



A-Antics



Guy St. John's Lonely MGB in the empty Delhi Cafe Parking Lot

**If Cecil Kimber Gives a Birthday Party,
What Happens If No One Shows Up?
(Answer On Page 7)**

Corn ~~Liquor~~ Gasoline
Drive Your MG Day Event
Quinn's Immortal Engine
Tech Tips



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History: The Chapter was established August 14, 1976. It was NAMGAR's first

chapter. We are a low-key club, dedicated to the preservation and enjoyment of our MGA's/ Anyone is welcome to join our chapter and they are asked to join NAMGAR as well.

Chapter Dues: \$25 annually (\$40 for printed newsletter)

Nickname: Rowdies

Motto: People First!

Rowdies Site:

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

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

NAMGAR Web Site: www.namgar.com

Past Chapter Chairpersons:

- 1976-1980 Bruce Nichols
- 1981-1982 Tom Latta
- 1983-1984 Dick Feight
- 1985-1988 Dave Smith
- 1989-1990 Dave Quinn
- 1991-1994 Mark Barnhart
- 1995-1995 Herb Maier
- 1996-1996 Tom Knoy
- 1997-1998 Neil Griffin
- 1999-2002 Bruce Nichols
- 2003-2004 Bob Sutton
- 2005-2008 Gordie Bird
- 2009-2015 Dave Quinn



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.

MEMBERS PAGE

Rowdies Website: Larry Pittman, Webmaster

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

Larry Pitman's Database Report: 56 Active and Paid-Up Members

Deadline for submitting material for the next issue is:
June 20, 2016

Classified Ads

Welcome New Members!

Bob and Linda Shafto-1960 MGA 1600 Roadster
55171 Park Pl., New Hudson, MI 48165
(248) 836-7371 linbob@comcast.net

George Brierley-1959 Roadster
2447 Davis Street, Fenton, MI 48430
gbrierley@charter.net

Letters:

You Saw It Here First!

Dear Ken; I'm sorry that this is not the next installment in my life-long MGA restoration saga but I thought I'd make some small amends to you for my "always promising but never delivering".

I was shoveling through some oulde family treasures (of which I have boxes and boxes) and found this advert on the back page of the November 1955 edition of **Orient Digest**. I'm sure you've heard of this excellent publication which probably is, sadly, now out of business. At any rate the ad is for all of us who value this finest of English Engineering prowess.

This is an **A-Antics Scoop!** I doubt there is another like it surviving. I freely give you first shot at using it to amaze and impress upon the A-Antics readership the depth of historic memory the Rowdies membership embodies.

I will eventually send a copy to a chap in Switzerland who has a nice collection of MGA paper products in a database and to Barney, but Rowdies Rule today.
(continued next column)

Although the smoothing out of the bodywork on my "A" has to wait for warmer weather, I'm now installing insulation and some carpeting into the chassis. Hope to be done with the resto this year - or next.....

Here is the promised SCOOP!



John Alexander
Proprietor,
The MGA Factory
Abingdon West, Michigan

Dear John; Excellent! I am interested in ordering one of these newest and higher powered vehicles. Could it possibly be delivered to my house in Beijing Province? I know you don't usually supply China, but it is in the same general direction from your

(continued next page)

West Abingdon venue as Korea.

I will definitely include your offer in the next Antics, although it won't be out for 5-6 more weeks. Gracias from Abingdon South (Guanajuato, Mexico). See you at the Kimber party.

Ken Nelson

PS I called your Tokyo number, but no one answered.

Dear Mr. Ken,

We are sorry to say that in or about 1980 the manufacturer of these fine automobiles stopped sending them to our office in Tokyo. Since then, the services of NTC (Nippon Telephone Company) became too expensive to maintain and so were terminated. We are so sorry that you can no longer reach us. Perhaps in another time.

Your faithful friend,
Nichiei Jidosha for Dodwell & Co., Ltd., Tokyo

Hang In There!

From John Alexander: "The unhappy end to a last place finish. Nothing good here except the teams survival!" Posted on Facebook this morning:

For sale or trade. A well balanced MGA. Comes with fast exit doors and spare tire. I'm hanging in there for a good deal. Will trade for MGB with all wheels on the ground. Pic below.

