



# A-Antics



*GT 39-Ottawa, Ontario, Canada  
July 2014 Photo by Ken Nelson*

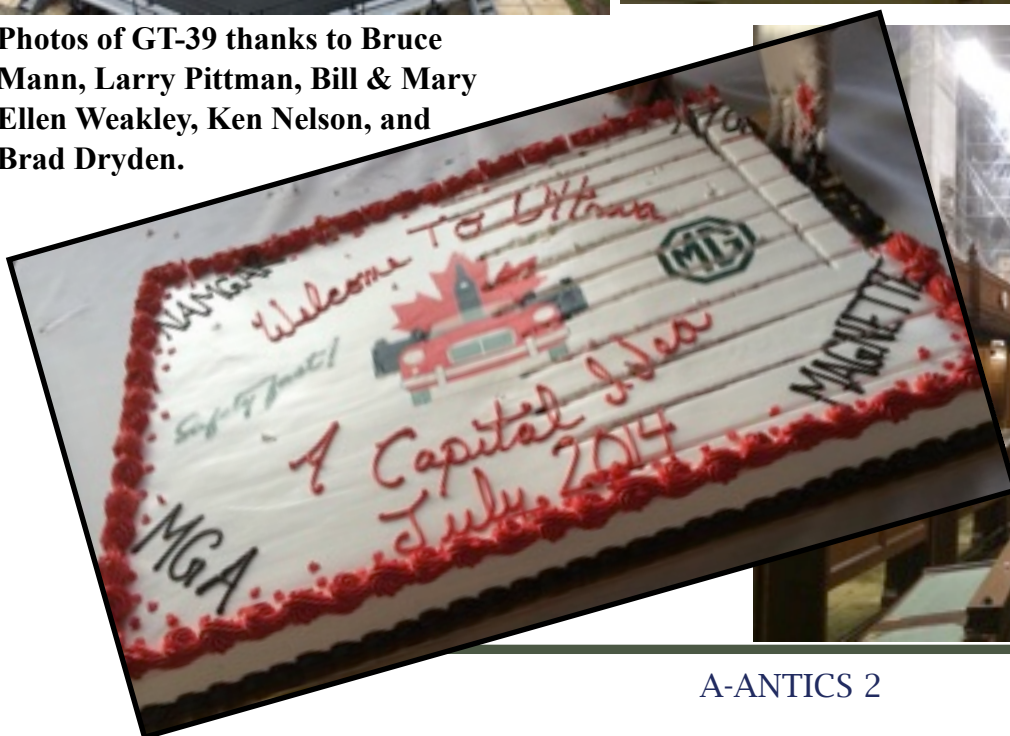
*GT-39 at Ottawa, Eh?*  
*Waterford Hills Race Day*  
*Rowdies B'Day Party-Herrings*  
*One Man's Journey*



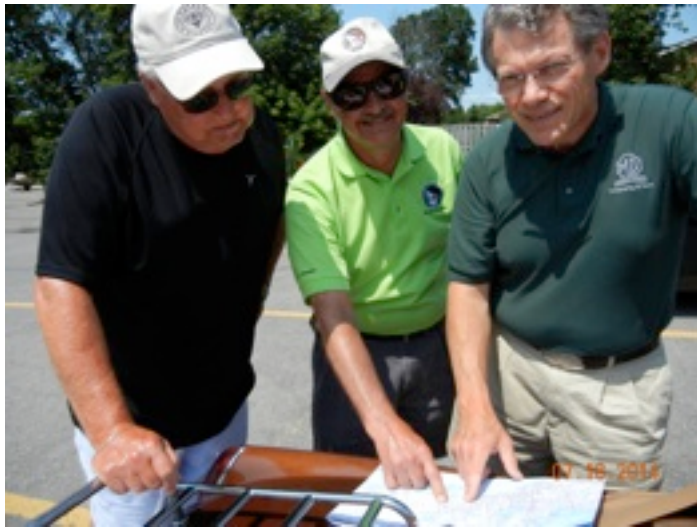
# GT-39 Ottawa, 7-14: The Place



Photos of GT-39 thanks to Bruce Mann, Larry Pittman, Bill & Mary Ellen Weakley, Ken Nelson, and Brad Dryden.



