



A-Antics



Photos by Bruce Nichols & Ken Nelson.



See "Letters" page 5

Chicken Man & His Machine

Gilmore Museum Meet

First USA Twin Cam

Birthday Party Meet at Weakley's



MAD DOGS & ENGLISHMEN PICTURES THIS PAGE AND NEXT



Terry Frisch & 1958 Twin Cam



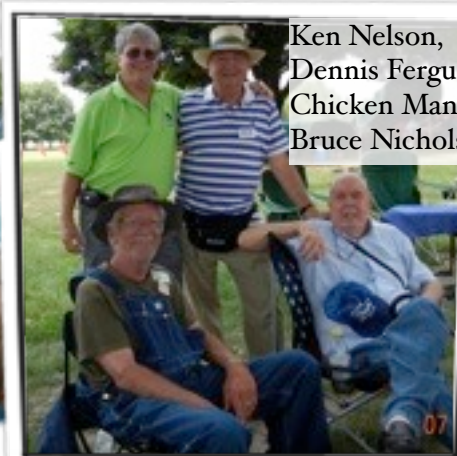
Detroit Steel was quickly ticketed and hauled off for scrap by the local Bobbies



Guard cats: "Protecting the Breed"



Bruce Nichols, Steve Finch



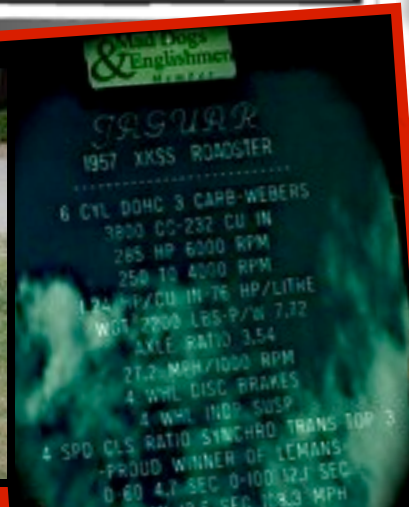
Ken Nelson, Dennis Ferguson, Chicken Man, Bruce Nichols



Rich Pollion and a Fine British P5 Rover Coupe



1957 Jaguar XKSS Roadster



Todd Binz



MGA lineup



100 glorious bhp from the powerful 6-cylinder 3-litre IOE engine

A veritable pot-pourri of British Motors were on display July 14th at Mad Dogs & Englishmen at the Gilmore Museum car show. Left to Right and top down: a beautiful and rare 1957 XKSS Jaguar, Norton Commando 850 Bikes, Jag XKE V-12 engine; 1958 Ford Consul with Tickford Top, more XKE's; Ford Anglia, Morgan 3 wheeler and Jensen-Healey; Morris Minor, Morgan roadster, Land Rover



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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: October 20, 2013

Letters:

He's Everywhere, He's Everywhere

In Chicago in 1966, radio station WCFL created a spoof on comic book heroes titled "Chickenman", as a Super-Hero crime-fighter. Lloyd Herring brought his example of a more rural version to Hickory Corners in the form of his Chicken-Car. He engineered this quite imaginatively to provide transport for his livestock and moonshine. He even provided his own mud-stained patina complete down to the rust and the chickens. See the cover pictures from the "Mad Dogs & Englishmen" meet July 14, 2013.

Three Strikes

After avoiding Moss Motors for a while because of problems with items I've bought from them before, I thought I'd try with them again.

I have a down draft progressive 2 barrel Weber carburetor I purchased some time ago that

shipped new with a K&N air filter and I needed a replacement filter element. I found the Weber carb with the K&N filter shown on their web site and they list a replacement filter as Moss #222-364 selling for \$16.70 right underneath it.

When I received it the first thing I noticed was there was no K&N logo on the filter or the box. So I peeled the Moss part number sticker off the box and found an EMPI part number 00-9033-9. EMPI is a company that makes or imports a lot of VW hop-up parts. I checked with two suppliers of VW parts and found them selling this same Made in China air filter element retail at \$8.25, less than half the Moss price. I tossed the Moss junk in the trash and located a K&N distributor and bought the real thing.

This is the third time I came back to try to use Moss as a source of parts after being disappointed in the past. Strike three.

Mark Barnhart

Namgar's Best

Barrett Harrison is looking for NAMGAR's best examples for display at the 2014 British Car Week show. The following announcement will appear in the September/October MGA! Thought you might want to pass this information along to the local chapters.

WANTED: Great roadsters, coupes, and Magnettes! British Car Week's 2014

Crown Jewels Show is being moved inside the Hot Springs Convention

Center. Each national club will be invited to send three cars to

display. Barrett Harrison is looking for the very best roadster, coupe

and Magnette available to represent NAMGAR.

Contact him at barrett10@sbcglobal.net.

Calling All Members

The Club tool chest is looking for the Pneumatic Staple Gun and "Lift-the-Dot" Punch set.

In addition, we are looking for the Digital front tyre alignment tool. Please contact Dave Smith if you have these items.

