



A-Antics



Carb Spring Tip
Toll Roads & Breezewood
'Shock Notes' by DLQ
Rowdie Christmas Party



MICHIGAN CHAPTER OF NORTH AMERICAN MGA REGISTER

Chairman Bill Weakley
4120 Pontiac Trail, Ann Arbor, MI 48105
(734)996-2524 wmmweakley@comcast.net

Treasurer Jeff Zorn
403 Bayou Village Dr, Tarpon Springs, FL 34689
(727) 213-0663 jzorn@mg-cars.org.uk

A-Antics Editor Ken Nelson
3126 Brentwood SE, Grand Rapids, MI 49506
(616) 957-3158 kenneth.nelson1@comcast.net

A-Antics Assist: Printing, distributing, & database: **Larry Pittman**

Webmaster: Larry Pittman
11406 Majorca Pl, Fenton, MI 48430
(810) 750-0047 larrypit@chartermi.net

Meets Chairman John Alexander
464 West Delhi Rd, Ann Arbor, MI 48103
(734) 665-0682 king_alex@msn.com

Regalia Chairman Bruce Mann
960 Denbar Ct, White Lake, MI 48386
(248) 698-3372 bwmann@att.net

Membership Chairman Bruce Nichols
56343 Buckhorn Rd, Three Rivers, MI 49093
(269) 273-3118 nicholsbm@aol.com

A-Antics: Published every other month. Opinions expressed are those of the writer and not necessarily of NAMGAR or the Chapter. Every effort is made to use appropriate material. The editor reserves the right to edit material for length and content. No placement is guaranteed. The entire contents are copyrighted, Michigan Chapter. Permission to use is granted, provided you give credit to both writer and the club.

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

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

Chapter Dues: \$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 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: 50 Active and Paid-Up Members

Deadline for submitting material for the next issue is: February 20, 2020

New Member

We've had a new member join the Rowdies. Larry Pittman writes: Received this yesterday from our online application. Congrats Dave on your daughter joining us!

Name: **Katherine Bertolini**

Address: 717 Durkee

City: Nashville

State: MI

Zip: 49073

Cell phone: 701-429-7008

Email: kbertolini@mvs.k12.mi.us

Type of MGA: None

Other Cars Owned: 1974 MG Midget, Blue
NAMGAR Member? Yes

Other Comments: Dad David Smith joined the Rowdies many years ago. Together we built his MGA 1500 and my MGA 1500. I recently moved back to Michigan and drive Dad's 1974 MG Midget. More info from Proud Dad & Grandpa Dave Smith follows as:

Thanks for the parental welcome. Katherine moved from South Dakota State Brookings SD as a Professor in the College of Education (new teachers). Husband Ken had already moved to Michigan, working as a construction Representative for MITA.

She is employed by Maple Valley School District as the Superintendent In January. She LOVES her new job, and has bought a home in Nashville MI to be a fixture in her school district.

Recently an MG Midget (ran when parked) became available, and will be driven by KB to school in the spring. She is also looking forward to hosting a Rowdie activity at her home sometime in

2020. Daughter Lia is a Nurse in Durham NC at UNC Hospital. Son Joe has advanced to Junior Hockey and is playing on a team near Boston MA.

Chari and I are very happy that the Bertolini family is now located in Michigan, and look forward to attending Rowdie events.

Dave & Chari Smith

Letters

Interesting Riley Facts



It's a well-known fact that Bonnie and Clyde loved the Ford V8 as a get-away car, but there were occasions when only a Riley would do for speed and precision handling. Here

is a picture of the gangster and his moll with their favorite Riley RMB.

Sir Algernon BlueBottom

Sad Day For A Car Lover

From a Facebook posting by ex-Rowdies Mark and Cindy Michalak:

I'm posting this with a heavy heart. ❤️❤️❤️

I love collecting old Cars, Hot Rods, parts, memorabilia and everything that comes with it but it is taking up too much of my time.... I am struggling to keep up with the everyday basics of looking after my house, taking care of the cats and cleaning....I will be getting rid of my collection.

Below is a list of what's available. 100% quality. Serious inquiries only, and please don't insult me with low offers.

Thanks for reading and understanding...

1. Dustpan and broom
2. Sponges
3. Toilet spray
4. Mop and bucket
5. Window cleaner
6. Vacuum

Party Time

Here is a picture of some of the Party loving Rowdies with Ben and Cyndi Nolan on a recent cruise in Cabo San Lucas. A good time was reported by all.



Larry & Bruce

Event Alert From Dave Smith

To Bill Weakley and John Alexander;
BMC Officer Mark Wollensak will be making the formal announcement of the ***Kimber Celebration*** to you via e-mail.

It is scheduled for Saturday April 18, 2020 and will be in the Lansing area. Details to follow, but I thought you would like to put the date in our 2020 planner.

The Kimber Birthday Party theme has been scrapped. It will go forward as a Celebration of Cecil Kimber and Morris Garage.
DTS

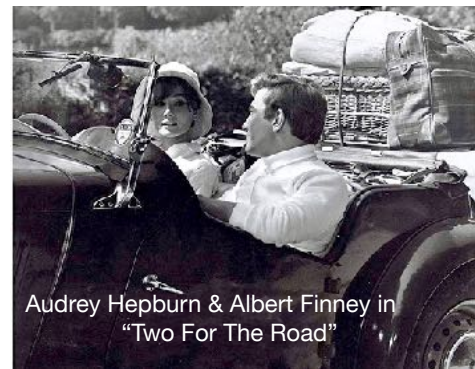
MM & AH with MG

Marilyn Monroe was in a 1952 movie with Cary Grant and Ginger Rogers called "Monkey Business", which also starred an MGTD. Look it up online and watch for the crazy car scene. I've never seen an MGTD go faster before. Marilyn Monroe adds an extra attraction to the movie as a dumb secretary. While you're at it, also look up a movie called "Two For The Road" starring Audrey Hepburn and Albert Finney, along with another MGTD.

Two attractive actresses with one of my favorite cars from Abingdon!
Ken Nelson



Young Marilyn Monroe with her TD. What a beautiful car.



Audrey Hepburn & Albert Finney in "Two For The Road"

Number Three Hits The Road

Bruce and Willie take to the road in their ***third*** restored MG. Will it never stop!? Make it stop, please!



Not With An MGA You Don't!



Seen on the Internet. Not likely to be done with 60 hp in an MGA.

Lester Torque-Screw

Ford vs Ferrari

If you haven't seen this movie yet, make a date to get to your local theater soon. Some of the comments from Rowdies who've been there are:

Ken Nelson: "I hope most of you, have already been to see the movie "Ford vs Ferrari". It is a great movie, and even shows a couple of MGAs in the first 30 seconds. After that our MGAs didn't make the cut, but the actors (Ford GT40s) really made the movie. Oh yeah, Matt Damon and Christian Bale were fantastic as well. Kathy and I saw it on the 3rd day of opening here and the theater had a Ford GT40 and Shelby Cobra Daytona on display in the lobby. What a treat, and Kathy even liked the movie!"