# *GT-39 Ottawa, 7-14: The Journey*



# *GT-39 Ottawa, 7-14: The People*



# *GT-39 Ottawa, 7-14: More People*



# *GT-39 Ottawa: Still More People!*



# GT-39 Ottawa, 7-14: The Cars



Steve Holliday's Car



Distance Award-3500 Miles



Bruce Mann's Car with Security Guard



Atten-shun!



Winner-Premier Class



Allen Bachelder's Magnette



Bill Weakley's MG-Sea



Hey, Let Me Down!



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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:

67 Active and Paid-Up Members

## Win \$50

The Rowdies will have a drawing at each meet for a gift certificate worth \$50 in merchandise from Jeff Zorn's Little British Car Co.

We hope to see some new faces at our meets and encourage you to bring a friend to join. All paid-up members are eligible for the raffle to determine each meet's winner.

**Classified Ads:** Personal for sale or wanted classified ads are free to all paid-up members. Commercial ad rates: Full page \$40 issue/\$200 year; 1/2 page \$25 issue/\$135 year; 1/4 page \$20 issue/\$110 year; Business Card \$10 issue/\$55 year.

Total ads may not exceed 12-1/2% (2 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: October 20, 2014

## Letters:

### *Slippery Subject Again*

*Just read the A-Antics and your thread writing on Redline engine oils by Dave Smith and Dave Quinn. The thread seems to imply that Redline is only available in a single weight, however, I use Redline 20w50 in my car. It has added ZDDP for lubricating our flat tappets. It is available at an old Murrays auto parts in Walled Lake. Murrays has the full line of Redline and in many different multiple viscosities.*

*I too have experienced increased cooling in both transmission and engine while using Redline.*

*Gordie Bird*

### *Rumors Again*

*Diane Mazurek sent in this bit from the 7-7-14 Yahoo Autos report:*

*"[AutoExpress](#) apparently had exclusive access to someone inside MG that confirms the (originally) British automaker is bringing back a roadster, which will be a spiritual successor to the MG TF (seen below, with its own predecessors in the background). Details*



*were vague, citing a return date of "before the end of the decade." MG has been limping along under ownership of*

*SAIC, a Chinese-state-owned corporation. MG currently has a product portfolio that could be best described as middling, but with a tried and true ragtop roadster under its belt, it could once again conjure up images of MG's heyday.*

*According to the source, the roadster will be built on one of two new vehicle architectures under development. These platforms will be designed to be flexible enough to develop multiple vehicles under it. This is much the way that Volkswagen employs several vehicles under its MQB platform, thus lowering production costs. If that brings us a new MG roadster sooner (and for less) than we're all for it!*

*(Ed Note: I'll believe it when I see it)*

### *Cruising Belleville In Style!*

*Stephanie Smith sent in this picture of our favorite Belleville couple out on the town last July.*



*Neil and Thelma reliving their 'courting days' in a 1919 Model T Ford*

### **GT-39 Travel Reports**

*Made it home about 8 pm tonight from Ottawa without problems. 404 miles today and 1467 miles for the entire trip. Hope all went well for you too. Had a great time driving home with you all (Bruce & Willy Mann, Bill & Mary Ellen Weakley, Ken & Kathy Nelson, Larry Pittman) and at the GT. Say "hi" to Mitzi and the new granddaughter for us Larry. See you all soon again.*

*Ken and Kathy*

*We made it ok as well. No issues other than the rain. Left top down and pushed through it. Sun out when we got home. 1125 miles no issues. We enjoyed the drive and you all as well.*

*Bruce and Willy*

*We were home before 4 PM. 1227 miles covered, after odometer correction. The brakes are still spongy but effective. Used about 1/2 quart of oil and a lot more gas. You should all consider cruise control. My right knee would be very sore today if I hadn't used the cruise any chance I could. By the way, thanks for letting me lead so much so I could use it.*

*Now I am fired up to work on the A again. I don't have much hope of having it on the road by next year, but miracles do happen, they say.*

*We enjoyed everyone's company on the trip back. I plan to go to Waterford Hills next Saturday, then the birthday party the following week.*

*Bill and Mary Ellen*

*I got home about 5:30. Not sure of mileage but it was around 1200 miles total. Also enjoyed being able to travel along with everyone. It made being alone not seem so alone.*

*I'm also planning on Waterford Hills next weekend and the Birthday Party the next weekend. After all the car problems of the GT a year ago, it made this trip especially good.*

