



# A-Antics



*Birthday Meet Report*  
Mad Dogs and MG's  
*Traveling Tales*  
Rowdie History



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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.mg-cars.org.uk/michiganrowdies/>

**MG Car Council Site:** <http://www.mg-cars.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
2009-2015	Dave Quinn



# MEMBERS PAGE

## Rowdies Website: Larry Pittman, Webmaster

<http://www.mg-cars.org.uk/michiganrowdies/>

Larry Pitman's Database Report: 59 Active and Paid-Up Members

**Deadline for submitting material for the next issue is: October 20, 2017**

## Classified Ads

## Letters

### *Coil Testing For Dummies*

Dave and Donna Quinn's breakdown story starts on page 10. While Dave was repairing his car by the side of the road, I was working on the distributor in my MGTD in my garage. To follow up on that from my end...

I was in the middle of replacing my distributor on the TD after pulling it out to get at the side tappet cover and replace a leaking gasket when Dave called. It was the usual 20 minute job which was now into the second day of swearing and sweating in the garage. Got it done and replaced the distributor, being careful not to move the rotor so it would not need to be re-timed. Car got spark, but she's a no wanna run so good. Just make a big booms out the rear end (kind of like some of us seniors-I don't do no runnin' anymore either).

Onto the third day of moving the distributor one tooth this way and one tooth that a way (kind of like after you've been to the dentist these days), and I finally realized in my senior moment that I had plugged all the wires onto the wrong spark plugs! It seemed like a good idea when I was doing it. Finally corrected it (Quick, what's the firing order for the cylinders?-yeah, I couldn't remember either. It's 1-3-4-2) and it runs fine again.

But further to some coil checking I had suggested Dave do on the phone: If you turn on the ignition and check with a voltmeter you should have 12 volts at the wire that leads from the loom (ignition switch) into the "+" lead on the coil, (if it's hooked up for negative ground) but you should also read 12 volts at the other coil lead (lead marked "-", that runs to the distributor) unless the primary wire is bad, or ignition switch or wiring is bad. Then no reading at those terminals.

But that doesn't prove that the coil is good, because the secondary (hi voltage) winding could be bad. Here's a link to a nice Moss Motors video for a simple coil test. <https://www.youtube.com/watch?v=rJYJ3KvPhhY>. If you have trouble getting the big coil lead close to a ground to look for a spark, just hang onto the end yourself for a moment and you will feel a mighty surge of enlightenment when she fires.

In Dave's case the problem was with his coil. If you have an ohm-meter you can measure ohms across the "+" and "-" terminals (primary or low voltage circuit) and it should be from a few tenths ohm up to only 2 or 3 ohms. Measuring between the "+" terminal and the center hi-voltage output lead should read about 6,000-15,000 ohms.

*Ken Nelson*

PS Dave writes the final update to his story...

We drove the MG to Battle Creek and Kalamazoo yesterday and erratic issues with the cruise control immediately began. Then I remembered how I previously cured them - I was able to resolve all the cruise control operational issues with the purchase of the electronic distributor. Plus the MG definitely lost some pickup going back to the old points/condenser style. I just ordered another Pertronix distributor and to be safe I ordered a Pertronix epoxy filled coil as well. The epoxy-filled provides extra vibration protection over oil-filled. *Dave Quinn*

PPS David, like many people, never seem to learn when to leave well enough alone. As my old medical professors used to say "Never be the last to lay the old aside, nor the first by which the new is tried!" I'm sticking with my points and condensers.

*Ken Nelson*

### *The Proper Balance*

Bill Weakley writes in response to last issue's article about wire wheel balancing...

"By the way, a few years ago I found a Discount Tire store in Ann Arbor that had the right cones to balance wire wheels and someone knowledgeable about mounting tires on wire wheels. I was thrilled and immediately switched all my tire business to them and recommended them to others. They successfully balanced the wheels for my Midget and the C. A few months ago, I went back to buy wheels for Mary Ellen's Chrysler PT Cruiser. At the last minute they tried to force me to buy new tires as well. I refused to buy the tires and left without the wheels. In the course of arguing with them, I found out that their corporation had told them to stop working on wire wheels and to get rid of the equipment to balance them. So I am back to Belle Tire for my regular tire work. I still have tire irons and know how to mount and dismount tires by hand, but I would rather not. It's nice to know that the cones for balancing are available. You still have to find a tire store that will use them."

