



A-Antics



*Photo Dave Quinn-See
Article on page 15-17*

History Of The Car Radio

Lane Motor Museum

What's In A Badge?

Rowdie Business Meet



MICHIGAN CHAPTER OF NORTH AMERICAN MGA REGISTER

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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

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 Kroy
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: 55 Active and Paid-Up Members

Deadline for submitting material for the next issue is: April 20, 2019

Classified Ads Letters

Interesting Riley Facts



Unbeknownst to many an automobile enthusiast is the fact that Riley Saloon cars are the only British cars which are exhaustively tested and run in for at least 200 miles before they are delivered to their happy new owners. This way the owner is assured of a quality product right from the start. Here they are running on the special test track at Normandy on the way to another satisfied Riley owner!

Sir Algernon BlueBottom

Trooper Dave Speaks

Listen up you Rowdies-Winter Ain't Over Yet!

The following is part of the Michigan Motor Vehicle code with reference to cleaning obstructions prior to driving on roadways. With the bitter temperatures, cleaning snow accumulation from all windows and scraping frost from the windows is challenging and unpleasant in very cold temperatures. Snow and frost fall under subsection (c) of this section of law. **Act 300 of 1949**

257.709 Windshields and windows; prohibitions; rearview mirrors; exceptions; windshield wipers;

exemption; hot air windshield defroster or electrically heated windshield or other device; windshield device; definitions.

- (1) A person shall not operate a motor vehicle with any of the following:
- (2) (c) *An object that obstructs the vision of the driver of the vehicle, except as authorized by law.* the driver of the vehicle, except as authorized by law.

Additionally, another section of the MMVC requires cleaning of headlamps and tail lights.

Dave Smith,

D/Lt Retired Michigan State Police.

Dave Quinn Tours The Factory

If you have not seen this before you have a 1/2 hour of enjoyment watching a 1961 Jaguar Mk II engine and car go through production: <https://youtu.be/Ei7AWRhetnc>

I thought this was a fascinating tour. The best I've ever seen a British car manufacturer in that time period. No safety glasses or hard hats, only a few wore gloves. The constant inspections, the balancing and rebalancing that went into every engine. Sure it was a PR piece but you can really see how labor-intense the process was from the engine manufacturing operation, assembly line, paint shop (you'll smile when you see that) to the body and trim installations, and final test drives. If you want to compare how America was building cars in 1962 check out this clip of the Ford Fairlane being built at the Rouge River plant: https://youtu.be/e_aRxxRCXD0

Dave Quinn

Your editor replies:

Great video Dave. How nice to be able to work in a factory like that to such a high quality standard on a fine motorcar. "Grace, Space, Pace" was the slogan of the day for Jaguar, and all at a relatively reasonable price. If we went back to that type of production we could guarantee employment for all, and lower production numbers would solve any excess car production issues. Of course, the whole world economy would fall apart, worker's income would have to be lowered yet further, and overall quality would decrease because humans just can't beat robots in a car plant. Still, it's nice to dream about the good old days, and I'd still love to have one of those Jags as it rolled off the assembly line. What beautiful engines!

Ken

How Did She Know?

WIFE: "There is trouble with the MG. It has water in the SU carburetors."

HUSBAND: "Water in the carburetors? That's ridiculous "

WIFE: "I tell you the MG has water in the carburetors."

HUSBAND: "You don't even know what a carburetor is. I'll check it out.

Where's the car?"

WIFE: "In the pool".

Submitted by *Dave Smith*

MGAs-A Long Time Fun Investment

Long time MGA owners know the condition of MGAs showing up at local and national car shows has never been better! What we used to jokingly call beater cars (ex., you could see the road through the floorboard when driving) all disappeared from attendance, except on the back of a trailer with "for-sale" signs. MGAs that easily could have taken First Place Awards at early events are now commonplace.

According to Hagerty Insurance a Concours MGA can fetch nearly \$50,000. More if it's super rare with a story attached. I guess anyone doing a restoration can share that with their spouse when the expenses start adding up. But most of us have a car that falls somewhere between Good and Excellent on the Hagerty value scale. That puts us in the \$20,000 to \$35,000 range. That is good, especially when factoring in over 100,000 sold and some 60 years past.

According to the Bureau of Labor Statistics consumer price index, prices in 2018 are 827% higher than prices in 1956. The dollar experienced an average inflation rate of 2.7% per year during this period. In other words, \$2,500 in 1956 is equivalent in purchasing power to \$23,175 in 2018. What's my point? A little reminder that our cars should be driven and not meant to be investments. Although you might be able to make a little profit, their real value comes with the joy of the road and the friends we make along it.

