



A-Antics



Dave Goeddeke and Brian Beery Fly the MG colors proudly while Curt Smith and Dave Quinn look on during the Kimber Meet

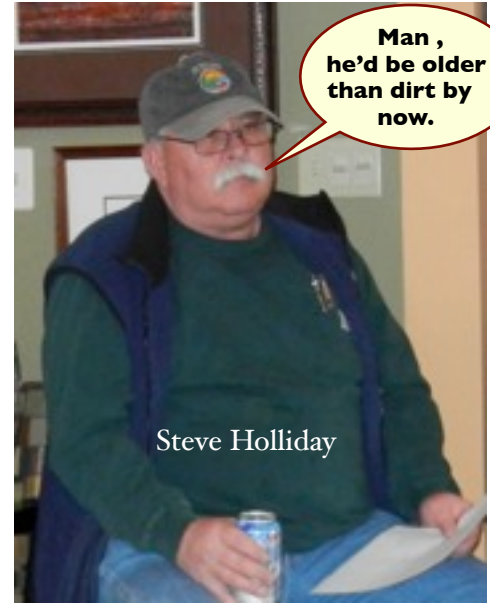
Kimber Meet Report & Pics

Don Holle's MG Secret
Hidden Dickens Text Found!
Drive Your MGA Day





Oh yeh, Cecil, he would be at least 6 score and 5 today.



Man, he'd be older than dirt by now.

Steve Holliday



Neil & Thelma Griffin



The Ladies Came Too



Rowdies were present everywhere



We Had A Full House



Steve Finch, John Alexander, Jeff Smith



Larry Sprague,
Steve Holliday,
Gordie & Tracey Bird

It was cold at the Kimber Meet and the Afterglow at Dave & Chari Smith's, but some of the group still managed to drive their MG's. The Boys, of course, still found time to pop hoods and kick tires outside.



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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/mgcouncil/>

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:

67 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: June 20, 2013

Letters:

Dave Quinn writes in about the Milford WDMGC Tech Meeting in March 2013:

“Fellow Rowdies:

Rowdies attending the MG tech meeting at the Milford Library included Larry Pitman, Bill Weakley, John Alexander, Gary Cunningham, Dave Quinn, Jerry Kocsis and two Windsor-Detroit guys who are also Rowdies: Philip Wiltshire and Steve Finch. As always it was an informative meeting with some good tips by knowledgeable folks. We wrapped things up with lunch at an excellent pub called the Red Dog in Milford.”

Dave Quinn

The Points and Condensor Car Group writes in with information on their vintage car tour to the Gilmore Museum May 11, 2013.

“The PCPS Spring Dust-off Tour on May 11 is headed west – to the Gilmore Car Museum (<http://www.gilmorecarmuseum.org/>) in Hickory Corners, near Kalamazoo.

Located in a rural setting on 90 rolling acres, the Museum boasts a historic campus with 150 vehicles and nine exhibit buildings, including a Tucker exhibit and dedicated Model A and Franklin galleries. Coincidentally, our visit coincides with the Gilmore's own Annual Dust Off Show.

The kick-off breakfast at 8:30 will be hosted by ArborMotion (<http://www.arbormotion.com/>), a specialized auto service center, strategically located at I-94 and State Street on Ann Arbor's south side. Their address is 669 State Circle, (734) 761-1088. This is a 1-hour continental breakfast & registration at which Tour master Jack Valentine will distribute route maps and instructions on the morning's winding, 102-mile tour.

Upon arrival, we will gather at a PCPS tent on the Museum grounds, where we'll be served a seated, catered lunch. Your PCPS credentials will entitle you to full access for the day to each of the Museum buildings, as well as their extensive gift shop, which carries a range of books, apparel and automobilia.

Event registration is \$65 per person through May 4th, \$75.00 from May 5th to May 10th. Same day registration will be \$85. Please mail your check, payable to PCPS, to 100 Huron View Blvd, Ann Arbor, MI 48103. Include your email address and the name(s) of all participants. Questions? Contact Bill Milliken, bill@millikenrealty.com, 734-821-4321 or Mary LeDuc, maryleduc@gmail.com, 734-476-3540.”