*Bill Weakley*

"The story about Discount tire fits with my experience in the past also. I took the MGA there several years ago to get a leaking inner tube replaced and they told me they wouldn't touch a wire wheel, because someone had

brought a car in with the hubs fitted on the wrong side (by the owner I guess). After they fixed the tire and replaced it on the car it came off down the road and they got sued for it. I read they also lost \$1.4 million in 2012 when they put a guys older spare (over 10 years old) on his car (he declined buying a new tire as they suggested) and it later blew and the car flipped. So they won't touch a tire if it's a day over 10 years (I also had them refuse me for that in the past). Interestingly though, part of the reason they lost the suit is because they DID have a policy about tires over 10 years old-apparently no other companies had a policy like that (at least then, I don't know about now), but since the employee violated their own policy they were liable. Perhaps if they didn't have that rule they might have been able to defend themselves OK on the suit!"

**Ken Nelson**

"In my case, the tires weren't 10 years old. When I ordered the wheels, they inspected the tires and checked the dates. When I went to have the wheels installed, a different person inspected the tires and said one had been run flat and had been damaged. There was a line on the sidewall, but that was from several years before, so I wasn't concerned about the tire. I guess I was upset by the switch at the last minute. Plus, I wasn't inclined to go along with them after finding out that they weren't going to work on wire wheels any more.

So did you buy the balancing cones, and have you found someone who will use them on their machine?"

**Bill Weakley**

"Yep, I bought the cones from FOSSEWAY PERFORMANCE in England for 75 pounds + shipping (about \$110) and a local tire shop was very willing to do them for \$8 a wheel (even with 11 year old tires)."

**Ken Nelson**

**Rowdies Represented at Solvang**

Hi Ken, Someone sent this to us, but I don't know who took the picture. It's a picture of the Rowdies who attended GT-42 at Solvang, CA this year.

**Diane Mazurek**



**Living History**

On the back cover of this issue is a copy of the founding paper of our Michigan Rowdie Chapter of NAMGAR. Long felt to be lost, this document was recently discovered in a vault containing the original papers of the *HMS Titanic* that had been rescued just before she went down. Until now there have been questions as to who the founding fathers of this organization were, but carbon dating has shown this paper to be the genuine original article and DNA testing has confirmed all parties as being guilty as charged. (See back cover)

**Cecil Kimber**

**Strange Little Cars**

On the way home from the T-Type central national meet in Akron, OH we stopped off in Norwalk, OH to view the Ron Hackenberger car collection auction. All cars were in "as found" condition but had been collected from across the USA and showed some very unusual tiny cars. Here's a few pictures of some

**Ken Nelson**



HM Freeway



Bond Minicar



Subaru 360



Goggomobil



Isetta



*King Midget*



*Amphicar*



*Renault*



*American Bantam*



*Bruce and Willy's Prize Winners*



## ROWDIES 2017 CALENDAR OF EVENTS

### 2017

#### September

10 **Battle of the Brits** Gathering of the Faithful  
Camp Dearborn, Milford, MI  
Detroit Triumph Sportscar Club

#### October

TBD **Rowdies Fall Color Tour**  
Host: Dave & Donna Quinn  
2929 Wolhaven Ln, Jackson, MI

#### December

3 **Rowdies Christmas Party**  
Chelsea Depot-Chelsea, MI  
Host: TBD

### 2018

TBD **Rowdie Business Meeting**

**CHAIRMAN'S CHATTER**

by Bill Weakley



I recently had a new experience: I rode home in a wrecker with the Midget on the back. *(Ed. note: If this is a new experience for you, you need to get out more. I am personally on a first name basis with most of the tow truck drivers on this side of the state).* We were about a half hour from home,

on our way to a Windsor-Detroit club meeting, when I let out the clutch as the light turned green. We heard a pop, and the car stopped moving forward. I was able to get it across one lane of traffic to the side of the road. Thankfully, the Midget is very light and easy to push. While waiting for the tow truck, I tried the clutch again. The car would move a little bit, as if the clutch was just barely engaging. There was no grinding or crunching noises, so I am pretty sure the transmission is OK. I won't know for sure until I get the engine and transmission out and separated, and I don't plan to do that until winter. I want to keep moving ahead with my A, finishing up the bodywork so I can take it to the painter before winter. Besides, I don't have room to have too many projects scattered around at the same time. Anyway, it was a very pleasant evening to sit by the side of the road, and the tow truck driver was very friendly and careful with the car. Several people stopped to ask if they could help. One man stopped and asked if I wanted to sell the car. I didn't, in spite of, or perhaps because of the circumstances.

