



# A-Antics



Photos by Ken Nelson-Guatemala  
Taxis and Chicken Buses

## GM Museum Tour

Pics From The Past-page 20

Collector Car Values?

Best Selling British Roadsters



# NAMGAR GT-39 Registration

Dear Rowdies,

You are invited to NAMGAR's Get Together - GT39, which will be hosted in 2014 by the Ottawa MG Club in Ottawa, Canada's capital city.

It's not very often that a NAMGAR GT is held north of the US / Canada border. In fact, 2014 will be the first time in seven years and only the fourth time in NAMGAR's almost 40 year history that the GT will be held in Canada. This is a rare opportunity that you won't want to miss. For Canadians, it's a chance to attend a GT in your own country. For others, it's an opportunity to spend time experiencing the capital city of a foreign country.

To register or RSVP click on one of the links below:

**Register Now!**

Feel free to contact GT39 Registration if there are any questions.

For more information go to the event website: <http://gt39.namgar.com/>

Your early response is appreciated. Members of the Ottawa MG Club look forward to welcoming you to Canada's capital city in July, 2014.

Sincerely,

GT39 Registration

NAMGAR

[gt39registration@namgar.com](mailto:gt39registration@namgar.com)

613-447-8224

## ROWDIES 2014 CALENDAR OF EVENTS

**\*\*NOTE: NEW DATE! \*\***

### APRIL

#### 12 KIMBER B'DAY PARTY & COMBINED BUSINESS MEETING

Delhi Cafe-Holt, MI-11:30 am meet at cafe. Lunch at noon with the combined Michigan MG Clubs.

Then at 2:30 pm caravan to Dave & Chari Smith's for our annual business meeting. Items will include events planning and GT-40 planning. BE THERE!

*Due to the Michigan Freeze the Business Meet will be held in conjunction with the Kimber Birthday Party on April 12, 2014. This ensures better weather, no parking issues and a chance to wakeup our sleeping MGs. Dave and Chari Smith will host the meeting following the noon luncheon at*

*the Delhi Café, 4625 Willoughby Road, Holt. We will caravan 1.5 miles to the Smith's just 3 minutes away. The start time for the business meeting is 2:30 PM. We'd like as many Rowdies attending as possible for planning events for 2014 and GT-40 planning.*

## Register Your MGA With NAMGAR!



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



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

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

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

**Nickname:** Rowdies

**Motto:** People First!

**Rowdies Site:**

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

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

**NAMGAR Web Site:** [www.namgar.com](http://www.namgar.com)

**Past Chapter Chairpersons:**

1976-1980	Bruce Nichols
1981-1982	Tom Latta
1983-1984	Dick Feight
1985-1988	Dave Smith
1989-1990	Dave Quinn
1991-1994	Mark Barnhart
1995-1995	Herb Maier
1996-1996	Tom Knoy
1997-1998	Neil Griffin
1999-2002	Bruce Nichols
2003-2004	Bob Sutton
2005-2008	Gordie Bird

# MEMBERS PAGE

Rowdies Website: Larry Pittman, Webmaster  
<http://www.mgcars.org.uk/michiganrowdies/>

Larry Pitman's Database Report:

69 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 pages 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, 2014

## New Members

## Letters:

### *GT-39 Caravan*

*Hi Rowdies,*

*Cruise to the Capital is a NAMGAR Regional event for British cars driving from Victoria BC to Ottawa ON for GT39 in July 2014. We would like to invite members of the Michigan Rowdies to join us on the route. The event will be passing through northern Michigan on July 11th and 12th, with a night stop in Ishpeming on the Friday.*

*Route details and more information can be found at [www.namgar.com](http://www.namgar.com), and a registration form will be in the Jan/Feb issue of MGA! magazine.*

*Please ask your Newsletter editor to include an article on C2C in your next newsletter.*

*Many thanks, Peter & Anne Tilbury  
Tel: 604-535-0648*

## **NAMGAR AT THE GLEN**

“Hi, everyone,

I know this is early but folks have been asking about our host hotel for the ‘NAMGAR at the Glen 2014 Regional’. We have reserved a block of rooms at the Ramada Inn Corning/Painted Post at a rate of \$89 + 12% tax per night for two in a room; mention that you are making reservations as part of a group - NAMGAR - Regional 2014. the phone number is 607-962-5021. rooms are blocked from Wednesday, Sept. 3, 2014 through Sunday evening, September 7th checking out on the 8th. I'm hearing that the Collier MG races will be run on Sunday. The registration form should be ready by the Mar/April issue of MGA! The cut-off date on the rooms is August 3, 2014. There will be a short article on the Regional in the Jan/Feb issue. At this time, we are planning on a Welcome Reception Wednesday evening; a tour of corning glass Thursday morning followed by lunch on your own at the Heron Hill Winery in Hammondsport followed by a self-guided tour of the Glenn H. Curtiss Museum. the evening will conclude with dinner at our hotel. Friday is the Watkins Glen GrandPrix Festival for those involved in the Tour de Marque activities; other options are on your own. Saturday and Sunday are at Watkins Glen International raceway as part of the "Glenora Wine Cellars U. S. Vintage Grand Prix". We're hoping to be able to have a tent at the track as a place for attendees to sit and relax. Hope this helps with your planning.”