An excellent You-Tube posting gives the complete history of the MG from 1922 up to 2002 in a 3-part 25 minute film. It's well worth taking the time to watch it:

Part 1

<http://www.youtube.com/watch?v=RVeodX4FuIM>

Part 2

<http://www.youtube.com/watch?v=o-rPPS8vqd8>

Part 3

<http://www.youtube.com/watch?v=MtdOftvmAGc>

Dave Quinn Warns of a Potential Problem:

Some of you overheard my story Saturday of my MGA puking out 4 quarts of oil in 3 minutes a few days before the Kimber meet. I suspected it might be a defective oil filter or an o-ring failure in the oil filter adaptor. Not so. I traced it down to something else. Oil gallery plug P/N 328-200 (#10 in the Moss illustration) blew out. The

official name is Plug, chain tensioner oil feed. It resides on the block under the generator and opposite the right engine mount. It was installed 9,000 miles ago. This particular plug was manufactured by a local machine shop for me when I did an engine rebuild a few years back. I order plugs from an aftermarket supplier but this particular one was one that was not available at the time. It worked fine for 9,000 miles and then for some reason let go. Very odd. I am hoping I can replace it without completely pulling the engine. I am hoping to host the engine in the car and remove an engine mount to create enough space to hammer in a replacement plug. During an engine rebuild, the oil gallery plugs are removed before hot tanking and being cleaned out with rifle brushes. Thankfully, this \$3 item failure did not result in a trashed engine.



DRIVE YOUR MGA DAY



SATURDAY



MAY 4, 2013

Will you? Did you? Drive your MGA May 4th? Your editor wants YOUR story. Write it up today and send it in. That's an Order!

ROWDIES 2013 CALENDAR OF EVENTS

- MAY**
- 4 **ROWDIES Drive Your MG Day.** Details TBD
- 11 PCPS club-Tour to Gilmore car museum in Hickory Corners MI. Catered Lunch & access to all buildings. Info on page 5 above.
- 19 WDMGC Spring Gathering & Picnic, Camp Dearborn, Milford, MI
- 15-19 15-19 MGVR Focus Event JEFFERSON 500 Summit Point W Virginia
- 17-19 Carlisle Import Show
<www.carsatcarlisle.com/events>
- JUNE**
- 1 **ROWDIES Tune-Up Clinic.** Dave and Donna Quinn hosting: dlqS2000@comcast.net
- 8-9 Joint Car Club Event in Jackson, MI with the MGT Club-Buffalo Ranch and Cascade Falls: Shari Pelic 9248) 761-0097 or spelic@simplexgrinnell.com
- 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](http://www.sloanmuseum.com)
- JULY**
- 7 **Retirement Party**-Dave & Chari Smith
- 14 **Mad Dogs, Gilmore Museum,** Hickory Corners
[Gilmore Museum](http://www.gilmoremuseum.com) Bruce Nichols hosting
- 27-28 **ROWDIES Corral,** Waterford Hills Vintage Races, Clarkston, MI
[Waterford Hills Road Racing](http://www.waterfordhillsvintage.com)
- 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
- 15-18 [Twin Bay British Car Club](http://www.twinbaybritishcarclub.com)
University Motors MG Summer Party-John Twist, Douglas Walker Park, Grand Rapids, MI.
[University Motors](http://www.universitymotors.com)
- 18 MG Vintage Racers focus event, Grattan Raceway, Grattan [MG Vintage Racers](http://www.mgvintageracers.com)
- 27-29 **Put-In-Bay Races,** Put-In-Bay, OH
[PIB Reunion](http://www.pibreunion.com)
- 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](http://www.detroittriumphsportscarclub.com)
- 14 Round Barn Winery, British Car Corral, Baroda, MI (near Berrien Springs) Bruce Nichols
nicholsbm@aol.com
(269) 273-3118
[Round Barn Winery Events](http://www.roundbarnwinery.com)
- 22 Orphan Car Show, Ypsilanti
[Ypsilanti Automotive Heritage Museum](http://www.ypsilantiheritagemuseum.com)
- ? **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.