We had a very nice day at the Rowdie Birthday Party on August 5th. It was again hosted by Lloyd and Janice Herring at their secluded estate in Rockford, MI. Attendance was down somewhat due to the vintage races at Waterford Hills taking place on the same day, a week later than usual. We will have to keep that in mind when planning next year's calendar. In spite of the lower than usual attendance, the auction brought in \$600. Thanks to Tracey Bird for being our auction clerk and a big thanks to the Herrings for hosting.



*MGA's at the Alden Car Show*



*Intermittent Rowdie member Doug Kniff's beautiful Twin Cam*

At the party, I passed out business cards that I had made up with Rowdie contact information. I am hoping that these will be convenient for people to have with them for whenever they meet someone with an MGA or an interest in the club. I will pass them along to other members as I see them. I had a chance to use some a week later when we attended the Alden Sports Car Show put on by the Twin Bay British Car Club. We have wanted to go to this show since dropping in on it years ago while vacationing in the area. As it turned out, the featured marque this year was the MGA, with at least 10 As on hand. Several Rowdies were in attendance, including

Garry Wortman and Forrest Johnson. Garry received third place in the MGA class. We also chatted with former Rowdies, Dennis and Erica Ferguson. The weather for the weekend was perfect. I would really like to have some Rowdie members in that area, so we could hold events there. We might co-host something with the Twin Bay club. It would also be a terrific

venue for GT-50. (Is it too early to start planning?)

Last weekend, we were in Illinois for my family reunion, which just happened to be the day before the solar eclipse. Where we were, the eclipse was 93% of total. I

was really tempted to make the four-hour drive south to see the total eclipse, but with no guarantee of the weather I decided not to spend all day driving to and from. As it turned out, the clouds thinned out enough for us to get a good look at the maximum eclipse through my welding helmet. I was impressed with how bright it was with only 7% of the sun's light. It was still a lot brighter than the brightest moonlit night.

We still have several driving events to look forward to.

Let's hope the weather stays nice and our cars keep running, so we can get the most out of the season.

**Chairman Bill**

**Michigan Rowdies**

The first chapter of NAMGAR, the North American MGA Register.

"It's the cars that get you there, but the people keep you coming back."

Learn more at [www.mg-cars.org.uk/michiganrowdies/](http://www.mg-cars.org.uk/michiganrowdies/)



**Our Michigan Rowdie Business Card**

## Quinn's October Color Tour 2017

"Wednesday" date & details to be announced by email

**1st Stop: MICHIGAN MILITARY HERITAGE MUSEUM in Grass Lake, MI**  
OPEN: Wed 11-5 World War I, World War II, the Korean Conflict and Gulf War memories fill the location to the point where it's already getting too small.



**2nd Stop: THE LOST RAILWAY MUSEUM in Grass Lake, MI**  
OPEN: Wed 11-4 A early 1900's electric Interurban railway system car like ones that delivered visitors to and from Ann Arbor, Jackson, Battle Creek and Lansing.



**Final stop: DINNER at THE BEACH BAR in Clark Lake, MI**  
OPEN: Daily 11-9:30 (10:30 Fri/Sat) Established in 1946.



## *Rowdies And Mad Dogs In The Mid-Day Sun!*

It's a well known fact that mad dogs, as well as Englishmen, are both prone to go out in the mid-day sun. But perhaps less well known is the fact that Michigan Rowdies have occasionally been found to be wandering about at that time of day as well. On July 9th of this year that is *exactly* what occurred, and what our *Roving Reporter* was able to discover when he too went exploring around the Gilmore Museum at Hickory Corners, MI. In fact it was later realized that a large clan of these Rowdies had congregated together to celebrate Classic Cars, and especially British Classic Cars that day. At one point, as reported by Bruce Mann, nearly 30 of these acclaimed Rowdies were counted at this event. The list of members attending included:

**John Alexander, Bruce and Willie Mann, Larry and Mitzi Pittman, Tom Fant, Terry Frisch, Jeff Smith, Curt and Stephanie Smith, Dave Quinn, Neil and Thelma Griffith, Dick Feight, Bruce Nichols, Mac McDonald, Gary Cunningham, John McMullan, Brian Berry, Lloyd and Janice Herring, Mark Griffin, Todd and Connie Binz, Shari Pelic, Ken and Mel Klemmer, Forrest and Leslie Johnson, and Ken Nelson.**

Most of the prominent British Car Marques were represented, since there were over 200 cars registered for the event. Not only all manner of MGs and Triumphs, but Lotus, Jensen, Bentley, Rolls Royce, Jaguar, Morgan, Austin Healey, Sunbeam, TVR, and (dare I say

it?) Rover. For Rover was the featured *Marque*, just as the featured *cars* were the cars of the year 1967.