.Ford GT40 above. Shelby Cobra Daytona left. On display in theater.

Dave Quinn: "Well so far I've heard 5 reviews and everyone of them, both guys and gals, said it was great. We have not gone to a theater since the movie Rush. So it may be time to do it again."

Steve Mazurek "If you've not see Ford vs Ferrari, this is a must on the big screen! Wow! Six out of Five Stars."

Mr. Grinch: "Too much racing footage! Yes, I said that. They could have taken out 20 minutes of racing footage and shortened it from a 2.5 hour flick to about 2 hours or less without missing a thing. Christian Bales - fabulous as Ken Miles. Oscar material for best actor. Outstanding. Matt Damon - I could not relate to him as Shelby.

Donna thought he was good but she didn't know until tonight that Shelby was a real person. She knew of Shelby Cobra's and Mustang's but she never made the connection. I guess I have seen too much of Shelby over the years and considered him a Texas bull shitter snake oil salesman. Bad casting IMHO and I like Matt as an actor.

Will the movie win major awards? Good question. I've heard a dozen reviews from friends who all want to give it 6 out of 5 stars. I'd give it a 4 star. It is no Shawshank Redemption. Not even close. We were concerned we might not get a seat at a 7pm showing. There were five other people. Hummmm, a movie about Ford in Michigan and only 7 people attended the 7pm showing.

As a S2000 racing buddy of mine said, "It is clearly a very good movie for race car and auto history buffs. I'll surely watch it a couple of more times." Me too. I know I will enjoy it more at home with bourbon, where I can pause it when I want to, turn up the sound when I want to, etc. I really am not a fan of huge screens and theater seating.

At times I found Ken Miles and his English wife hard to understand or speaking so softly I want to turn up the sound. I knew the real story too well so there were no surprises but I suspect Hollywood took lots of liberties with this flick. As they always do. Can your really imagine drivers looking at one another's faces at 200 mph while ripping down the Mulsanne straight! Did scaring the hell out of The Duce really happen? Seems too Hollywood for me.

Would I recommend it, yes. Will I watch it again, yes. After all "There's a point at 7,000 RPMs where everything fades" and "The machine becomes weightless. It disappears" and "All that's left, a body moving through space, and time."

Mac McDonald: "Oh, you're a mean one Mr. Grinch. Don't be a curmudgeon, admit you liked it. I'd like to know who would have done a better job as Shelby. After a while, he WAS Shelby, even if the look was different. Joni and I both laughed at yell at a racer at 200 miles an hour. Hell, I can't hear her in our own car at 70."

Anonymous: "I simply loved watching Phil Remington talking to a Ford executive as Shelby took him out for a drive in the GT40, saying 'right about at that corner is where they usually soil themselves.' The movie was worth it for that line alone."

Don Holle: "If you haven't already seen "Ford vs. Ferrari" absolutely do so. It is a fabulous movie, true to the way it actually happened, and superbly done. It would be difficult to find fault with. It is 80% about Ken Miles and the actor who portrays him is excellent! Great movie!!!

Dave Smith: “ Chari and I saw the Ford vs Ferrari movie on Thanksgiving day. (That is what old folks do on Thanksgiving) The comments about how movies take liberties with events are all true, but the movie is still excellent and should be viewed by anyone that loves motorsports. The two favorites scenes for me were:

-How Carroll Shelby outwits the stuffed shirts at Ford.

-The description of a drivers mindset/ awareness when truly focused at speed.

There were #49 races when the only awareness was the feeling of the car thru the steering wheel and the seatbelts. The only sense was the view of the braking zones and turn in, apex and track out. Those moments are difficult to describe, and it was very cool to see it mentioned in the movie when talking about “the perfect lap”.

Would love to hear about your favorite racing memory.”

Recommended Reading

Mike Jacobsen wrote in response to Dave Smith’s suggestion for book reviews in the last A-Antics. He says:

“Hi Ken, I just read the A-Antics and have a book to recommend to go with Dave Smith’s *All Corvettes Are Red*. Have you ever seen Don Stanford’s *The Red Car*? It’s a kid’s story from the fifties, and the red car is a TC. It’s a lovely story and copies can be found on Amazon and other places. Even grown-ups like it. I don’t know if it’s still in print but used copies are fairly easy to find.”

Ken responds, “indeed I have read this book many years ago and I have a copy on my bookshelf just waiting to give to our grandson when he starts reading more (he’s 6 years old now). The book enthralled me when I first read it as a young lad, and it’s a fun story even as an adult. Highly recommended by me as well!”

Mid-Ohio

Michigan Rowdies: Mid-Ohio Race Track (<https://www.midohio.com/>) does not have the 2020 schedule posted yet, but the SVRA Vintage Races have always been held on June 24 thru June 28. I know this will probably conflict with the Waterford Vintage race weekend, but we

will find that out soon enough.

Mid Ohio is a fantastic spectator track and They have done a better Job of managing the weather for the last two years. In 2019 the weather was a perfect mid 70’s in the daytime and mild in the evenings. The Sportscar show is held on Saturday and Sunday in the infield. Our MG’s can enter both Shows, and if in the show, get parade laps on the beautiful Mid Ohio track.

The Mid Ohio race track is the most technical track in North America in my opinion. While racing my MGA, I could catch and pass Porsche, Morgan’s and Elva Couriers. Cars that I could NOT run with at Mosport or Road America. In short, it rewards driving over horsepower.

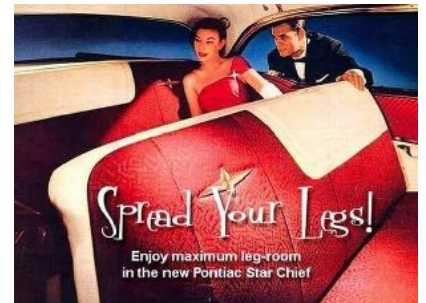
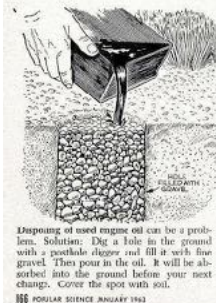
The roads leading to Mid Ohio are in great shape, and can be Secondary or Freeway. I am planning to have the motorhome in the worker campground, which is near the paddock. In 2020 I have invited Jerry Jesion to be a car show Judge, but we can still have 2 or 3 Rowdies to stay overnight.

I would like to put this proposed activity on the Rowdie Business Calendar for consideration.

Dave Smith

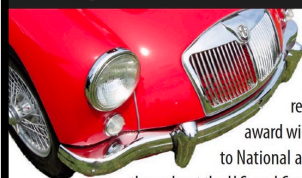
Whatever Were They Thinking?!

