor, already have the air-compressor and I found I had the adaptor in a cylinder compression test kit I'd owned some time and often wondered what it was for.

The drawing at right shows how the umbrella seal fits over the valve guide and stops oil from going down the valve stem and entering the cylinder. It also shows the original seals, which don't seem well positioned to do very much at all. In order to fit the new seals, the rocker arm assembly has to be removed, the valve spring compressed and the collets withdrawn, all of which then allows the springs to be removed and the valve guides to be accessed.

If you're considering doing this job, there are a few things I learned that are worth passing on. The piece of kitchen towel behind the spring compressor in the picture wasn't there by accident. The collets have a mind of their own when they are released and paper or rag helps prevent them from falling down the valve push-rod holes. Reinstalling the collets can be frustrating, and to save work, you may wish to only fit the new seals to the inlet valves that do all the sucking, oil leakage through the exhaust valve guides being much less severe. Take Harry's advice and remove the original seals because once the umbrella seals are in place the almost ineffectual old seals become totally useless and refitting the collets without them is much easier. Be prepared to have to use a little muscle to compress the inner valve spring since the compressor only grabs the stronger outer one. Don't take any notice of anyone who says that the new seals will starve the valve guides of oil; as Harry points out, these are not very sophisticated seals and leak just sufficient oil to do the job. Lastly, you'll be working from the right side of the engine bay and although I used a broomstick to prop the bonnet up, my head found the sharp cornered bonnet-stay bracket on a couple of occasions and I wished I'd taken the time to either tape a pad over it or wear a hat, so making the job that much less bloody.

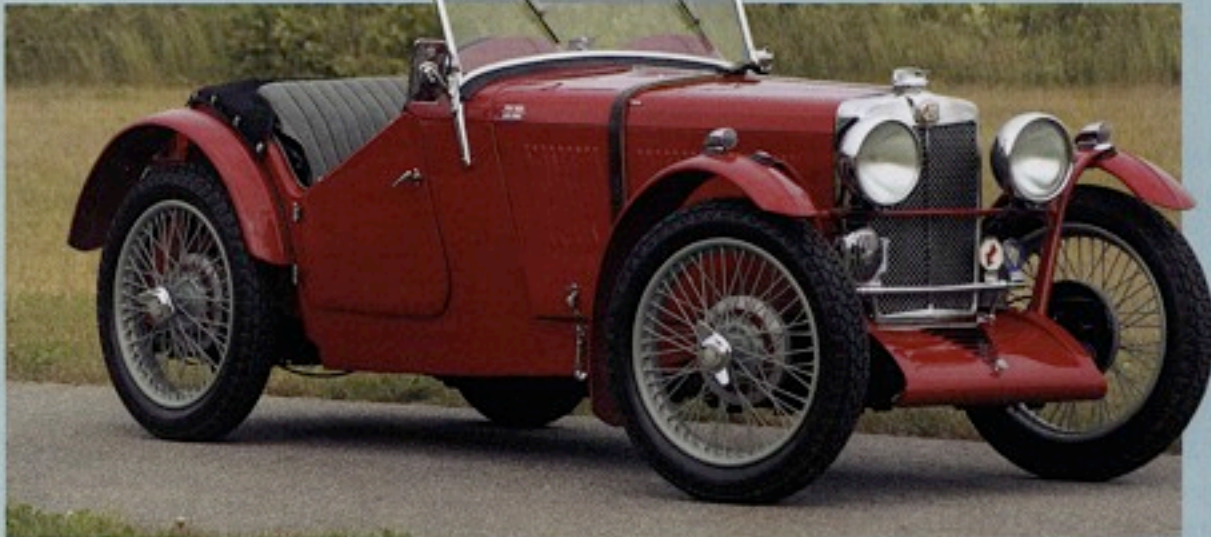
Do the seals work? Absolutely. In fact, after initial testing I forgot about them but was reminded of them every time I looked in the rear view mirror. Obviously I'd unconsciously become used to a blue tinge to the view from there, so the crystal clear sight I now see instead, is still a surprise to me!