Carol Shamonsky

## **KIMBER PARTY DATE**

*Dave & Ken,*

*The Kimber Birthday Party will be on Saturday April 12, 2014 at the Delhi Cafe in Lansing. Meet and greet in the parking lot at 11:30 AM and lunch around noon. The Rowdies are invited!*

*Jai Deagan*

## **SAD DAY IN MG'DOM**

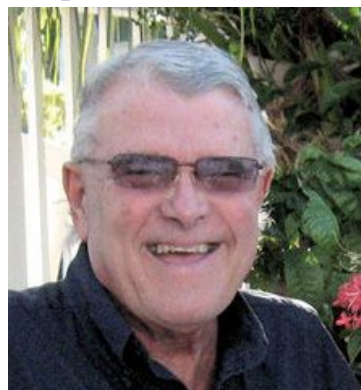
*Steve Fitch sends this in from the Windsor-Detroit M.G. Club Newsletter about the passing of Fred Skomp.*

*Fred, passed away on Thursday, January 30, 2014 after a long battle with cancer. Fred was the main force behind the Key West British Car Club and its annual gathering in Key West.*

*As some of you know, Fred and Cindy brought the 100,000th MGA back to life after*



*a long period of neglect. Its restoration was completed in 2004. [Click here](#) if you would*



*like to read about Fred and the 100,000th MGA's life together. There will be a wake for Fred during the Key West gathering this April 2014.*

## **FROM THE MOUTHS OF BABES**

*Hey Rowdies,*

*Your 'ol Editor is writing to tell you he'd love to have some stories or pictures taken by some of our younger members out there. Original artwork, pictures, stories, or announcements gladly accepted. I'd love to have a regular contributor from the younger set. Talk to your kids and the young at heart and send some stuff in today! (or tomorrow). Ken Nelson*

## **GOING DOWN?**

*Dave Quinn sent in an article from "Car and Driver" about how the aging of Baby Boomer's may affect the value of our Collector Cars in the near future. A partial reprint follows:*

A demographic shift looms: Some 76 million baby boomers will soon reach retirement age, crushing the health-care system and the social safety net with their massive numbers. But we have a greater concern: Who's going to buy all their cars?

"I think that boomers are taking a more practical approach to baggage. We want to lighten our loads sooner," says Charlie Kuhn, a 52-year-old collector from the Chicago area. "Guys not much older than me are selling because their kids aren't interested. I'm already thinking about downsizing." (*continued next page*)

The best estimates we have at the [Hagerty Group](#), which sells classic-car insurance, peg the number of collector cars in the U.S. at roughly 5 million, of which 58 percent are owned by baby boomers, or those born from 1946 through 1964. Our data says that the median age of collector-car owners is 56 years. The oldest boomers are approaching 70, and their interest in the hobby is starting to wane. We won't see a generation of similar size until the so-called millennials hit their peak earning years in a few decades. It's

questionable whether they will care about the cars of their grandfathers and great-grandfathers—or any cars, for that matter.

We at Hagerty maintain a stock-market-style index for various sectors of the classic-car market. The one

for 1950s American classics is precisely where it was in January 2010, indicating that demand for formerly appreciating blue chippers, such as the

1955–57 Chevrolet Bel Air, has likely peaked [see above]. Even the '55–57 Thunderbird two-seaters—once considered the bluest of blue-chips—are struggling.

“They’re astonishingly cheap now,” says Bob Lichty, a Canton, Ohio, dealer who’s been part of the classic-car industry for about 40 years. “The guys who wanted them new are starting to age out of the hobby. A '60s ‘Bullet Bird’ convertible is easier to move now.”

**Bruce Mann writes in response:**

*Well, this is an eye opener. It is a fact though when I look at my grand kids, 4 of them boys, from 13 to 19. Only one, Kyle is truly interested in the older cars. The word truly interested because he likes helping me. Now he is in college, 2nd year at Xavier and majoring in finance, I hope mergers and acquisitions. I hope he continues the interest, but once I am gone who knows. So if this stat holds true, that means that 25% of the male population could be truly interested.*

*I know it is a sample size of one, but we will have to keep watching to see if the prices*

*continue to slide a bit, due to decreased demand, and an over abundant inventory.*

*God I hope that someone out there takes this car business seriously.*

*Maybe we are living in a special time,*

*and in a few years who will care about that 55 Chevy.*

**Bruce**

(Ed note: I bet a few folks in Havana, Cuba would buy it for parts!)



**FOR SALE**

Four knockoff with 8 TPI (coarse thread) to fit an later MGB or an MGA with MGB front hubs and rear axle. All four have Logo "UNDO" with arrow. Two state "Left Side" and two state "Right side". No MG crest. The knockoffs are Factory metal, not a third world copy, and blemish free. Triple Chrome plated in Canada.