Dave Quinn sent in some old automotive ads and suggested tips that somehow just wouldn’t quite pass the politically correct test today. Read on:



“Look Mom, I caught 2 big ones. Can I keep them?”

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 2020 EVENTS

February

- 15 Rowdie Business Meet - Kevin & Norma Peck’s House
2104 Rouse Creek Court, Ann Arbor, MI 48108
Kevin & Norma Peck 734-604-6269
mgaok@comcast.net RSVP please



CHAIRMAN'S CHATTER

by Bill Weakley

I am writing this on December 29th. We are almost to the year 2020. Y2K doesn't seem that long ago, does it? At least we can start looking forward to the coming driving season, getting the cars ready for the road, planning trips, and meeting friends at Rowdy events. Next year's GT is at Colorado Springs, which will be a major trip for anyone hardy enough to drive their MGAs that far. At least it will be early summer, so it might not be as hot as July.

Our annual business meeting is coming up soon. We may not conduct a lot of business at the meeting, but it is the only time we meet as a club to conduct club business. One of the items of business is election of officers. As you may know, we do not have fixed terms of office. Instead, the officers serve at the pleasure of the members and can be replaced at any business meeting. Any member is welcome to run for office. As of this writing, I have not heard of any officers who are asking to be relieved of their duties. Nor have I been hounded by members wanting to run for office. However, it would be great to have some new people get involved. If you think you might be interested in being a club officer, please contact me or one of the other officers. Find out what is involved. If you don't want the entire responsibility, you might want to assist one of the officers. You might be surprised at how little work is required for most of the officers. The officers who do the hard work are the editor, web site manager and treasurer. If nothing else, I believe all of the officers would welcome comments and suggestions that can improve the club and make it more enjoyable for all.

I have not driven any of my three MGs for a couple months, other than to shuffle them around in my driveway when the new owner of the '59 MGA picked it up on December 2. So my garage is a little roomier. I guess I am glad to have passed it on to a new owner. However, I still think it was a very good candidate for a full restoration – much better than mine was. The new owner intends to do a partial restoration. I'm not sure I could resist doing the whole job. One thing leads to another, you know. For now, I have plenty to do working on my MGC. I have the sills, rear fenders and several minor areas repaired. I just have the area under the rear taillights and re-skinning the driver's door to finish. Then I

have to strip the paint from the exterior before taking it to the paint shop.

I have pondered the paint color decision ever since I bought the car. It was originally primrose yellow, and at first I thought that I would return it to original, if I ever painted it. That has been one of my favorite colors since I painted my first car, a 56 VW, light yellow. However, over the last 10 years, I have had many people say that they really liked the brown with gold metallic color. Although it is not an original MG color, much less this car's original color, I have decided to stick with it. The interior had been changed to tan by a PO, and I replaced the carpet, seats and top, all in tan. Tan might have looked okay with primrose, but it wouldn't have been original either. So for better or worse, I will continue to have a unique metallic brown MGC.

I only have a few small off-season jobs to do on my A or my Midget. Those will have to wait until the C is in the paint shop. I am very happy to have a nice, heated garage to work in during the winter. One factor I hadn't given much thought to is that I needed to ventilate the garage when I am welding, grinding and cutting. That's easy in the summer. But when it is cold out and I am spending money heating the garage, I am not as eager to open up the garage. I just have to consider it a cost of protecting my health.

December 30: The day is ugly – cold, gray, windy with a few snowflakes in the air. But the roads are clean and dry after several days of rain. I took the MGA out for a 20 minute drive. It felt really good. That may have to tide me over until spring. Check out the details of the business meeting in this issue. I hope to see you all there.

Chairman Bill



Place your vote now-should Bill & MaryEllen's MGC be Metallic Brown or Primrose Yellow? Votes will be tallied at the Business Meeting

Charity Rides Again-A Family's Love For MGs

Recently a family in Okemos decided to part with their MG Midget. It had been owned and driven by Bill Cambray, who had passed away in June. Daughter Jeanette had found Bill Weakley online in an effort to find a new home for the car. Daughter Laura and I went to the Cambray home and helped evaluate, purchase and later remove the Midget from the garage. Following is a note letting Bill Weakley know what decisions had been made about the car. After rereading it today, the story may resonate with some of the Rowdies that were around in 1983.

When Katherine turned 16, I found a 1956 MGA (very early car) that had slid into a tree sideways in 1957. It had gone thru many hands by 1983, but due to the severe body and frame damage, nobody had worked on it. The car had less than 10,000 miles on it when purchased. Katherine worked endlessly to dismantle the car to a bare frame. The Rowdies were very kind, and donated a frame section (Neil & Thelma) and a front clip (Herb Maier). Using the Factory frame dimensions, We sectioned and rebuilt the frame. Then sectioned and rebuilt the front clip. Then rebuilt the original 1500 cc drive train, new wire harness, but original leather interior. Due to generosity from Bob & Shirley Noetzold, two gallons of "experimental" old English white were donated by Dupont Corp. Katherine paid for all of the restoration costs, labor, etc. She drove the car in High School and at Michigan State. It also made the trip to GT 13 in Marietta Ohio and later to Brookings, SD.

She named the car **Charity**, in appreciation of the fellowship of the Rowdies, and put many thousands of miles on it, including getting married (Ken & Kathy Nelson's Riley) and having her own children. Sadly, she sold it two years ago for freshening up. She has always spoken fondly of Charity's restoration process and the generosity of the Rowdies with advice, labor, and donated parts.

I talked to Chari and Laura & we decided that Katherine should be offered the car. She loves anything MG and as a 13 year old, helped me with my 1959 MGA 1500 restoration. We discussed this idea with car owner Doreen Cambray who is a retired educator, and she thought it would be great to keep the car in another educator's family.

With Laura & Char's support, I called Katherine and said that she could have the Midget if she wished. She was very happy to get the offer, and made the vacant stall in her Nashville garage available. She has worked on it every night since in an unheated garage. So far:

She has been able to get the bonnet cable working and been under the hood.

Found that the 1974 has a VIN number in the dashboard and has confirmed the number

Checked the anti-freeze to make sure the coolant won't freeze and cause damage

Found a major mouse nest under the hood and given eviction notice

Cleaned and recorded the engine serial number (original engine)

Update: Katherine hosted 17 family members for Thanksgiving at her Nashville MI home. After the Detroit Lions game, we gravitated out to the garage to "check out" the new ride. Katherine had vacuumed the interior and put other things in order. She showed obvious excitement, already planning her first trip around Nashville in the spring. Chari and I will buy her a membership in the Rowdies for Christmas. She certainly has the passion for MG sports cars. Charity rides again.