Please Note; we will have a drawing at Neil's meet for the Rowdies who attended GT-38. We will give two winners a one-year free membership to NAMGAR. This is given by NAMGAR to the club winning the GT Attendance Award. Rowdies, Rowdies, Rowdies... Chairman Dave

Almost There?

Thanks Bill (Weakley), for sending me the B'Day pictures and writeup (see story page 14). I've been working on my Riley (really) trying to get it repainted as well as rebuilding the transmission on my TD along with the usual minor (major) issues with the MGA and Rover along the way. Your MGA looks almost done. From your picture I imagine just a few bolts to put it together and cruise on down the road?

Ken Nelson

Bill's Reply

Just a few bolts? Yea, sure. A few bolts, some body work, prep and painting, engine assembly, wiring, hydraulics, drive train assembly, body assembly interior, trim, instruments, tires, fluids, and a few more bolts. Should be done Monday (some Monday).

I'm finding that dividing my car hobby time between three cars is not conducive to finishing long term projects. There is always something that can or needs to be done on the driveable cars. And the driveable cars are more fun than the non-driveable one. I guess it just takes discipline, along with time, money and

tools. I have most of the tools but am always short of time and limited on money.

Bill Weakley

Wonderful Friendships

Ken, would you please put the enclosed ad in the next A-Antics? There is a time for everything and the time has come for me and my friend to part company. This was not an easy decision as I have had this car for about 30 yrs. or so. I intend to keep my Rowdie membership as I cherish the wonderful friendships that I have benefited from over the past number of years. Happy MGing. Hope to see you at the next GT.

Best Regards, Herb Maier.

Racing Around

From Dave Smith:

Finally the AH Sprite is ready to compete at Put In Bay next week. Always lots to do to make it event ready. It has been given # 49, so I am very excited.

Remember that cell 517-231-4147 was a company cell phone, which I turned in upon retirement on 6-28-13. It will still take messages, but please take this off your list.

The Smith Cell is 517-614-4555 and is shared between Chari and I. Do not text me but all calls welcome.

Today 8-20-13 I am taking the motorhome to Harrisville State park on Lake Huron. Chari is there already and will "rough it" until 9-2-13.

I will be back in Holt on Saturday 8-24-13 and enroute to Put In Bay on Monday morning 8-26-13. I am staying at the English Pines B&B thru 8-29-13. Then back to Harrisville. The cell service up north is near zero here, which is why I wrote this note.

On 9-3-13 chari & I will be staying with the Tierno's at Keuka Lake, and attending WGI as a spectator. Any crew or overcrew from you WGI racers would be appreciated.

That is it for now, Dave Smith

ROWDIES 2013 CALENDAR OF EVENTS

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](#)
 28 **ROWDIE Chilli Meet-Neil & Thelma Griffin**
 44492 Robson Rd, Belleville, MI
ntgriff@sbcglobal.net
 (734) 697-7419

OCT
 19 **ROWDIES Color Tour, Bruce & Willy Mann,**
 960 Denbar Ct, White Lake, MI
bwmann@comcast.net
 (248) 698-3372 **WATCH FOR EMAIL INFO**

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.



By the Numbers – Rowdies & NAMGAR June 2013

ACTIVE MEMBERS:

ROWDIES:
68

Rowdies in NAMGAR
58

Percent in NAMGAR
85%

NAMGAR MEMBERS:

In Michigan 87

In USA 1,728

World 1,912

CARS REGISTERED:

Rowdies'
MGAs 172
Rowdies-Other MGs 91

NAMGAR:
Michigan 108
USA 2,026
World 2,239

MGA BREAKDOWN OF ALL REGISTERED:

1500:
Rowdies 89
NAMGAR 3,503

1600:
Rowdies 56
NAMGAR 2,776

MkII:

Rowdies 17
NAMGAR 1,037

Deluxe:
Rowdies 2
NAMGAR 102

Twin Cam:
Rowdies 6

NAMGAR %
Roadsters 86%

NAMGAR POPULAR COLORS:

Red 2,527
White 1,558
Black 829
Blue 712



CHAIRMAN'S CHATTER

by Dave Quinn

GT-38 was a fun event.

It was our 18th national and we enjoyed the camaraderie of the many Rowdies who joined us. We had orders for 14 men's and 11 women's shirts for the event. Everyone seemed please with

his or her purchase. It's always great to show off the Rowdies colors and that color certainly made a good splash. Of course anyone wishing to have one can order them from our new vendor.

I hope reading about the travel difficulties some Rowdies experienced at GT-38 in the last issue does not discourage you from taking long trips in their MGA. Nothing is more rewarding. Keeping fifty-year old cars going requires a fair amount of learning and commitment. Even then you can expect a couple minor breakdowns in any group with the ensuing parking lot or roadside fixes. You may recall I had a transmission failure two GTs prior. For the first time ever it came home on a flat bed. Those memories faded quickly when attendance at the following two GT's went trouble free. It was great to see the Rowdies winning the GT attendance award two years in a row. That alone should give you a nice feeling knowing such a large knowledgeable support group is on tap. A special thanks goes to those Rowdies who provided assistance to those in need.