Kimber Meet Notes-Delhi Cafe-4-13-13

The Kimber Birthday party began in 1991 as Hosted by the Lansing Area MG Association. The original event was a Movie and Lunch format. Movies Grand Prix and later LeMans were the first two in a Private Showing at Celebration Cinema. I believe the cost was \$2.00 per person to see the movies on the big screen with big sound too. After the movie, attendees went to a Local restaurant for a group meal and a lusty rendition of "Happy Birthday" to Cecil Kimber. The event from day one was planned to be the first Michigan driving event of the year.

The idea must have resonated with MG owners, as every year, despite some real driving challenges, MG's show up in force from all over Michigan and Canada too. The number attending averaged 60 to 70 persons. Another fine tradition is the Birthday cake: Marcia Greiner of the Windsor Detroit MG club has made the cake every year since 1991. Following the meal, each Michigan MG club spokesperson will stand and give an overview of the upcoming events their club is planning. Sharing event information is a great opportunity for each club's Meets Chairperson to make note and meet with their counterparts in the other clubs. Hopefully a few combined events occur for the benefit of all members. Each club member attending also has a chance to introduce themselves (and shy spouses) and tell us a bit about their one or more MG or other British cars. Amazing how many members have more than one British car.

This year's event was no exception. Held at the Delhi Cafe in Holt Michigan, we had 68 attendees. The meeting started at 11:30 and ran to 2:00 PM. This year was a bit special as we celebrated Cecil Kimbers 125th Birthday. Cecil was born in 1888 and many MG owners believe that this octagonal birth year was the beginning of the trademark octagon coupled with the MG for Morris Garage. We hope that all reading this article will follow this lead and drive your MG or other British car to a club event soon. Rowdies attending this year included: Steve Finch, John Alexander, Jeff & Deb Smith, Brian Beery, Curt & Stephanie Smith, Larry Sprague, Steve Holliday, Gordy & Tracey Bird, Dave & Phyllis Goeddeke, Neil & Thelma Griffin, Bruce Nichols, Philip Wiltshire, Dave & Chari Smith, Mark & Marji Barnhart, Dave & Donna Quinn, John McMullan, Ken & Kathy Nelson, Bruce & Willy Mann, Larry & Mitzi Pittman, Bill & MaryEllen Weakley, and Dick Feight.

It sometimes seems that in spite of Global Warming, Cecil manages to keep beautiful spring weather at bay until just *after* his birthday and this year followed that pattern. Cold, snow, sleet, and bone penetrating dampness greeted many

Rowdies upon rising the day of the Kimber Meet, and discouraged more than one faithful Rowdie from cranking up their MGA for the trip. I don't think many of us are



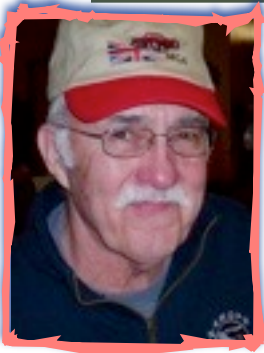
afraid to take MGA's on the road, we've just all decided that creature comfort and warmth has become a bit more important in our lives these days. Still, a few hardy souls made it in their MG's.

One long time Rowdie who has been missing from the scene for a while returned to the fold. That's our very own Dick Feight. Some of you may remember Dick as the mastermind and organizer of the famous Remus Chili Meet in years past. MG Golf, and blindfolded corn field driving in an MGA was invented right there. Ask Dick about it at a future meet. He's even talked about possibly resurrecting that, so be sure your insurance is paid up.

