



A-Antics



Battle of the Brits
Rowdies Colour Tour
Quinn's Day At Watkins Glen
Orphan Car Show



Watkins Glen Collier Cup Race
See Story on Pages 4 & 5



MICHIGAN CHAPTER OF NORTH AMERICAN MGA REGISTER

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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/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:

67 Active and Paid-Up Members

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: December 20, 2014

For Sale: 1958 MGA 1500 Coupe, silver with red interior and new carpet. Runs great, but needs paint & some body work. Well cared for by 30 year owner, always garaged, with many improvements since earlier partial restoration circa 1970. Includes some non-original components. Wire wheels (painted) including spare, front disc brakes, new tires (less than 1,000 miles), new front dampers, new master cylinder, electronic ignition, rebuilt generator. Asking \$8,000 firm. **Contact Mike 586.232.1292. Shelby Township.**



Set of 4-48 spoke MGA wheels with Kelly Springfield "Kelly Metric" 165 SR 15 tires mounted. Photos available, Asking \$500.00. **Mark Barnhart** 989-366-8980 Cell 810-444-2054

Letters:

All The Leaves Are Brown...

Based on the forecast for next Saturday (October 25th, 2014) Bruce Mann thought the Rowdies should bring out their MG's for one of the last potential MG driving days left this year (2014). Bruce and Willy are offering

to host a meet this coming Saturday provided there is ample interest with this short notice. Preliminary plans call for lunch at the White Lake Inn and then returning to the Mann's for some drinks and snacks out at their fancy fire pit. This would be based on weather permitting, which currently is forecasted with a high of 62 degrees. Bruce is strongly hoping for a good turnout of MG's before we have to stick them in storage.

(Ed note: Did the above event take place? Stay tuned to the next thrilling issue of "A-Antics" for the stunning answer to this oft asked question!)

Tied The Knot

I will be at Battle of the Brits showing my 1962 MKII MGA. Regrettably, I have been inactive for many years, and hope to change that next year. Please stop by if you attend; would like to meet as many as I can as well as renew old friendships.

BTW, we just purchased a new house sitting on 4 acres, we have a ton of work to do; but when it is done perhaps we can host some event there, or at least a stop during a tour. Obviously, we will have plenty of parking. Thanks, hope to see you tomorrow. Bring an umbrella!

Roger and Beverley Melton

(yes, we got married this May!)

Rowdie Racing Report-The Glen

Thanks to Rowdie Racing Crew Mark Barnhart and Don Robinson for their efforts to tune the new engine and get the car all sorted out on Friday morning. The engine had 20 minutes of run time before being loaded onto the trailer in Holt and was ready for a race settings tune job. Once they tuned the engine, it was time to take the track on Friday afternoon for the practice session. We broke in the motor at 5000 rpm for the first two laps and then upped the shift points by 500 RPM each two following laps. By the end of the session we were seeing 7000 rpm in the straightaways. That was giving us 120 MPH using the 4.30 differential. On Saturday we ran the Collier Cup Qualifier and #49

MGA was in good order. All of the gauge readings were excellent and the new speedster tires were breaking in nicely. We had a nice dice with the #189 MGA driven by Dawn Myers and took the checkered flag side by side. On Sunday we were in the Collier Cup race, gridded with the MGA's of Storm Field, Carl George and David Conrad. The start was very close racing as there was a 70 plus car field. #49 got a good start and advanced some positions before turn one. However on the fifth lap, our race was

run, as we were at the end of the back straight, when the engine suddenly went over 7500 rpm. Dropping the rpm to 4000 did not cause the car to slow either. Able to signal the other cars, # 49 was able to get into a pull off area. Later inspection confirmed that the differential ring gear had shelled it's teeth making the car unable to move under power. After the race, the tow crew got # 49 safely back to the paddock.
Dave Smith

ROWDIES 2014-15 CALENDAR OF EVENTS

DECEMBER

- 6 ROWDIE CHRISTMAS PARTY
 Bone Island Grill, 4614 Francis St, Jackson, MI
[Bone Island Grill Facebook Link](#)
 Dave & Donna Quinn (517) 782-9749
dlqs2000@comcast.net

2015

FEBRUARY

- 21 BUSINESS MEET-Bruce & Willie
 Mann's, 960 Denbar Ct., White Lake, MI- 248-698-3372

APRIL

- 11 KIMBER BIRTHDAY PARTY-Delhi Cafe, Holt, MI

Register Your MGA With NAMGAR!