John Alexander

Special A-Antics reporter covering the Reims-Liege-Reims International Rally



Mad Dogs and Englishmen

Ken, I'm a bit remiss to notify NAMGAR at this late date about the the fact that MGA is the Featured Marque for the 2016 Mad Dogs & Englishmen show at the Gilmore Car Museum on July 9 and 10 (the show is on the 10th). Please open the "Auto Faire Info and Registration" on the left hand side of the following link:

<http://www.maddogsandenglishmen.org/mde/registration.cfm>

Furthermore, once this info and registration page is opened, you can look at the show flyer by clicking on "(Here)" on the 3rd line of text.

Please distribute this as appropriate. I know Bruce Nichols pretty well, he said that he will discuss this at the next NAMGAR board meeting (?).

Thanks very much, Chuck Benner
FYI, TVR is the "Rare Gem", if this is of any interest.

(Sure Chuck, if you can guarantee that we won't



have ice hanging off the bottom of our MGAs in July, I'm sure we can get a turnout of cars for you at Mad Dogs-see Guy St. John's

MGB above at the Kimber Meet).

A Rowdie Update

Dear Mitzi and Larry Pittman,

I am sorry this thank you was not written immediately upon winning the awesome light MG sign. I was not at the National when the drawing took place, and the Dave Smiths took the sign to their home in the Lansing area. I did not pick the sign up until the week before Christmas as it was a Christmas gift for my grandson, Steven. I also live in the Lansing area; Steven lives in Rochester, MI.

A little background:

(continued next page)

My husband Bob and I became members of the Rowdies in 1985. Bob got the 1956 MGA from a chicken coop in Pennsylvania. It had not been out of the coop for 15 years. He began restoring the car in 1982, just barely finishing/getting it on the road in 1986 in time for the National in Mystic, CT. During the restoration we lived in Farmington Hills and had a three car garage – perfect for the MG, but we never had a car in the garage. Bob loved that car and enjoyed The Rowdies. We moved to Rochester in 1987, and had so much fun with the car – trips to Williamsburg, VA, Kansas City, Huntsville, Alabama, Mystic, CT, Indiana, etc. We also enjoyed road rallies, parades, meetings, etc. I taught for 20 years in Bloomfield Hills, but our week-ends were usually MG and family activities. We usually went with the Curt Smiths on the many MG events.

In 1994 Bob, after talking to Curt Smith about restoring a second MG, and hanging up at 11:15 pm, had a massive heart attack and died. Curt could not believe it when we called, because Bob had not been ill. The MG of course was in our garage as was a second one waiting to be restored.

Each time I got in the MG, the tears would come because the MG was such a joy to Bob. Also in the period before his death Steven, a little guy of four and five, spent a lot of time with Bob in the workshop in our basement helping his grandpa work on parts for the MG. Even though Steven was only six when Bob died, he remembers these times and soon the MG will be Steven's. He has a love for the MG, is mechanically minded and I know will once again get the car on the road and hopefully become a member of The Rowdies. Right now, Steven is 27 – soon to be 28 – and has graduated college, but at this point in time does not have a job in his field, Industrial Design/Corrobation, and runs his own landscaping company.

The MG, as all MG's, needs some TLC and repairs, and is in my garage here in East Lansing, but I know will one day be on the road. Steven had the car in Rochester for a couple years and loved driving it. A few years after Bob died, I gave Steven most of our MGA stuff collected through the years at meets,



Steven holding up the MG sign on Christmas Day

etc. (license plates, a stained glass MGA sign made by our daughter – lots of items). Now the beautiful MG sign has a place of honor and Steven and my family were delighted with it on Christmas Day.

Steven has many fond memories of his grandfather and loves the MG. He will always treasure this lovely sign and I thank you for giving us a treasure for the raffle. Everyone thought that Bob was guiding the raffle. ????. Again, thank you.

Shirley Noetzold

6250 Timber View Dr.

East Lansing, Michigan 48823

Snoetzold35@yahoo.com Ph: 517-339-233

DRIVE YOUR MGA DAY

A photograph showing the interior of a red MGA car. The dashboard has several gauges, and the seats are red with a black stripe. The steering wheel is black with a silver center.