After the lunch and Birthday Cake, many of us retired to Dave and Chari Smith's for some more socializing. There was a bit of tire kicking, but this year it was done with winter coats on. More important lies and tall tales were told indoors by many this year, but a good time was had by all. Check out the meets calendar in the front of this issue of the Antics and we'll all try to do some extra driving later in April to keep our yearly quota of miles driven high enough to need a couple of extra oil changes this summer! **Dave Smith & Ken Nelson**



Rowdies at the Delhi Kimber Meet 4-13-13



CHAIRMAN'S CHATTER

by Dave Quinn

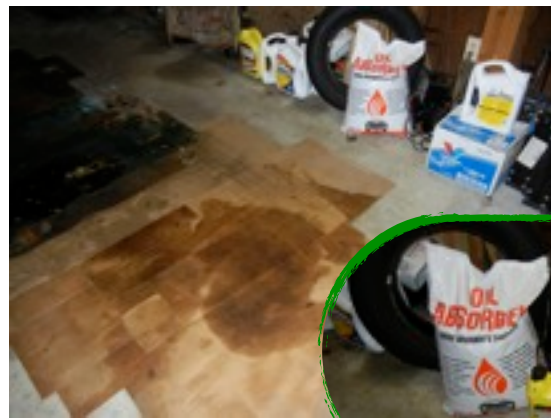
I have tried a variety of rubber gloves for working in the garage over the years. After finding a brand I like I continued to buy it. On a recent trip to Action Auto I learned my brand was no longer stocked. I stopped at Auto Zone hoping to find it. At this second store the clerk asked if I was looking for the black gloves everyone was trying to find. No. But this gave me a lead if I must change. It was a slow day, so I thought I would next try looking at Auto Value. There I found a brand called Black Lightning. For the sum of \$20.55 I took the plunge to try something new and bought a package of 100. Oh my goodness, these are by far superior to the best I've ever found. I highly recommend them.

The gloves have been tested a lot this spring. I've been trying to solve a mysterious coolant leak, which at this writing is still a mystery. In 2010 I installed a new radiator and new hoses. I've had no overheating issues or serious coolant loss but this winter while on jack stands I spotted a small coolant leak dripping from the lower elbow. Tightening all the hose clamps did not resolve it. This cold coolant leak persists. After trying to isolate it using paper towels I came to the conclusion there must be a pinhole leak at the bottom elbow. Not so. Pulling and testing the radiator did not support my theory. At the shop they said was no leak under pressure. I see no evidence to suspect a leak from other areas. The drip always shows up at the elbow since it's low point in the system. I read somewhere today's MG aftermarket hoses, likely offshore made, are not as good as in the past. So I bought an American brand with a spring inside to prevent it from collapsing. Just like before within 12 hours there was the drop of coolant hanging off the lower left elbow. Again, I retightened all the clamps. Twelve hours later I had the same results. Desperate, I put a second clamp on the lower hose. No matter, every trip under the car I see the same green snot hanging from the elbow. Pressure testers run \$150 to \$300. If I can find a spare I am going to replace the goose-neck in the system. Or another trip to a radiator shop is in order.

Before I can do that I have to replace the oil

gallery plug that blew out on my "around the block warm up drive" this spring. I don't know of anyone else that has had this happen. Nine thousand miles have been logged on that engine since the rebuild, so popping its cork is not something you'd expect. Perhaps the machinist did a poor job or perhaps the pressure release valve stuck. I probably should replace that as well. With GT-38 only six weeks away I hope to get this all sorted out as soon as possible. We all know our editor, Ken Nelson, enjoys living on the edge when it comes to car reliability because it gives him endless material for the newsletter. However, my wife is not as forgiving as his lovely wife when it comes to heading off to a GT with one's fingers crossed. Even at the best of times just getting to your destination MGA can be an adventure. But that is part of why we love them – right?

In the last newsletter I asked for volunteers to work on a regalia committee. No one raised his or her hand. I corralled a couple people to assist in evaluating our options. One company in particular seems to look good. They are working to finalize a proof of our logo. Once accepted, we will place our first order in early May. This is for shirts to be worn by the Rowdies attending GT-38. If all goes well with the first order we will follow that up with regalia detail announcements in a future A-Antics and/or email. Stay tuned.



C'mon Dave, if you're going to complain about a little water leak at least make it a goodun'. And while you're at it, get yourself a properly equipped MG garage like your editor has. Leaks don't frighten him!