(Ed Note: But what about my mint condition 1957

Ferrari Testa Rosa 250?) ***Dave Quinn***

Just British-Video Of The Week

'Just British Online Motoring Magazine' on Feb 8, 2019 published an MGA [video this week](#) from the Sunday Times Driving section. As the lead-in to the article in the Times says: "When her beloved grandfather passed away this year, Charlotte Vowden was bestowed his 1960 MGA sports car. Now driving means a lot more to the 29-year-old". See the MGA and Charlotte's story online at this link above. *Just British* editor Michael Carnell goes on to

say "It hits on the same themes of keeping interest going in the hobby, older folks inspiring younger, and what it means to have a passion for these cars and passing on the love of the cars and the hobby to a younger generation. Since these great old cars are not seen on the road much anymore, it falls to us to take others for rides, to show off the cars, to actively pass on the love of these classic machines. I will interject a bit of jealousy too - wouldn't it be nice to [inherit such a great car](#)? Take a look and let me know what you think". ***Michael Carnell***

More Videos From Dave

Are you, like me, a fan of motor racing history?

There is a great movie that covers just four seasons of Ferrari racing, from 1955 to 1958. During that time four of the Scuderia's drivers were killed: Peter Collins, Luigi Musso, Eugenio Castellotti and the Marquis de Portago. A fifth, Mike Hawthorn, died in a road accident just three months after becoming World Champion.

The film, Ferrari – Race to Immortality, is packed with wonderful color archive footage that not only shows racing footage but also includes off-the-track footage of the driver's hanging around, playing around, and relaxing with their beautiful girlfriends. Much of which was shot by Wolfgang von Trips, also a Ferrari driver who was to die at Monza in 1961. He loved his Bolex movie camera and took it with him everywhere. His 60-year old material has been lovingly digitized.

Soak up the beauty of racecars proudly wearing their country's colors and not a single commercial message plastered on them. A lot of the footage centers on Hawthorn and Collins, plus interviews with Enzo Ferrari himself in Italian, with subtitles below. The tale is told through the voices of authorities that lived and raced during that time, as well others like Collins wife.

And the best part is the 90 minute video is Free on Demand if you are a Comcast customer on the STARZ channel. Also it can be rented or purchased from other sources.

I watched it yesterday. Even spotted a couple quick shots showing MGAs. I can't wait to watch it a second time!

Dave Quinn

Welcome New Member

Joe Regimbald & Claire Dossin

Car:

1956 MGA Roadster 1500
HDD43/13714
(Garey Knop's old car)

Other car: (daily driver that I'm modifying as well)

2015 Ford Focus ST ST3
Ford Performance FR1 Pack w/ Mountune intercooler and uprated recirc valve
270hp/360tq

Wife:

Claire Dossin

A bit about me:

Joe Regimbald
129 S Berkley St, Kalamazoo, MI 49006
802-282-6480
I'm not a NAMGAR member yet, but I plan to be in the near future. I'm 31 years old and have

been an automotive enthusiast for as long as I can remember; I even went to college for Automotive Design. Currently I work in Kalamazoo as a Senior Industrial Designer for a design & engineering consultancy who primarily deals with medical devices. I've been into English sports cars since I was 10 years old and saw my first MGA at Vermont Vintage Sports Cars. It was love at first sight and I knew one day I'd own one. So when I saw a red '56 for sale at a good price and within driving distance I went to check it out. I recently learned that it was Garey Knopp's old car and he was part of this club—I'm hoping to learn as much of this car's past and restoring it as I can!

Thanks for allowing me to join your club!

Joe Regimbald

(Ed Note: Joe and Claire, welcome to the Michigan Rowdies and we're looking forward to meeting you both at some upcoming meets this year!)

NAMGAR GT-44

July 10-14, 2019

Organized by Minnesota MG Vintage Racers
Dubuque, IA

Registration is now open. Visit the event website to register online, or to download a pdf of the registration form. GT-44 will be held in the historic town of Dubuque, Iowa from July 10-14, 2019. The event will be organized by the Minnesota MG Vintage Races. Located on the banks of the Mississippi River, Dubuque offers visitors breathtaking views, award-winning restaurants,

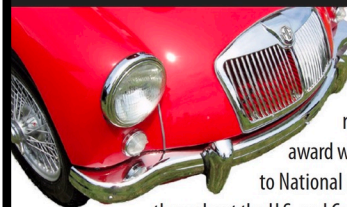
charming shops, art and river history museum, elegant turn-of-the-century homes, etc. Visit namgar.com for further information on hotels and schedule of events.

For more information, visit:

www.mmgvr.com



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.**



ROWDIES 2019 CALENDAR OF EVENTS

April

2019

- 6 WDMGC Tech Session-see page 9
 20 Kimber Birthday Party-11:30 am
 Delhi Cafe, 4625 WilloughbyRd.
 Holt, MI 48842 517-694-8655
 Host: Dave & Chari Smith

May

- 4 **DRIVE YOUR MGA DAY**
 Host: Curt & Stephanie Smith
 (734) 697-4363 Time: TBD
- 18 Spring British Car Gathering & Picnic
 Camp Dearborn, Milford, MI 11am - 4pm
 No awards. BYO lunch & beverage-Grill
 available Host: Windsor Detroit MG Club