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



Marjie's BD Corn Salad Recipe

Marjie Barnhart's Corn Salad Recipe from Rowdie Birthday Party-presented following overwhelming demand:

Ingredients:

- 2- 15 oz cans of corn (1 can white & 1 can yellow for appearance)
- ½ cup diced green or red bell peppers (or both for appearance)
- ½ cup diced red onion
- 1 ½ cup shredded cheddar cheese
- 1 cup Miracle Whip
- 1 bag chili cheese Fritos

Drain and rinse the corn thoroughly then refrigerate over night covered in water. Mix together the peppers, red onion, and Miracle Whip and refrigerate over night. When putting the salad together, drain the corn well and pat off water with paper towel. Then add the dressing mix and cheese and fold together. Just before serving, lightly crush the Fritos and fold into the mixture.



2014 Watkins Glen Report

by Dave Quinn

I am happy to report we covered 1,296 trouble free miles through Michigan, Ohio, Pennsylvania, and New York. Steve Holliday traveled with Donna and I. I think we did just about everything that was on our check off lists. Other than a short rain shower when we first started off our travel weather both there and back could not have been better – sunny and cool. We drove breath taking beautiful twisty roads through the Alleghany State Forest combined with the very steep hilly roads around the Finger Lakes area. Of course, we enjoyed a lot of liquid refreshments along the way and over the stay.



As part of the festival, MG's were lined up for several blocks in the village to tour the old course. The lead car is one of the modern MG's, called MGF, that were made in the UK a few years ago. One thing the Quinn's didn't have time to work into the week was to drive the original 6.6-mile race track course, which I've done a few times. To my amazement Donna said she would like to have done it. Both Steve and Tom drove it during the Friday's festivities. Steve gave an exchange student from Germany a thrill. Best I could do was to show Donna Smalley's Garage, the site of the original tech inspections



Steve Holliday and passenger

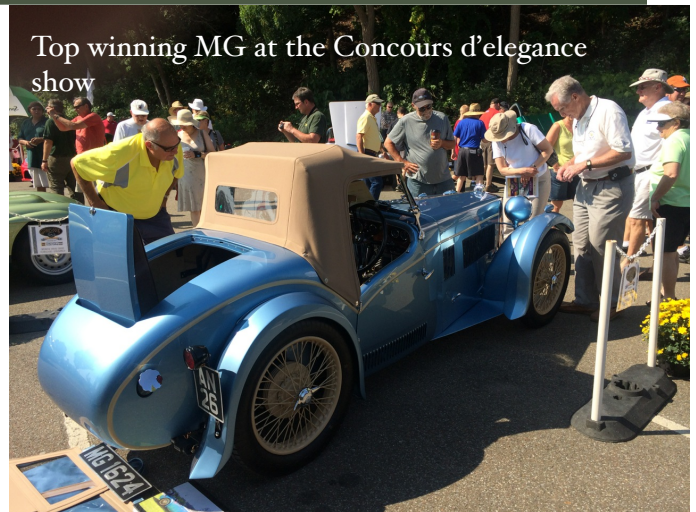
At Friday's downtown festival, perhaps the largest ever and perhaps one of the hottest ever, one saw fabulous MG's of every period as MG was the featured marque. It was 90 degrees temperature with 90 degrees humidity but you would never know it from the thousands of people there. I can honestly say I never saw so many MGA's coming and going over a weekend in my life. The village and surrounding countryside roads were filled with our wonderful cars. Other Rowdies attending included Tom Fant and Judy, Steve and Donna Finch, and Tom Ball. Curt and Stephanie Smith planned to attend but their new granddaughter had plans of her own; Olivia said wait for me, I'm more important. Congrats to all.