Now, I have heard that one of our Michigan Rowdie members has, in the past, been known to exhibit a rather eclectic tendency

towards the collecting of English "motors" (autocars) which might not otherwise be found in the hands of an American on this side of the "Pond" (Atlantic). Case in point; A-Antics newsletter editor Ken Nelson owns a 1966

Rover P5 3-litre Coupe automobile, to be distinguished, of course, from the multitude of Land Rovers and Range Rovers to be found sitting in American driveways across the land. For this 4-door Coupe (I know, I know, that seems to indeed be an oxymoron; but what can I say? The English will always dance to the beat of their own individual drummer) was never officially brought into or sold in the USA by import car dealers. Nonetheless, this quality British automobile has for years been used by the upper crust government and diplomatic officials, and nobility, of England;

even up to the Prime Minister and the Queen herself. So it springs from the line of fine Rover motor vehicles which were assembled using Wilton Wool carpeting, imported South African figured and matched Cherry wood fascia and door





cappings, fine unblemished Connelly hide luxurious seats, fully finished boot with enclosed covered battery and comprehensive set of road tools, a matching quart of the original batch factory paint for minor repairs, under bonnet and boot supplemental lighting, adjustable arm-rests and individual reading lights for each separate occupant, under dash hidden tool tray with a full complement of hand tools and touch up paint cannisters (2), all stainless steel trim and full wheel covers, heated back-light (rear window for you yanks), and oh so much more....

But the list would perhaps not be complete without emphasizing the smooth and powerful six cylinder 100-hp 3-litre engine with Westlake head and 4-speed overdrive transmission, power steering and power brakes, of course...Truly a vehicle for the connoisseur of quality English cars.

But I digress...for there were prizes to be awarded at this meet for the very finest of cars in each category, and there was socializing to be attended to.

First of all was the acknowledgement of 3 of our more distinguished members in the form of Neil and Thelma Griffin, and Dick Feight. It was fun sharing updates with them from the last meet. Last year we saw prior members Jim and Holly Bolinger and Kevin Smith, and this year Jim Blett showed up. Jim goes back to the early, early days of the Rowdies and R.B. Hart, and it was good to see him again. He has been associated with Volvo repair primarily, but a little known trivia fact is that he briefly shared space with John Twist at his first Eastern Ave. shop in about 1970. *(I don't believe it was a partnership made in heaven, but this was before my time).*

Among the Rowdies, another top ranking event was the **premier showing of John Alexander's MGA** after his 5-year top to bottom

restoration. His car was beautiful and reportedly "ran like a dream." And there was food and beverage and stories to tell each other and cars to wander around and view. Pictures are enclosed, but it turned out to be a glorious weather day and there were absolutely NO mad dogs to be seen anywhere! Many of us were actually somewhat disappointed, and were wondering if perhaps it was mad Englishmen that we were supposed to be looking for?

Once again, it should surprise no one to learn that Bruce Mann's MGA took top honors for the MGA class as he was awarded the first place prize. Congratulations to both Bruce and Willy!



*John Alexander and his freshly restored car*

Oh yes, did I mention anything about that fine Rover automobile on display? Well, it might surprise everyone to hear that car won second prize in the Rover class. Of course, it was the only saloon car in the class

beside the three 4x4 Land Rovers so maybe the



*First Place (Again!)*



competition wasn't overly stiff?

Well, a fine day was had by all, and we can all look forward expectantly to next year's meet.