Dave Smith Ph: (517) 694-4856

**FOR SALE**

One used snow plow. Used very little by an older lady to plow her drive-way - Sundays only, to get to church. Older vehicle, but runs well. No heater, but gets good mileage. Phone 555-1111





**CHAIRMAN'S CHATTER**

by Dave Quinn

Like many of you I am always looking for MGs and vintage British cars when watching movies or TV. If you are lucky enough to have cable there's a strong possibility you've seen HBO's Downton Abbey series. Our house has been hooked for a few years on this highly acclaimed series, which started out showing life in pre-WWI England. The aristocratic setting requires high-end cars of the times. I have not seen a single MG appear as yet but I'm always looking. I suspect the story up to this point, 1920s, is a little too early for them to appear. There has been an occasional Model T Ford driven by common folks but for the most part it has been Edwardian Rolls-Royces, a regal Fiat, a stately Daimler and the like. To the shock and anger of many fans one of leading men in the show came to his totally unexpected demise at the wheel of a 1920's AC Six. Thankfully, it wasn't an MG. When and if the series makes it to the 1930's I hope to see a 'classic' MG from the 1930-1935 period. You don't have to wait to see an MG on the "telly" in another cable series, Showtime's Masters of Sex. The show is based on the lives of researchers Masters and Johnson who pioneered sexual response research. Of course, I watch the show because the main character, Doctor Masters, drives a white MGA and has appeared in a few scenes over the first season. The fact the show has in-your-face sex has nothing to do with my continued interest (*Ed: Tell it to the judge, Davie*) At this writing we have been in waist high snow and ice for two solid months and the prospect of top down motoring in our MGAs seems like a dream still a long ways off. We postponed the

February 15th business meeting until March 15th because of the Michigan Freeze. However, Mother Nature forgot to look at the calendar that says Spring begins on March 20th. We will be lucky to get above freezing temperatures by that date this year. Thankfully we do not have any time sensitive business subjects to deal with. We are moving the Rowdies Annual Business Meeting ahead one more month and changing the location. I want to publicly thank Steve Holliday for offering to host the meet. The new plans are to hold the business meet in conjunction with the Kimber Party on April 12, 2014. This ensures much better weather without the parking issues and a chance to wakeup our sleeping MGs. On April 12th, following the annual spring kickoff Kimber birthday party luncheon at noon at the Delhi Café, 4625 Willoughby Road, Holt with the neighboring sports car clubs we will caravan 1.5 miles to Dave and Chari Smith's lovely home just 3 minutes away. The start time for the business meeting will be 2:30 PM at 2401 Pine Tree Rd, Holt. Only two discussion topics are on the agenda – Rowdies 2014 event planning and a GT-40 update. We should have lots of time for socializing and seeing old friends after a very long winter.



## *Tech Tips!* Which Welding Machine is Right For You? *Sparking Controversy...* By *Bill Hammell*

Sooner or later, it's going to happen and you won't resist the urge any longer. You are going to get a welding machine. But what kind? What type of welding do you plan to do? What projects may arise in the future? If you are only working with thin materials now, will you be working with something heavier in the future, like building a roll bar or repairing a trailer?

For simplicity's sake, let's look at the three most common types of welding techniques: stick, TIG, and MIG. Our focus will be on the first machine for a beginner with limited or no experience.

**ARC WELDING:** 'Stick' or arc welding is probably the most widely recognized type of welding. It should have been called ARK as it's been around since the time of Noah. Stick uses a flux coating around its consumable rod to provide a shielding gas that keep impurities out of the molten metal. This makes it well suited to outdoor use. Wind doesn't blow stick gases away like it does with MIG and TIG. Stick offers good penetration and a good amount of weld control. Amperage is controlled at the machine and it can be done as a one or two hand operation. Some hobby stick machines can weld up to 1/2" thick steel.

Stick welding isn't as simple as it seems. Not only does the rod need to be moved along the weld path at a constant speed, you also need to maintain proper arc distance as the rod gets shorter. This isn't the only thing beginners have trouble with. Rod selection, machine settings, porosity problem and arc striking can prove to be problematic as well. A novice stick user equipped with a standard lens shield will literally be left in the dark while trying to get an arc going. While learning to weld on a stick machine made me a better welder, I wouldn't start with a stick machine again if given the choice.

**TIG WELDING:** TIG (Tungsten Inert Gas) welding, or Heliarc as my Dad used to call it, uses a nonconsumable tungsten electrode. TIG uses a separate shielding gas delivered from a bottle to a 'torch' head via a hose and regulator. The shielding gas is blown through the torch head, around the tungsten electrode and down over the work piece. The type of shielding gas used is dependent on the material being welded. The use of a separate shielding gas results in cleaner welds. This also lessens porosity issues. While TIG is a cleaner weld than stick, it's also harder to manipulate the equipment.

If you are familiar with brazing, soldering or Catholic grade-school corporal punishment, TIG manipulation is somewhat similar. There are at least three operations going on at once. The electrical current on a good TIG machine is usually controlled by a foot pedal. A small yet proper arc clearance must be kept between the tungsten torch tip and the work piece. The electrical current must be properly controlled with the foot pedal as well. If extra metal is required, the other hand must be used to feed it in a proper rate. Both the torch head and filler material must be moved along the weld path at the same rate of speed. This isn't the easiest method for a beginner to pick up, but TIG does have some great attributes.

TIG offers enough control to weld something as thin as razor blade edges together. It takes years of



experience to learn to manipulate materials that delicate. TIG is one of the most elegant forms of welding. While it's not easy, TIG welding is a wonderful skill worth investing in.