June

- 2 Brits Return to Ft. Meigs
 29100 West River Rd Perrysburg, OH
 Lake Erie British Car Club
- 23-26 NAMGBR - MG 2019
 Great Wolf Lodge
 Traverse City, MI
- 30 Michiana Brits 31st Annual British Car Show
 Campus of Saint Mary's College 10am-3pm
 Notre Dame, IN MGA is featured Marque
 Michiana Brits British Car Enthusiasts Club

July

- 7 Mad Dogs & Englishmen
 Gilmore Museum Hickory Corners, MI
 Host: Bruce Nichols (269) 273-3118
- 10-14 GT-44 Dubuque, IA
 NAMGAR GT-44
- 12 Rolling Sculpture Car Show
 Main Downtown Streets Ann Arbor, MI
\$20 Registration Fee 2-10pm Flyer to follow
- 27 Waterford Hills Racetrack Vintage Race
 Weekend MG Vintage Racers
 Host: Dave Quinn (517) 945-1267

August

- 3 Glider Rides - \$80 for a 30 min glider ride

(Continued on next column)

Group Drive is TBD **Alternate Weather Date August 10.** Bring picnic lunch to enjoy at Soaring club field. Adrian Soaring Club
 Host: Larry & Mitzi Pittman

- 11 Alden Classic Sports Car Show Alden, MI
 9am-4pm Awards at 3pm
 Driving Tour of Torch Lake & Dinner on Sat
 Twin Bay British Car Club

- 17 Rowdie Birthday Party-Ken & Kathy Nelson
 3126 Brentwood Dr. SE Grand Rapids, MI
 49506 616-957-3158 Arrive 12-1pm

September

- 8 Battle of the Brits - Gathering of the Faithful
 Camp Dearborn, Milford, MI
 Detroit Triumph Sportscar Club
- 8 Cars on the Green
 5221 Church Road, Dixboro, MI
 Eastern Edge of Dixboro Villager Green
- 5 Orphan Car Show Riverside Park Ypsilanti, MI
 Ypsilanti Automotive Heritage Museum
- 24-27 Put-In-Bay Road Races
 Put-In-Bay, OH
 Click on website for online or paper registration

October

- TBD Rowdies Color Tour
 Host: Dave & Donna Quinn (517) 945-1267
 2929 Wolhaven Ln., Jackson, MI
 Date Weather Dependent via email

December

- 1 Rowdie Christmas Party - Chelsea Depot
 Chelsea, MI Host: John Alexander & Carolyn
 King (734) 665-0682

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/



CHAIRMAN'S CHATTER

by Bill Weakley



We had a great business meeting on February 16 in Holt, thanks to Dave and Chari Smith. The weather was decent for February, so turnout was good. I think everyone enjoyed the buffet meal, although I sort of missed the home-cooked extras that we have at our pot lucks. Of course, I am not the one who

makes those things. Anyway, it was great to reconnect with so many folks and start looking forward to MG driving season.

No one at the meeting attempted a coup d'etat, so your club officers continue in office this year. I urge everyone to consider holding a club office at some time in the future. This is your club, and it only works when someone does the tasks necessary. It has been my privilege to serve as chairman and am quite happy to continue, but I am also willing to let others have their turn. The main business was to start planning our schedule of events for this year. We have a full schedule that you can see on the web site and in this issue. I hope to see you at as many as possible.

Speaking of events, many folks at the meeting plan to go to the GT in Dubuque in July. Mary Ellen and I haven't decided what route to take, whether to brave the Chicago area or take the ferry across the lake. Another option would be to drive through the UP, around Lake Michigan. We definitely will not have time to go to Dubuque via the UP, because we will just be getting home from the MGC event on July 8th. Then we will have to swap suitcases and cars and leave on the 9th for Dubuque. I would love to go to Elkhart Lake the following weekend for the vintage races, but that would be a long time to be living out of an MGA. I think I need to take lessons from Tom Fant and his experience with his Key West trips, minus the part about the exploding piston.

We escaped the cold for a week in January in Ft. Myers, FL and another in February in Gulf Shores, AL right after the meeting. We stopped in Nashville on the way back to visit the Lane Motor Museum. See the story elsewhere in this issue. This travel took me away from my garage projects, but I have managed a couple little jobs. I have wanted to add outside rear view mirrors to the A but didn't want to drill holes through my new paint. I wasn't happy with the mirrors available to mount on the windshield side post, because they would interfere with the side curtains. So with the idea from Ken Nelson, I found a pair of mirrors that clamp on the edge of the doors. I had to modify the mount slightly and replace the Philips head set screws with hex head bolts to lock them

on solidly. I have slammed the doors several times without the mirrors falling off, so I hope they will stay on when the car is in motion. They are well clear of the side curtains and close enough to be able to adjust them from the seat and also close enough to actually see something in them.

I still have a few MG projects to keep me busy. Several years ago, I bought a roll bar to install in the MGC. It fits fine and would just require drilling some holes and cutting the carpet. But the bar would interfere with the Miata seats when they lean back. Believe it or not, Mary Ellen can sleep while riding in the C. So I am hoping to have a new roll bar made that is a few inches wider but still mounts in the same locations. I also have a lot of black vinyl, part of which I want to make into a side curtain bag for the A.