**Syd Enever**



*Bruce and Willy got 1st place in MGAs, but Ken got 2nd place Rover AND two of the women!*



*Proud To Be An American!*



*Bruce Nichols & Dick Feight*



*Line Up By Descending Height!*



*They went that a way!*



*I'll take this one...*



*Da' Boys*

*Pictures courtesy of Bruce Mann, Todd Binsz, Ken Nelson*



*The 'Rusty Moose' Brothers*



*Exotic Jensen 541R-  
Only 193 Built*



*Lloyd "Chicken's  
R Us" Herring*



*Da' Gang*



*Da'  
Queen*



*Jim Blett and Ken  
Nelson's Rover*

## ***Dave & Donna Quinn's Marvelous Adventure!***

*This is a story about our old friends, Dave and Donna Quinn, who started out on a short 3-hour cruise from their home port in Jackson, MI. They planned a nice cruise down some country lanes to the quaint lakeside village of Saugatuck, MI, for a peaceful meal by the water. Little did they realize that this was just the start of a journey that would have Dave delving back into the dark secrets of the MGA electrical system, as designed by Sir Lucas himself. To compound the matter more, Dave, never one to settle for the "old stuff is the good stuff" theory of automotive design, had been tempted over to the modern side of spark production for these little English beasts. In short (no pun intended), he had removed his trusty 25D4 Lucas distributor and replaced it with a fancy Pertronix distributor and ignition system with all solid state do-hickeys to send a lightning spark to each of his four cylinders. Perhaps this was where he made his first mistake, for it wasn't long after the start of his trip back home when editor Ken Nelson received the first call. Stuck by the side of the road was our friend Dave, with his lovely wife Donna and a prize winning MGA which had suddenly given up the ghost of Sir Lucas. Gas was pumping, but no spark was igniting. Ken's first sage word of advice and reassurance was, "OK Dave, you're screwed, and I know nothing about a Pertronix ignition. Time to call for a tow." Let us pick up now where the story continues...*

### **An MG Day Trip Story**

*by Dave Quinn*

Pros:

MG ran great from Jackson to Saugatuck in mid-August. The weather was wonderful even late into the evening. The lunch was wonderful - something called Pacific Cod Ruben, killer fries and a good pour! The town was hopping and hobbling (mid-week seniors) Tourist shops with lots of eye candy boats. Good times.

Cons:

Made it 3 miles out of Saugatuck and the MG died. Pulled into a farm and spent the next 2.5 hours trying to figure out what just happened. Fuel: Check. Spark: what no spark! How can that be? OMG. I was thankful a guy that used to work on these cars in a shop 20 years ago stopped. I was beginning to think I would have to sleep with the farmer's daughter if not for the help I got. But then Donna might have run off with my new friend.

Swapped out the all-electronic Pertronix distributor and wires for the spare I carry - old points and condenser style and old wires. Would it still work after 6 years in the trunk?

Spark: what still no spark! How can that be?

The trouble light told us it could be the ignition coil, thanks to phone assistance from MG repair shop owner and fellow Rowdie, Forest Johnson. It was. Coil had lasted 20,000 miles and said enough already.

Senior moment: I'm calling MGA friends who live an hour away to see if they had a coil.

Hell, should not have had that second pour. I carry a spare coil! Just in a different spot from the rest of the parts.

Swapped the coil. Wire tied it to the oil cooler lines as it was too difficult to swap mounts. Car started right up.

Hooray!

Timed the distributor using the 'old school' trouble light method and the hand crank (they came originally with the car just so you don't need a timing light).

My helper was amazed at all the tools and parts I had. Driving these things over 40 years you have to learn something.

Finally, on the road again.....hungry and tired but happy. An hour wait in the first place we stopped to eat, on down the road, the grill just closed, so after a drink it was - - we are just heading home to eat!

We would have eaten more at lunch if we had known it was supposed to last for 12 hours.

250 miles and another story to tell. Travel in the MG is always an adventure....



*All MGA Road Trips  
Have A Happy  
Ending - Eventually...*

## Rowdie Birthday Party Report 8-5-17

What a beautiful day we had for our annual Rowdie birthday party. The sun was out, no rain, and the temperature was perfect. The food was great, although it seems to me that at all our advanced ages we might want to slow down a bit on those baked beans.

We had a MGC, MGTD, Riley, 4 MGAs, a VW Bug, and one hippie van with 2 dogs show up on this sunny Saturday outing (sorry if I missed anyone else's ride here). We had fabulous auction items this year (many, one of a kinds). An interesting item was the first "newsletter" written by Bruce Nichols - "actually a letter" sent out about the clubs activities, origins, etc.

We (well some smart cookie), also had a great idea, a wheel barrel full of car bits with a can for donations as you took your items. That alone netted us \$75.00, and we didn't have to sit through endless hours of, I apologize up front here, boring car parts being auctioned off. There were a few nice car parts in the auction, but the odd and ends stuff people want to get rid of were perfect in the wheel barrel, and we still made money on them. I think this should be an annual thing at the birthday parties. If the host doesn't own a wheel barrel (shame on you), but if you don't, you can use any large container to put the parts in.