**MIG WELDING:** MIG (Metal Inert Gas) is arguably the easiest welding process to learn. MIG uses a consumable wire electrode, which is fed through a 'whip', also called a gun. A trigger is squeezed on the business end of the whip to signal the machine to feed wire, electrical current and gas (if required) to the work. Amperage and wire speed are both controlled at the machine via their respective dials. Most machines have an amperage/wire/material setting chart providing basic information on which wire speed and amperage settings to use. The chart is divided by wire size, wire type, material type, and thickness. This takes a lot of guesswork out for beginners. While these settings may not be spot-on, it'll give you a good starting point. It's similar to adjusting a carburetor; you have a baseline setting and adjust from there. MIG is easier to set up and run than stick or TIG. MIG is much better at thin material than stick. Most MIG machines can weld steel as thin as 24-gauge and as thick as 3/8" for top hobby sized machines. MIG is a faster process than TIG as well. Once you figure out the settings, just squeeze the trigger and you're off. Learning isn't the hard part. The biggest problem with MIG is deciding which machine to use. MIG machines are basically divided into two groups: gas machines and flux core wire. Gas (solid wire) machines use a separate shielding gas, just like TIG. Once the regulator is set, it's usually left as-is unless windy conditions arise. Flux core wire creates its own shielding gases as the wire melts. Using flux core wire will usually result in slightly 'dirtier' welds than with gas and solid wire. I prefer gas myself, but I will use flux core in a pinch – read lazy. Most good flux core-only machines are usually limited in their amperage range. For an entry-level machine, I recommend a 140-amp output 110v gas unit that is both flux core and gas capable. These machines can handle from 24-gauge to 1/4" thick steel and start around \$450.00 This power level will probably cover most user needs and can weld aluminum, too. Hobart recommends installing a 25-amp breaker if going full tilt. No matter what brand you buy or where you buy it from, make sure both are names you trust. Anything less than that and you may find yourself throwing more than just sparks!

*Previously Published in the Winter 2013 MOSS MOTORING MAGAZINE*

### **TECH TIP from Dave Smith: AutoZone Tool Rental**

Auto Zone stores have tools for use if you put down a deposit. Here are some that I have used in the past.

Tool 27027 is a exhaust pipe stretcher that handles pipe with a 1 1/2 inch inner diameter up to 2 7/16 diameter.

Tool 27028 handles pipe up to 2 1/8 inch up to 3 7/16 inner diameter. These tools are excellent for making the pipe round, for easier assembly if the end is damage in shipping. They can also stretch a new pipe slightly if assembly is difficult. They cannot stretch a pipe that has been heat cycled.

Auto Zone can also test Alternators and batteries while you wait. I have used that in the past for charging system trouble shooting.

## **TECH TIP from *British Motoring Club Newsletter Feb 2014- PB Blaster Warning***

BREAKING NEWS PB Blaster melts plastic! !! And Soylent Green is People . . .

I was working on a speedometer (VDO/914) last night, cleaning out the old hardened grease that was preventing the odometer from functioning; a VERY common problem on 914 speedometers, and finally got it all working great. Going to put it up on eBay as it's surplus, already planning on spending the profits on some interior MGA shinny stuff. Gave it one last check and a hit of PB Blaster to be sure that everything was free and working. Woke up this morning and took a look at it, ready to reassemble and post for sale, found all of the plastic parts had fused together. PB Blaster had done it's worst. Fused the plastic parts all together into a solid white mass.

Just a caution. Once it's done it job, wash it off !!

TeamEvil (T C) Kingston, Massachusetts, USA [www.mgexp.com](http://www.mgexp.com)

## **TECH TIP submitted by Mark Barnhart**

This is a reprint of an article originally appearing in *The Fifth Wheel*, the official newsletter of the North East Michigan Region of the Sports Car Club of America, in the late 1950s. While this scientific study is somewhat dated, I believe it is still relevant. Mark Barnhart

### **THE PSYCHOLOGY OF RACING CARS**

By Doctor Heinriche Joilienblaeu Ph.D., B.A., M.D., O.D., W.X.Y.Z.

(Ed. Note: Many studies have been made on the psychology of the racing driver while completely overlooking the psychology of the car itself. With this study the good doctor intends to straighten this out.)

“Beneath the sleek and exotic shape of your racing machine lurks an often misunderstood inner self. It wishes everyone to know that just because its red, it’s not blushing.

The main frustration that cars experience is not being able to communicate. Dr. Jingle reported in The Neurotic Tachometer that an erratic or inaccurate rev counter is usually lonely and is acting up merely to get somebody’s attention so it can feel needed. This lays to rest an older theory that the inaccurate tachs were “out to get the driver” by tricking him into blowing his engine. Many drivers still believe this old idea.

Of course having nothing to do but count the number of times an engine revolves gets depressing also. If you can feel how depressed a tachometer can get, just think how depressed engine valves must get. Scary isn’t it!

The mental stability of anyone gets borderline with long periods of depression and valves are no exception. I can already hear cries of “but valves aren’t depressed for that long. They always spring rite back.” What happens when the engine isn’t running? Have you never considered that every time you turn off the engine, some of the valves are depressed and may stay that way for hours or even days. Shame on you.