A highlight for me was checking out two famous MG's from the Collier Museum in Florida. Number 36 was Miles Collier's personal 1935 factory prepared LeMan's MG special. Nicknamed Leonidis, this PA/PB special returned to LeMans in 1939 and was leading its class when the fuel tank split. The second museum car on display was a K3 racing special, one of two or more that were on the grounds.



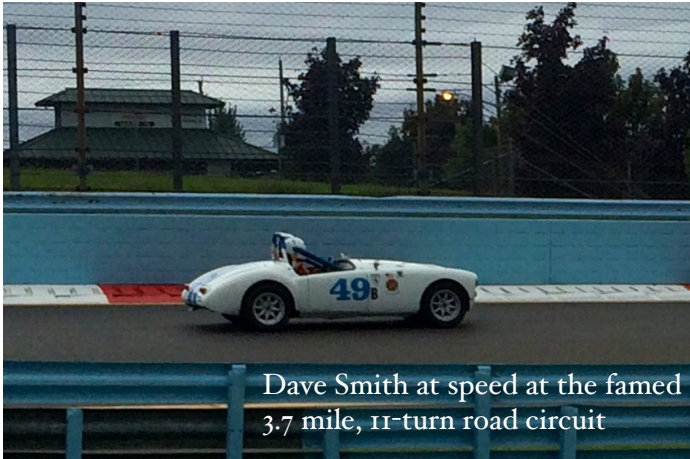
Seeing the totally restored MG LeMans Twin Cam prototype, EX186, was neat. Those of you who attended GT-14 at Indy will recall seeing this one-of-kind MG factory car in primer while undergoing restoration. This factory prepared prototype was built in 1961 with the goal of winning LeMans outright, but the project was cancelled. It was a "skunkworks" project that the managing Director did not know about. There was so much MG history this weekend it was impossible to take it all in. The second TC ever built. Al Moss's TC now owned by Robert Goldman.



The MG paddock was filled with nearly 100 vintage MG racecars entered for the Collier Cup. Because the field was so large it was wisely split into two groups with pre-war and T-series in the first. The last I knew there was a total of 26 MGA's registered to race, including the Rowdies Dave Smith in #49 with the Rowdies Mark Barnhart as his crew chief. As always, Dave's wife Chari was there to support his love of racing. It had been a number of years since I have been able to say hello to other MGA vintage racers I've known like Mark Brandow (#106) who 20 years ago let son Steve and I sign on as crew to enjoy the 40th Collier Cup festivities. Chris Meyers (#029) who carries on the Bucher car's legend, Dick Powers (#222) who announced this was his last race, etc., etc. I always enjoy chatting with Greg Prehodka, founder of the MG Vintage Racers, and I will never forget driving his MGTD racer (#53) at the Waterford Hills vintage races in 1996. Can it really be that long ago?

At turn 11 at the track there was over twenty "MMM" MG's, cars built between 1929 and 1936, in the Haggerty tent. Next-door was the NAMGAR's hospitality tent thanks to Carol Shamonsky's planning. And beside that was the BARC (The Binghamton [NY] Automobile Racing Club) tent where members from the infamous "Jake's Stable" were enjoying themselves. After a beer with the BARC boys, Dave Smith, Steve and I were off to

sip some Woodford Reserve Kentucky bourbon with Denny Cornett III (Denver's son) TC #7 which raced at the Glen in 1948 and 97 year-old Otto Linton, who drove a 1934 MGJ4 at the Glen in 1948 and continued racing at the Glen through the late 1950s. How's that for name-dropping!



In a sport where tenth's of seconds means a lot, Dave Smith was enjoying his qualifying times where he knocked off two seconds lap after lap to position himself well up in the field after being out of racing for a couple years. He was also breaking in his latest engine rebuild, finished and dialed in just days before. The day of the Collier Cup he started well but within just a couple laps he had to pull off as something in the rear end failed; none-the-less, a fine showing from the Rowdie Racing team. Having dinner with long time owner and racer of the #029, Joe Tierno and his lovely wife Bridget at the famous Seneca Lodge was a wonderful way for us all to end the day. By now even non-racing fans probably know that a gent named Bob Bucher drove Spanky Smith's MGA (green #029) to victory in the 1957 and 1958 Collier Cup races at the Glen. Joe was the second 'keeper' of the car and Chris Meyers is now the third.