*Reprinted from Windsor-Detroit
November-Dec 2012 Newsletter*

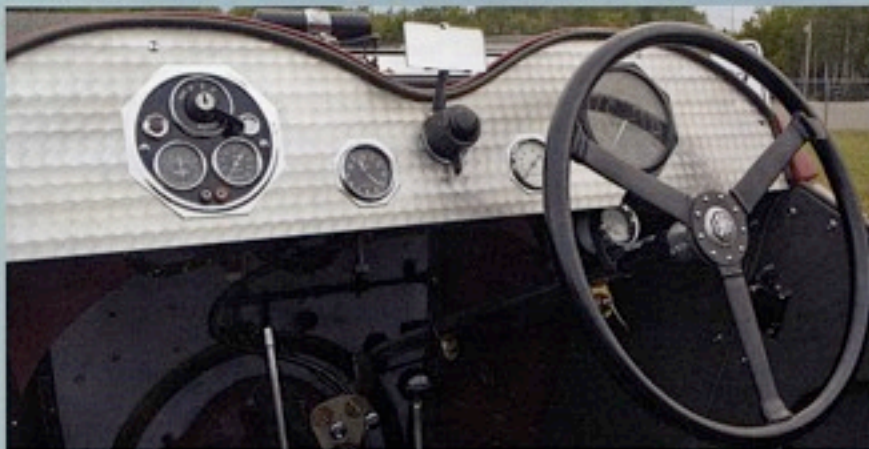


November/December 2012

The Can-Am Connection



1932 J2 Midget Open Two-Seater



In less than a decade, MGs had gone from being performance-modified, re-bodied Morris cars to becoming their own brand with their own factory, devoted solely to the production of sports cars; with the help of privateer racers and internationally renowned land speed record-setters, the little automaker in Abingdon-on-Thames had earned a worldwide following. And their second-generation sports car, the J Type—particularly the two-seat J2 roadster—would create MG's enduring archetype.

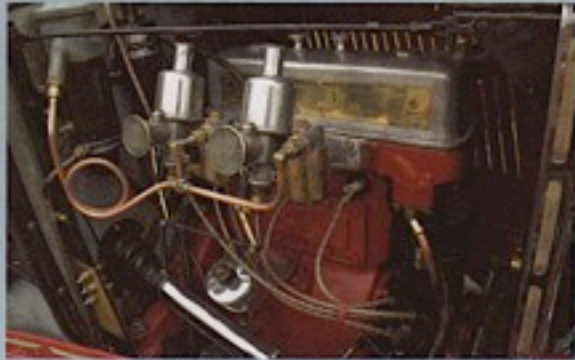
MG engineers built upon their proven M Type formula to create the J Type Midget, built in street-tuned, open and "Salonette" coupé four-seat J1 and open two-seat J2 forms, as well as race-ready two-seat open J3 and doorless, pure-racing J4 forms; J1s, J3s and J4s became available in mid-1933. The J2 came first, introduced in August 1932, and its £199 price represented a bargain, considering the numerous improvements that were incorporated over the original Midget.

This car rode on an eight-inch-longer wheelbase for greater passenger room, and its factory all-steel body originated the folding flat windshield, twin-hump cowl, cut-down doors and spare tire riding on a rear-mounted slab fuel tank (holding 12 gallons on two-seaters, six on four-seaters) that would define all Mideets through the 1955 TF 1500. It was sporty and



The twin-hump cowl ("scuttle" in Brit-speak) and folding windshield debuted on the rakish J2, and became beloved MG roadster styling cues.

Reprinted from Hemmings Sports & Exotic Car—October 2012



Cross-flow head with two SU carburetors let the 847cc engine make 36hp.



Lifting hood exposes grease nipples and remote gearshift housing.

athletic-looking, riding on narrow 19-inch center-lock Rudge-Whitworth wire wheels shielded by rakish cycle fenders (later replaced with graceful wing fenders). The driver, sitting on an individual seat bottom but sharing a bench back with his passenger, faced new instruments in octagonal bezels, including a five-inch Smiths dial that was cleverly calibrated to display road speed and RPM measurements in third and top gears.