In my last edition, I had not yet installed the engine after having the rings replaced. When I was installing a new rear crankshaft seal, I realized that the space between the crankshaft flange and the backplate was too small for the seal to fit in without squeezing it. So I had the backplate hole opened up slightly. The rear seal saga continues. See future issues for results. I have since finished the engine installation and briefly run it long enough to get a rough setting on the timing. With the Pertronix, static timing is just a guess. I am eager to get it warmed up, do a final tune, re-torque the head and set the valves. Winter, winter go away, come again next December after the Rowdie Christmas party. See you at the Kimber party!

Chairman Bill





Rowdies!

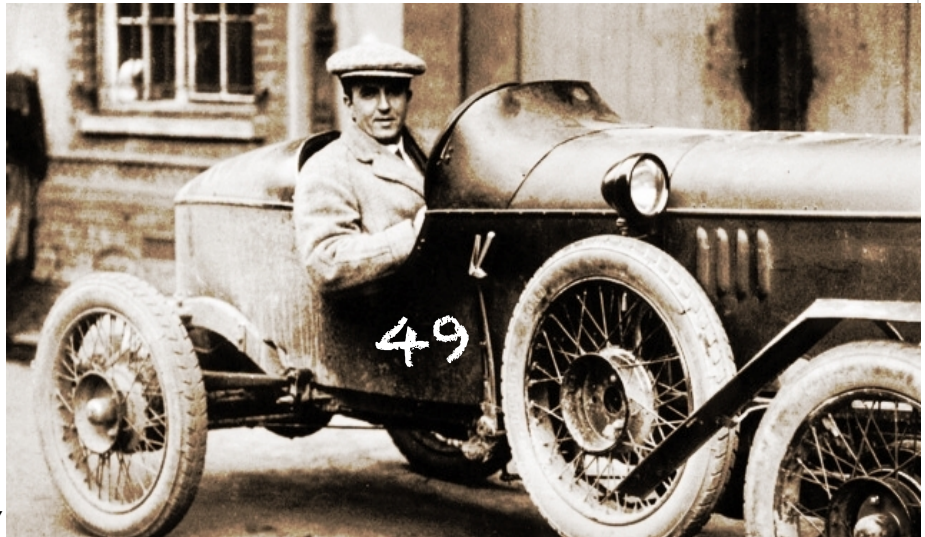
The **Annual Kimber Meet** for the 2019 driving season has been organized by our faithful MGA #49 Racer, Dave Smith.

The location will again be at: **Delhi Cafe**
4625 Willoughby Rd
Holt, Michigan 48842

The Date: **Saturday, April 20th, 2019**

The time will be:
11:30 am

As before, lunch will be ordered from the menu and paid for individually- please remember to tip the hard working waitress/waiter appropriately. Dessert will be a Kimber Birthday



Cake as in the past. Michigan Rowdies, BMC, West Michigan Old Speckled Hens, Windsor-Detroit MG Club, and friends are all invited. Club Chairperson should be prepared to introduce their attendees and can mention upcoming events for 2019 if they wish.

Hosts: Dave and Chari Smith: (517)694-4856 / email:
Mgaracer49@gmail.com

This is the first annual get together for the season and we look forward to meeting up with old friends and new. Weather permitting, drive your MG and show us your completed winter projects. Plan to be at this fun meeting!



The Windsor-Detroit MG Club
invites you to

**All Local Car
Clubs
Welcome**

Join Us For Our Spring Tech Session



Rowdies! We have been invited to participate in the WDMGC Garage Day Event on Saturday, April 6th. This looks to be a really interesting venue and tech session. Lee's garage is pictured. See details in this flyer. **Your ever vigilant Meets Chairman, John Alexander**

at Lee Jacobsen's Belden Garage

UJ Refit, Undercar Inspection, Sandblasting, Ignition and Carb Tuning

Saturday April 6th from 10:00 a.m.



12224 Belden Court
Livonia, MI 48150

Look for a large orange sign with flags that says 'LEE'S →'
on the corner of Plymouth and Belden Court



Note the 3 drop down exhaust hoses in the picture above. Up to 3 cars can be running, for tuning etc, with no exhaust issues as Lee has installed a blower system that sends everything up out through the roof.