SATURDAY  **MAY 7, 2016**



CHAIRMAN'S CHATTER

by Bill Weakley

Happy Spring. Surely winter will have gone away for good by the time you are reading this, and you will have your MGAs and other collector cars on the road. I am writing this the day after the Kimber Birthday Party while

watching a steady, light snowfall slowly whitening the ground. There was a pretty good turn-out at the Kimber party, over 50 people, considering the weather and road conditions. The Lansing area had about three inches of snow on the ground with wet and obviously salted roads. There were only three MGs in the parking lot, all Bs. Maybe those folks didn't realize how much salt and slush they would encounter.

Rowdies made up the largest club representation, and a good time was had by all, greeting old friends and meeting a few new ones. Without the usual parking lot tire kicking session, the gathering stayed inside for a while after the meal. Besides Rowdies, there were folks from Windsor-Detroit, LAMGA, and BMC of Mid-Michigan, but no one from the Old Speckled Hens. Marcia Greiner from WDMGC provided the birthday cake, as she has for 26 years. This would have been Cecil Kimber's 128th birthday. In spite of the disappointment of not driving an MG, it was a happy day.

In the previous A-Antics, I mentioned that, as your new chairman, I didn't really know what I was getting myself in for. I now know what the official duties of the chairman are, and they aren't that impressive. I don't have an expense account, and I don't get to order people around. The main duty is writing this column every other month. We all know that Dave Quinn and previous chairmen did a lot more than that. The official, documented duties of the officers are intentionally brief to allow flexibility. I believe the assumption is that we are all volunteers and will do what is necessary to keep the club moving forward, and most importantly, having fun.

Speaking of Dave Quinn, if you haven't read his 40 year history of the Rowdies, you really should. It is fascinating reading and full of many entertaining photos, especially the ones of the early years. It was great being young, but I wouldn't want those clothes and hair styles back. Dave did a lot of work, and we will all benefit from it. He certainly went well beyond his duties as chairman. THANK YOU VERY MUCH, DAVE.

Both my Midget and MGC are in driving condition, so I am concentrating on body work on my MGA. I have a long way to go, so it really helps to have the knowledge and experience of others in the club to guide my decisions. Speaking of help, John Alexander came to my aid this spring with my Midget. John has decades of experience with Spridgets, so he was the first one I asked for a spare intake manifold.

Near the end of the last driving season, my Midget suddenly started running badly, especially at idle and low load. The back two cylinders didn't fire at all except at high load. I checked the carbs and couldn't find any problem. It acted like a vacuum leak, but none of the obvious possibilities showed any holes. I finally found that one mounting flange on the head end of the intake manifold had broken and left about a quarter inch opening for air. When I removed the manifold, I found the nuts not as tight as expected. I can only assume that the uneven torque on the studs may have caused the breakage of the manifold casting. Another lesson learned.

The club board has had some discussion about ways to involve younger people in our MGs and the club. We have some ideas but would welcome feedback from all of our members. We all know that driving an MG is simply more fun than driving most modern cars, no matter how efficient and competent those modern cars are. The big trick in getting younger people interested may just be getting them behind the wheel of an MG. I know it is a little scary to think of trusting an inexperienced driver with your pride and joy, but with a little instruction and supervision it could be a life changing experience for that young person. *(continued on page 20)*

Surprise! We All Showed Up!

Who wouldn't show up for a Birthday Party with Cecil? Hail, Hail, the gang was all there at the Delhi Cafe April 8, 2016 to celebrate with Cecil; a Grand Time was had by All



Members of the Rowdies, Lamga, British Motor Club, WDMG Car Club, and NEMGT Club celebrated together

(Kimber Meet Pics Continued)



Showing The Colors



Am I Too Late For The Party?



Photos by Bruce Mann, Dave Goeddecke, MaryEllen Weakley, Ken Nelson

***DRIVE YOUR MG DAY-MAY 7
To The English Inn With The Rowdies***



**677 S Michigan Road | Eaton
Rapids, Michigan 48827
Phone: 517.663.2500 | Toll Free:
800.858.0598**



*The Pub and patio open at 4:00 PM. A casual walking tour is available for those that would like to see the rooms & decor. We may also have dedicated Lawn space for vehicle display. The Rowdie Drive your MG Day Event will have Dusty's English Inn as the destination. The Inn is located about 3 miles north of Eaton Rapids on M99. **Meet there at 4:00 PM.** Come alone or organize a caravan from your area.*

Please contact Dave Smith by email at mgaracer49@gmail.com or phone at (517) 694-4856 by May 2nd, and let him know if you plan to go to the Pub only when it opens at 4:00 PM or will also be staying for Dinner at 5:30 PM. If there is a large enough commitment to stay for Dinner, we may be given a private dining area.