An MGA Ad From Days Gone By...and Miss MG of North America





Sunday, May 19, 2013, 11am – 4pm

Camp Dearborn

1700 General Motors Road, Milford, MI
48380

The Windsor-Detroit MG Club is proud to sponsor what we hope to be an annually recurring, seasonal bookend event to the fall DTSC Battle of the Brits car show.

If you enjoyed the Detroit Triumph Sportsclub, Battle of the Brits

alternative event, the “Gathering of the Faithful” last fall, then you will certainly enjoy this Spring British Car Gathering & Picnic event too.

No registration, no formal car show or class parking, and no awards; just an opportunity to share our passion with fellow British car owners and clubs, and to get to know one another.

We have reserved the same large grassy area at Camp Dearborn in Milford. We will have access to a large drum grill fired-up for anyone to use. BYO picnic lunch, something to throw on the grill, beverages, etc.

The park entrance fee is only \$3 per car.

For more information contact us at Board@WDMGC.com

The Camp Dearborn Web Site is www.campdearborn.com

British motorcycle clubs and owners are also welcome to attend.

I hope that I got all the British clubs in the area.

WDMGC would appreciate your club adding this event to its calendar.

Also if I left anyone out please forward this to them.

Any help you could lend to promoting this event and getting the word out is greatly appreciated

We look forward to good weather and a great event.

Michigan MGT Club Invitation To Rowdies-Jackson, MI

Buffalo Ranch Cascade Falls And more! JUNE 8th - 9th, 2013

The agenda for the weekend is to drive to Brooklyn Saturday morning. (Sandy and I are leaving Meijers at Haggerty, north of 15 mile road at 10am if any one wanted to caravan with us.)

We'll gather and leave the parking lot of **Big Boy's Restaurant** (329 S Main Street Brooklyn, MI 49230 (517) 592-3212) at 1pm to mosey on over to **The Buffalo Ranch** (12770 Rountree Road Hanover, MI 49241 (517) 563-8249) www.horsesandbuffalo.com. There we will ride the wagon (\$5 each person) out to the pasture and feed the buffalo—yes, feed the buffalo. If you have never done this before prepare yourself, it's a riot. It's like pushing a bottle in a store bottle return. The Ranch has approximately 45 head of buffalo on 240 acres. Check out their website for more information.



Dinner is going to be at **The Steak Eatery** (4343 Oaklane Jackson, MI 49203 (517) 787-8760). Dinners from \$10-25 per dish. We should be arriving at the restaurant around 5:00—5:30 pm. (Casual dining—great steaks!!!)

Evening entertainment will be the **Cascade Falls**—admission \$4 (1401 South Brown Street Jackson, MI 49203 (517) 788-4227). We should arrive about 7:30 pm, the show starts at 8:00pm.

The Cascade Falls are one of Jackson's most unique and spectacular attractions. This man-made waterfall thrills visitors from across the globe with six immense fountains, three reflecting pools and 16 falls, 11 of which are illuminated with a total of over a thousand multicolored electric lights.

The Cascade Falls' impressive display is 500 feet long, 64 feet wide and 60 feet deep, making for a dazzling scene as the sun sets and the stars begin to shine. Visitors may gaze at the twinkling lights while enjoying a variety of music, cooled by a fine mist from the powerful fountains. Several times a year, fireworks displays burst in the air above the Cascade Falls, to the delight of hundreds or thousands of viewers. Since its creation, millions of people have enjoyed the beauty of the Cascade Falls. (And yes, dancing is always welcome.)



Rooms have been blocked at newly renovated **Brooklyn Super 8** mention you are part of the MG Club—room rates are \$75..



Super 8 Brooklyn
155 Wampers Lake Road
Brooklyn, Michigan 49230
Phone: (517) 592-0888
www.Super8.com/Brooklyn

As always—all cars are welcome.
(It's really about the company.)
Please join us for all and/or some of the fun!!!!
If you have any questions, please contact Shari Pelic at (248) 761-0097 or spelic@simplexgrinnell.com.