A happy engine is a good engine. (Ed: Dave Smith take note) Mechanical aspects aren’t everything you know. You do know this don’t you? I’d hate to think anyone who didn’t know this

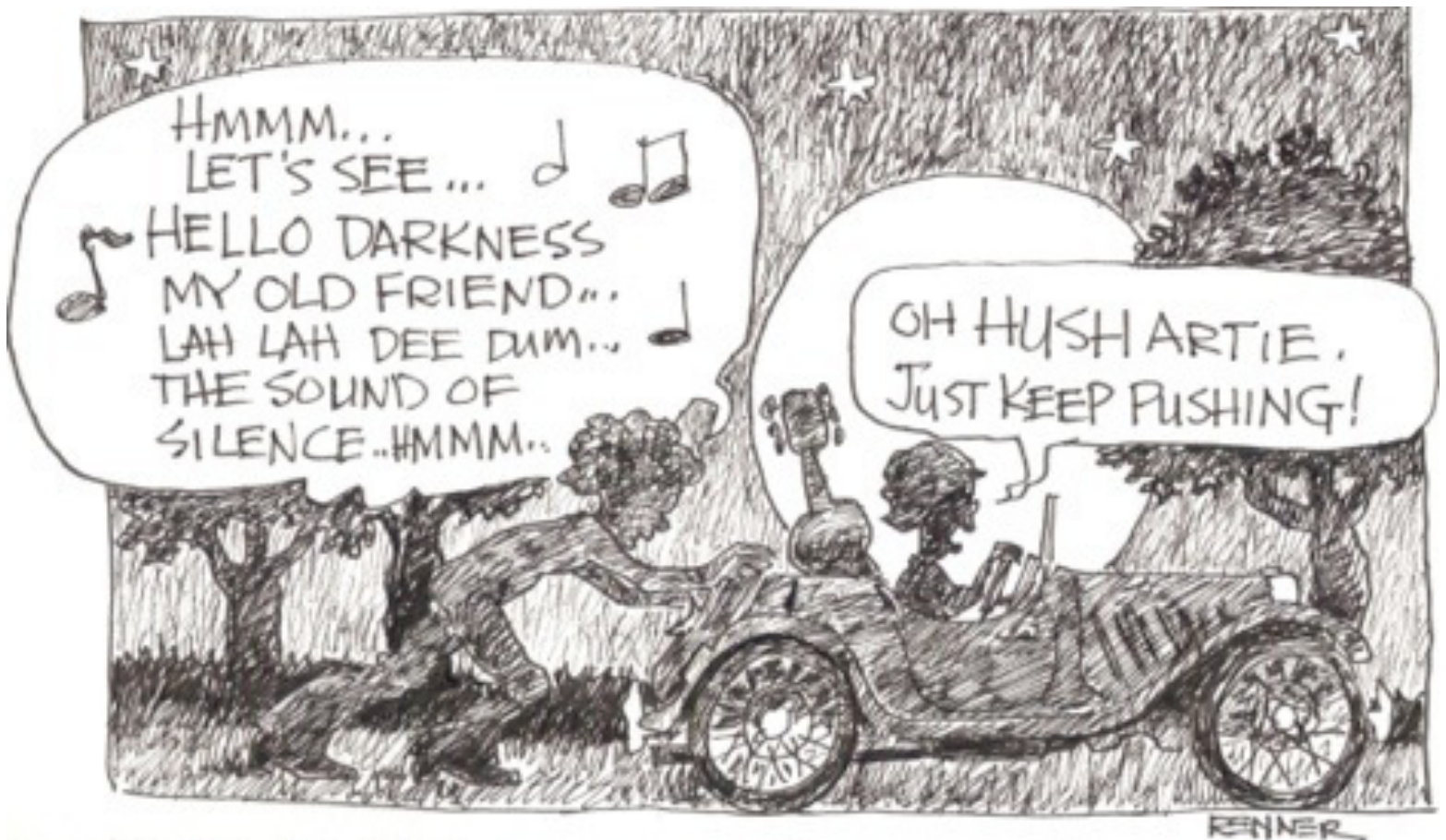
was reading one of MY papers. There are cures to depressed valves besides keeping the engine running endlessly. You can remove the head after each use or remove the camshaft. It will be much easier for you to just try to bring an inner peace and joy to your valves. Tell them all the latest jokes. (Like those of humorous heart valve operations) Bring them to social functions with you. Most importantly, treat them like a close friend who has lots of ups and downs.

We go now from a very unstable situation to one of constant boredom. Roll bars do not lead an exciting or satisfying life, except for that one moment they all hope will come when they get their big chance to earn their keep. If at that moment they're pipe dreaming about a nifty little 4 into one header they have just seen, all hope of a lightly damaged body goes out the window. We can truly say that "It's a board roll bar that blows an ill wind" or something to that effect.

So let's end the boredom of roll bars. Make them feel useful by giving them simple jobs. Hang you wet drivers suit on them, bump your head on it occasionally, or use one for a straight edge.

I shall end this article (and no one's happier to see it end than myself) with this Eastern saying, 'If you let your car's psyche go hungry, it won't go fast on you'.

Thanks to Ron Southan (alias Dr. Joilienblaeu) for this very technically informative article.