“The Pub at The English Inn is one of the area’s best kept secrets. Our intimate wood paneled Pub offers a casual menu featuring salads, fish and chips, as well as unique sandwiches and other British fare. The Pub at The English Inn serves hand crafted cocktails and many locally produced beers. Join us any evening for the casual side of The English Inn at the Pub”

<http://englishinn.com/>

Tech Tips (or It Takes Two To Tango-Gas & Spark)

"90% of All Carburetor Problems Are Ignition Related"

by Jeremy Brown

You can save yourself a lot of time if you heed the words of advice in the title of this article as I did recently. I believe it was Carl Heideman, in one of his "Tuning for Speed" workshops, who first told me those pearls of wisdom that resonate so true for any old British car, and most old cars in general. I am glad I took them to heart as they saved me hours of time tuning my 1960 MGA when I woke it from it's winter's slumber over Easter weekend.

What I am about to tell you is not rocket science, it is not new and it is likely something you have read or spoken about yourself if you've been working on MGs for longer than two minutes. However it is often the seemingly simple things that cause the biggest issues, as was the case with my MGA. The simple things are often overlooked as we seek to blame the more complex potential causes of drivability concerns, those infernal SU carburetors with their black magic methodology of getting fuel and air to mix in a manner suitable enough to get us on down the road.

Complaint:

1. Hard Starting, both Cold and Warm
2. Poor Idle Quality
3. Miss / Surge at Highway Cruising Speed
4. Occasional Backfire
5. Unburned Gasoline Exhaust Smell

Cause: The Wrong Spark Plugs

Correction: Install the Correct Type / Style Plugs for the Car

As some of you know I acquired this car at the end of last year where it went straight into storage so I have not yet had a chance to learn all of its quirks. Therefore how the wrong spark plugs came to be in this car is something the previous owner may wish to advise. I do know one thing is for sure, old car ignition systems do not like modern day platinum / iridium spark plugs.

I do not seek to turn this into a debate over which spark plug is better, everyone has an opinion and the MGA Guru has discussed spark plugs this at length if you are interested in going down that rabbit hole. <http://www.mgaguru.com/mgtech/ignition/ig101.htm> (Thanks Barney Gaylord for your great technical articles) I did know when I saw a set of Bosch Platinum plugs installed in the engine that there was no way that even my Lucas Sport coil would produce enough energy to fire those plugs reliability. I did not have the correct plugs at the time, but I did have a set of new Champion Copper Core plugs that fit my 1949 Plymouth that I knew were considerably closer to what the MGA ignition system could handle over the Bosch Platinum plugs were.

I installed those borrowed plugs, started the engine and man, what a difference! The engine started quickly and ran acceptably for being cold. A quick trip around the block went well with no running issues and good idle quality. I opted to go on a longer trip with a combination of highway and city driving which revealed not a single circumstance of a miss, surge, or backfire. Finally, the exhaust didn't smell like I had been running with the choke on for the last 50 miles any longer.

(continued next page)

While I know that the spark plugs for a MOPAR 218 are not exactly suitable for a MOWOG 1600, and I will have to replace the plugs with the correct ones, it is good to know that I didn't succumb to

the idea of tweaking the carbs to get the engine to run properly. If I had I'd still be working the car now vs. having returned from an enjoyable early spring top down drive. *Regards, Jeremy Brown*



"Cliff Notes Summary of Above Article: See caption below pics"



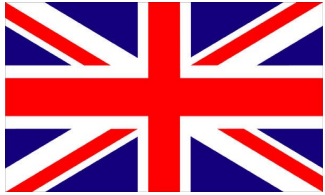
Before You Mess With This Side Of The Motor...

Be Sure Everything Works Well On This Side!