The Tierno's surprised me with a disc record of all the BARC Gazette newsletters compiled over the 50s and 60s by this band of sports car loving young reporters. Dave Nicholas was a great writer

with a great sense of humor. Here's a short intro about the start of their gang in 1958: "At the age of 16, most young people occupy themselves by going to record-hops, stealing things, or dreaming of owning their very own Chevrolet someday. Not so with Dave Nicholas and a group of four other young people. Admittedly, they did hold a lot of interests in common with their "normal" 16 year old friends, but there was one difference – an urge to race sports cars, to drive sports cars, to watch sports cars and to own sports cars." Reading Nicholas' description is like someone recorded my brain at the same time and age! Heck, that still describes me today.

Here is small example of their humor from their 1969 Gazette: "Joe Tierno takes over the lead in a big way this month, giving us the following incident points:

- Using hammer to take engine apart on his Formula Vee—5,200 pts.
- Breaking pushrod with hammer—6,250 pts.
- Bending another pushrod. —10,000 pts.
- Damaging clutch — 7,550 pts.
- Jamming engine in chassis, and not being able to get it all the way out or all the way in —10,000 pts.
- Packing wheel bearings, making wheels unable to turn—10,000 pts.

Tierno's grand total: 49,000 points--plus the points he had last month (2,500) giving a final total for July of 51,500 points."

Donna will tell you there is more to life than cars. We took in the Corning Museum of Glass, had an great Italian dinner at Sorge's – a top ranked restaurant in Corning, enjoyed the sights and sounds of Market Street including the Brew Pub where we just happened upon the rest of the Rowdies (imagine that), visited Montour Falls, and did some, not all, of the Watkins Glen State Park. My old ankle injury kept reminding me why I hate walking on uneven ground and 800 stairs of uneven stone was way too much. We stopped at a couple museums while

traveling in PA. First was an original early oil derrick museum in Bradford, later we did the Zippo lighter and Case knife museum.



Steve with the Zippo car

advertise it as “open by chance”; now that goes back to simpler times. Here’s a small sample.



Simpler Time Museum - We stumbled onto a picker’s showcase at the Simpler Times Museum



along Route 62 with owner Bruce Ziegler as our guide. Can you imagine our surprise to find out it housed 92 old gasoline pumps, over 1,000 oil cans, and oil company signs everywhere. Like old tractors? There was more than 90 tractors and other farm equipment plus other items associated with the early oil industry around Tidioute, PA. They



Donna Quinn at the Watkins Glen Waterfall

Battle of the Brits-9-14-14

Breaking News Flash!! Today at the Battle of the Brits, or “BOB” as it is affectionately known, MG owners came out in force to trounce the sad cadre of Triumph owners on the field. “It wasn’t so much a battle as a rout,” snickered one proud MGA owner as he watched a TR-3 go slinking off the field with its exhaust tucked up between its wheels. Bruce and Willy Mann took away a 1st place award for their 1960 MGA 1600, Larry Pittman walked off with a 3rd place MGA award, and Philip Wiltshire garnered a 1st place award for his MGBGT-V8. Congrats to the Rowdies!





Jan and Jeff Zorn



Phil Wiltshire



Bruce and Willy Mann

Photos by, Bruce Mann, Dave Quinn

Technical Tips

Fan Blade Positioning-*Rick Astley*

Rick Astley at WDMGC in September wrote about MGB cooling fans and correct fitting and it seemed appropriate to repeat this tip for all of us who repeatedly have trouble remembering the proper position. The following is some of Rick's sage advice:

"If the metal six blade fan were to be reversed then the leading edge cut outs in the blades would be in the wrong place and the trailing edge would become the leading edge and will most likely hit the radiator, which would be immediately noticeable!