Technical tips—by dave dickens

A TALE OF TWO TYRES-*Submitted by Dave Smith*

It was the best of tyres, it was the worst of tyres. Yes, a corny opening, but it worked for Dickens. My first education on how tyres can affect handling came from the seat of my 1962 MG vintage racer. Tyre heat, tire pressure down to .5 # adjustments and tread (less is better than more), seemed like the entire package to having great handling.

However there was one more piece to the goal. It is called road force measurement, and is the amount of energy a tyre will need to roll at a given tyre pressure. Think of the difference of force you would need to push a heavily loaded wheel barrow down a smooth cement driveway. Then the same barrow being pushed thru deep sand. Easy to imagine the extra effort required to move the barrow thru deep sand.

In the example, it is the road or high effort to move the barrow. If one manufactured (Hey, this \$29.95 tyre is excessive road force can be a problem.

If you buy 4 tyres for \$119.80 force of 7# thru 9#, and the fourth balance them, a front end alignment miles or so, you loosen your grip on the left and crosses the center line. back to your local tyre store. Check the the front end alignment and toe in-all the tyre guy have no more ideas.

Murphy's Law. The tyre guy put the the tyre with 29# of roll force on the LF. The setting and causes the "pull" to the left. A quick fix is to put the LF tyre on the rear axle and substitute the 9# road force tyre onto the Steering axle. The difference in roll resistance is negligible and the MG or other car will travel without excessive pull to the side. However that high road force tyre will be with you for the next 35,000 miles. With the current price of fuel the high force tyre will cost you \$140.00 in wasted energy costs until it wears out.

Moral of the story: Cheap tyres are not actually cost effective. Knowing your road force resistance along with quality tyres and front end alignments is the total package to a good handling car.

The Editor Says: Thanks Dave, that's helpful information, but is there a way to calculate or get the rolling force resistance measurement for any particular tyre or brand of tire?

Good question. the upper end tyre shops have a road force machine. Once the tyre is mounted on the rim and balanced, the rim is put onto a shaft, much like a spin balancer. A steel roller is pressed against

(continued next page)



material that is the variable, causing low of your new tyres is not well as good as a \$150.00 tyre) then

and three of the four have a road tyre is 29#. You pay to mount & to "be sure" and hit the road. After 20 the steering wheel and the car darts to You avoid the Semi truck, and go inflation pressure-all OK. Recheck OK, Lug nuts tight-all OK. You and

cheepo with 7# of roll force on the RF and mismatch in roll force overcomes the caster

Love the hair, but did he own an MG?

the tyre tread to simulate the road. The amount of effort it takes the machine to rotate the shaft against the resistance of the roller will give the readout. 7# is about as low as I have seen. A really badly constructed tyre can have resistance in the high 20's.

As the article tells, when a low resistance tyre is on the steering axle, and a high resistance tyre is opposite, the effect is like an alignment problem. If the club members are not aware of the road force piece, they may not find a good way to solve the constant pull to the left or right. Tire inflation and front end alignment will not fix this problem.

I may not have clearly stated the low cost solution, but if a Rowdie has the car pulling to the left or right and does not know the 4 road force numbers, a bit of mix and match can usually improve the situation. With the offending tyre on the back axle, the rolling resistance does not affect steering, but does have a slight effect on the cumulative rolling resistance of all four tyres.

I did not put this in the article, but race tyres must hold this number to a zero difference. All four at 7# road resistance is ideal. Hope this helps, let me know if you have any other questions. **Dave Smith**

Rowdies Guide to Hosting a Meet

This is a guide to help you plan a club meet. First and foremost, Rowdie get-togethers are very informal and intended to be fun for everyone including the host.

While there is always work to do to prepare for a meet, they do not have to be at all formal or extravagant. And don't hesitate to call another club member in your area to help if you need it. We have traditional meets like the Rowdie Birthday Party and the Christmas Party, but any ideas you may have for a fun meet works.

It can be a color tour in the fall, or a first drive of the year in early May, a day in the garage to help you with some project on your MG; really any excuse to get everyone together for a good time. For something like a day in the garage, you may just order pizza where a larger meet may include a meal or stopping at a restaurant.