*Mitzi and daughter Jessica were at the hospital when I got home. They're pushing granddaughter Lola's breast milk consumption up as quickly as they can. As of yesterday, she was at 5*

*ml per hour of breast milk. They're hoping to continue to increase it about 1 ml/hour per day as long as she continues to tolerate it. Jessica has been staying here all week, but the Dr. gave her the OK to drive on her own on Friday, so she went home last night. She was looking forward to getting home again.*

*Larry (& Mitzi) Pittman*

*I am sorry to say that my trip home, at least the last 89 miles, was on the back of a truck. At this time I have still not figured out why it decided to quit running, but up until the Blue Water Bridge it was running fine. It quit at the Immigration booth.*

*Bruce Read*

*Good morning Ken! The Herrings and we got back last night after a eleven and a half hour marathon drive home! We too, had a great time. Our only mechanical trouble on either car was a blown radiator hose on my car shortly before we arrived in Ottawa and a shredded wiper blade on Herrings. Both rubber products were new this spring! Got to love the aftermarket! Luckily, I had a spare hose in the boot, a few minutes and we were on our way again! Lloyd found a new blade at the GT and we needed it on the Saturday portion of our trip. We stopped at Niagara Falls to see the sights. The traffic there was horrendous but we made it through and down the road! It was nice spending time with all of the fellow Rowdies. What a great bunch of friends! Best Regards,*

*Todd and Connie Binz*

*Ah, yup, our group made it home Saturday afternoon and although the day produced off and on showers all the way, the only time it worked out that we were stopped AND it was raining was at the ferry dock in Sombra, so, as per the rule, up went the hood.*

*Gordie and Tracey Bird*

*We also made it safely. No hood to put up on the saloon, but the good news is that our windscreen wipers worked! And worked well, I should say. They even parked correctly when I turned them off. You may not know it, but on this car, this was a notable achievement! Lotsa fun, folks!*

*Allen and Florrie Bachelder*

### Race to the Finish

Rowdies: My appreciation to each of you for putting the upcoming Fall Color tour together. Most of you know I am on a committee of four to plan and execute this years 60th anniversary of the Collier Cup. At this time, the Committee interaction averages 5-6 hours a day. At this time we have 21 "MMM" MG's in the car show. The MMM were built between 1929 and 1936. This may be the largest gathering of MMM's ever. We also have two Collier Museum Cars, the Leman's PA/PB "Leonidis" and a K3 racing Special. We also have EX 186, which is the MG Twin Cam prototype. Also the Second TC ever built, and the Al Moss TC, now owned by Robert Goldman. Also the three surviving Collier brothers K3 will be reunited for the first time ever. A good number of these cars are also entered to run in the Collier Cup A race. Parking big rigs, credentials for the transport crews, arranging electrical service, Tent contracts, parking for street cars etc are only some of the details to be addressed.

Yes, with 100 MG race teams, there will be two Collier Cup races this year. The Midgets, MGB and MGA will battle it out in Collier Cup B. Hearing this, I am buying a new set of super sticky racing radials. Never ran a race radial before, so have to get some seat time in the practice sessions and the

qualifier. Throw in the Collier Memorial event, which will be recorded by a NY TV Station, the MGVR Banquet, the Downtown Festival/old course reinactment not to mention the 20 or so sprint races, The MG Corral activities and this will be quite the week. Hard to say, but none of us can imagine that the 70th Anniversary has the potential to challenge what we will see here. This may well be the last big Hurrah.

NAMGAR, BARC, and the MMM Register will all have tents, displaying their respective Histories in the WGI Hospitality area. The four committee members are confident that each of these events will go off ontime and all details coming together.

Again, thanks for taking care of the Rowdie events in my absence. PS: Rowdie Racings # 49 MGA will make it's first trip back to WGI in several years. Mark Barnhart is the crew Chief, and Don Robinson ( A fellow BARC member and Jake Stables member) is on the crew. Wish us well. Rowdie Racing will be based at the Smith Coachmen motorhome at the MGVR Hospitality Center. That is on Wedgewood road, Just east of Turn 11 on the track. Turn 11 is the last turn before the front straightaway and the start/Finish line.