-
- 10:00 a.m. • Doors open
 - 10:30 a.m. • Changing the Universal Joints on a 1976 MGB.
 - 11:30 on • Lee invites you to use one of his side lifts to work on the underside of your own car.
 - Ever wonder how to sand-blast a part? How it works? Have a part that needs blasting? Bring it along and be prepared for a 'learning experience' and a 'clean' part.
 - Tune your car. We're inviting experts to help you out.
 - Look around Lee's extensive collection of cars.
- Wrap up: • Mid-afternoon or earlier if everyone has finished.
-

Coffee, doughnuts and snacks will be provided

Rowdie Business Meet Report

The annual Rowdie Business Meet was held this year at Buddies Grill in Holt, MI on February 16th and, as they say in the movies, “all the usual suspects were there” with a grand total of 31 attendees. The following were there: Dave & Chari Smith, Gordy & Tracey Bird, Jerry Jesion, Todd & Connie Binsz, Forest Johnson, Carolyn King & John Alexander, Lloyd & Janice Herring, Ken & Kathy Nelson, Tom Fant & Lynn Combs, Mark Griffith, Dave & Donna Quinn, Phil & Jan Wiltshire, Curt & Stephanie Smith, Larry & Mitzi Pittman, Bruce & Willie Mann, Steve Holliday, Bruce Nichols, and Neil & Thelma Griffin.

The afternoon started with socializing and libations for anyone needing lubrication. Prime topics for conversation included talk of the extensive power outages across the state due to extreme temperatures and ice storms. I’m sure the sales of portable generators had a huge increase that week. A few new MG projects were discussed by those among us who have heated garages.

A buffet meal was then served and paid for by the club and everything was delicious. Soup and salad started the meal off, and was followed by a mix of crescent sandwiches, wraps, and cheese quesadillas.

Following the meal, Chairman Bill Weakley quickly held unanimous elections which guaranteed the same group of volunteers would remain in positions of power, such as being able to proclaim the official ‘proper’ MGA tire pressure for the year. Once again 32.6 psi was decided upon for radials, 26.2 psi for bias ply, and 8.7 psi or below as officially flat. A feared last minute Dark Horse candidate in the form of Nigel Shiftright failed to materialize. A treasurer’s report is included at the end of these minutes since Jeff Zorn appeared to be basking in the sun in Florida or on the deck of a cruise ship.

Following that item of business we were left with the all important choosing of official Rowdie Meets to be held during the season. See the club website or event listings in the front of the Antics for

the final winners. Bruce Mann did demonstrate some of the regalia items being offered by the club including new badge bar emblems and our favorite winter/summer logo on a handsome set of ceramic



coasters (4 coasters for \$25-get ‘em before they’re gone. Check out our website or email Bruce Mann bwmann@att.net).

Following that was a surprise award of an old trophy which has been much admired but little appreciated over the years-the good old “Pist’NBroke “ award. Larry Pittman had been saving it up until he could find a truly appropriate recipient who already had his own Broken Piston. That happened to be Tom Fant who gratefully received this to display by the piston he broke on the way to Key West not long ago. Following that the meeting was adjourned.



Tom's Club Award

Ken Nelson



Tom's Own Piston



**Michigan Rowdies
Profit & Loss Prev Year Comparison
January through December 2018**

	Jan - Dec 18	Jan - Dec 17	\$ Change	% Change
Ordinary Income/Expense				
Income				
Auction	412.00	600.00	-188.00	-31.3%
Christmas Party Receipts	940.00	0.00	940.00	100.0%
Membership Dues	1,570.00	1,730.00	-160.00	-9.3%
Regalia Sales	151.00	55.00	96.00	174.6%
Total Income	3,073.00	2,385.00	688.00	28.9%
Expense				
A-Antics Newsletter				
Envelope	23.30	68.10	-44.80	-65.8%
Misc	48.30	33.05	15.25	48.1%
Postage	253.87	215.88	37.99	17.6%
Printing	1,294.73	853.58	641.15	98.1%
Total A-Antics Newsletter	1,620.20	970.61	649.59	66.9%
Christmas Party	1,469.21	350.00	1,119.21	319.8%
Meeting Expense	407.65	137.01	270.64	197.5%
Miscellaneous	100.00	101.55	-1.55	-1.5%
PAYPAL FEES	100.48	58.58	43.88	77.6%
Regalia	764.93	100.00	664.93	664.9%
Total Expense	4,462.45	1,715.75	2,746.70	160.1%
Net Ordinary Income	-1,389.45	669.25	-2,058.70	-307.6%
Other Income/Expense				
Other Income				
Other Income	0.00	100.00	-100.00	-100.0%
Total Other Income	0.00	100.00	-100.00	-100.0%
Net Other Income	0.00	100.00	-100.00	-100.0%
Net Income	-1,389.45	769.25	-2,158.70	-280.6%





*Rowdie
Business
Meet
Pictures Feb
16th by
Bruce
Mann,
Tracey Bird,
Ken Nelson*



Lane Motor Museum-Nashville

Returning from Gulf Shores, AL recently, Mary Ellen and I had a chance to spend a couple hours at the Lane Motor Museum. For any who haven't been there, I highly recommend it. They specialize in micro cars and odd models, especially those from Eastern Europe. There were a number of cars there that I had never heard of, let alone seen.

The museum is housed in what was originally a Sunbeam bakery that has been nicely renovated. There are 150 vehicles spaciouly displayed in the main floor and 500 in the lower level storage area, many stacked on heavy duty shelves. In addition to the cars, there were airplanes, motorcycles, bicycles and a few wooden canoes. Some of the cars were one-off or experimental. They have a Peel P-50, the world's smallest car according to the Guinness World Records.