ROWDIES 2016 CALENDAR OF EVENTS

2016	29-31 Waterford Hills Racetrack Clarkston, MI MG Vintage Racer Focus Event Host: D. Quinn (517)782-9749
April	August
9 Kimber Birthday Party Delhi Cafe, Holt, MI, 517-694-8655 Dave & Chari Smith host	20 Rowdie Birthday Party Host: Ken & Kathy Nelson, 3126 Brentwood, SE Grand Rapids, MI (616)957-3158
May	September
7 Drive Your MG Day - See Flyer Page 9	11 Battle of the Brits Host: Detroit Triumph Sportscar Club, Camp Dearborn, Milford, MI
22 Spring British Car Gathering Camp Dearborn, Milford, MI Host: WDMGCC BYO Lunch & Beverage (Grills available)	18 Apple of Your Eye Car Show Host: Larry & Mitzi Pittman, Muellers Orchard, Fenton, MI
June	October
13-17 MG2016 (GT-41) Host: NAMGAR Louisville, KY	TBD Fall Color Tour Host: Dave & Donna Quinn (517)782-9749
17-19 Stratford Weekend WDMGCC	December
July	4 Christmas Party Host: Deb & Jeff Smith Chelsea Depot Chelsea, MI
8 Rolling Sculpture Car Show Ann Arbor, MI Rolling Sculpture Car Show 2016 Must pre-register	2017 February
10 Mad Dogs&Englishmen Gilmore Museum @ Hickory Corners, MI Featured Car:MGA	Business Meeting-Date & Host:TBD

Mad Dogs & Englishmen



Our **26th** Anniversary

Mad Dogs & Englishmen

British Auto Faire XXVI

July 9–10, 2016

Gilmore Car Museum, Hickory Corners, MI

Mark your calendar and plan to attend one of the best British Car Shows in the Midwest. We expect over 400 car and motorcycle entries and over 80 awards in 30 categories.



Featured Marque

MGA

And the Rare Gem

TVR



Saturday, July 9

The Amazing Rally VI— search the countryside for your next task and receive your clue to the next destination. The day concludes with a dinner.

Sunday, July 10

- * On-site registration 8 am—noon
- * Car Games on the track
- * Bucket Races
- * Valve Cover Racing
- * British Tea in the afternoon
- * Access to the Museum grounds
- * Voting in over 30 categories
- * Parts Vendors and Cars for sale
- * T-shirts, hats for sale
- * British Motorcycles welcome

Registration form on the website soon at www.maddogsandenglishmen.org
or call 269 344 5555 for more information. email- britishcars@maddogsandenglishmen.org



Announcements



Celebrating 20 Years of MGVR Focus Events

The MG Vintage Racers will have both "Mid-West" and "West Coast" Focus Events for 2016, as we celebrate our **35th Anniversary!**

Founded in 1981 for MG vintage racers, we have supported MG vintage racing since then. We started our MGVR "*Focus Events*" in 1996.

A "*Focus Event*" is a yearly vintage race event selected by MGVR where we work with the event organizers to include some all-MG races. MGVR would then encourage all MG racers to attend, and would include our own social functions and awards at that event. It has resulted in record breaking turnouts of MGs racing at many different venues, including 134 MGs racing at Watkins Glen in 2004 as well as creating exceptional MG racer's camaraderie over the years! ***A Rowdie Club Event for 2016!***

To celebrate our 20th year of Focus Events, our 2016 designated ***Mid-West Focus Event*** will be at the [Waterford Hills Racetrack](#) in Clarkston, Michigan the weekend of ***July 29th through the 31st.***



Tech Tips (or Get The Corn Out Of My Gas)

Michigan Rules on Gasoline Dispensers

Dandy Randy - **British Petroleum**
805 N Cedar St, Mason MI
517-676-5373

Ethanol-free octane ratings: 90



Updated by **Dave Smith**, March 05, 2016 11:55 CST

In Michigan, the dispensing of any Flammable or Combustible liquids is based in State Law. Dispensing can be at a Marina for filling tanks of power boats. It can be at a Gas Station for filling tanks of motor vehicles. It can be at a Bulk Plant for filling Bulk Fuel haulers or containers of any size. At this gas station they have a remote Bulk Tank for dispensing alcohol free gasoline. By state Law, this is a bulk operation and gasoline can only be dispensed into a red can, labeled to identify it as a gasoline container. The presence or lack of ethanol is not an issue. Once the gasoline is dispensed into a labeled red can, it can legally be removed from the Bulk plant facility and dispensed into a motor vehicle, as long as that transfer is in compliance with other Federal or State laws.