You may plan your meet around some activity in your area with the club relaxing at your place afterward. In this case, if the group ate at the event, you may only need snacks, coffee, and pop. If the activity did not include eating then you could plan a cook out with the members bringing a dish to pass. If you host a meet where a meal is served, the club will help defray the cost of the meal.

When you host a meet or event, you need to take names of all those attending to be placed in a hat or any suitable container for a drawing, whereby the winner receives a \$50.00 gift certificate for use at The Little British Car Company. The Club and LBC split the certificate cost 50/50. As a host you will be entered in a similar drawing for a \$100.00 certificate with all other hosts for the current year.

If you do decide to be a host for a Rowdie meet and you have any questions about doing it, get in touch with the Meets Chairman (Dave Smith) or the Chapter Chairman (Dave Quinn).

**GT-38 Events Update From NAMGAR-
See You There!**

GT-38 is almost here. We welcome you to what will become an unforgettable experience in Asheville. There is so much to do and see in Western North Carolina that it is hard to fit it all in the schedule. Some days there are several activities at the same time so you can choose the things that are most interesting to you. We are updating the web site often with changes and additions to the schedule, plus adding descriptions, details, and pictures of various events. Be sure to check the [GT-38 Web site](#) often, particularly the [Schedule](#) and [area attractions](#) pages. Look for the links on most pages for details of events. All the scenic drives now have maps and directions posted along with information about the destinations and points of interest.



There are several items added to the schedule since you registered. Two sessions have been added for the ladies. Click [Ladies sessions](#) for details and registration requirements. For those that arrive in Asheville early enough, there is a planned short drive on Monday to the mountain-top [The Pisgah Inn](#) for lunch. On Tuesday, after the Biltmore experience, a drive, tour and tasting at the Highland Brewery and Troy&Sons Moonshine Distillery is available. The 5:00, 5:30, and 6:00 tours are reserved for GT-38. Beer-boiled hot dogs, Bratwurst, etc. will be available. [Click for Details.](#) There is a small charge. If that's not enough, to top off the day, the GT hospitality room will feature wine tasting Tuesday evening. Also added is a short [Walking Beer Tour](#) in downtown Asheville. Fit this in your schedule when you want. It's a great way to relax before dinner. Other downtown

walking tours are available, such as History, Art, and Chocolate. A recommended restaurant list will be provided at the GT. The short local drives are listed on the [Scenic Drives](#) page.

On Thursday the gimmick Rally will begin sending out cars at 8:30am on the 34mile route. If you don't get lost, the untimed route will take about an hour and half to complete and answer the questions. At around 10:30 to 11am Don Wisch will guide a tour on the [Diamondback](#) sports car road to Little Switzerland. He has arranged for photographer [Blind Kenny](#) to be in position in one of the curves in NC 80 to take pictures of you and your car rounding the curve. Pictures will be posted on the web for you to review and buy if you like them. He normally works only on weekends, but he will be waiting for us Thursday. You can have lunch at one of the [Restaurants](#) in Little Switzerland. Route info: [Click here.](#) The [Zip Line](#) company at the hotel will offer discounted tickets for their zip line tour over the show field. A great way to see the car show.

If you are going on the Biltmore tour please check [Planning Guide](#). Also, to help us plan for some of the events, please review the [Sign-up Page](#) and let us know what you are interested in doing in Asheville. Please do this if you haven't already. Unfortunately you probably won't have time to do everything. Just remember Western North Carolina will gladly invite you to come back to complete your tour of our state.

Contact us at info@gt38-namgar.org if you have questions or need more information. More email updates will follow as needed in the next 6 weeks. See you all in Asheville.

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

Don Holle's Fascinating Secret MG Story

You are not going to believe this, and I wouldn't blame you if you didn't, but on April 1st Linda and I acquired a prototype MGF. It is one of ten or fifteen front engine Fs that were built in 1992, three full years before the production MGFs successfully hit the world market everywhere but in the US of A. The dozen or so prototypes were thoroughly tested in great secrecy in Outer Mongolia for over a year before the real thing was put into production with the engine in the wrong end.