The day went along as usual, talking, eating and then the auction began. This year our auctioneer was Bill Weakley and his Vanna White (Mary Ellen), both better looking than the real deals!!! Bill did a wonderful job at moving things along, but I must say I think Vanna, AKA Mary Ellen, was the power seller behind this dynamic duo. Tracey Bird was once again the keeper of the bids and the loot. Even with a low turnout, due to

clashing events this year, we still managed to raise \$600.00. So yeah for us and thank you one and all, everyone bought something!!! The attendees this year were, our hosts (we thank you so much), Lloyd & Janice Herring, Mary Ellen & Bill Weakley, Marjie & Mark Barnhart, Joanie

and Mac McDonnell, Connie & Todd Binsz, Bruce Nichols, Ken Nelson, Brian Beery, Gordie & Tracey Bird, and Judy & Tim Scheerhorn. As evening began to fall (at this age that's 5 PM), people who came from afar began to disperse with their bellies full and their newly claimed items in their hot little

hands. All in all, another successful birthday party down in the Rowdie book of 2017.

### **Tracey Bird, Scribe-For-A-Day**

*Ed. Note: Thanks to Tracey for a thrilling and exciting account of the day's activities. Your editor (one of those bean-farting senior members) would love to see each and every Rowdie out there taking an occasional moment of lucidity (I know they pass so quickly) to jot down some musings of an MG event that they have been to and pass them on to me for publication now and again. It's always nice to read a new person's interpretation of a meet as seen through a fresh pair of eyes (for example, who knew that car parts could be boring?!). Reading this account brought back images of a famous scene in Mel Brooks "Blazing Saddles" with Slim Pickens and the cowpokes sitting around the campfire at night eating their simple dinner, while enjoying the sounds of nature at night. To relive that as I did, go to this link at: <https://www.youtube.com/watch?v=VPIP9KXdM00>*





Mac and Joni McDonnell

Mark, Marjie, Mary Ellen



Connie Binsz



Janice, Joni, Marjie, and Tracey



Photos by Tracey Bird, Todd Binsz, Ken Nelson - Dogs provided courtesy of Tracey and Gordie Bird



Mary Ellen Weakley and Todd Binsz



Our Rowdie Birthday Party Hosts-Lloyd and Janice Herring



Routine 10,000 mile maintenance



Vanna-Ellen Weakley



Brian Beery & Chairman Bill



Janice Herring and Judy Scheerhorn



What Brand Car Is That Again?



*Brian, Bruce,  
and Mark*



*One man's junk...*



*Brats for Everyone!*



*Mark, Tracey,  
and Marjie*



*Hey, do we allow  
Rileys in here?!*



*Gordie, Joni, and Friends*



*Which way to  
the Dog Show?*



*Judy and Tim Scheerborn*



*Six MGs  
and a Riley*



*Rowdies  
Participation  
Award GT-42*



# Battle of the Brits

## 35th Annual

Sunday September 10, 2017, at Camp Dearborn,  
1700 General Motors Rd., Milford, MI 48380.

9 a.m. to 4 p.m. (Bike registration 8 a.m. to noon.)

**NOTE: CAMP DEARBORN ENTRANCE FEE HAS CHANGED TO \$7**

The Metro Triumph Riders and the [Detroit Triumph Sportscar Club](#) present the Battle of the Brits, one of the premier motorcycle & car shows and swap meets in the United States, often drawing more than 200 bikes and 300 cars. Classic British, European, and pre-1984 American bikes, awards, swap meet, vendors, food and beverages.

- Spectator admission: \$7 per vehicle.
- Bike show entry fee: \$10, plus \$7 Camp Dearborn entry fee (payable at the gate).
- Swap-meet spaces: \$40 for first space (additional spaces \$30), plus \$7 Camp Dearborn entry fee.

On-site camping is available. Go to [www.campdearborn.com](http://www.campdearborn.com) or call 248-684-6000 for more information.

An AMA-sanctioned event, in support of Children's Hospital of Michigan Foundation.