“Updated by Reg, February 12, 2016 21:07 CST

I use this all the time for my mowers and other toys. Glad we have them in the area

Updated by Dennis, July 07, 2015 20:01 CDT

I was refused ethanol free gas today. The clerk showed me a homemade printout of dubious legitimacy (a real .gov form is in .pdf) and told it's against FEDERAL law to put it in my tank. While his claim might possibly be true, their "form" was not the magic talisman making it so. Shut up and take my money. I will not be returning and cannot recommend others do either.

Updated by spartanfan, December 18, 2014 20:57 CST

Stopped by to get ethanol free gas, was told it is illegal in michigan to allow me to put ethanol free gas into my car. Refused me! I have checked and it's not illegal in michigan to fill up! No need to waste time with this station.

Updated by traveller, October 19, 2014 22:15 CDT

It is a short hose and the pump said "NO LEAD" on it. Pump looked like it was out of the late 80s. Couldn't get my car in there to pump!

Updated by Jonathan Lathbury, October 13, 2014 11:24 CDT

Updated octane.

Posted by Steve Taylor, August 11, 2014 11:39 CDT”



Sunday, May 22, 2016, 11am – 4pm

Camp Dearborn

1700 General Motors Road, Milford, MI 48380

The Windsor-Detroit MG Club is proud to sponsor the fourth annual Spring British Car Gathering & Picnic at Camp Dearborn in Milford, MI.

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

We have reserved a large, well shaded area that is to the right just inside the entrance, behind and down the hill from the office (the "Pony" area A1 on the website map, it is not the BOTB area). Cars will be parked on pavement so not to worry about wet or soft ground. We have use of a picnic shelter and nearby restrooms.

A large grill will be fired-up for anyone to use. BYO picnic, something to throw on the grill, beverages, etc.

The park entrance fee is \$6 per car.

BOOT SALE

Have some spare parts, tools, etc. that are cluttering your garage? Bring them along and offer them for sale from the boot of your car. We are not looking to host a full blown swap meet, so please no trailers full of stuff.

Whatever you can get in your car or bring pictures of larger items that you want to sell.

For more information contact us at Board@WDMGC.com

or contact [Steve Finch](#) at (248)343-1614

The Camp Dearborn Web Site is www.campdearborn.com



Friday / Saturday / Sunday June 17th, 18th & 19th 2016 - "A Little Light Music"-Stratford, ON-MG Tour

Friday June 17th - We will be traveling to Stratford leaving the Detroit area mid-morning, or Saturday June 18th - A second convoy will be leaving on the Saturday morning from the M59 and I94 area and arriving at St Mary's early afternoon.

Saturday June 18th - "A Little Light Music"- 8.00 pm performance at the Avon Theatre. We have booked the Westover Inn Hotel once again

(built 1867) at nearby St Mary's for the Friday and Saturday evenings. We will also be dining as a group at the Westover Inn prior to the evening performance of "A Little Light Music". Many of the rooms for Friday and Saturday are already booked by us, so please call them (or your favourite Stratford / St. Mary's Bed and Breakfast) and make your reservation under "MG Tours". The Westover's phone number is (519) 284 2977. Please call me when you have made your hotel reservations. The costs are \$55 US dollars each for the theatre tickets. **Philip Wiltshire**
Cell phone: 574-202-8919 pwiltshire@comcast.net



Put-in-Bay Road Races Reunion

Vintage Racing The Way It Should (and Used to) Be

2015 PIB Cup Winner

Joey Bojalad and dad Joe celebrate their PIB wins: Joey's Elva Mk VI in 2015 and Joe's AC Ace PIB victory in 1955! ▲



◀ 2015 Paul Henry Award

Bob & Sherry Engberg's Elva Mk II receives PIBRRR's top honor: the entry best representing the PIBRRR spirit.