I expect the Rowdies will have another large turnout at the next national event. I can now announce GT-39 will be in Ottawa, Ontario, Canada on July 14-18, 2014. Driving to this event is an opportunity to experience driving both sides of Lake Erie and Lake Ontario. For me the Canada side is 600 miles and the US side, through PA and NY, is 700 miles. This will be about the same distance as Asheville for us. I suspect our neighbors to the north will throw a very good party.

Following our drive to North Carolina we headed north in Michigan for a family get-together and two weeks in the Traverse City area. Imagine my

surprise when I started to see Porsches, old and new of every style, at every turn in TC. After a little investigation I discovered their national meet, Porsches on Parade, was happening. They were revisiting TC for the first time since the late 1990's. If we as GT-40 planners think we have our hands full imagine if you will what the organizers of their event had to deal with when 860 Porsches signed up! I didn't get a chance to ask the obvious question of how do you feed them all – or – don't you? Many were sporting neat three-digit numbers for driving events that included a gymkhana in the Casino parking lot. We arrived too late to see any action but I can report hitting a big loud long noisy win of \$40 on a penny machine.

I know I should avoid political subjects but this whole business of adding ethanol to our gasoline is totally out of hand - quite the racket actually. We pay extra in income taxes to subsidize the corn growers, then, in turn, pay higher fuel taxes for the privileges of obtaining diluted fuel, poorer gas mileage as a direct result of that dilution, and this comes with increased wear and tear on vehicles' engines and complete failure to small motors. And all this is being caused by the presence of that same ethanol we're compelled to buy. I bet Bernie Madoff is kicking himself for not thinking of it first.

As most know the 2005 Clean Air Act requires refiners to blend a certain amount of ethanol into gasoline every year. Every year the amount goes higher. Consumption of gasoline in the USA has been falling for four straight years. This means refiners have to mix 10% ethanol into more of the gasoline they make — even though the market can't consume it all. Most vehicles can't handle any more than E-10. So, in order to meet federal mandates refiners buy ethanol credits, known as RINs (Renewable Identification Numbers), to offset their obligations. Predictably, this surge in demand for RINs accounts for half the spike in prices in the past several months. Adding to the dilemma is the fact that refiners are exporting the gasoline they can't sell here, which keeps inventories low and prices high.

There is an endless list of the damage and failure E-10 has done to small motors such as lawnmowers, boat motors, chainsaws, trimmers, leaf blowers, etc. Sta-Bil fuel additives claim to work. Or find a station that sells ethanol-free gas. Locally, the good news is Jackson, for the first time, has a gasoline station selling ethanol free gas. The bad news is at this writing it is \$4.50 a gallon. The web site <http://pure-gas.org/> lists over seven thousand ethanol-free stations. Another product that marine companies suggest may be better than Sta-Bil is Sea Foam.

Just wait until E-15 comes to market in 2015. Despite protests from automakers, AAA, refiners, oil producers, outdoor power equipment manufacturers, and the API — the Supreme Court refused to block the increased use of ethanol required by the EPA. It is estimated 95% of the cars in the U.S. are unable to handle E-15 fuel, as well as some 700,000 gas stations, 3,000 miles of pipelines, and hundreds of millions of lawnmowers and generators. Congress needs to wake up and take action.

*the
get-away
car*



Back seat drivers, g'bye! This one is deliberately designed for a carefree twosome to slip into snug bucket seats, take the helm, give it the gun, flash through teeming traffic and head for their favorite wide open spaces. Alone, This is the sports car for a guy and a gal who dare get away with an MG, knowing that everyone's watching them. Enviously. The

MGA 1600 Mk. II is one of four brand new members of the famous BMC family along with the MG Midget, the Austin Healey 3000 Mk. II and the Sprite...mighty fast company all. Drop everything for a get-away test drive today. You'll find your hometown BMC dealer to be a happy accomplice.



Products of THE BRITISH MOTOR CORPORATION, LTD., makers of MG, Austin-Healey, Sprite, Morris and Austin cars. Represented in the United States by Hambro Automotive Corp., Dept. BB-1, 27 W. 57th Street, New York 19, N.Y.

Going abroad? Have a BMC car meet you on arrival. Write for details.

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.



British Car Corral Invades Round Barn-September 14, Saturday-noon to 5pm.

The rally will feature up to 50 British cars displayed along our rolling vineyard. Grab your friends, kids and/or parents and enjoy viewing the classic and timeless cars that are sure to put a gleam in your eye. It's a fun gathering of like minded British Car Enthusiasts - no registration or awards. Make it an afternoon with delicious lunch options from our cafe and, of course, award-winning Round Barn libations including wine, beer and spirits. *Live music begins at 3 PM ET.* Do you have a British Car and want to know more about joining the corral? Contact Stan at stanbmason@aolcom. Bring sun umbrellas but please no outside food or beverages.

Saturday: 12:30 PM EST [Top Secret Band](#); 3:30 PM EST [Mark Pitcher & Exit 41](#)



Pack up the Babies and grab the old Ladies, 'cause everybody goes to the Round Barn British car meet Saturday September 14th.