*Join us for the 35th Annual  
Battle of the Brits – Gathering  
of the Faithful New Format -  
There is no registration cost or  
awards. Park with your club or  
friends in your desired location  
and enjoy the day.*





## *A Rowdie Road Trip To Ohio*

Photos by Bruce Mann,  
Ken Nelson, Dave Quinn

GT-42 this year was in California and not all the Rowdies had the time or inclination to drive our LBCs over 3000 miles to make it. But this years MG-T Type Central Meet was in Akron, Ohio a mere 300-some miles away. Since 3 of the Rowdies owned MG-TDs it seemed a natural thought to drive there instead. So Ken and Kathy Nelson, Bruce and Willy Mann, and Larry and Mitzi Pittman teamed up with Dave and Donna Quinn, Curt and Stephanie Smith, and Steve Holliday to caravan together for the 5 day meet. Quinns, Smiths, and Holliday weren't lucky (ie stupid?) enough to have TDs to drive, so they were forced to suffer in their MGAs. Bruce and Willy won a 1st place prize for their MG-TD, and we all had a chance to see some beautiful MGs, including pre-WWII models all the way back to the early 1931 M-Types. Here are some of the pictures.



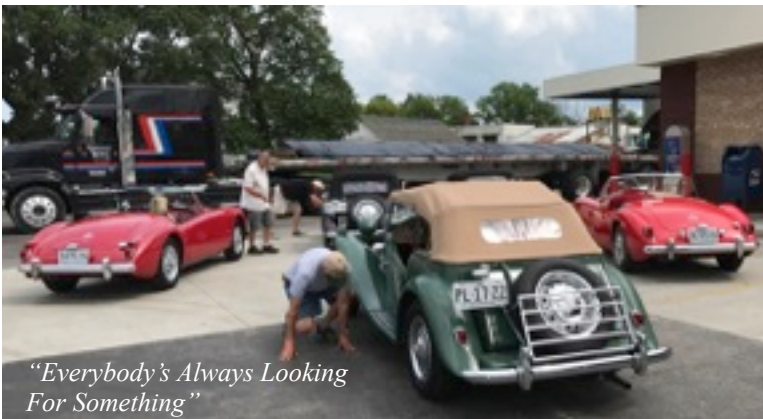
*Lineup of the "TDs"*



*At Curt and  
Stephanies'  
House*



*Chow Time on the Road-Quinn  
always "knew a place"*



*"Everybody's Always Looking  
For Something"*



*"Which Way From Here?"*



*"Anyone  
know whose  
Park this is?"*



*Two MGTDs Meet  
in a Woods...*



*Lost in the Woods-Oh My!*



*They Don't Get  
Much Older  
Than These M-  
Type Midgets*



*Our Man Steve Holliday*



*Go Ahead, Eat Off It.  
It's That Clean!*



*Len Bonmay and Friends*



*Guess Who Wears The Chamois  
Cloth In This Family?*



*Not A Muscle Car  
To Be Seen!*



*Bruce and Willy Mann*



*Mitzi & Larry  
Curt & Stephanie*

## Tech Tips 101-How To Measure Voltage Drop

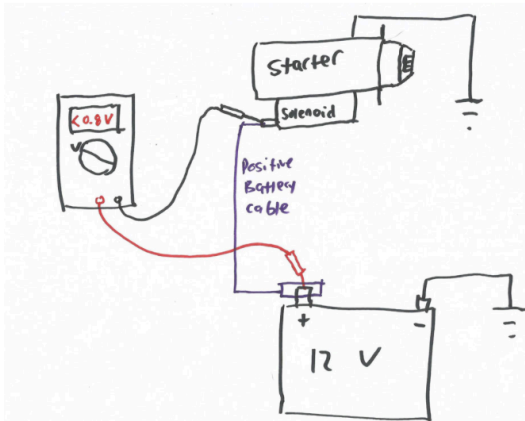
To configure a multimeter to measure voltage drop, you set it up the same way as you would any other voltage measurement:

- 1 Put the black probe in the socket labeled "COM" for "common," meaning it's common to all measurements. Once it's there, it'll never need to be moved.
- 2 Put the red probe in the socket with the V. It's almost certainly the one that's also labeled with the omega symbol ( $\Omega$ ) for resistance.
- 3 Turn the big rotary dial to the setting for DC voltage, which is a V with solid lines over it. It's not the one with a wavy line over it; that's for AC voltage (house electrical current). If you don't have an autoranging meter, select the voltage range to measure a small voltage such as 2V.

Then, hold the probes across the connection where you're trying to measure the voltage drop, and energize the circuit.

So, what's different from a regular voltage measurement? What's different is that, instead of putting the red probe lead on the "+" side of the circuit and the black probe lead on the negative (ground) side, you put the red and black probe leads at two different points on the same side of the circuit, between two positives or two negatives. That's the secret.