The J1 (costing £220 in open form and £255 as a sunshine roof-equipped Salonette) and J2 shared an updated version of the M Type's SOHC 847cc inline-four. With an eight-port cross-flow cylinder head—which placed two semi-downdraft SU carburetors on one side and four exhaust ports on the other—and a 6.2:1 compression ratio, it made 36hp at 5,500 RPM, enough to push the car to a near-80 MPH top speed. A four-speed gearbox with a short-throw remote change was a sporting improvement, and the J Type's new 12-volt Rotax electrical system was modernized over the 6-volt M Type.

The new MG rode on a modified frame that followed the practice of the competition C Type and was underslung, front and rear, with straight side members and tubular cross supports. Mounted to this frame were semi-elliptic leaf springs with sliding trunnions and Hartford friction shock absorbers (with rear shocks mounted transversely); the front and rear springs, steering column and Marles Weller steering box and the front and rear brake cables could all be lubricated with gear oil via three grease nipples at a Tecalemit central greasing point on the driver's side of the bulkhead. The brakes were eight inches in diameter and featured new aluminum cooling fins; the 100 MPH-capable racing J4s (costing £495 new) would use the larger, six-cylinder L Type Magna's finned 12-inch drums, and also featured unique split track rod end steering.

A good number of J1 and J2 variants were built in this model's 1932-1934 production run, and as before, buyers could opt for a bare rolling chassis

to be bodied by a coachbuilder like Jarvis, Carlton or Stiles. On the other hand, the number of J3 and J4 Midgets built was tiny: 31 in total. Those cars were powered by a C Type-inspired 746cc SOHC four-cylinder with a 57 x 73mm bore and stroke, which didn't have the counterbalancing of the racer's forged crankshaft; they used different induction systems, mating a single SU carburetor to a Powerplus 6A supercharger that ran six to eight pounds of boost and made 72hp at 6,000 RPM, although power ratings varied depending on tune and application.

The J Type would beget the 1934 P Type, which led directly to the pre- and post-war T Type Midgets. And while those supercharged J Types provided a thrilling turn of speed, the overhead-cam six-cylinder L Type Magna and N Type Magnette cars sold in this same period offered largely the same speed, but in a more relaxed, continental grand touring style. ●



Cycle fenders were an early J2 hallmark, with 1933-'34 models using wing fenders and runningboards; note the slab fuel tank and rear spare.



The New MG Midget J2

Cecil Kimber had artist Harold Connelly illustrate MG catalogs and advertisements; he drew this J2 and its stylish passenger.

Specifications

Engine	SOHC 847cc inline-four, 57 x 83mm bore and stroke, twin semi-downdraft SU carburetors
Horsepower	36 @ 5,500 RPM
Gearbox	Four-speed manual, remote change
Wheelbase	86 inches
Weight	1,428-1,624 pounds
Top speed	78 MPH
Available body styles	Open two-seater, open four-seater, Salonette, racer, bare chassis
Years produced	1932-1934
Number built	2,083 / 2,494 total J Type Midgets

MG-J2: The Start of a New Era In-Sporting Car History. Where Would We Be Without It and Cecil Kimber?

BRITISH HUMOUR IS DELIGHTFULLY DIFFERENT

These are classified ads, which were actually placed in U.K. Newspapers:

FREE YORKSHIRE TERRIER.

8 years old, Hateful little bugger. Bites

FREE PUPPIES

1/2 Cocker Spaniel, 1/2 sneaky neighbor's dog.

FREE PUPPIES. Mother is a Kennel Club registered German Shepherd.

Father is a Super Dog, able to leap tall

fences in a single bound

FOR SALE: COWS, CALVES: Never Bred. Also 1 gay bull for sale.

JOINING NUDIST COLONY!

Must sell washer and dryer £100.

WEDDING DRESS FOR SALE .

Worn once by mistake.

Call Stephanie.

And the WINNER is...

FOR SALE BY OWNER. Complete set of Encyclopaedia Britannica, 45 volumes.