With a plastic fan the deep dished side faces the radiator and if these fans are fitted in reverse you normally see the blades contact parts of the engine, unless someone has fitted an extra spacer to get clearance rather than stand back and give some more thought as to why this is happening! **Note that the mechanical fans turn clockwise when standing in front of the car looking at the engine. Look at the leading edge of the three blade metal fan and you see it has a curved edge; the leading edge is the one that cuts into the air. The six blade fans have a clear cut out on the leading edge, and the plastic fans have a subtle curvature down the length of the leading edge, whilst the trailing edge is almost straight. In addition all blades are curved and the concave side faces the engine.** Fit the fans in the reverse position and aside from clearance problems their efficiency will be noticeably reduced."



FAN FITTED BACKWARDS

SU Carb Float Bowls-*Ken Nelson*

I recently learned a lesson the hard way about SU carb float bowls, but not until my car had to come home on the back of a flatbed tow truck twice. Both episodes involved what I initially thought was the result of a faulty fuel shut off valve in the float bowl of the SU carb on my 1966 Rover. This is the same design as our MGA SU H-type carbs and could affect any car with this type carb. The first episode occurred after parking on a steep hill with the front of the car facing down and the fuel tank elevated above the level of the carbs. Fuel kept pouring through the carbs and intake manifold by gravity until one cylinder was completely flooded with fuel, preventing the engine from turning. Once home I replaced the fuel shutoff valve and thought I was in the clear.

Not so, as it turned out. A month later I was stopped on the downhill side of an overpass (again with rear of car elevated) and I stalled the engine. Before I knew it, the intake manifold had a layer of raw fuel in it and the car was flooded out. I went back to the car with some tools, and removed the float bowl lid. The shut off valve seemed to work OK manually by lifting up with my finger, but the manifold was too full of fuel to run. This time I thought I might have the float setting incorrect so I took the carb apart again, and searched online for more discussion of float bowl shut off setting. The manual recommends a 7/16" drill to set the float valve lever, but Dave Smith taught me to also view the height of fuel in the main jet with the piston and needle removed (*see below*). This method seemed to get inconsistent settings however, and I



Lid on left above has taller stand for float arm and shows incorrect pairing with float lever. Lid on right has more common short stand for float with correct lever arm pairing.



AUD2285 float lever for later lid with taller stand. Note "Z" type bends along arm to give correct height at point of contact with shut off needle.

(Pictures from MGAguru.com)

finally discovered the cause of all my problems after reading Barney Gaylord's MG Guru tech session on flooding float bowl chambers on our SU carbs.

It turns out that sometime during late 1600 MGA production SU changed the height of the stand for the float arm pivot shaft on the float bowl lid, necessitating a different float arm configuration for proper function of the fuel shut off valve. Barney Gaylord has a nice writeup on this problem, and this picture is from his web site. I had never been aware of this difference in over 30 years of MGA ownership, but if the wrong parts are paired up the float lever may push the valve down at an angle and off center, causing it to bind and stick in the shutoff valve housing. This seems to be exactly what was happening to my car, and Barney's explanation sums the problem up very well in his MG Guru

writings on line. To quote him:

"It looks to me like the intention of the design change is to place the pivot point in alignment with the horizontal arm of the lever to eliminate a cosine error in the mechanical motion. In other words, at the point where the needle valve closes the lever will be moving straight toward the needle rather than sweeping at an angle. This would eliminate a side load force on the needle, which may in turn reduce a tendency for the needle to stick when trying to close."

I have changed to a float lid with a proper matching float lever and so far it seems this has cured the problem. But I won't hold my breathe until the next problem crops up.

Setting Float Fuel Level

Correct setting of the float level is essential if the engine is to run well with good fuel economy. If the float level is wrong it can make starting difficult and lead to very poor mpg figures. All carburetor tuning should start with ensuring that the float level is correct.

The Workshop Manual talks of setting the level by measuring the gap between the lid of the float chamber and the bent down the portion of the fork against which the float pushes. The problem with this method of checking is that it assumes that all floats have the same buoyancy. In practice some floats float higher than others so a setting method which looks at the actual petrol level is needed.