The founder of the museum, Jeff Lane, is from the Detroit area. His grandfather was a Ford

dealer, and his father started a parts manufacturing business that is still in operation. His first car was an MGTF that he got in pieces when he was 12. That car is in the collection, as well as several other MGs. In addition to Mr. Lane's collection, there are a number of vehicles that have been donated or loaned to the museum by others. Almost all of the vehicles are operational and are occasionally driven. They do some restoration, although some vehicles are in original, as-found condition.

I recommend checking out the web site, <https://lanemotormuseum.org>. Among other things, almost every vehicle is pictured and described separately. Search for your favorite or scroll through the very long list and be surprised.

Bill Weakley



*The "Coming and Going"
Citroen Bicephale-Two Heads,
Two engines, One driver*



*MG M and T type
Midgets*

Dave and Chari Smith Member Profile

The following article first appeared in the 2018-19 winter edition of “C-Notes”, the official newsletter for the American MGC Register.

My first contact with MG cars was 1957 when my brother bought a new MGA 1500 roadster in Lansing Michigan. The intoxicating smell of the leather interior and the beautiful body lines made a deep impression. My first MG was a 1952 TD purchased in 1970. It was a fun car and searching for bits led me to an original owner 1959 MGA roadster that had a duff engine. It was fitted with a fresh engine and provided over 50,000 miles of fun for the Smith Family as members of NAMGAR and the Michigan Chapter of NAMGAR.

In 1989, Chari and I were in Wisconsin in our MGA, when we saw an advertisement for a vintage road race at Road America track. We decided to attend and met Joe and Bridget Tierno in the paddock with their beautiful BRG MGA 1500 # 29. I later contacted Joe with some thoughts on the car’s performance. One thing lead to another and later I became the crew chief. In that role for 6 years I learned a great deal on how to make an MGA race car reliable and quite quick. Racing at Watkins Glen, Road America, Mid Ohio, and Road Atlanta were lots of fun and we were quite competitive with the other cars in SVRA Group 3f.

In September 1996 We built our own racer as #49, using a 1962 MGA Mk II roadster. It was a frame up construction with many hours of donated time and skill from the members of the Michigan Rowdies Chapter of NAMGAR to install the roll bar, race suspension, and a close ratio transmission. We also built 4 different ratio posi-traction rear axles for the different length tracks. The final piece was a Kent Prather 1622 engine with 125 horsepower. The car was completed in 7 months by March 1997.

Chari urged me to take a Skip Barber drivers school at Lime Rock Park. The Barber cars were open wheel with Dodge Neon engines. They were quite potent and in the graduation race, I lapped LRP at 1.11 Having been a Michigan State Police Trooper, I was used to triple digit speeds anyway. We named our team “Rowdie Racing” after the Michigan club that helped with car design and construction.

“Rowdie Racing’s” first race was an SVRA event at Road America on 5-19-1997. Rowdie Mark Barnhart volunteered to be the Rowdie Racing crew

chief and on this occasion and every other race for 20 years. I was required to take the SVRA rookie school at the track. My first race only hours later was sponsored by Victoria British company. Ten seconds after the drop of the green flag, I learned ALL about being ready to go as 3 cars passed me going into turn One. I soon got up to speed and had a respectable finish. When the Sunday feature race occurred, I was somewhat more confident in the car and finished first in class by passing an Austin Healy 100-6 and some other great cars with my rookie stripe on the back of the car.

Fast forward to 9-8-2016. I took the checkered flag at the end of the Sunday feature race at Watkins Glen to complete 20 seasons of Vintage racing in our MGA. Amazingly not one “shunt” in that career, but many close calls. There were many great memories of competitive races with other MGA, MGB, T Series, Midgets, Triumph TR3, Porsche, Daimler and even Corvettes. The List of racers met, such as Stirling Moss, Dan Gurney, Roger Penske, Brian Redman, Michael Andretti, Dale Earnhart Jr, and others was priceless. Awards of significance were the Collier Cup, twice with the Bucher-Decker Cup at Watkins Glen, and the SVRA Group 3 Championship in 1997 at Road Atlanta. In that year we were doing very well in Group 3f, so SVRA moved us into Group 3e against Porsche 356, but we still won the championship, and represented Jake’s Stable with pride.

My proudest moment was induction into Jake’s Stable in 1997. The stable began in 1956 in Binghamton NY by Spanky Smith. It was created to poke fun at NART, the N. America Ferrari Team. It’s prancing Jackass logo had a strong resemblance to Ferrari’s Prancing Horse. However, the stable soon had a more serious side as the original 12 drivers later won six National Driver championships. Membership in the stable is by invitation which is extended with support from the remaining drivers. Only stable members can put the Prancing Jackass logo on their race car. Of all the insignia on the car, this one means the most to me.