**Dave Smith**



1949 - Starting Line Up, At The Glen - 1948 MGTC

# ROWDIES 2014 CALENDAR OF EVENTS

## SEPTEMBER

- 5 NAMGAR AT THE GLEN  
60th Annual Collier Cup Race Sept 3-8 at  
Watkins Glen, NY [NAMGAR Events](#)
- 14 CAMP DEARBORN FALL  
OUTING  
[Detroit Triumph Sportscar Club](#)  
Battle of the Brits
- 26 ORPHAN CAR SHOW  
[Ypsilanti Automotive Heritage Museum](#)  
Ypsilanti, MI

## OCTOBER

- 18 ROWDIE COLOR TOUR &  
LUNCH-Dave & Phyllis Goeddeke  
(734.425.5254) [xenon2013@att.net](mailto:xenon2013@att.net)

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

## 2015

## FEBRUARY

TBD BUSINESS MEET



**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 MGAC, 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).**

**NORTH AMERICAN MGA REGISTER**

## Definition of a "GT"

If you've never attended a GT, you might be wondering what it's all about. What goes on? What do people do? Why do people rave about GTs, and what is it that draws so many people back every year? Those are all good questions. To answer, let's start with a short history lesson.

### *A Bit of History*

The North American MGA Register (NAMGAR) was formed in 1975 by a small group of enthusiasts in the eastern United States. Dedicated to the preservation and enjoyment of the MGA, MG Magnette, and variants



(vehicles which originally used the same drive train as the MGA), the organization has grown over the years and now boasts over 2000 international members, more than 50 local chapters, and includes well over 3400 vehicles.

Every year since its inception, NAMGAR has held an annual event where members and enthusiasts gather to enjoy each other's company and celebrate their common interest in these beautiful British cars from the late mid-50s to the early 60s. The gathering is known as a Get Together, or GT: each is given a sequential number.

Each summer the GT moves to a different location across North America and is hosted by a local NAMGAR chapter.

Every fifth year, the NAMGAR GT is held in conjunction with the annual gatherings of the entire [North American Council of MG Registers](#). These multi-register events are jointly organized by the (continued next page)

Boards of all five member registers. The next of these gatherings will occur in 2016.

### *What happens at a GT?*

All GTs are built around a framework of key activities that have proven over the years to be successful. Every GT is different though as each one features sights and activities that showcase the uniqueness of the chosen location and reflect the personality of the host chapter. This format helps to maintain consistency from one year to the next while keeping each GT interesting and enjoyable for its attendees.

A GT normally begins with a short welcoming reception for first time attendees, giving them an opportunity to mingle with each other and meet the NAMGAR Board and staff members. This is commonly followed by a general



welcome and orientation reception for all GT attendees.

The marquee event of the GT is a car show where all attendees show off their polished beauties and have an opportunity to vote for their favourite vehicle in each class.

Most GTs include a rallye of some kind as well as a funkhana. Depending on the location of the GT, the schedule may also include on-your-own sight seeing, visits to local attractions, or pre-planned driving tours.

Guest speakers and tech sessions on a variety of topics are also popular. A hospitality suite is an important component of the GT and is often "the

place to go" each evening following the formal GT programming. Many GTs include week long activities such as a silent auction or a raffle. A banquet is normally held on the final evening of the GT during which awards and prizes for various activities run during the week are given out.

### *First Timers*

If you haven't yet attended a GT, then you're what's known as a First Timer and you should have a look at the [NAMGAR First Timer Primer](#). This document explains what you need to know about the terminology used and activities that commonly take place at a NAMGAR GT. If you have questions, please feel free to [contact this year's GT hosting group](#). We'll do our best to provide answers.

NAMGAR has a saying that it's the cars that bring you to a GT, but it's the people that bring you back. You'll meet



many new people at your first GT. You'll make new friends you'll look forward to seeing again at future GTs. Every GT gives you an opportunity to travel to and experience a part of North America that you might not otherwise get to see. Mostly, though, every GT gives you an opportunity to renew old friendships and create brand new ones.

Go ahead. Make plans to experience a GT. You won't be sorry, and it just might be the first of many GTs that you'll attend.