As a dad, it has dialed back the clock to hear the joy in her voice when discussing this newest project. She has visions of driving the Midget to the Maple Valley School campus next spring. She knows it will be "cool" for the students to know that Superintendent "MS B" has a real Sports car.

I used the MOSS catalog to calculate that this car was built on or about April 2nd, 1974. Katherine was 7 years old, sister Laura was 4 years old. **Dave Smith**

(Ed Note: I indeed remember Charity and Kathy and, yes, your story resonates with me. I remember filling the front shocks on Charity every few miles on our way to the GT in Marietta with heavier and heavier oil as it leaked quickly out again. We finally ended with 90W that stayed in long enough for us to finish the trip successfully.)



ROWDIES PARTY



AND

BUSINESS MEETING ALERT

**Prepare for the annual road trip to the
Rowdie Business meeting on Saturday,**

February 15, 2020

**Kevin and Norma Peck will be our hosts at
their home:**

2104 Rouse Creek Court

Ann Arbor, 48108

734-604-6269

Meet & Greet with Tall Tales: 11:00 am

Lunch: Noon – bring a dish to pass

A Rowdie Christmas Party Report

“Twas the 3rd day since Thanksgiving and all was in a flurry. We mustn’t be late so indeed we must hurry. The Rowdie Christmas Party was scheduled this day; thus there was no time to play. The exchange gifts were scattered and awaiting a wrap, so I and my navigator had no time to nap. The coach had to be packed for the long drive there and back. This was the day we all longed for and so we must dash; we’d better get going, because the party would start in a flash!” *

Well, Kathy and Ken indeed made it to the party at the Chelsea Depot on time, and found our hosts Kevin & Norma Peck and John Alexander & Carolyn King ready for the Rowdies to arrive for the annual Christmas Party and Gift Exchange. The Christmas Tree was standing with its sparkling lights, and the tables and chairs were set, as well as a table for appetizers. The socializing began as more folks arrived, and soon the depot was humming with talk and laughter as greetings were passed all around. The gifts were piled on tables and under the Christmas tree, and separated as to whether they were aimed at guys (car stuff), or gals (not car stuff). Crossover from one pile to the other was allowed.

After we had a chance to spread good cheer to one and all, our Christmas dinner was laid out. There was something for everyone, so we loaded our plates and grabbed a spot at one of the tables. The meal was tasty, and at the end Chairman Bill got up to say some words of welcome and announce the rules of order for the exchanging of the gifts. Anyone who had a gift purloined by another member had to go back to take another from the pile. Numbers were passed out, with instructions to be good little guys and gals, and not to gloat as you took that favorite gift from a prior recipient who was trying to subtly stash it under their chair, hoping it might remain in anonymity until the end.

We had a good turnout of members. We met Dan and Amy as potential new members, and were glad to welcome them. Others present were Tom Fant and Lynn Combs, Neil and Thelma Griffin, Mark and Jane Griffith, Kevin and Norma Peck, John Alexander & Carolyn King, Dave and Donna Quinn, Bill and MaryEllen Weakley, Curt and Stephanie Smith, Dave and Chari Smith, Todd and Connie Binsz, Ken and Kathy Nelson, Lloyd and Janice Herring, Mark and Marji Barnhart, Jeff and Debbie Smith, Phil Wiltshire and Jan Tucker, John and Gigi Somers, Bruce Nichols, Jerry Jesion and Jackie Hull, Andy and Joanne Hoffman, Gary and Diane Cunningham, Brian Beery, John McMullan for a total of 43 members attending. Not a bad turnout!

We missed Larry and Mitzi Pittman, and Bruce and Willie Mann who were on a cruise with Ben and Cyndi Nolan in Cabo San Lucas; we’d love to see them and all our other members for future events. The club is for everyone, so please come out and join in the festivities and meets whenever you can!

Bill made a special announcement to tell everyone that this day was the 50th wedding anniversary for Gary and Diane Cunningham. Gary mentioned that our party saved him an expensive night out on the town. All the more money to use for more car parts, eh Gary? Diane seemed to take it in stride (don’t all our wonderful wives do the same? If not, where would we all be?)

Then it was on to the gift exchange. The quality of gifts seems to increase year by year, and this was no exception. There was everything from soup to nuts—*Norwegian Nuts* in fact, since Ken won those. I’m told they were from a secret recipe fit for a king. Some “sought and fought after” gifts included *Ugly Frog Bacon Vodka with Sucker Punch* (someone had to be kidding there), a *Ferrari Shirt* (did someone come to the wrong car party?), a humongous sized *British Flag, Stained Glass Stocking* ornaments, several car books, wine, beer, lotions and potions, and much, much more. When the dust finally settled over the crowd, it was unanimously decided that everyone’s gift was a keeper and the party was declared a smashing success.

Then a final order of business was brought up by Tom Fant. He stated that he had the famous “Pist’N Broke” award to pass out to a new winner. This year he decided it should go to 2 people as co-winners, and the recipients were to be Donna Quinn and Stephanie Smith. The event which led to this was the flat tire that Curt acquired on the way back from GT-44 in Dubuque, IA. It turned out that Smiths and Quinn were traveling together, but neither one had bothered to bring along a spare, knowing someone else would surely have one they could use if needed. Being gracious guys, they decided to leave Donna and Stephanie to roast in the hot sun while they drove off to get it fixed (did you stop for a cold beer on the way as well guys?)

With that over, we cleaned up the depot and went our individual ways home. Next event will be the business meeting in February. We hope to see you all there!

Ken Nelson

*taken from an old Norwegian folk song from the early 16th century.

And The Winners Are...



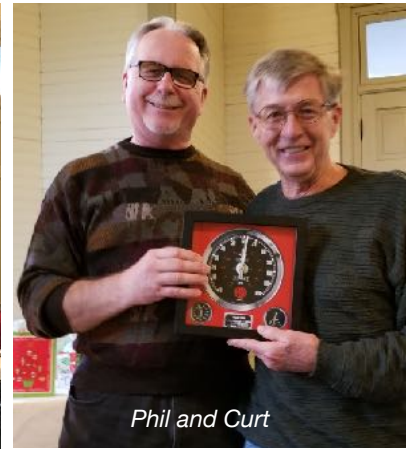
Marji



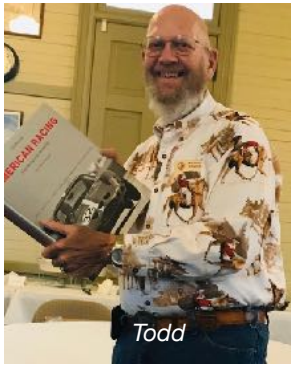
Diane



Bill



Phil and Curt



Todd



Janice



Mark



Phil



Mark



John



Mary Ellen



Jeff



Kathy



Bill



Ken



Neil



Chari



Norma

And Still They Persisted...