Away from the race track, I have always been supportive of the Michigan Rowdies and served as the Chairman and meets chairman. In NAMGAR I served as the Vice Chairman and later the Chairman. In that position and in cooperation with the Other MG registers, Including Tom Boscarino’s MGC

register, we chartered the North American MG Council of Registers in Ohio, and I served as it's First Chairman. The MG council was created to improve communications between the MG registers and as a vehicle for the all MG convention every five years. Chari and I are also members of two Lansing area British car clubs and attend as many local meets as possible. I am also a member of the MG Vintage Racer group and serve as the technical editor.

Recently I learned that a 1969 MGC in a nearby town was on property that had been sold. Using my police training, I was able to find the brother of the car's original owner and buy it under a bill of sale. Michigan does have a program for vintage cars to be issued a title after a police

investigation and inspection. During this process, Dave and Lois Gribler made an original MGC engine available. What a great thing to do. Now having a titled car and a replacement engine, I realized the task was only beginning, I knew that support from other MGC owners for technical advice and finding other obscure parts was necessary. Bill Weakley sent me the membership application and I quickly joined. Reading my first C Notes was informative and lots of fun.

Chari and I plan on attending the Dubuque MG event held on July 10th thru 14th 2019. We look forward to meeting as many MGC owners as possible.
Dave Smith

What's That Badge Mean Anyway?



RAC badge

by Reginald 'Skippy' Halfshaft

Every wonder what the badge on Quinn's car represents? Here is some background. In the late 1800s the Automobile Club of Great Britain was founded. Members of the original club envisioned the need for a Motor Union similar to what had been established by the cyclist. In the first year they only managed to muster up 97 members, but within five years the membership was over 4,000.

In 1907 the parent organization changed its title to the Royal Automobile Club (RAC). A year later the Motor Union separated from the RAC and amalgamated with the younger but growing Automobile Association (AA). Sounds typical UK doesn't it. In order to maintain the activities which the Motor Union had begun, RAC formed the Associate Section. In the first year that membership jumped to 10,000. The main reason for this was because the UK speed limit was raised to 20 mph! This great step forward for the liberty of the motorist was an opportunity for numerous police speed traps and reports of police persecution. So enthusiasts banded together with cyclists, who were known as scouts. The scouts would patrol the roads on the weekends and warn motorists where the police were.

From this same group of enthusiasts the idea grew to form a full sized organization dedicated to protecting the interests of motorists. Thus the foundation for an organization to foster the development of the motor car began. By 1914 AA membership had grown to 83,000. They began listing hotels with a star rating system and listings of repair garages. In 1920 membership reached 100,000. At that time the only way for a motorist to buy petrol on the open road was in a two-gallon can. AA broke new ground by opening 8 roadside filling stations in the country. Then they established mobile patrols with extra gasoline and a full tool kit. The AA man would pull up in his 2-1/2 hp Chater-Lea motorcycle and sidecar equipped with 29 items including two red flags, a fire extinguisher, a one-gallon measuring funnel and

various tools. That decade also saw the start of the touring service with AA issuing travel routes to members who requested them.

After World War II there was a period of severe restrictions for motorists. AA took an active part in making the Government ease them. In 1949 radio-controlled night-breakdown service was introduced. By 1950 membership topped one million. It continued to grow in the years that followed. In addition to offering used car recommendation they introduced new vehicle testing. By the mid-70's AA membership had reached 5 million, whereas RAC stood at about 1.5 million. While many of the services and activities of the two organizations coincided, there were basic differences. The biggest was all motor sport activities in the UK were licensed and authorized by the RAC, as well as any competitive racing licenses.

RAC had 5,000 approved driving instructors. By the mid-70s RAC had 8,000 appointed garages and offered rescue service on a full-time nation-wide basis. In motor-sport, the annual RAC Rally of Great Britain is regarded as a premier event on the international rally calendar. For many years the Rally has traditionally been the last round of the World Championship, and therefore has staged many famous down-to-the-wire showdowns. The 70s introduced sponsorship and it has continued under various names. By the mid-90s two million fans lined the forest to watch. The current name in its 74th running is the Wales Rally of Great Britain.

The Royal is the much smaller motoring club of the two major organizations in the UK. It is now a private club, unlike the AA which is a services company owned. The focus is on sporting and social activities. Like the Rowdies, it takes a high priority! It is considered one of the clubs with two unique clubhouses. One in the heart of London and the other a stately estate on 350-acres in Woodcote Park.



Automotive Club of the two major organizations in specialized the automobile that it formerly on Britain's side of motoring. dining now RAC is London's finest and historic

Just like the Rowdies they have car shows, factory tours, lunch drives, and honor themselves - - often in a much grander style of black ties and fine wine. RAC keeps Britain's motor racing history alive with grand banquets honoring and celebrating the likes of Jim Clark with all the famous cast members of his time in attendance like Sir Jackie Stewart and Dario Franchitti. Besides the usual Ferrari, Porsche, Lotus, and Jaguar events

RAC does the London to Brighton vintage car run and they still do the 1000 Mile Trial runs; something that began some 120 years ago. RAC is alive and well. RAC has also branched off into a motor advocacy charity group exploring economic, safety and environmental issues. Judging by the motoring organizations throughout the world, they all have one thing in common – giving drivers advice on how to keep their cars in good condition and how to travel throughout the world by car.