## HOW LUCAS INSPIRED SIMON AND GARFUNKEL

*Reprinted from Feb 2014 Texas MG Register "BACKROADS"-by Dave Renner*

# ROWDIES BUSINESS MEETING 2014!

SATURDAY APRIL 12

Dave & Chari Smith's Casa<sub>(house)</sub>

2401 Pinetree Rd.

Holt, Michigan

(Immediately Following the Kimber B'Day Party)

**MEETING BEGINS -2:30 pm**

## QUESTIONS?

Dave Smith (517-694-4856)

[mgarace@comcast.net](mailto:mgarace@comcast.net)

Dave Quinn (517-782-9749)

[dlqs2000@comcast.net](mailto:dlqs2000@comcast.net)

**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.



## 25- 9 Top Best Selling (British) Roadsters (and 2 best selling Japanese Clones)-By Mike Bumbeck

*Reprinted and shortened from a Feature Article from Hemmings Sports & Exotic Car - (For Full Feature Article please purchase a copy of Hemmings Sports & Exotic Car - July, 2013)*

*(Ed note: This is a partial reprint to represent only British cars except for the Datsun 1500, 1600, and 2000 roadster series that lead to the Mazda Miata which usurped the MGB's position in world sales of a popular small inexpensive roadster)*

Some day in the near future, we're going to get a press release from Hiroshima announcing that Mazda's MX-5 Miata has crossed the one-million production mark. It's been 13 years since the Miata overtook the MGB as "the world's top-selling lightweight open two-seater sports car," in the words of the Guinness World Record people, and it's continued to sell steadily around the world. Admittedly, the world's largest automakers can stamp out a million copies of your basic econobox in the time it takes you to read this magazine--heck, Morris built a million Minors between 1948 and 1961. And yet, for a car that's more often seen as a plaything than a grocery-getter, production in the mid- to high six figures remains an elusive achievement.

The Miata's success got us thinking about other roadsters, and where they fall on the popularity list. So we set about to do a bit of research. The first thing that we had to figure out, of course, is just what we mean when we use the word "roadster." The word was apparently first applied to horses that were suitable for riding on roads, and was then logically applied to light carriages and certain types of bicycles. Back in 1916, the Society of Automotive Engineers decreed that a roadster was "an open car seating two or three. It may have additional seats on running boards or in rear deck."

The word evolved to mean the kind of open European sports cars that became popular after World War II, cars with tops that had to be assembled, side curtains and cut-down doors. The most traditional among us argued that that's where the line should be drawn; no car that has a permanently attached folding roof, they argued, can be called a roadster. Others suggested that cars with roll-up windows are out of bounds.

After a few go-rounds, we generally agreed to accept something like Merriam-Webster's definition: "an automobile with an open body that seats two and has a folding fabric top and often a luggage compartment or rumble seat in the rear." We're sticking with cars with soft tops--we know about the current-gen Miata's Power Retractable Hard Top, but it sells in small numbers--so this leaves out Mercedes-Benz's best-selling SLK and the second-gen BMW Z4. We also generally agreed that a roadster was a sports car, or at the very least had sporting pretensions. (And if you think we're going to now delve into what a sports car is, well, that's a long detour that we'll avoid for now. Let's just paraphrase Justice Potter Stewart, and say we know one when we see one.)

We did what seemed logical in making our list. Yes, there have been three different generations of Miatas, but we counted them as one. We also lumped together mechanically similar cars with different model names, like the Sprites and Midgets, and the four-cylinder TRs. Is that contradictory logic? Maybe. But the result was a list that felt right to us.

**1. Mazda MX-5 Miata** - 1990 to present - 927,491 produced (as of the end of February 2013)

How remarkable that Mazda's rolling roadster revival should nearly outsell the next three machines combined! The Miata was the car that, for all intents and purposes, kicked off the whole retro-style craze that lives with us to this day, in the form of Fiat 500s and the like: a vintage atmosphere with modern mechanicals. The chubby-cheeked style offered glimpses into the Lotus Elan and other dearly departed roadsters, suspension was fully independent on all corners, and items like power steering and air conditioning were optional. (Side curtains, alas, were not.) The twin-cam 1.6-liter four offered a healthy 116hp in a 2,200-pound package, and had no propensity for leaking or melting; imagine, Japanese-car reliability in an affordable rear-drive top-down two-seater! The following generations of Miata, launched in 1998 and 2006, respectively, have grown larger and more powerful with the times, and haven't sold in quite the numbers that the original did in the U.S. The idea that they're still available, and still racking up the sales, is magnificent; expect the millionth Miata in not many years from now. For a car once criticized for having no heritage to speak of, it does now. In imitation, Mazda created its own classic. --JK

**2. MG MGB** - 1962 to 1980 - 386,961 produced

MG's evergreen B Tourer has never been a flashy car; it doesn't ripple the pavement with its performance or stop traffic with its drop-dead beauty. The MGB earned its accolade as one of the best-selling roadsters--built with minimal modifications from late 1962 through 1980!--of all time by simply being honest, affordable, competent and indeed, endearing to millions of sports car enthusiasts.

Costing a reasonable \$2,658 upon introduction and combining a rorty 94hp, 1,798cc four-cylinder engine with a roomy and comfortable interior in a modern monocoque body, the MGB was a thoroughly up-to-date take on the classic MG sports car that was so beloved in America and around the world. This car may have passed its sell-by date by the time that British Leyland internal politics brought an end to the Abingdon works and MG production, but even those final MGBs, saddled with bulky safety features and restrictive pollution controls, were much-loved.