Fortunately it is quite easy to see the actual level of the petrol in the carburetor. Remove the dashpot and the piston holding the needle and put these in a safe place, somewhere where the needle cannot get bent. Now look down into the carburetor and you will see the top of the jet with the small hole (90 thou.) into which the needle fits. You will also see the top of the guide in which the jet slides. If you pull out the choke so that the choke lever pulls the jet head down, you will see the jet slide down the guide. Make sure that the choke is working properly and that the jet slides down to its full extent.

With the choke fully in, pump up the petrol into the float chamber until it is full and look down into the carburetor and note the level of the petrol in

the jet guide. It should be below the top of the jet. Now pull the choke right out and check the petrol level again. This time it should be level with the top of jet or slightly above. If the level is too high or too low, bend the float lever a little at a time until the correct level is obtained making sure that the flat part

of the lever which pushes the needle valve remains flat.

If two carburetors are fitted repeat this process on the other one. You can now go on to synchronizing the carburetors and adjusting the mixture.

Rowdies Christmas Party **Festivities start at 1:00 pm, Saturday, December 6, '14 at Bone Island Grill**

Entertainment starts at 2 PM. Davis Catering buffet dinner will be served at 3:30 PM. Slow roasted hand pulled turkey, honey glazed roast ham, mashed potatoes & gravy, stuffing, green beans, tossed salad, macaroni salad, appetizer trays & dessert. Gift exchange follows dinner.



This year we are featuring *Etcetera*

Etcetera is a snazzy octet that sings and swings the standards. The group's four-part vocals and stylized choreography — delivered with a dash of humor — add pizzazz to special events in a variety of venues throughout southeast lower Michigan and beyond. Accompanied by piano (and occasional bass and drums), ***Etcetera*** is the perfect entertainment for occasions when a lively, colorful, small ensemble strikes just the right chord. And, best of all, ***Etcetera*** performers include MGA club members, Bill and Mary Ellen Weakley...so you'll get to see them "do their thing" up close and personal!



Sign-up deadline is November 22th for this event. You must let Dave Quinn know if you and others with you are attending. Cost is \$15.00 per person at the door. Children free. Each attendee, including children, is asked to bring a wrapped gift for the **fun gift exchange**. Bring your favorite beverage or buy drinks from the adjoining bar. Coffee & pop rovided.

Bone Island Grill, 4614 Francis St, Jackson, MI. 517-783-2144. Directions from I-94: At exit 142 take US-127 south 6.3 miles to the M-50 exit. Drive west on McDevitt about 1.5 miles. McDevitt makes a 90 degree right turn and becomes Francis St. The Bone Island Grill is immediately on your left. Use the entrance door on the left for our rented hall.



CHAIRMAN'S CHATTER

by Dave Quinn

As we bring 2014 to a close I would like to recognize members who have supported the club through continuously paying their membership dues since they joined in the 1970's.

That's nearly half a lifetime ago. The current members joined

in 1976, the year the Michigan Rowdies was formed: Don Harms, Bruce Nichols, and Neil Griffin. That was 38 years ago! Current members, who joined the following year, 1977, are Herb Maier and Dave Quinn. In 1978 Pat Schwartz, Ken Nelson, and Brian Beery joined. I doubt any of us realized when we joined in the 70's how much owning an MGA and joining the Michigan Rowdies would impact our lives and form lasting relationships. In July 2016 we will celebrate the Rowdies 40th Anniversary thanks to these special members and those of you who continue to pay your dues. I think we should throw ourselves a big party. Can I see a show of hands! (*Amen Brother! Ed.*)