2013 Stan Mason's British Car Invasion

Round Barn 10983 Hill Rd Baroda, Michigan 49101 from noon to 5PM. This flash mob event is on the same day and at the same place as the now defunct NIAHC Round Barn event. There will be a sectioned off area for British Cars. There will be no registration or awards as this is not a sanctioned NIAHC event. It's just a great gathering of like-minded British Car enthusiasts enjoying each other's company. Please RSVP to Stan at (269) 228-0096.

Rowdies can call Bruce Nichols for details also.

(269)-273-3118

[Get Directions](#)

Pictures of some of the cars at last year's meet above.

THE FIRST MGA TWIN CAM IN THE US

by Terry Frisch

THE HISTORY OF THE 4th TWIN CAM

1965

This story starts in 1965. I was 16, and in high school, when my father and I went to look at a blue 1957 MGA for sale. After looking it all over, I asked my father what he thought about the car and he said "if you don't buy it I will". I/we bought it.

1992

I attended my class reunion and was reacquainted with a friend who also had an MGA in school and now had a British car restoration shop. Talk about having 60's flash backs, the smells and sounds came back instantly.

2007

I now had a fully restored 1960 MGA, 1954 MG TF, 1979 MGB LE and a 1934 Vauxhall BX Roadster in my collection. All seemed right with the world. Each car had their place and I felt good about being in control of my fixation/passion/sickness. Then one of my colleagues at work poked his head in my office and said THOSE words most of us have heard at one time or another "**hey Terry, my next door neighbor has an old MG he wants to sell, you interested**"..... NO I AM FULL THANKS, and went back to work.....then.....well it can't hurt to

ask.....HEY RUSS WHAT KIND OF MG IS IT?"**an MGA I think**"NOPE, GOT ONE THANKS.... I was proud of myself and went back to work.....day two...."**hey Terry my neighbor said his MGA was a twin Cam.**" Whoa!..... Lots of images flashed through my mind. One of them being the cost of my divorce.....oh well, what harm can it do just to look. When the owner opened the garage

door it was obvious that he had the same passion as I. There was a spotless MG TD, MGC GT that he bought new, MGA MK II with 21,000 miles that he bought new, and way in the back was the Twin Cam with 4 flat tires and no interior and the engine out. About that time my wife drove up and zeroed on the Mark II and said "well this looks really nice" NO DEAR ITS THE ONE IN THE BACK....."**oh**".

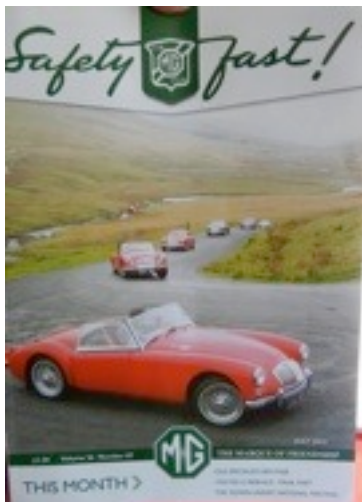
After a short, fair negotiation it was on a trailer headed home. I still remember his grown daughter coming up to me with her finger in my face "don't you dare paint this car purple and put a V8 in it". I very quickly learned that this was an early car. Only after joining the Twin Cam group and trading emails back and forth with Mark Hester and Robin Barker did I learn it was the first left-hand car made. The owner indicated that he purchased the car in 1963 in Detroit on a used car lot for the purpose of racing it on a local track while using his MGC GT as his daily



Terry and YD3-504 at the Gilmore Museum 7-14-13

driver.

At this point, I started the restoration and also started down the road to find the history of #504. I had the bill of sale from the used car lot which was family owned and still in business. While they tried to be helpful and indicated the car was sold by "Uncle Bob" no records remained from that time period. With a hint from Mark that the long awaited first group of Twin Cam's were shipped to major MG dealers and/or race teams. I also was told from the previous owner that while the car was set up as a street car when he bought the car, when he took the engine down it was obvious that it had been modified and prepared for racing. So armed with these hints and the British Heritage trust information I started searching the vintage racing clubs on the east coast of the US. While the clubs were very responsive they could not find my car in their records. While red Twin Cams with black interiors were somewhat common, # 504 had the competition seats and



according to the records #504 was the only one with this combination in 1958. So I reasoned that if I could find a red Twin Cam with black competition seats in 1958 it would be #504. This proved to be a challenge due to most photographs of that time period were black and white and almost no interior shots.

A friend of mine Geoff Hacker who researches fiberglass cars and runs the website,

www.forgottenfiberglass.com, contacted me and said he was going to interview Kjell Qvale in California. Kjell Qvale was the largest dealer of British/MG cars in North America in the 50's and 60's and also had an extensive racing team. My friend Geoff agreed to bring up #504 during his conversations with Qvale. These conversations lead to Qvale's mechanic, Joe Huffacker, who I contacted and he did remember the MGA Twin

Cam that the factory sent them
.....WHAT COLOR WAS IT?

...."Red"..... DID IT HAVE A BLACK INTERIOR?

...."yes, we always used dark seats because we always had greasy hands".....

WAS THERE ANY THING SPECIAL ABOUT THE SEATS?...*"well, they were different than the normal MGA seats and kept us from sliding around"*.....ANYTHING ELSE YOU REMEMBER?