If you have never seen an MGF or are unfamiliar with its presence in almost every civilized country except ours, here's where to go and see one and why. I understand that there are some in Canada and some in Mexico and lots and lots of them in the UK and Japan. The Rover Group, later to become Rover/BMW, decided that it would cost too many English lbs. to reestablish a network of dealerships here, what with the cost of infrastructure, stocking spares, training personnel, bribes, etc., etc. So, we got no MGFs. Short and simple. And tragic!

If you want to learn all about the genesis of the MGF, including photographs, I highly recommend turning to chapter 12 of MG by McComb, 3rd edition, for all the problems overcome during its gestation. And if you really want to get into detail, there is, of course, an MGF website.



MGF Prototype on location for testing in Mongolia



Note Subtle Camouflage with only discreet MGF logo visible

Since handing our MGA off to its new caretaker, Marc Vadenais, about a year ago, we have kept an eye open for a nice MGB GT to take its place. But none have into view. Being without an MG is not easy. My MGA history goes all the way back to December of 1957 when I bought my first one and fell in love with it. Two more A's and a couple of MGBs since have kept the affair alive. So when this MGF prototype made itself available, we could not pass up the chance to reunite with the sacred octagon. Plus, a boy with no project to occupy him is fair game for the forces of evil, even a boy about to enter his fourth quarter century of earthly occupancy. All the more reason to fill the empty space in the garage with something attractive and seductive. Like an MGF

prototype, I mean.

Part of the covertness of the prototype effort was to make the MGFs look very much like run of the mill Mazda Miatas. In fact, they were even labeled with Mazda nameplates in several obvious places. The Brits even went so far as to make up fake VINs for each that began with the letter "J" which we all know indicates that the country of manufacture is Japan. Very thorough and clever, those Brits. They weren't too concerned about attaching fake VINs to the cars because every one was destined to be crushed upon final testing. At least that was the plan. But one got away. Ours. Very much like EX186, a one-of-a-kind twin cam powered MG that was supposed to be crushed, but got spirited away in the dead of night to

the colonies. Good thing, too. Last I heard, it was being well cared for in Colorado.

How our proto MGF got to these shores from the sands of Outer Mongolia, I haven't a clue. Until a few years ago, when it turned up as a barn find in Espanola, NM, it was written off as turned into razor blades. But the finder and previous owner, who shall remain nameless for security purposes, swears that this is the real McCoy. He has never lied to me, although I only just met him last week.

Dave Quinn has asked if we intend to enter our MGF in the "Other British" class at the upcoming GT in Asheville. Hmmmm, it sure does look a lot like a Mazda Miata. Doubters might take a key to its bonnet, wings or boot. Do you think we could get away with it?

We are delighted with our MGF, front engine and all, and don't care a whit if even knowledgeable British car aficionados mistake it for a blue Mazda Miata. The camouflage still works and the secret is safe. Only you and I know the real truth.

MGA TUNEUP MEET AT DAVE & DONNA QUINN'S

SATURDAY JUNE 1ST-STARTS AT NOON.

**FREE BEER (YEH!) BUT DONATIONS ACCEPTED
WE'LL ORDER OUT FOR PIZZA.**

**BRING YOUR OWN PARTS & SPECIALTY TOOLS IF NEEDED,
OTHERWISE TOOLS SUPPLIED IF THEY DON'T GROW FEET.
BEDS AVAILABLE FOR THOSE WHO CAN'T GET THEIR MGA
STARTED AFTER TUNE-UP.**

**FREE HAND WASH & WAX BY DAVE.
DETAILING BY DONNA QUINN.**

**RAFFLING OFF PRIZE-WINNING WHITE MGA AT 4PM-MUST
BE PRESENT TO WIN.**

(some details subject to change without notice)

2929 Wolhaven, Jackson, MI 517-782-9749 dlqs2000@comcast.net



Dave's Trained Mechanics



The latest equipment
for your modern car





More Kimber Meet Pictures





Dick Feight, the originator of the famous Remus Chili Meet in Days of Yore, returns for an encore appearance to greet everyone.

Picture below from chili meet about 1982. Guess who?