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**CHAIRMAN'S CHATTER**

by Dave Quinn

GT-40 is planned for June 15 – 19, 2015 in Frankenmuth, MI. The Michigan Rowdies will be the host club for this GT and believe that the city of Frankenmuth will prove to be a unique city for a GT. Frankenmuth is known as Michigan's Little Bavaria and takes great pride in preserving its German heritage. You'll find flowers and greenery blooming in an area that has what many visitors describe as the most authentic Bavarian architecture to be found anywhere in the United States. Your host hotel is the Bavarian Inn Lodge, a German themed hotel that has lots of extras to keep any visitor busy during their stay. In addition to some planned unique events, GT-40 will also celebrate the 60th anniversary of the introduction of the MGA 1500. All 1500 owners are urged to attend to help join in the celebration. Put Frankenmuth down as a destination for June of 2015 and enjoy the Rowdies Fourth National Get Together. Here is a list of the "latest" Rowdies GT-40 assignments:

Larry Pittman	GT40 Chairman
Thelma Griffin	Logo
Steve Mazurek	GT-40 Web Site
Dave Quinn	Publicity
Bruce & Willy Mann	Registration
Gordie & Tracey Bird	Activities
Steve Holliday	Car Show
Dave & Chari Smith	Food
Ken & Kathy Nelson	Hospitality
Steve Finch	Regalia & Vendors
Jeff Zorn	Finances
Bill & Mary Ellen Weakley	Auction
Allen Bachelder	Magnette Group

Forrest Johnson	MGA 1500
	Technical Tour
Dave Smith	Vintage Racing
	Tech Session
John Alexander	Gimmick Rally
Dave & Phyllis Goeddeke	Welcome Bag
Lloyd & Janice Herring	Signs
Todd & Connie Binsz	Signs
Curt & Stephanie Smith	"Favor" Procurement
Mark Barnhart	Shirts for Volunteers
	Assist
Phillip Wiltshire	Photographer

Please contact Larry Pittman to add your name to the volunteers who will be essential in assisting to make this the best GT yet. Believe me, we need every Rowdie we can get to make this successful. Current volunteers include: Brian Beery, Bruce Nichols, John McMullan, Neil & Thelma Griffin, Larry Sprouse, Jeff & Debbie Smith, Jan & Phillip Wiltshire, Rich & Jayne Pollion, Donna Quinn

Other GT-40 volunteers:

Rick Astley	Electrical Tech Session
Doug Butcher	Tyres Tech Session
Tony Burgess	Valve Cover Racing
Jeff Schlemmer	Distributors
John Twist	Rolling Tech Session
Michigan T Club	Valve Cover Race
	Track & Photographer Assist

It's not too soon to start planning to make this one the best GT ever!

**Dave Quinn**

## GT-39 Ottawa: One Man's Journey

GT39 was as usual, a great time. The trip there and back had some really good driving. But it did have one major disappointment. I could not enter the car in the show.

As most of you already know and may have read in the NAMGAR newsletter, my Coupe aka "Katrina", was a labor of hate/love for the last 10 years. It is a resto-mod if you will, with AC, 1800 engine, 5 speed and a aluminum radiator to keep it all cool. But with all of the non-stock goodies, and this being the first long trip and show since being put together, I was really worried at the start of the trip of the gremlins that might cause me and my traveling party a headache. However, traveling from Gordie's house to the hotel in Ottawa was not a problem as it ran flawlessly. Those gremlins did not show their faces until Wednesday the day of the show.

I had gotten up early show morning to give her a wash and did so with the new shiny black paint glistening in the morning light. Yeah, I am going to win a trophy, I thought. I went to start the car to move out of the way for the next car washer and the darn car would not start. I had installed a hi-torque starter so I started tracing wires. But nothing was obvious. No problem, we could push it to start. I thought that even though this might be a bit embarrassing and inconvenient, I could live with it. But after Gordie and Tracy gave me a push and I started to drive it in the hotel parking lot I realized that the darn thing would not clutch right. I had about half an inch of pedal opportunity to shift and

that was quickly getting worse. So with just an hour before the show, Katrina would not start and would not clutch. Of course all kinds of things go through your mind in a situation like that. The worse scenario I was thinking was that the clutch release bearing had deteriorated, and the wiring was about to burst into flames. I would then have to tow it 500 miles back to

my trailer in Michigan, it would cost me a fortune, I would then not be able to pay the mortgage, the power company would turn off my electricity for failure to pay, I would be homeless, etc.



Brad Dryden's Prize-Winning Car (Almost!)

On examination and with Gordie moving the clutch pedal and me looking at it from underneath, I saw fluid running out of the clutch slave. OK, not too bad, just a clutch slave failure. What a relief that I did not have to tow the car and pull the engine yet again. But why would it not start? I again traced all of the wiring and it all looked fine. By now, everyone was headed to the show field and here I was with a non-starting and non-shifting freshly "restored" car stuck in the hotel parking lot.