Donna gets a used British flag from the war of 1812



Jan steals the Bacon Vodka (really?) from Ken in the background



Thelma Griffin



Gary wins a Castrol Cup-but don't mix it up with your morning coffee!

All Pictures courtesy of Stephanie Smith, Mary Ellen Weakley, & Ken Nelson



Connie Binsz



Chari-the Lady In Red



Norwegian Nuts: Fit For A King Of Norway

Stop in light container
 Norwegian Nuts
 2 egg whites, Beat egg whites and add 1/2 cup sugar. Beat gradually. Beat in 1/4 tsp salt, sugar, oil, stiff and glossy. 1 lb. pecans, halved. Put in shallow pan and roast 10 minutes at 350°. Cool. Melt 1/2 lb. butter in tin. Pour over pecans. Toss. Spread on waxed paper. Bake 350° for 5 minutes. Remove with spatula and bake 10 minutes. Break them apart & cool.

NORWEGIAN NUTS



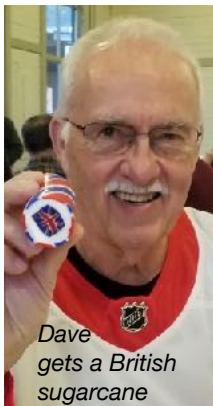
Kevin, Norma, Joanne



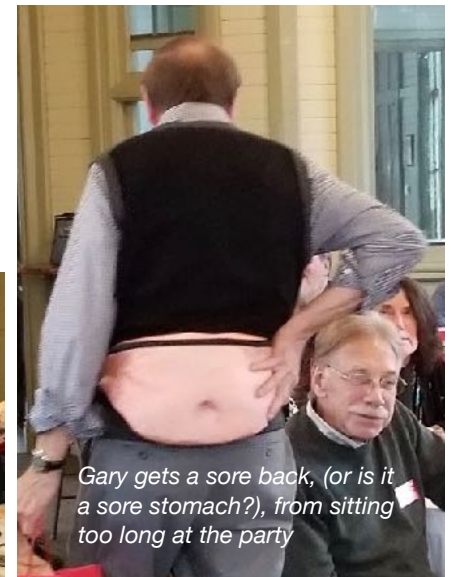
Gary & Diane Cunningham-It's Their 50th Anniversary. Congrats!



Our party hosts: John, Carolyn, Kevin, & Norma



Dave gets a British sugarcane



Gary gets a sore back, (or is it a sore stomach?), from sitting too long at the party

Can There Be No End To These Fun Loving Rowdies...?



But wait...the final award is still to come...

Tom Fant offers the “Pist’N Broke Award “ to Donna Quinn & Stephanie Smith for having to wait in the hot sun on the drive home from GT-44, while Curt and Dave went driving all over to fix Curt’s flat tire, since neither of them had bothered to bring along a spare. What a story for the grandchildren!



Carburettor "Type H" Tuning, Adjusting, & Servicing Instructions

The Type H Carburettor

1. Jet adjusting nut.
2. Jet locking nut.
3. Piston/suction chamber.
4. Fast-idle adjusting screw.
5. Throttle adjusting screw.
6. Piston lifting pin.

TUNING Single carburettors

1. Warm engine up to normal temperature.
2. Switch off engine.
3. Unscrew the throttle adjusting screw until it is just clear of its seat and the throttle is closed.
4. Set throttle adjusting screw 1 1/2 turns open.

3

- A. Replace the piston/suction chamber unit as marked.
- B. Check that the piston falls freely onto the bridge when the lifting pin is released. If not, see items 15, 16, and 17.
- C. Turn down the jet adjusting nut two complete turns.

4

- A. Restart the engine and adjust the throttle adjusting screw to give desired idling as indicated by the glow of the ignition warning light.
- B. Turn the jet adjusting nut up to weaken or down to richen until the fastest idling speed consistent with even running is obtained.
- C. Re-adjust the throttle adjusting screw to give correct idling if necessary.

p. 2

5

The effect of mixture strength on exhaust smoke

- A. **TOO WEAK:** Irregular note, splashy misfire, and colourless.
- B. **CORRECT:** Regular and even note.
- C. **TOO RICH:** Regular or rhythmical misfire, blackish.

7

- A. Reconnect the mixture control wire with about 1/8 in. (1.6 mm.) free movement before it starts to pull on the jet lever.
- B. Pull the mixture control knob until the linkage is about to move the carburettor jet and adjust the fast idle screw to give an engine speed of about 1,000 r.p.m. when hot.

8

Finally top up the piston damper with thin engine oil grade S.A.E. 20 until the level is 1/8 in. (3.2 mm.) above the top of the hollow piston rod.

Note
On dust-proofed carburettors, identified by a transverse hole drilled in the neck of the suction chambers and no vent hole in this damper cap, the oil level should be 1/8 in. (3.2 mm.) below the top of the hollow piston rod.

p. 3

TUNING Multi-carburettors

Remove the air cleaners and carry out item 1 on the rings on all carburettors first:

1. Stacken one of the clamping bolts on the throttle spindle interconnections.
2. Disconnect the jet control linkage by removing one or, in the case of triple carburettors, two of the linkage control pins.
3. Carry out items 2 and 3a for single carburettors, then additionally:

9. Stacken one of the clamping bolts on the throttle spindle interconnections.
10. Restart the engine and adjust the throttle adjusting screws on each carburettor to give the desired idling speed of 300 to 600 r.p.m. as recommended by the vehicle manufacturer.
11. Compare the idling speed of the intake "hoses" on all carburettors and alter the throttle adjusting screws until the "hoses" are the same.
12. Check for correct mixture by gently pushing the lifting pin of the four carburettor up 1/8 in. (3.2 mm.). The graph illustrates the possible effects on engine r.p.m.
13. Repeat the operation on the rear carburettor and after adjustment re-check the front carburettor since the two are inter-dependent.
14. Item 8 shows the correct type of exhaust smoke.
15. Tighten the clamp bolt of the throttle spindle interconnections and set the link pin lever with the pin resting against the edge of the pick-up lever hole (see item 9). This provides the correct delay in opening the front carburettor throttle disc.
16. Re-adjust the jet control linkage, to that both jets commence to move simultaneously.

p. 4

*These pages are from a BMC tune up manual sent by Dave Quinn. But note that they indicate filling dashpot oil over the top of the piston which makes no sense & appears to be an error from the factory.

TUNING Multi-carburettors (continued)

14. Reconnect the mixture control wire with about 1/8 in. (1.6 mm.) free movement before it starts to pull on the jet levers.
15. Pull the mixture control knob until the linkage is about to move the carburettor jets, and adjust the fast idle screw to give an engine speed of about 1,000 to 1,200 r.p.m. when hot.
16. Refill the air cleaners.