Its eternal popularity has meant that the MGB enjoys one of the best restoration parts supplier and specialist networks in the classic car industry. Prices are on the rise, but even today, an MGB represents one of the finest values going in the sports car world. --MJM

**3. Austin-Healey Sprite/MG Midget** -1958 to 1979 - 354,164 produced

It all started as a marketing blunder, when the Austin A90 Atlantic sedan flopped embarrassingly in America. There were more than enough A-Series engines sitting around to give Donald Healey the idea of building a tiny sports car. This time, it was a hit. They were (and are) affordable and amazingly simple, the dual-SU carburetion setup on its practically invisible 948cc OHV Austin engine likely the most complicated element of the original Sprites. Since the Bugeyes were built at Abingdon, MG got its own version beginning in 1961, a rebadged Sprite MkII. Displacement gradually grew to 1,100cc and 1,275cc until the final Sprite MkIVs were sold stateside. From the outset, the Midget was the better appointed of the two little squirts, at least outwardly, with upscale seat facings and more ambitious exterior brightwork. The most desirable of the Spridgets--or, depending on your viewpoint,

the least--may be the Midgets sold from 1975 to the end, which simultaneously grew huge federalized snouts, and a 1,500cc four from BL mate Triumph, with a single Zenith carburetor. They're extremely cramped for larger drivers, but the Spridgets enjoyed remarkable longevity, a racing heritage that endures to the present day and terrific maintainability, with gobs of spares available. A total of 354,164 were produced, so Donald Healey clearly got the last laugh here. -- JD

#### 4. Triumph Spitfire - 1962 to 1980

314,152 produced

Though it was based on the production Triumph Herald sedan, Standard-Triumph still didn't have enough money to develop the pretty little roadster that stylist Giovanni Michelotti delivered to the factory in 1962. And so Spitfire fans can thank the merger with truck maker Leyland, and sales director Donald Stokes's enthusiastic approval, for the cars' existence.

The Spitfire offered roll-up windows and an independent rear suspension, features that its chief rival, the Austin-Healey Sprite, lacked, and had a larger cockpit and a conventional trunk, too. The 1,147cc four gave the car better performance than the 948cc Sprite, and a true 90-MPH top speed. Over time, displacement grew to 1,296cc, and finally 1,493cc. In November 1970, the square-tail Mk IV version was launched, with Michelotti successfully revising his original design. Spitfires, still plentiful and affordable, remain a cheerful and unpretentious choice among top-down sports cars. Virtually every part is available to restore one to stock specifications, and modifications are virtually limitless. They're among the simplest cars to care for, and even get outstanding gas mileage, especially when the four-speed is equipped with overdrive. -DL

**11. Triumph TR2/TR3/TR4 - 1955 to 1967 - 152,308 produced**

If the British played baseball, they'd have called the four-cylinder Triumph TRs a home run. Although it featured running gear largely borrowed from the Standard Vanguard sedan, the TR2 debuted in 1953 with just the kind of performance the market was looking for: It was fast, reliable, relatively rugged (if a bit low), economical to own and affordable to buy.

With 90hp on tap and a top speed in production trim of 105 MPH, the TR2 captured the fancy of sports car aficionados who wanted a Morgan or a Jaguar XK120 but couldn't afford one--or couldn't find one. And it was more modern than the contemporary MG TD.

Standard rarely waited until a model year or nameplate update to institute changes, the TR constantly evolving. Bigger brakes, lower doors, changed grilles and more powerful engine options didn't always warrant a new model name, but, in 1955, the TR3 name debuted, which did come with a distinctive egg-crate grille, although it, too, changed over time. Front disc brakes followed a year or so later (the first British production car to get them) and finally, the thoroughly modern-looking TR4 arrived late in 1961, with a stunning body by Michelotti covering a chassis largely unchanged from the 1953 original. --TS

**16. Triumph TR5/TR250/TR6 - 1968 to 1977 - 103,281 produced**

The six transformed Triumph's big sports car

**17. MG MGA - 1955 to 1962 - 91,554 produced** (*Ed: remember they are only counting 'roadsters'*)

This fresh face broke the traditional mold for MG

**19. Sunbeam Alpine - 1959 to 1968**  
69,251 produced

Posh, handsome and tough, it sold well for



a decade.

**21. Austin-Healey 100/100-6/3000**

1953-1967

65,931 produced

Through many changes, it was always a beautiful brute

**22. MG T-series**

1946-1955

49,264 produced

The vanguard of the British Invasion oozes charm. (Ed. note: and started the entire British car invasion).