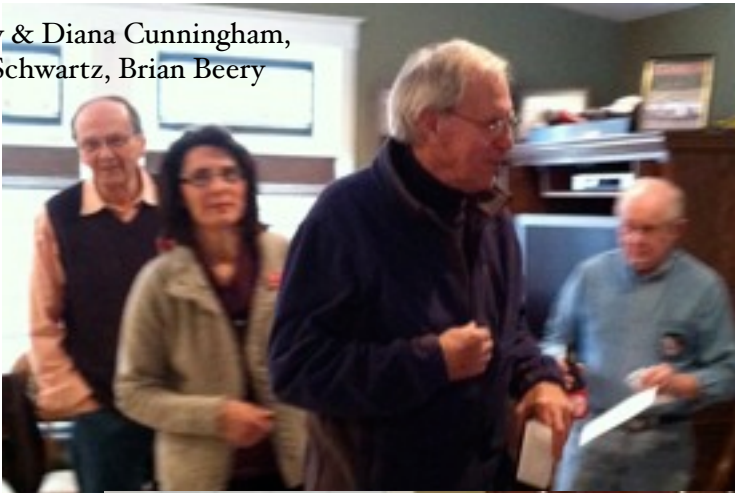
Excellent condition, £200 or best offer.

No longer needed, got married, wife knows everything.

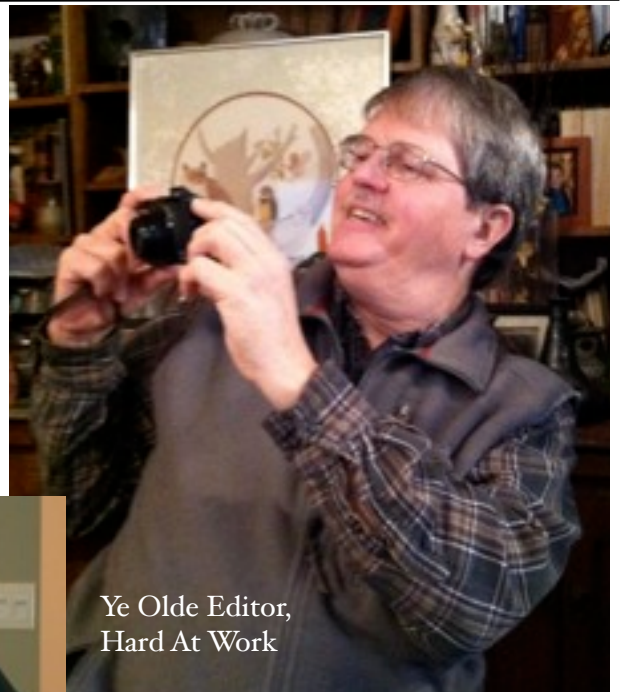
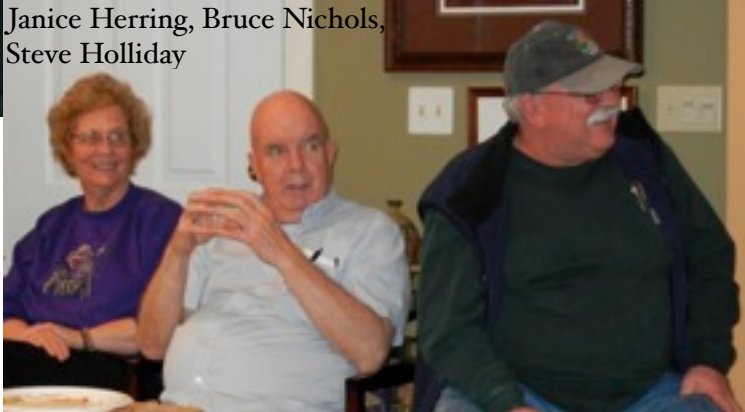
(Statement of the Century)

Submitted by Dave Smith

Gary & Diana Cunningham,
Pat Schwartz, Brian Beery



Janice Herring, Bruce Nichols,
Steve Holliday



Ye Olde Editor,
Hard At Work

More Business Meeting Pics

Pictures by Tracey Bird

*Photos by
Ken Nelson*

***Thanks to Dave
and Cheri Smith
for once again
hosting our Feb.
Business Meet!***

***And a Rowdie
Thank You to
Larry Pittman
for Chairing
GT-40 in 2015!***



Pictures by Ken Nelson



To Left: Three Happy Rowdies at our February Business Meet after hearing about more great meets this year!