ADJUSTING AND SERVICING Jet Centring

17. Remove the piston damper and apply pressure to the top of the piston rod with a pencil.
18. Tighten the jet locking nut keeping the slot in the jet head in the correct position and the jet hard up against the adjusting nut.
19. Finally check again as in item 15.
20. Reassemble the controls.
21. Refill the piston dampers with thin engine oil (See item 8).

16

- A. Remove the jet control linkage and swing it to one side.
- B. Mark for reassembly and withdraw the jet, remove the jet locking spring, replace the adjusting nut and screw it up as far as it will go.
- C. Replace the jet, keeping the slot in the jet head in the correct relative position to the control.
- D. Slacken the jet locking nut until the assembly is free to rotate.

17

- A. At the recommended intervals mark for reassembly and carefully remove the piston/suction chamber unit.
- B. Using a petrol-mechanical cloth, clean the inside bore of the suction chamber and the two diameters of the piston.
- C. Lightly oil the piston rod only and reassemble as marked.

Cleaning

p. 5

Note from Bruce Mann About Carburetor Spring Lengths-If you are having problems with the jet returning fully after releasing the choke, check on this.

Ken, I just ran across something very interesting. In hooking up my carburetors and adjusting the Jets I found that I had a number of springs for the jet return lever.

I could not get the front carb jet lever to return to the home position after choking. I tore the carburetor down, re-did everything, and it still wouldn't return to the baseline position. I adjusted the linkage to the choke, and the rear carb jet went up, but the front carb would not.

So I started looking at the spring part number since I have a couple of A's and a TD, thinking maybe I mixed them, since I also had a lot of carb parts. I checked only to find out that they are all the same for MG-TD MGTF, MGA, Austin Healey's on and on and on. But upon checking the length of the spring and the tension on the spring, guess what, the longer spring would not return the jet. So I put on the shorter spring and bingo, it worked as it should.

So I guess what this tells me is some of the newer springs are dimensionally incorrect and weaker and will not do their job. Surprise, I'm not sure, but disappointment obviously. Oh and did I tell you, I also tried centering the jet thinking that

was the issue. So a lot of work and a lot of adjustment for a spring that cost \$2.99 but is the wrong size. **Bruce Mann**



Bruce's Carburetor choke return springs-correct one on the right

The longer spring measured .859 and is a new one, re-production

*The shorter spring measured .842 and is an old original one. One silly millimeter, ha! I also have one that measures .832 which is an original as well. **Bruce Mann***

Quick Jack Lift

From Dave Smith: "Jerry Jesion and I were chatting today, when he mentioned his new car lift. Sold by Costco, it appears to be affordable and practical. Attached are pictures of his 1966 Corvette on the lift, but the MGA is in the picture too. Jerry says that the MGA fits well on the jack. The setup works well for engine oil changes, Transmission service and even rear axle fluid changes etc. Jerry bought the 120 volt model and said it works fine on a 15 amp wall outlet.

The link to Costco has additional information too. Jerry and I thought it may be a good article for the A Antics. Costco has a rebate to members to lower the cost even more. Use of some credit cards may also get a 3% refund. Chari and I are Costco members and I will check the store in Lansing to see this unit. **Dave Smith**

Great chatting with you today. Below is a link to the manufacturer site. I have attached a few pics of the Corvette at max height. BTW the lift is very stable. I make it a habit to give the cars a pretty good hip check before getting underneath. The QJ periodically goes on sale for about \$1000. I chose it since I don't have room for a lift. **Jerry Jesion**
(<https://www.quickjack.com/car-lifts/bl-5000slx/>)



Front Shock Notes by Dave Quinn

Bruce Woodson had an article in the September/October 2019 issue of MGA! on shocks. I had these notes already done for the most part when that came out, so I thought I would add a few more remarks on the subject. A front shock arm seal leaked last fall and I decided I would replace both shocks. I ordered a set but on arrival discovered the arms so badly machined I returned them. I ordered a set from a different vendor and installed them in May. Within two months and 3,000 miles both leaked.

Options are limited. I researched the invaluable information found at Barney Gaylord's website MGAguru.com and summarized it below as I tried to gain more insight.

Front shocks are horizontal with the top piston chamber above the shaft. Thus a leak at the shaft seal will quickly drop the oil level enough to kill the damping action. Rear shocks have the piston chambers vertical at the bottom and the shaft on top. They seldom leak; in fact many are 50 years old and have never been touched.

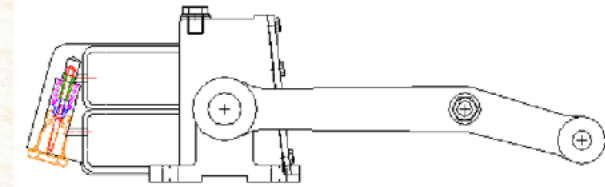
Reportedly front shocks hold 5-ounces when filled from empty. You need at least 4 ounces to get the air out for good damping action over the full stroke. The shocks start losing damping action if down more than 1-ounce and almost all damping is gone if down 2-ounces.

The shocks have an internal spring-loaded valve to change the stiffness. It can reportedly change tension a small amount by either adjusting the nut for upward (bump) action or adjusting shims for downward (rebound) action. Front shock arm swing is 6". It travels from a low of 2-5/8" to a high of 8-5/8".

It has been my experience that front shocks either work or they don't. If working, I don't touch them. There is no reason to inspect them and risk getting dirt into the piston chamber. If you must top them up hydraulic jack oil is reportedly your best choice. It has antifoaming agents and the proper viscosity.

According to Peter Caldwell of World

Wide "You really do not need and should not fill them absolutely full. In fact, there is a bit of a boss in the fill hole to help prevent that. As the oil heats in use there needs to be room for expansion and not running out the shaft seals or packings.



From the uppermost edge of the piston bore to the inside edge of the casting is 5/8". The boss is half that distance deep. If

you fill to the bottom of the boss, that leaves a 5/16" air gap for expansion." "The oil level only needs to cover the upper piston bore when the shock is installed, and in reality could actually be a bit lower than that as the poppet valve in the piston is centered in the piston."

When it comes to replacing the front shock seals yourself you need a strong press to remove and replace the shaft and if the shaft is grooved or pitted it may need machining. Getting rebuilds from a specialist is the best answer. Over the years I have tried Moss Motors, Apple Hydraulics, and World Wide Auto Parts with mixed results. I want the best ride possible on Michigan's crappy roads. That means a firm ride that is not a detriment to ride comfort. It would seem to me the main goal of front shocks is to put a limit on suspension travel when on harsh roads rather than slow speed handling where a sway bar could provide better maneuvering. But most importantly I want shocks that will last!

Peter Caldwell of World Wide indicates there is a shortage of front shock cores for the MGA.

Dave Quinn



Picture of a very young Dave Quinn with Santa at Christmas time.