You may recall in the May-June Chatter I told this tale: "So I ventured into the garage only to discover a deaf mouse? Or that's what I thought since he was only two feet from the highly touted ultrasound device that was plugged into the wall beside him. I picked up a micro cloth from the wall rack and a deer mouse, aka field mouse, dropped to the floor by my feet. How can this be? I have taken every precaution known to man to keep these nasty critters from making a home in my man-cave. I have a number of traps with a variety of offers like cheese, sunflower seeds, and peanut butter. I have a number of cat food tins filled with mice poison. I have caulked up the outside corners of the garage so they cannot come up between the siding. And finally I have four or five of those ultrasound devices installed. Thankfully, the very next day I did catch him in an old fashion trap and have not heard or seen any evidence of others since. I suspect he just came in

the door and got so close to the noise he went deaf. What do you think?" Well, It seems our A-Antics gets pretty wide circulation because this letter then showed up in Ken Nelson's mailbox:

"Dear Editor",

This is in response to Mr. Dave Quinn's comments in "Chairman Chatter" about mice, deaf or otherwise. First off, who would be foolish enough to entice mice into their garage with offerings of cheese, sunflower seeds, and peanut butter? That's like asking an alcoholic if he'd like to take a short swim in a sea of whiskey. Then try to get him to dry out and go home. Good luck with that!

Next, Mr. Quinn went and boarded up all the exits from the garage to make it impossible for the sotted alcoholic mice to get out even if they wanted to. How dumb is that? I suppose he turned out all the exit lights in the place too?

Those sound devices he installed? I read someplace that clever mice have actually been known to rewire those to pick up their favorite Tom and Jerry cartoons off the Internet. How the heck is that going to make 'em leave?

All in all, I'd have to give your Chairman a flunking grade in the Mice-Be-Gone department. I'd advise the Lizzie Borden approach to the mice problem. "Pick up an axe and give 'em thirty whacks"!
Anonymous

Be very careful opening the Christmas presents at the Rowdies Christmas Party on Saturday, December 6th, as you never know, I could try that solution.

This is a time outline for the Rowdies Christmas Party this year:

- 1:00 - Hall opens with cheese & crackers, etc. and members start arriving
- 1:30 - Etcetera set up
- 2:00 - Etcetera performance
- 3:00 - Caterer food set up
- 3:30 - Christmas dinner
- 4:30 - Club Christmas gift exchange
- 6:30 - Hall clean up & good byes

Orphan Car Show in Ypsilanti-by Dave Quinn and Philip Wiltshire in WDMGC "Can-Am Connection"

The 19th Orphan Car Show took place this past Sunday. I think it is an event that British car owners could really add a kick to in 2015.

Staged in Ypsilanti's Depot Park, adjacent to the Huron river and just a walk through the historic Depot Town high Street from the Auto Heritage Museum (Hudson dealership) you can enjoy a very pleasant day, come rain or shine.

I've attended several times over it's nineteen years and have never been disappointed when wandering through the large range of eclectic Marques that are long gone but well represented in superb, pretty good and just about drivable condition. The owners of these vehicles are such a friendly bunch; they are just as interested in foreign orphans as they are in their own ones. A common bond!

The 230 vehicles ranged from a 1910 Stanley Steamer chuffing past us and around the event, to DeSoto's, Hudson's and Studebaker's. Ever heard of a 1911 Ann Arbor Convertible from the Brass Era? Nope? I thought REO Speed-wagon was just a band of musicians, but there was a row of the vehicles at the show.

Apart from the tyre kicking and chatting with these great people, another feature that sets this event

apart is the Pass In Review. Each vehicle on the field is encouraged to make the pass when it's class is called. So you can sit in a small bleachers and participate up close and personal, when several motoring experts from the Press and Auto Community review each vehicle with it's owner for the benefit of the crowd. It's great fun and really connects you with the vehicles and their occupants.

Some years ago, the event was held at the beginning of the summer but suffered from poor weather. So in 2011, the date moved to the third Sunday in September which was deemed a drier time of year.

Now to business; there were only 2 MG's at the event! Just Roger Melton with his beautiful MGA and me with my MGB-GTV8. Worst than that were the French cars. There were 6 parked next to us. As you know, the British cannot let the French beat us! So we must get a better MG turnout in 2015!

In Depot Town, there is a great restaurant called "Sidetracks". It is right next to an active



Roger Melton's beautiful MGA 1600



Phil Wiltshire's MGBGT-V8

(continued next page)



railroad. I can sort some tables for a lunch or afternoon snack if we can pull a group together.