**25. Datsun Roadster (1500,1600, 2000)**

1964-1970

40,738 produced

Durability plus racing heritage equals popularity

# You're Invited

## Alden Classic Sports Car Show

Registration  
9am to 12pm  
with Trophies  
Awarded at  
3pm

**Free Spectator Admission** Honoring the cars created by Donald Healey

- 1949 Silverstone
- 1951 Nash Healey
- 1952 Austin Healey
- 1958 Sprite Healey



The only show in Michigan dedicated to "Sports Cars" Only



In Beautiful Alden on the shores of Torch Lake

Valve Cover Racing 12:30 to 2:30pm

### August 10, 2014 15th Annual

Please visit our website [twinbaybrits.com](http://twinbaybrits.com) or on Facebook

Sponsored By



Our annual Alden Classic Sports Car Show is Aug. 10, 2014, in the Antrim Co. village of Alden, on Torch Lake. We have over 100 sports cars from all countries around the world, featuring the vehicles built by Donald Healey, this year's feature cars. We will also stage our second annual Valve Cover Race during the event. We have a tour on Saturday through the county, followed by a chicken BBQ....great comraderie and great show!

Keep in touch, and let me know what I can do for you!

John Russell  
231.883.1588

## GM HERITAGE TOUR-By Bill Reeves

On January 31<sup>st</sup> we had a private tour of the GM Heritage Museum Friday afternoon. The weather held off and we had a great turn out with over 145 people attending. There were multiple British Car clubs from Southeastern Michigan, Ohio and Canada. There were groups of people that drove in from Cleveland, Toledo, Sarnia Ontario and the Canadian Transportation Museum as well as the Detroit Metro Area. Thanks to Steve Finch and Matt Bade to help me organize the event. This was scheduled in the middle of winter to scratch your car hobby itch before spring.

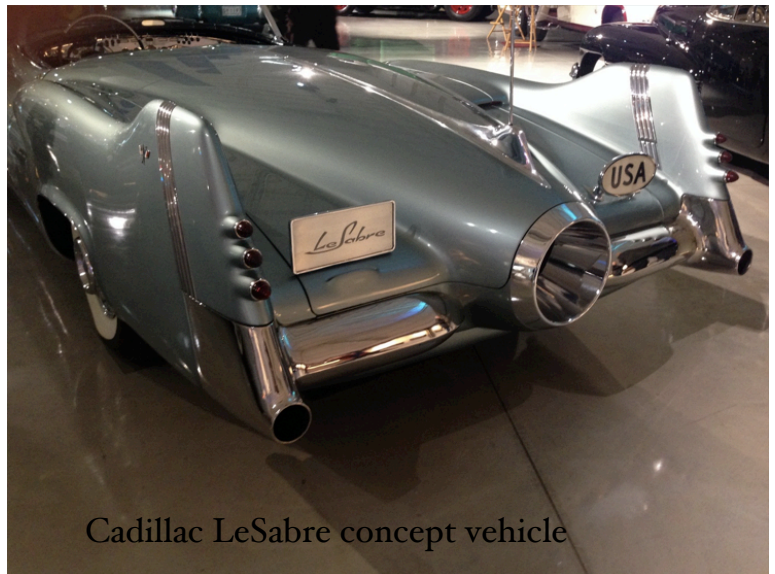
The collection consists of over 350 cars of historical significance to GM. There were about 160 on the floor with the remainder in other storage buildings. The best in my opinion are the concept cars. Harley Earl's Buick Y job is the first concept car which set the standard for displaying the future program products. There was also on display the Mako Shark corvette, Cadillac LeSabre, Firebird 1, Firebird II and III. This introduced the first self-driving car over 40 years ago. It won't be long until this will be ready for sale to the public. The technology is here now. The first electric car was on display, built into a van along with the EVO and a new Cadillac ELR Hybrid. The floor is full of "first of" cars and "last of" cars.

After the tour we were guests of the Commonwealth Club, a social club for all Britts. On Friday they offer a "Fish 'N Chips" dinner open to the public. The food was very good and tasty. Mushey peas were served as one of the side dishes. We overwhelmed them with more than 60 for dinner. One of the members said it was good to see the club this full with people. Good craft beers on tap also.

Dave Quinn lists the Rowdies attending below, next page:



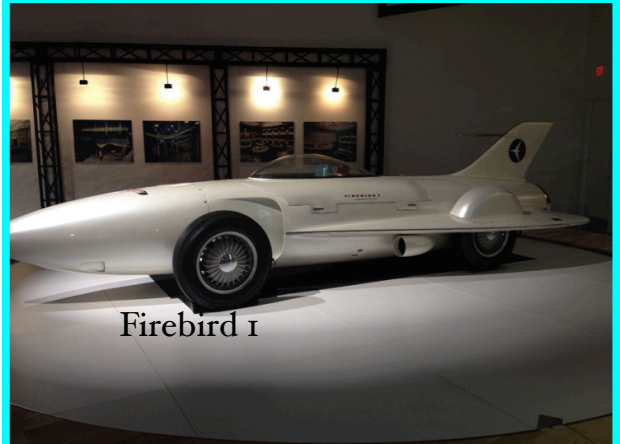
Corvette Mako Shark



Cadillac LeSabre concept vehicle



Buick Y Job



Firebird I

Good turnout of Rowdies for a great event. I may have missed one or two but here's my list. Los coches eran fabulosos. Mi favorita era Mako Sharko (Tiburón)

- Allen Bachelder
- Mark Barnhart
- Brian Beery
- Gordie Bird
- Steve Finch
- Dave Goeddeke
- Steve Holliday
- Dave Quinn
- Dave Smith
- Pat Schwartz
- Bill & Mary Ellen Weakley

Commonwealth Club  
Warren, MI



*Photos by Pat Schwartz and Dave Quinn*