Ask the Rambler-“Why Does The Interstate System Include Toll Facilities?”-from The Federal Highway Administration

You're driving along an Interstate, perhaps I-95, minding your own business when suddenly, up ahead, there's a toll booth! And another one after that. And still more toll booths. Does the Federal Government know about this, you wonder. Is the State trying to balance its budget by "taxing" out-of-State motorists? Didn't you already pay for this road with your gas tax? And so, you go home and write a letter to the President asking how in the world these States can be charging you for use of an Interstate highway that you already paid for.

Fair enough. Whether you love tolls or hate them, think they are a relic of the past or the wave of the future, or are neutral to them, the Rambler may not change your views, but at least he can answer the "why?" In the 1939 report to Congress, Toll Roads and Free Roads, the U.S. Bureau of Public Roads (BPR) rejected the toll option for financing Interstate construction because most Interstate corridors would not generate enough toll revenue to retire the bonds that would be issued to finance them. In part, the report attributed this conclusion to "the traffic-repelling tendency of the proposed toll-road system." Although some corridors had enough traffic to support bond financing, the report predicted that motorists would stay on the parallel toll-free roads to a large extent.

That conclusion was called into question when the first segment of the Pennsylvania Turnpike, from Carlisle to Irwin, opened on October 1, 1940. It was an instant financial success. Following World War II, the turnpike's continued success prompted other States to use the same financing method. Each State established a toll authority to issue bonds. Revenue from the bonds provided the funds, up front, to pay for construction. Toll revenue allowed the toll authority to repay bond holders with interest and finance administration, maintenance, and operation of the highway.

Based on this model, turnpikes appeared or were planned in Connecticut, Florida, Illinois, Indiana, Kansas, Kentucky, Maine, New Hampshire, New Jersey, New York, Oklahoma, Virginia, and other States, often in corridors that had been designated as part of the Interstate System in 1947. These roads were built without any Federal-aid highway funds or other Federal tax dollars.

In 1955-1956, during consideration of financing options for the Interstate System, Congress debated how to handle the turnpikes in Interstate corridors. One option was to build toll-free Interstate highways parallel to the turnpikes, but that would jeopardize the legitimate rights of the bondholders by diverting traffic from the turnpikes built with their investments. Repaying the bondholders and removing the tolls was another option, but it would

divert hundreds of millions of dollars from the construction program without adding a single mile of highway to the Interstate System. The same objection applied to an idea advanced by the turnpike States, namely leaving the turnpikes in place while providing equivalent amounts of tax revenue to the States that had shown the initiative in providing Interstate-type facilities before other States that chose to wait for the Federal Government to solve their financing problem.

After extensive debate, Congress decided in 1956 to authorize the BPR to incorporate toll facilities in the Interstate System to ensure connectivity without added expense. Section 113(a) of the Federal-Aid Highway Act of 1956 stated:

“Upon a finding by the Secretary of Commerce that such action will promote the development of an integrated Interstate System, the Secretary is authorized to approve as part of the Interstate System any toll road, bridge, or tunnel, now or hereafter constructed, which meets the standards adopted for the improvement of projects located on the Interstate System, whenever such toll road, bridge, or tunnel is located on a route heretofore or hereafter designated as a part of the Interstate System: Provided, That no Federal-aid highway funds shall be expended for the construction, reconstruction, or improvement of any such toll road except to the extent hereafter permitted by law: Provided further, That no Federal-aid highway funds shall be expended for the construction, reconstruction, or improvement of any such toll bridge or tunnel except to the extent now or hereafter permitted by law.”

On August 21, 1957, the BPR announced that it had added 2,100 miles of toll roads in 15 States to the Interstate System. The inclusions had been recommended by the State highway departments and approved by the BPR. The additions included 1,837 miles in operation. A BPR press release explained:

“Inclusion of the 2,102 miles of toll roads in the Interstate System will not affect their status as toll roads. The Federal-Aid Highway Act of 1956 permits this, although no Federal-aid funds may be used for their improvement.”

The press release identified the facilities, with an asterisk indicating that the facility was in operation at the time.

The inclusion of this mileage meant that Interstate construction funds that would have been used for construction of toll-free Interstate highways in these corridors could be used elsewhere to build Interstate highways sooner than would otherwise have been possible. Today, the 46,730-mile Interstate System includes approximately 2,900 miles of turnpikes. The Rambler envies his predecessors who answered inquiries about toll charges on the Interstate System. They could simply explain that in general, no Federal funds had been used for the

turnpikes or other toll facilities. In some cases, Federal funds were used to build interchanges between toll-free Interstates and Interstate turnpikes. However, under Section 113 (c) of the Federal-Aid Highway Act of 1956, the State highway agency and toll authority had to first enter into an agreement to use all toll revenue to pay for debt retirement, maintenance, and operation, after which toll collection would end. Ahhh, the good old days!

Over the years, Federal law has changed, allowing the States to request cancellation of those agreements. Further, Federal law has become far more flexible about the use of Federal-aid funds for new toll facilities and even existing toll-free roads. So it's a little more complicated. But the basics remain the same.

Okay, Smarty Pants, What About Breezewood, Pennsylvania?

Anyone who has ever traveled I-70 in the vicinity of Breezewood knows the problem. The connection you imagine must exist between the toll-free I-70 and the Pennsylvania Turnpike, which carries the I-70/76 designation between Breezewood and New Stanton-doesn't exist! The motorist must leave one or the other and make the connection via U.S. 30 through a bewildering array of roadside businesses. The lack of an interchange becomes even more of a problem during peak periods, such as the Sunday after Thanksgiving, when traffic becomes backed up at the toll booths on the turnpike and on U.S. 30 and I-70. Many a motorist, trapped in gridlock after giving thanks to a higher authority for their blessings, has asked a lower authority to ensure a very warm spot in the afterlife for the highway engineers who conceived this design.

Actually, Breezewood is the unintended consequence of decisions having nothing to do with it. When the first segment of the Pennsylvania Turnpike opened in October 1940, it included an interchange with U.S. 30 at Breezewood, turning the small town into a crossroads. In 1957, the Pennsylvania Turnpike was incorporated into the Interstate System, with the segment in the vicinity of Breezewood included in I-70. Then toll-free I-70 was built from the Maryland line to the turnpike at Breezewood-without a direct connection between the two.

This peculiar arrangement occurred because of Section 113 of the Federal-Aid Highway Act of 1956. Under Section 113(b), Federal-aid funds could be used for approaches to any toll road, bridge, or tunnel "to a point where such project will have some use irrespective of its use for such toll road, bridge, or tunnel." In other words, a motorist could use the toll facility or not. Under Section 113 (c), the State highway agency and toll authority could use Federal-aid highway funds to build an interchange between a toll-free Interstate and an Interstate turnpike (i.e., the motorist would have no choice but to use the toll road). However, the State highway agency, the toll authority, and the BPR would

have to enter into an agreement to stop collecting tolls when the bonds were retired.