Kim and I got a taxi to the show to not only see those cars that actually were running, but also to commiserate with others on my dilemma. 'Go talk to Dave who is one of the show's coordinators' was the suggestion. We did so and Dave gave me the name of the one and only British Car mechanic shop in the city of Ottawa. A couple of quick calls and a taxi back to the parking lot and soon Katrina was on a flatbed headed to the shop with a car lift. *(continued next page)*

Three hours and \$300 later, the clutch slave that I had gotten from Steve Holiday, (thanks Steve), was installed. The mechanic and his multi-meter



(note to self, keep one in the tool bag) traced the starting issue to a loose wire to the relay. And we soon drove back to the hotel where everyone was celebrating the wonderful show they had just attended. But ya know what? It was still a great day for me and



Brad's Car Looks Great Coming & Going!

Kim. Because it was a day packed with excitement and adventure. As are all of my days whenever I play with these little cars.

*Brad Dryden*

## New Members

We'd like to welcome Jerry Jesion and Jackie Hull to the Rowdies.

26980 Coachlight

Woodhaven, MI 48183

Phone: 734-692-6752 (home)

734-626-2121

email: [gjesion@gmail.com](mailto:gjesion@gmail.com)

Currently looking for an MGA



Jeff Smith and John Alexander show Jerry the best place in an MGA to hide the Canadian beer when coming through Customs into the USA



# *Waterford Hills Vintage Race Meet*

## *Report 7-26-14-by Ken Nelson*

Waterford Hills Race Track saw a whole passel of Michigan Rowdies turn out for a great day of racing and socializing at our own special reserved viewing area at turn 6, as arranged by our chief gear-head Dave Quinn. We had our own private tent (the vendor who was supposed to use it didn't show up) to keep us cool in the shade while viewing the races.



Among those present were Dave Quinn (*with his MGA this time*), Dave Smith, Curt Smith, Mark Barnhart, Larry Sprouse, Brian Beery, John McMullan, John Alexander, Steve Finch, Phil Wiltshire, Bill Weakley, Ken Nelson, Jeff Smith, Larry Pittman, Bruce Mann, Steve Holliday, Gordie Bird, Jerry Kocsis, Rich Pollion, and our newest member, Jerry Jesion.



Curt Smith and Gordie Bird took the opportunity to do some touring laps for the track during lunchtime. Jerry Jesion went out with Gordie to revive the feel of an MGA (*continued next page*)



Photos by Phil Wiltshire, Ken Nelson



turnout of cars with at least 9-10 LBC's and one BBC (big British car) in the form of Ken Nelson's Rover sedan. Among other British cars you won't see every day was a black and purple Austin Cambridge sedan for sale at about \$3000. Looked like its original paint job and cornered on the touring laps like its original shocks and springs.

A great time was had by all, we saw a little action at corner 6, and we're all looking forward to see whatever MGA Jerry decides to buy. Alas, the Cambridge didn't seem to receive any serious bids, even from our own transplanted Brit, Phil Wiltshire. Safety Fast!





# Rowdies Fall Color Tour



**Howell, Hamburg,  
Dexter, Ann Arbor**



Meet at Howell District Library,

314 W. Grand River, Howell

Contact Dave Goeddeke: (734)

645-0691

**October 18th**

**Start at 10am**



## University Motors Summer Party Report-by Dave Quinn

The overall turn out was reportedly 130 MGs. It was no surprise 90% were MGBs of all years. A couple highlights for me was seeing a supercharged 1931 MG J4 driven into the meet. My respect was elevated when I spoke to the owner at registration and learned he had driven it from Wisconsin! Doug Kniff gave me



a tour of his beautiful green 1939 MG VA complete with a huge built in traveling tool kit. Later Doug brought it to Ken's. I enjoyed seeing Skip

VanderMolen's MGA; Skip is a member of the British Motoring Club out of Lansing. Skip drove a car he found 30 plus years ago on it's first outing in its original black primer-barn-find form from Laingsburg. He plans to leave it in the condition he found it, except for the necessary maintenance. There were some 'new' MGF models



that found their way into the states from Europe. There were eleven MGAs registered for John's meet but the actual number was less. Two were Rowdies – Kevin Peck and Dave Quinn. In spite of the low number of MGA's there were several Rowdies in attendance

including Doug Kniff, Kevin Peck, John Alexander, Mark Barnhart, Bruce Nichols, Rich Pollion, Lloyd & Janice Herring, Bob Samyn, Tom Ball, Forrest Johnson, and Mac McDonnell (sorry if I



missed anyone). Several of us were joined by Marty & Mary Wiersma and enjoyed pizza and beer at Ken and Kathy Nelson's after glow party and garage tour. The new paint job on Ken's Riley really sets the car off and it lives up to that fancy British saloon car period. It is always great to kick back and enjoy friendships with someone's hospitality and all had a swell time.