.....*"yes we had special cams made because we felt ours were better"*.....DO YOU HAVE ANY PICTURES?...*"no we lost them all in a flood a few years ago"*.....DID YOU RACE THE CAR?

....*"yes three races then moved on to Jaguars"*.
By this time the engine

had been rebuilt, I asked the rebuilder and the previous owner about the cams and learned that they were not stock and were different manufacturers.

I contacted the vintage racing club in California with the information that I had collected and got lucky with a picture of Qvales #166 car in a race, and it could very well be red. The picture came from the driver of the Morgan.

Very close but not there yet

The SCCA sent me a picture of a twin Cam in a September 1958 club magazine with Qvale's driver, Jack Flaherty, standing next to the car at Minden Race Track with #66 on the bonnet AND showing the competition Seats. I again circled back to the records to see if there were any other possibilities.....nope. I sent all the information to a few members of the Twin Cam Group and all agreed with the findings.

This car was YD3-504,

Eureka!!!!

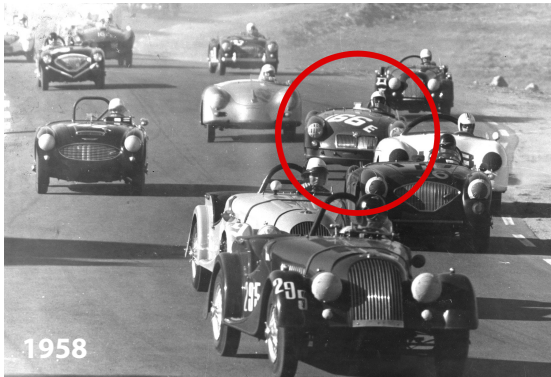
BUT!

How did the car get from California 2000 miles to Woodward Ave in Detroit in 1963?

The hunt continues.....



1958 MGA TWIN CAM



Only 2111 MGA TWIN CAMS were manufactured. This vehicle is the FIRST left-hand car built and the FIRST sent to the United States.

The long awaited MGA Twin Cam was rolled out in early 1958. The first cars were delivered to established race teams or large dealerships. Kjell Qvale, the largest North American MG dealer with an extensive race team in California, received #504 in mid-1958. Qvale campaigned #504 for three races.



In 1963, #504 was purchased from a used car lot in Detroit, Michigan. Waterford Hill Race Track, north of Detroit, saw #504 racing again until 1966 when the engine was removed for inspection and normal maintenance. The exciting days of racing ended when #504 was placed in dry storage for the next 40 years.

I purchased #504 in 2007 and its restoration completed in 2012.

SPECIFICATIONS

VIN:	YD3-504
Body:	#61003
Engine:	#16G-U-119
Body Color:	Orient Red
Trim/Hood:	Black
Manufactured:	May 1- 9, 1958
Accessories:	Competition Seats, Heater

MODIFICATIONS

- Oil cooler
- Louvered bonnet
- Bumpers removed
- Wide rims installed
- Smooth front valance
- Cut down windscreen
- Ported/polished head
- Ported SU carburetors
- Limited slip differential
- .020+ High compression pistons
- Under bonnet fender louvers cut in
(Early cars did not have louvers)

CREDITS

Owner:	<u>Terry Frisch, Waterford, MI</u>		
Interior:	Bill Case	Engine:	Guy St. John
Chassis:	Joe Morang	Body/Paint:	Ken Stratton



ROWDIE B'DAY PARTY MEET

SATURDAY, AUGUST 3rd, the day of the Rowdies birthday party was graced with perfect weather: blue skies, mild temperatures and a light breeze. Seventeen cars and forty people attended. Over \$800 was raised through the auction. However, the day started with one minor glitch. The address of the Weakley residence was given as 410 instead of 4120. Since many people now depend on GPS, they had the pleasure of a longer drive than planned and a bit of a treasure hunt on the way. Eventually, everyone made it, even Garey Knop, who hadn't been seen at a Rowdie even for many years.

Besides all the beautiful MGAs (all with tops down), there was an MGB-GT, Bugeye, XKE, Miata, Corvette, Camaro, Saab (sob), and a Ranger pickup. Everyone brought plenty of food and a nice variety to go with the hamburgers and hot dogs that Bill grilled as folks were arriving. Lunch was enjoyed in

the living room, sun room and scattered around the yard. Dave Quinn presided over the auction, with help from Rob and Denise Cote, with Bill Weakley serving as Vana stand-in to display items for all to see. Tracy Bird kept the books and collected the proceeds. The auction was a great financial success thanks to the generosity of our members or perhaps their need to clean out their closets. But we won't question their motives.