Remember, third Sunday in September 2015.
Let's make an impression! **Phil**

Dave Quinn Continues with his Report...

We went to the Orphan Car Show where it's limited to only manufacturers that are no longer around. Very limited turnout due to the weather forecast of rain. Only two MG's - Roger Melton's MkII (great color combo) and Philip Wiltshire's MGB. Great turnout of Hudson's - bad weather doesn't bother that group. We enjoyed hearing the story about a total rust covered 1923 Willys Knight. It was a "driver" even though it looked like it had just been pulled out of a barn; the owner said he tried to buy the car for 42 years and finally the original owner's family said yes. We had the weirdest weather I've ever seen - sun, rain, sun, rain, sun, rain, sun, rain..... from about 2PM all the rest of day. It forced a few of the Rowdies (Curt & Stephanie Smith, Dave & Phyllis Goeddeke, and Dave & Donna Quinn) to sit in a Mexican joint by the window, watch the cars leaving, and drink liquid refreshments the rest of day. Then we took a tour of the Hudson museum.

Dave

Photos by Phil Wiltshire, Dave Quinn



Rowdie Colour Tour Meet- by Dave Goeddecke



The weekend before the color tour was sunny and warm, so it was probably too much to expect that the next weekend would be as nice. This is Michigan, after all, and despite recent trends, a change in the weather is to be expected always. Sure enough, the forecast for Saturday was in the low 50's with a chance of rain. Undeterred, about twenty hardy Rowdies assembled at the Howell Carnegie Library for what turned out to be a pretty good day, after all. Gordie and Tracey Bird win the "tough guys" prize for going top-down for the entire ride.

After coffee & donuts and a brief driver's meeting we were off & running by 10:30 AM with 5 MG's in the lead and at least as many late model land cruisers trailing. We practically had the road to ourselves as we headed South on Chilson Road with the fall foliage in full bloom, despite the overcast skies. A brief stop at a county park near Hamburg to do a headcount and adjust our ear muffs, and we were back on the road. The next leg roughly followed the Huron River, and there were few cross roads, so we had a chance to open the throttle a little.

Just across the bridge at Dexter was the Cider Mill, and the place was hoppin'. Hot cider or chilled wine, take your pick. Thanks go to Tom Fant for adding the stop to our little road trip. After a brief tour, sampling the local beverages, and some quality time socializing with good friends, we were soon on the road again. That's what this Rowdy thing is all about, right!

Back across the bridge, and right on Huron River Drive for the highlight of the tour, driving alongside the Huron River for the final leg to Ann Arbor. We hardly noticed that the temperature didn't break 50 degrees (except maybe Gordie & Tracey), with the beautiful vistas before us. Bill Weakley suggested a great place for a late lunch at Guy Holleran's on Plymouth Road, and everyone finished the run safely and with a good appetite. Mark & Marjie Barnhart joined us for lunch, after a color tour of their own driving from Prudenville.



In all, we had 19 Rowdies for the ride and 21 for lunch. There were Dave & Donna Quinn, Larry & Mitzi Pittman, Curt & Steph Smith, Bruce & Willy Mann, Bill & Mary Ellen Weakly, Jeff & Deborah Smith, Gordie & Tracey, Dave & Phyllis
(continued next page)



Goeddeke, Mike Goeddeke, Tom Fant, and our newest Rowdy, Jerry Jesion. Thanks to all for making it a really interesting and fun day. True to form, Michigan provided a nice, sunny day on the NEXT day.



“What’s a little cold wet weather”-Gordie & Tracy Bird in their top down MGA



Gordie, Larry, and Dave Q.



Hosts Dave & Phyllis Goeddeke’s white top-up MGA, brother Mike in a silver MGA coupe, and Tom Fant’s new 11,000 mile MGB



Homeless person found begging by the side of the road

Photos by Dave Goeddecke, Dave Quinn, Bruce Mann

More Colour Tour Pictures 10-18-14



Tom Fant and Jerry Jesion



Mike Goeddecke and Phyllis Goeddecke