The Pennsylvania Turnpike Commission (PTC), which had no desire to stop collecting tolls, decided not to use the State's Federal-aid funds for the I-70 connection. The PTC also decided against using its own revenue for the interchanges. The lack of an interchange in Breezewood and other intersections along the turnpike was one of the topics considered in 1966 when the Special Subcommittee on the Federal-Aid Highway Program held hearings on the relationship of toll facilities to the Federal-aid highway program. Franklin V. Summers, the PTC's Director of Operations, testified on May 10, 1966. Referring to the statutory restrictions, he explained:

We are willing to share whatever we legally can, of course, in making such direct connections; and we are doing so on some of them. However, where new interchanges would not afford an increase, great increase in revenue, we do not feel that these matters should be thrust upon the turnpike commission.

The PTC, he pointed out, was concerned that it would face declining revenues when the toll-free Keystone Shortway (I-80) was completed on a parallel alignment across the State to the north. It would, he said, divert a considerable amount of traffic, and potential revenue, from the turnpike.

Because the PTC was unwilling to use its own revenues for an interchange at Breezewood, State highway officials used Federal-aid highway funds to extend I-70 north beyond the turnpike to a terminus with U.S. 30. Consistent with Section 113(b), this configuration allowed motorists to use a toll-free route (U.S. 30) or the turnpike to travel east or west of Breezewood. This was not the only place where the Pennsylvania Turnpike and a toll-free Interstate intersected without a direct connection. However, as Business Week stated in 1991, Breezewood is "perhaps the purest example yet devised of the great American tourist trap":

Motorists must drive through the self-proclaimed Town of Motels, a half-mile stretch of blacktop and buildings sandwiched between the two roads. Breezewood, population 180, is the Las Vegas of roadside strips, a blaze of neon in the middle of nowhere, a polyp on the nation's interstate highway system.

UPDATE: For information on current Federal-aid legislation on toll facilities, see: http://www.ops.fhwa.dot.gov/tolling_pricing/index.htm.

Updated: 09/08/2017

The MGA Hurst Shifter by Mark Barnhart

“Doc” Watson was a friend of mine. I first met him at the Indianapolis Speedway years ago when he and Linda Vaughn were promoting the Hurst Corporation with sponsored Indy race-cars. He was from Michigan so I also saw him at various events in this area. He owned a motor sports accessory and collectables store in Grand Blanc Michigan for a while that Linda managed for him and that I enjoyed visiting.

Being a sports car enthusiast and driving MG’s for years I always kidded him about the fact that he never made a shifter for an MG. One day while I was in my shop in Swartz Creek he showed up with a box in his hand. He gave it to me and said, “I don’t want to hear any more s—t about a shifter for an MG.”





**See Europe
THIS YEAR
in your own
car!**

It's easy to enjoy friendly, fascinating Europe the comfortable, economical and carefree way in a car of your own!

You can buy in America—from this selection of fine British cars—at substantial savings—take delivery in England or on the Continent—and be on your way to the trip of a lifetime.

Write, wire or telephone for literature and the name of your nearest dealer—

hambro
AUTOMOTIVE CORPORATION
27 W. 57TH ST., NEW YORK 19, N. Y.
Representatives in the United States for the British Motor Corporation, Ltd., makers of **MG, AUSTIN-HEALEY, MAGNETTE, MORRIS, AUSTIN AND RILEY CARS.**

**Delivered in England*

<p>THE 1956 AUSTIN-HEALEY 100</p>  <p style="text-align: right;">\$2,115.*</p>
<p>MG MAGNETTE 4-DOOR SEDAN</p>  <p style="text-align: right;">\$1,819.*</p>
<p>THE ENTIRELY NEW MG A</p>  <p style="text-align: right;">\$1,678.*</p>
<p>AUSTIN A50 CAMBRIDGE 4-DOOR</p>  <p style="text-align: right;">\$1,432.*</p>
<p>MORRIS MINOR STATION WAGON</p>  <p style="text-align: right;">\$1,191.*</p>

Short Cuts and Tips

Old Valves Make Hooks on Wall

Old automobile valves, driven into small holes drilled at an angle in our garage-wall studs, serve as large hooks on which to store tire chains, tow ropes and other miscellaneous gear. The large heads of the valves make them ideal as hangers.—*John A. Cornstock, Wellsboro, Pa.*



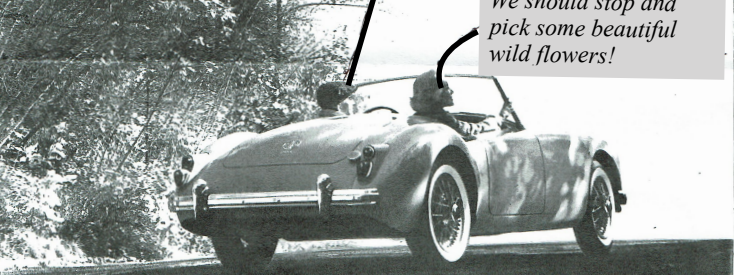
Poetry in motion! Soar into a new world of your own in the MGA '1600'. There's nothing quite like the way its swift new horses level the hills and the way it steps through tight bends with cat-like precision. And there's a gratifying feel of solid safety when its new disc brakes take command. No matter what you've been driving—no matter what it cost—you owe it to yourself to test-drive the new MGA '1600'. Call your BMC dealer and name the date today! And...ask him to tell you about the full 12 months' factory warranty.

Safety *fast!*

BEST KNOWN SYMBOL OF WHAT A SPORTS CAR SHOULD BE

I wonder if that noise I hear could be #4 exhaust tappet? Time to get out the tools for a valve adjustment when we get home...

What a beautiful day. We should stop and pick some beautiful wild flowers!



Free literature and overseas delivery information on request.

A product of THE BRITISH MOTOR CORPORATION, LTD., makers of Austin-Healey, Austin, MG, Magnette, Morris and Riley cars. Represented in the United States by HAMBRO AUTOMOTIVE CORP., Dept. SCI, 27 W. 57th St., New York 19, N.Y. Sold and serviced in North America by over 1,000 distributors and dealers.



ALL PART OF THE FUN!

Another Frogeye Sprite heads off on an adventure to the Moon and Back.



Austin-Healey **SPRITE**

This sassy little brother to the Austin-Healey 100-Six sets a new high in 948 c.c. performance . . . a new low in cost! (\$1795. port of entry). Ask your dealer for details on the new Austin-Healey Sprite today!

Represented in the United States by hambro AUTOMOTIVE CORPORATION • 27 West 57th Street, New York 19, New York. A product of the British Motor Corporation, Ltd. • Sold and serviced by a nationwide network of distributors and dealers.

Submitted by Brian Beery

Page 20