No one reported any mechanical difficulties coming to the party, although Dave Quinn complained about the condition of a gravel road that he chose for a shortcut. A great time was had by all. What could be better than an excuse to drive an MGA on a beautiful summer day and enjoy food, drink and friends. **Bill Weakley**



MaryEllen Weakley,
Donna & Steve Finch



Denise
Cote



Bruce Nichols, Dave
Goeddeke



Rich Pollion, Mitzi &
Larry Pittman



Herrings,
Pollions, Mitzi



Pat Schwartz, Gordy Bird, Dave
Smith



Bruce &
Willy
Mann



Bruce Nichols



C
Kyl
TD

Tracey & Gordy Bird, Jayne
Pollion, MaryEllen Weakley



Tracey & Gordy
Bird, Bruce Mann



Phyllis Goeddeke, Chari Smith, Denise Cote

Matt Wigent, Gary Cunningham, Thelma Griffin,
Deb Smith



Gordy & Tracey
Bird



*Pictures by Dave Quinn,
Dave Goeddeke, Larry
Pittman, Bruce Mann, &
Bill Weakley*



What's the bid?

08/03/2013

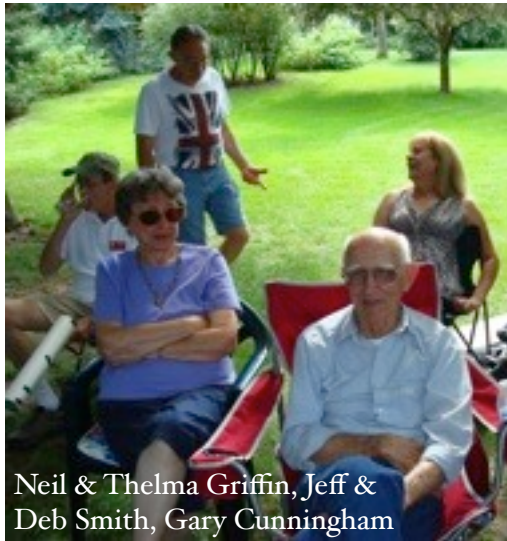


Bill Weakley,
Dave Quinn

08/03/2013



08/03/2013



Neil & Thelma Griffin, Jeff &
Deb Smith, Gary Cunningham



08/03/2013



Almost there...?



Steve Holliday, Curt &
Stephanie Smith, Donna Quinn



Mark & Margi
Barnhart

08/03/2013

TECHNICAL TIPS



Oil gallery plug update- Dave Quinn

To replace the oil gallery plug that blew out of the lower portion of my block I called on my buddy Curt Smith for assistance. We were able to raise the engine off the engine mount without removing the hood. We removed the mount since it was



interfering with access to the galley plug hole; the same for the front shock. With those items out of the way we had a straight-line sight to the hole. Using a 2 foot long rod, 1/4" in circumference, we were able to hammer in a new brass plug straight and true. For a little extra protection a dab of *Seals-All* was put on top of it.

FOR SALE

1960 MGA white roadster, disc wheels, runs great, extras include; electronic ignition, easy change oil filter, rebuilt radiator (never overheats), cruise control, leather seats, car cover, turn signal buzzer, and side curtains. ASKING \$12,500. Phone: 517 349-2141. Herb Maier.



CHILI

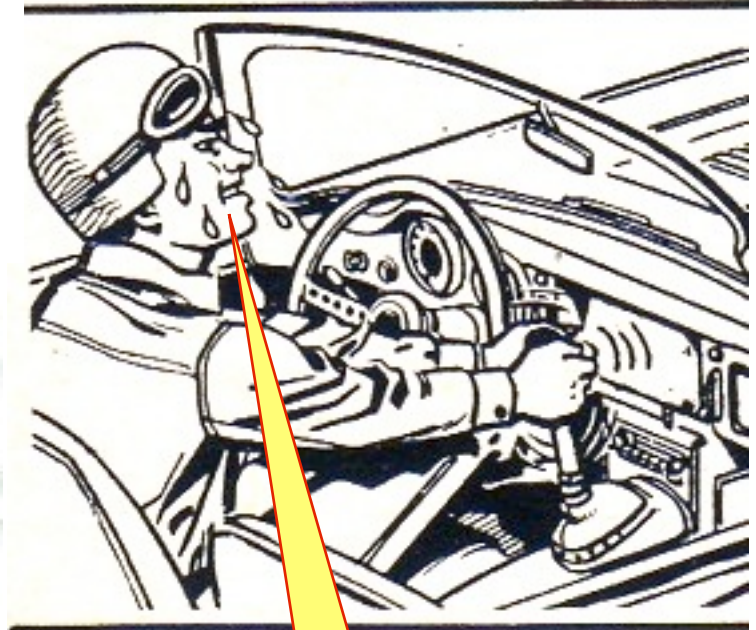
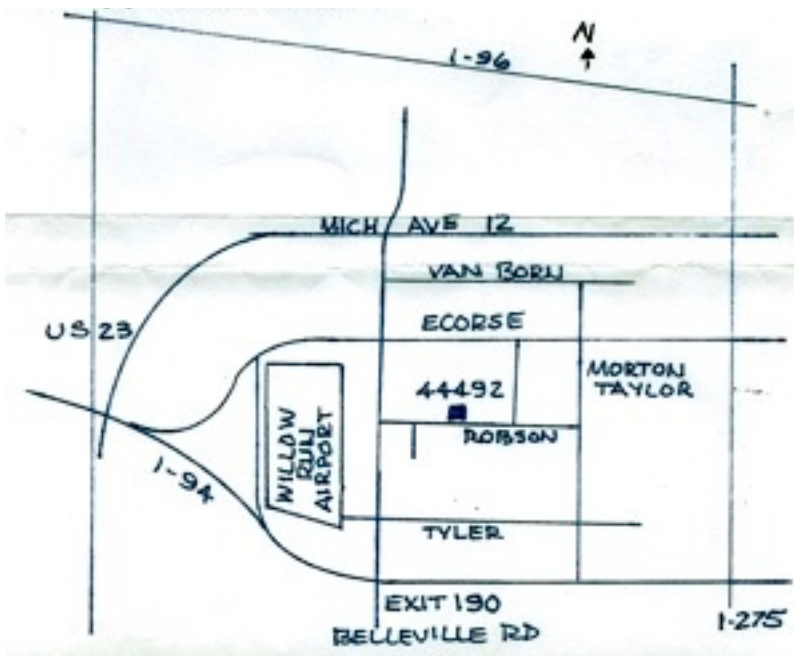
MEET