For example, if your starter is engaging slowly when you crank it, to measure voltage drop in the positive battery cable hold the red probe lead on the positive battery post, hold the black probe lead on the post on the starter solenoid that the positive battery cable connects to, then have someone try to start the car while you watch the meter.



If there is no voltage drop in the cable, the voltage at the terminal on the starter solenoid will be same as it is at the positive battery terminal, and the meter will read zero. But if there *is* a measurable voltage drop, the meter will tell you what it is. You then can use the meter to hone in on where the drop is (e.g., position the probes between the positive battery post and positive battery terminal, then between the positive battery terminal and the ring connector on the other end of the cable, then between the ring connector and the starter post). If you don't find a drop on the positive side, you can conduct the same test on the negative side, checking between the negative battery post and the case of the starter, then honing in on the individual connections.

If you need to do this by yourself, you can use clip leads to hold the probes in place while you crank the starter and watch the meter.

Better still, if your meter has a min/max function, you can capture a few seconds of data and then have the meter tell you what the maximum voltage was.

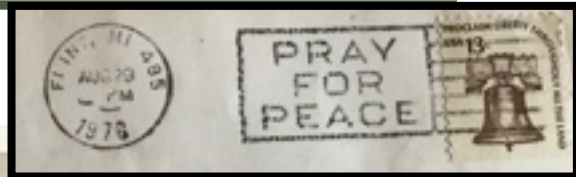
So, how much of a voltage drop is acceptable? It helps to develop a feel by measuring voltage drop across healthy well-performing connections. On my cars, I typically see less than a 300mV (0.3 volt) end-to-end drop between the positive battery post and the starter post (or the negative battery post and the case of the starter). You can find published tables that claim that, for a starter motor, an end-to-end drop of as much as 800mV (0.8 volts) is acceptable, but that for any individual connection (for example, between the positive battery post and the positive battery terminal) it shouldn't exceed 100mV (0.1 volts). This last point is crucial. I can't tell you how many times I've turned the key on a vintage car and had it go *Rrrrrr* or just *click*, cleaned the positive battery post, and had the car start right up. This happens so often that I usually forego the voltage drop measurement and head straight for the post cleaner, but if I were to measure, I'd see a big voltage drop between the positive battery post and the positive battery terminal.

For devices that draw less current than a starter motor, you can find published tables that claim there should be no measurable voltage drop at all between a wire and its crimped-on connector, no more than 100mV (0.1 volts) between a connector and the terminal it's pushed onto, and no more than 300mV (0.3 volts) across a switch.

There. You now know how to perform a voltage drop measurement. You may now swagger forth among car people. Heck, send the Illuminati home. Tell them you've gotten the lights working without them.

Source: Rob Siegel, Hagerty News

*“Old Number One...” this is the v1, #1 edition of our A-Antics newsletter, printed by Bruce Nichols. Here is living history before your very eyes! (note the date)*



The Michigan Chapter of the North America MGA Register has been formed. This ~~nix~~ event took place August 14, 1976. We are the first chapter and the only chapter - so far.

We felt we were not large enough for formal officers (we would like to keep everything informal), however the following people will be responsible for given duties for one year (or longer).

Bruce Nichols	Chapter Coordinator
Jan Nichols	Treasurer
Steve and Diane Mazurek	State wide coordinator for membership
R.B. (Bob) and Joyce Hart	Membership Grand Rapids area
John Twist	" " " "
Dave and Linda McDaniel	Membership Battle Creek / Kalamazoo
Pete Bailey	" Lansing area
? ? ?	" Detroit area
?? ? ?	" Northern Lower Penn.

To join the chapter people must be members of NAMGAR. Our dues will be \$5.00 per year. Hopefully we will have an informal state G.T. (get together) every three months. These G.T.'s will take place at various places in the state, Membership forms and a list of chapter members will be forth coming from our membership committee.

Some of us found out just how nuts we are. The 14th. was rainy all day ( like a cow pissin' on a flat rock - Bad Axe talk). Every person who drove an A had a wet ~~right~~ left leg. Those who were passengers had a wet right leg. Those without side curtains were wet all over. Just part of the charm of driving an A.

We had six A's present: two 1500's, three 1600's, one MKII Deluxe, and one varient a 1950 TD. A few Detroit cars and one TR6.

A special thanks to Jan Nichols parents, Leroy and Anna Thomsen, who let us use their house as the rain (that damned cow) and the