Pictures by Ken Nelson

***Brake or Clutch pedal Repair-by Mark Barnhart***

I decided I wanted a dual braking system on my MGA and thought it would be a nice idea to try and keep it all MG. So I started a project to install a 68 to 74 MGB master cylinder system. It has turned out to be a difficult and costly conversion. Enough so that I would not recommend anyone try it. It would be much easier and more cost effective to buy three Tiltion or Howe Racing master cylinders and do it that way. The photo shows the installation without the pedal cover in place.

While I was attempting this conversion I discovered that the eye for the clevis pin on the clutch pedal was badly worn. Strangely the clevis pin was not. Photo 1 shows the wear.

To repair this issue, clean the pedal in the wear area with a wire brush to remove all paint and dirt. Then weld the clevis pin hole completely closed. Allow the weld to cool slowly so the metal is soft enough to file and drill. See photo 2.

File the pedal till the sides are flat and then center punch the location of the clevis pin hole. After drilling a new hole, heat the area of the repair to a cherry red and then quench it in cold water to harden the metal. Photo 3 shows the pedal ready for another 50 years of service.



## *Rowdie Birthday Meet-August 2, 2014* *report by Dave Quinn*

Todd Binsz did 'grill' duties and the brats were great. Todd's MG glass art was a popular item that will end up at Curt Smiths. The crafty works of Janice Herring were another of the very popular items for auction.



Power meeting: Old Speckled Hen club President Bill Hirsch and yours truly. Bill is a really nice guy with a great story about the yellow MGA he drives that's been in his family since new.



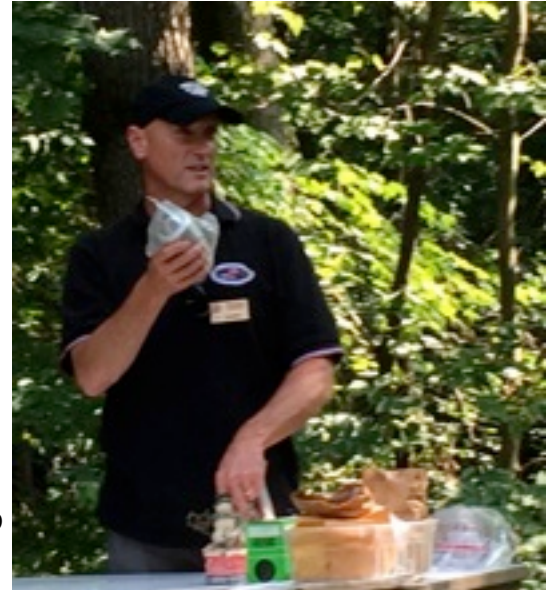
Thelma is scratching her head, while wondering how Forest Johnson will find the time to read Neil's 30 year collection of A-Antics, etc.



Once again Tracey Bird did a great job of recording auction results which this year took in \$640.



Photos of Birthday Party thanks to Dave Quinn, Bruce Mann, Bill Weakley



The weather was great, a tad warm but only because we haven't had any rain in so long. Met some very nice people in the OSH's and I tried talking those with MGAs into joining us but probably with my usual charm we will never see them again. As always we had a great variety of wonderful eats. I can't begin

to tell you who all the Rowdies were but Dave & Phyllis Goeddeke probably got the distance award for bringing their MGA. And I have to mention after all the recent digs in A-Antics and MGA that the Quinn's logged 220

miles round trip. Neil & Thelma beat that in their MGB-GT. I want to thank all those who attended and brought items and those that bought them. When a



Rowdie opens up their house for a meet, we all enjoy it. Many thanks to our hosts Lloyd and Janice Herring!



More GT-39 Pictures 6-14 *pictures by Ken Nelson*



*Picture by Mary Ellen Weakley*



Can you spot the missing pieces?



Toasting to Mitzi, our missing Rowdie