September 28th, 2013 @ 12:00 pm
Hosts: Neil & Thelma Griffin
44492 Robson Rd.

Belleville, MI 734-697-7419

Electrical outlets available for crock pots. Hot dogs available for the faint of heart. Ballots will be counted & prizes awarded at 2:00. TUMS available at nominal cost. Crackers, pop, and coffee will be furnished.



"Car, don't fail me now. I've got to get to Neil and Thelma's in time for the Chili Meet. The chili is hotter than a Four Alarm Fire and twice as tasty. If only I'd have let Neil rebuild this transmission for me earlier. Come on Third Gear... Do your thing!"



GT-40 - Here's the Latest

by Larry Pittman

At the Rowdies Birthday party held at Bill & Mary Ellen Weakley's, I took a few minutes to talk again about GT-40.

The proposed schedule, while very much still in a state of change, was handed out. Some of the highlights:

- The originally planned silent auction will instead be an Arts & Crafts Raffle. Bill & Mary Ellen Weakley will continue to lead this event. Raffle tickets will be sold for a

TBD amount. Then buyers will be free to put their tickets into a bucket next to the item they'd like to win. On Thursday, a ticket will be pulled for each item and the winners announced later that day. This idea comes from GT-38. We still need donations from anyone willing to contribute – club members, vendors, other NAMGAR members, etc.

- A car drive/fun rally is being planned by John Alexander. A possibility for the drive would be to include a stop for lunch. Lunch suggestions include "Breakers on the Bay Restaurant" in Port Austin, "Atrium Restaurant" in Bay City, and Point Aux Barques Lighthouse with a catered lunch. This last possibility is a long drive and



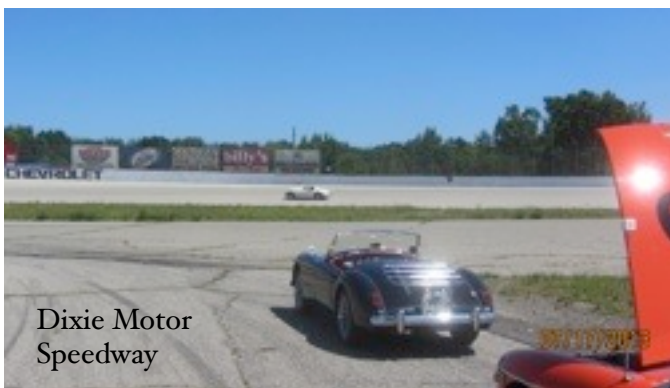
probably not realistic. Other lighthouses will be checked as possibilities.

- We now have 3 confirmed tech sessions: Doug Butcher on Tyres, Dave Smith on Vintage Racing, & John Twist with his rolling Tech session.

Some time was spent talking about good and bad as seen at previous GT's. A few notes from that discussion:

- There should be a bulletin board for members to list tools needed for repairs.
- A scavenger hunt could be held in Frankenmuth.
- There should be a shuttle to Birch Run. (This does exist already – not sure of \$)

- A cooking class was suggested, perhaps at The Bavarian Inn. (This will be checked to see if perhaps it's available.)
- A jigsaw puzzle – MG related – for hospitality night was popular at a recent T register GOF.
- A poker run was suggested.
- A family style meal for the banquet looks to be a good fit. Chari Smith will look into this.
- At the GT-38 car show, breakfast was available nearby. On the negative side, however, it was a very short car show.
- We'll attempt to have a GT-40 shirt for Rowdies who attend GT-39. The idea will be to wear it on Thursday night when GT-40's location is announced. The shirt with our logo could be worn by all the Rowdies at the Awards Banquet.



I recently attended a T club event in Frankenmuth which allowed me to check out a couple of events on our potential list. One possibility would be some sort of event at Dixie Motor Speedway located just southwest of Frankenmuth. Gordy & Tracey Bird joined me

there for the T-club meet and they held a fun event there with some unusual contests. The down-side to it is that there is a fee of \$500 for the use of the speedway plus insurance requirements. We would have to determine the likely number of entrants and how much we'd charge to participate.