The 2016 Put-in-Bay Road Races Reunion (August 29-31) promises:

- Racing for qualified pre- '73 prod. cars up to 3.0L, sports racers up to 1.5L & others,
- Relaxed and nostalgia-laced event, held at idyllic and historic Put-in-Bay on Ohio's South Bass Island, where small-bore sports cars *safely* raced on public roads from '52 to '59 and once in '63.
- **Two days of laid-back style racing on a smooth but challenging airport course,**
- Entry options for both racing- and non-racing vintage sports car enthusiasts,
- Original course & airport track touring, social events, car show, honored guest stories and...
- **More guaranteed fun than any other vintage racing event or so our past participants tell us -- Now in our 8th year!**

Not for big bores nor egos
... and proudly so!

www.pibroadrace.com 734 502 2435 / 803 463 5388



MGA Engine # 16GC-U-H4105

This engine has survived two car wrecks where the cars were *total*ed and still lives on.



It was born in 1962 and brought to life installed in one of the nearly 9,000 Mk II's built. Installed at the MG factory in September 1961 it powered a 1962 MGA 1600 Mk II. The car's history, a black roadster with a tan interior, is unknown prior to 1969. In 1969 Herb Schroeder of Clarkston purchased it from the Superior Ramble Car Dealership in Pontiac. That same year he loaned it to his brother who was involved in a serious wreck with a Buick. The insurance company wrote it off as a total loss. Herb kept the

car believing that someday he could restore it but it sat rotting for the next ten years. In November 1979 it was advertised in the Pontiac Press newspaper as a "Free wrecked 62 MGA". Naturally, obtaining this car, which still carried 1969 license plates, was great and while Dave Quinn realized the car was beyond restoration it certainly made his day. Dave dismantled the car in 1983 for the useful parts and the frame was taken to the junkyard after stripping the car. The same year the engine and parts were shipped to Jackson when Dave received a job transfer. Thanks to Dave Smith the engine that had not turned over since 1969, was restored to life in October 1996, and installed in Quinn's 1960 MGA 1600.



The engine powered the red 1600 for the next eight years. In September 2004 Mac McDonnell and Dave toured both the new & old race courses at Watkins Glen NY in the MG, including driving several laps over the famous stone bridge and through downtown to cheering crowds five deep at the curb. On the return trip a young boy pulled out in front of them without warning near Buffalo. The MG was totaled. The wrecked MGA was acquired for parts for \$500.



In May 2005 Quinn purchased a 1959 MGA 1500 from a Ford design engineer from Gia, Italy following its frame off restoration finished in 1998. The car then sat wrapped in bubble wrap in a friend's garage for seven years after the engineer was sent to Germany. Two months after buying the car Dave took first place in the 1500 category at the GT and then set about replacing the original 1500 engine. Curt Smith brought the MkII engine back to life in March 2009 and it has since logged 16,000 miles.

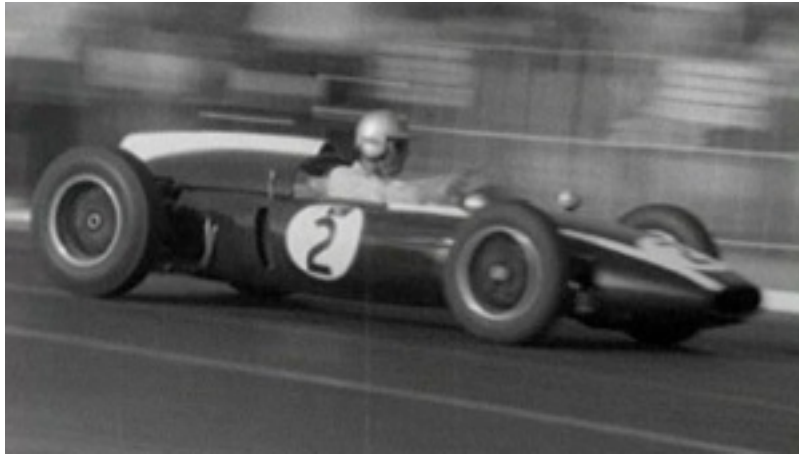
Sir Jack Brabham, ex-F1 champion, dies aged 88

Dave Smith writes in:

This is a nice article about Jack Brabham sent to me by Dave Nicholas. I knew the story about the 1961 Indy 500, but am still amazed that his Cooper was so competitive with 160 less horsepower. A good example of how great handling and driving can offset raw horsepower.