Ref: The world of automobiles, an illustrated encyclopedia of the motor car, volume 13; Wikipedia and the RAC website.

Submitted by Dave Quinn

See Car Badges From Around The World On Next Page



Technical



Guidance



Hi MGA Owners,

I did this to my MGA during restoration 4 years ago to keep the throttle cable from rubbing on the valve cover and thought I would share it with the club.

I actually made an anchor out of stainless steel but the original can be modified. The post on the original is .200 inch and 10-32 screw stock is .190 inch so...

Mount the fat end in a drill, drill press or lathe then using a file, remove .010 inch off the diameter.

Cut threads using a 10-32 die. Install the anchor on the bracket using 10-32 nylock nut and position it such that it holds the cable about 1/2 inch above the rocker cover.

Happy Motoring, Bob Shafto



History of the Car Radio

Seems like cars have always had radios, but they didn't. Here's the story:

One evening, in 1929, Two young men named William Lear and Elmer Wavering Drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset.

It was a romantic night to be sure, But one of the women observed that it would be even nicer if they could listen to music in the car.

Lear and Wavering liked the idea. Both men had tinkered with radios (Lear served as a radio operator in The U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car.

But it wasn't easy: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generates noisy static interference, making it nearly impossible to listen to the radio when the engine was running. One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago.

There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator", a device that allowed battery-powered radios to Run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, He found it. He believed that Mass-produced, affordable car Radios had the potential to become a huge business.

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work. Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.)

Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked, he got enough orders to put the radio into production.

WHAT'S IN A NAME

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names - Radiola,

Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola.

But even with the name change, the radio still had problems: When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression.

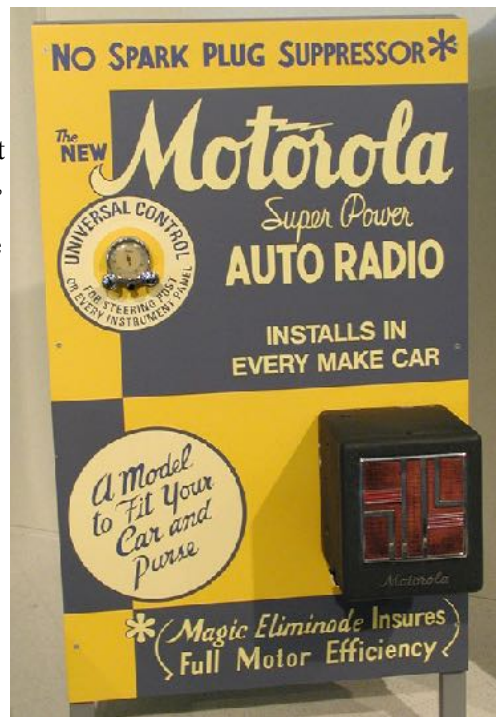
(By that measure, a radio for a new car would cost about \$3,000 today.)

In 1930, it took two men several days to put in a car radio. The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early

radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them.

The installation manual had eight complete diagrams and 28 pages of instructions. Selling complicated car Radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression.

Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich tire company to sell and install them in its chain of



tire stores. By then the price of the radio, with installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.)

In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory pre-set to a single frequency to pick up police broadcasts.

In 1940 he developed the first handheld two-way radio-- The Handy-Talkie for the U. S. Army. A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television for under \$200. In 1956 the company introduced the world's first pager; in 1969 came the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone.

Today Motorola is one of the largest cell phone manufacturers in the world. And it all started with the car radio. WHATEVER HAPPENED TO

the two men who installed the first radio in Paul Galvin's car?

Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention lead to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight track tape players? Lear

invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.) Sometimes it is fun to find out how some of the many things that we take for granted actually came into being! AND It all started with a woman's suggestion!!

Article submitted by Dave Smith



Those Were The Days, My Friend... Also thought I'd toss in this cool photo of Nathan's on Surf Ave, at the corner of Stillwell Ave., in Coney Island in 1961. There is a walkway between Nathan's and Frozen Dessert known as Schweikerts Walk where hot dog eating contests took place. Scooter appears to be a bar but I'm told its was actually a ride; one of the many independent smaller rides with in the amusement parks.



As for the cars I'm told that the rear of a 1954 Ford, then a blue & white '57 Olds Super 88, followed by a blue & white '56 Buick Super Rivera with a rear fender dent. At the curb is a '54 Mercury followed by a 61-62 red Alfa Romeo Gulietta Spyder. Hope you love all the eye candy in the photo as I do.

Dave Quinn

Pretty neat-I also

like seeing the 1954 Mercury Monterey 2-door hardtop convertible like the one my Dad drove hauling Mom with 3 kids and one dog in the back seat and a boat trailer behind filled with bikes and other gear for our annual 2 week summer vacation up to Lake Shishebagama, Wisconsin. Those were the days! **Editor Ken**