Possible logos were discussed. The most popular idea was to have the covered bridge with an MGA emerging from it. Other ideas were a horse drawn carriage with an MGA in front. Dave Quinn provided some possible ideas and has since sketched up the covered bridge/MGA logo idea. No leader for a slogan emerged, but something with a German theme was generally liked. For instance, something like "Willkommen to Frankenmuth". My hope is that the logo can be settled on by the end of the year.

Rowdies that are helping in specific areas were also listed. One open area I listed was for someone to handle the Welcome Bag which includes all the items that attendees receive when they arrive. After the meeting, Dave & Phyllis Goeddeke offered to handle this for us. Their offer of help is greatly appreciated.

The next day was lunch at the Frankenmuth Brewery. This location could be set up as an evening meal for Tuesday or Wednesday evening. Joining me were Bruce & Willy Mann along with Curt & Stephanie Smith. The brewery has a nice building with a good view of the river plus a private party area on the lower level that can hold around 250 people.

The Mann's, Smith's, and I also had a chance to check out Bavarian Inn and try out the covered bridge.



I'll be starting regular meetings in the very near future with the GT40 board to better get our arms around all the details. GT-40 and June, 2015 will be here before we know it. We've come a long way with preparations, but there's still lots to get pinned down.



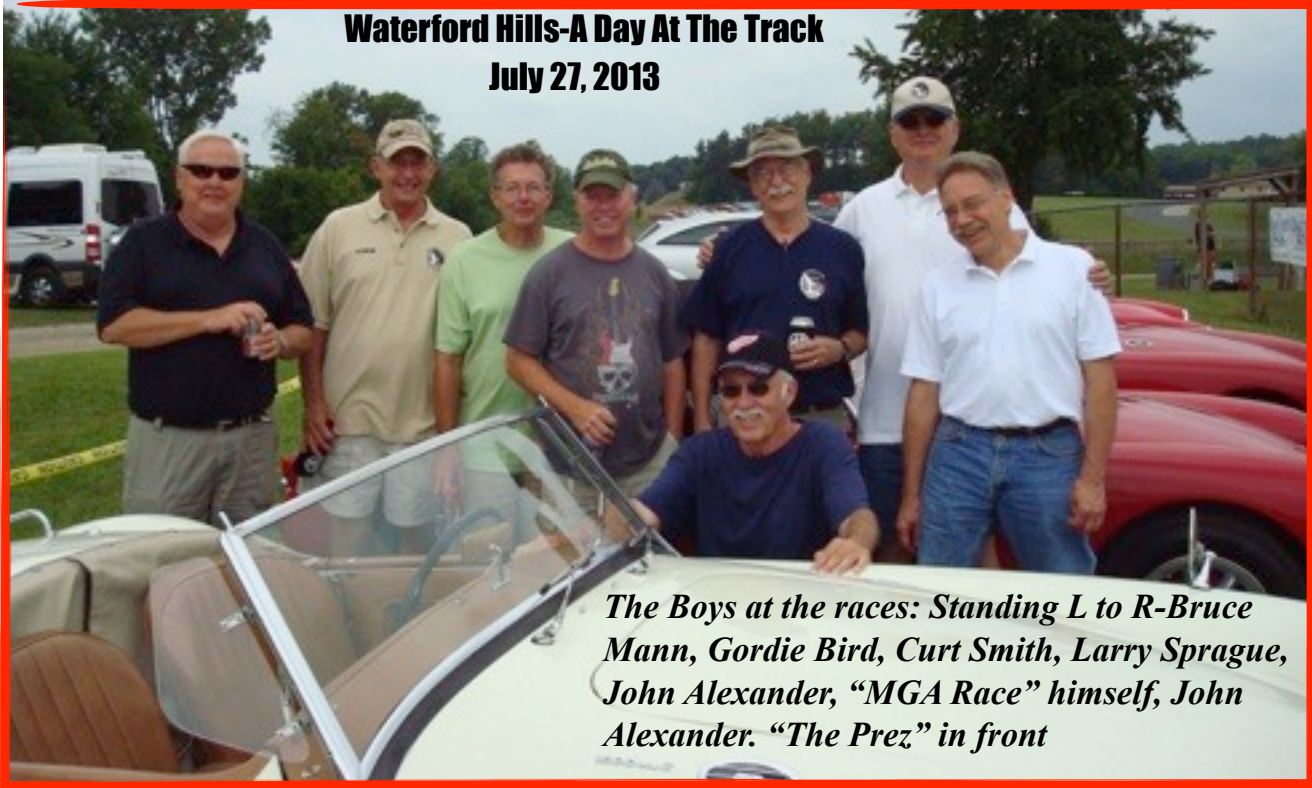
GT-40 Planning
Discussions



GT-40
Chairman
Larry Pittman



**Waterford Hills-A Day At The Track
July 27, 2013**



The Boys at the races: Standing L to R-Bruce Mann, Gordie Bird, Curt Smith, Larry Sprague, John Alexander, "MGA Race" himself, John Alexander. "The Prez" in front



The Waterford Rowdie MGA Corral Section. Once again, "Red Rules" and White Drools.

*Photos by
Dave
Quinn.*