Sir Jack Brabham was a very special driver and person. He will be missed. It is still hard to believe Jim Clark passed 46 years ago in April. Another big loss to the racing community. Dave Smith

“Black Jack” first raced at the “500” in 1961 driving a modified version of a Formula One Cooper with a 2.7-litre engine (268 hp) as compared to the 4.5-litre (430 hp) engines of the front-engined “Roadsters”. Brabham ran as high as third and finished ninth. Brabham once said: “it triggered the rear-engined revolution at Indy”. Interesting his passing is just about a week before the next Indy 500.



Sir Jack Brabham had a wide range of Grand Prix wins during his career. Three-time Formula 1 world champion Sir Jack Brabham, who won the title in a car he built himself, has died aged 88. The Australian driver, who was knighted in 1979, won the championship in 1959, 1960 and 1966. His son, David, confirmed that he had died at his home on Australia's Gold Coast after a long battle with liver

disease. “He lived an incredible life, achieving more than anyone would ever dream of,” said David Brabham. “He will continue to live on through the astounding legacy he leaves behind. “Sir Jack began racing in Australia in 1948 after serving in the Royal Australian Air Force as a mechanic. After a number of successful years racing in New Zealand and Australia, he came to the UK and made his Grand Prix debut in 1955. His Grand Prix wins ranged from his first in Monaco in 1959 to his last in South Africa in 1970, the year he retired from the sport.

His world championship win in 1966 was achieved in a car of his own construction, the rear-engined BT19. He remains the only man in history to have designed, built and driven a championship-winning car. Brabham raced on into his 40s, recording his last of his 14 F1 victories at the age of 43 in the 1970 South African Grand Prix. After his retirement, he sold his team to Bernie Ecclestone - who would go on to run the sport - with the Brabham name remaining in the sport until the 1990s. He was knighted for services to motor sport in 1979. “Australia has lost a legend,” said Tony Abbott, Australia's Prime Minister. “With his pioneering spirit, Sir Jack Brabham personified many great Australian characteristics. He was respected and admired for his spirit, and for his great skill as an engineer.” Brabham is survived by his wife, Lady Margaret, and sons Geoff, Gary and David and their families.

Analysis: Jack Brabham's career coincided with those of other Formula 1 legends, notably Stirling Moss, Jim Clark and Jackie Stewart. Brabham was never considered to have the natural talent of those rivals, but he earned a reputation as a tough, uncompromising competitor and his career success surpassed all his contemporaries bar Stewart and Juan Manuel Fangio, with whom Brabham only briefly overlapped. But no-one wins three world titles against drivers like that - in addition to the likes of John Surtees, Dan Gurney, Tony Brooks and others - without being pretty special themselves. ***Andrew Benson, BBC Sport's chief F1 writer***

(Chairman's Chatter-continued from page 6)

And it could be a chance to pass on our love of the cars to the next generation. So think about talking to the younger people in your life about what type of MG activity might interest them and try to include them in our events. If you come up with new types MG activities or events that might be more interesting to younger folks, let your board members know what you think. And whenever a young person expresses interest in your MG, take the time to educate them about the cars and club activities. The long-term future of the club depends on bringing in new members.

The next Rowdie event will be the Drive Your MGA Day drive on May 7. Then on May 22, the Spring Gathering at Camp Dearborn will be sponsored by WDMGC. As before, it is not a competition and no registration is required. Just show up and enjoy seeing all the cars and people. I am looking forward to many fun events this year. We are blessed with many possibilities in Michigan and surrounding areas. So get out there and drive. And wherever possible, get some young people involved. How do we keep members active and how do we attract new (read younger) members? I don't have answers for these questions, but I think we will be dealing with them soon.

I am looking forward to the MG driving season and working with the other officers and event volunteers this year. We have planned a nice event for Drive Your MGA Day on May 7 (see flyer on page 9). The destination is the English Inn in Eaton Rapids. We can tour the grounds and stay for a casual dinner in the Pub area after. Pick your own route, to arrive about 4pm and let Dave Smith know. Arrange a caravan with nearby Rowdies and enjoy the day's drive there.

I enjoyed seeing you all in Holt on April 9 at the Kimber Birthday Party. Driving season is just around the corner. Get your MGA ready!



Waiting for spring

If You Drive Your MGA in Mexico, Don't Get Caught Speeding...



Damn, that is the biggest tarantula I have seen in my life!

At least they serve beer in this Tijuana jail cell

I haven't lost a staring contest in 70 years

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