



# A-Antics



*Pictures by Bruce Mann, John Alexander, Jeff Smith*

*Tribute To Brian Beery*  
*Color Tour Report*  
*Dillard, GA Regional Meet*  
*Warbirds and MGAs*



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**History:** The Chapter was established August 14, 1976. It was NAMGAR's first chapter. We are a low-key club, dedicated to the preservation and enjoyment of our MGA's/ Anyone is welcome to join our chapter and they are asked to join NAMGAR as well.

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

**Nickname: Rowdies**

**Motto: People First!**

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

**MG Car Council Site:** <http://www.mg-cars.org.uk/mgcouncil/>

**NAMGAR Web Site:** [www.namgar.com](http://www.namgar.com)

**Past Chapter Chairpersons:**

1976-1980	Bruce Nichols
1981-1982	Tom Latta
1983-1984	Dick Feight
1985-1988	Dave Smith
1989-1990	Dave Quinn
1991-1994	Mark Barnhart
1995-1995	Herb Maier
1996-1996	Tom Knoy
1997-1998	Neil Griffin
1999-2002	Bruce Nichols
2003-2004	Bob Sutton
2005-2008	Gordie Bird
2009-2015	Dave Quinn
2016-	Bill Weakley

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: December 20, 2020**



# MEMBERS PAGE

## Letters

### Sad News

Mark & Cindy Michalak wrote in on Facebook:  
I was saddened to hear that Celia Bruce's mom recently passed away. She was just short of her



100th birthday. Our condolences to Celia and the entire Scarborough Faire family. The lady on the right is Celia's mother in the pic.  
**Mark & Cindy**

### More Fall Color Pictures



### Bill Or 'Ol Blue?



Bill or Old Blue?? Which one appealed to the ladies? You be the judge. (Either one would be a grand catch, say we.)

### Christmas Party Cancelled

*Hello Everyone,*

Yes, the Christmas party is cancelled for this year. It's a big disappointment, but there doesn't seem to be a safe way to hold it. Surely we can look forward to next year being better. So let's all stay healthy until then.

In the meantime, Dave Quinn is planning a color tour that we can drive and stay socially distanced, etc. Watch for an announcement.

#### Chairman Bill

This saddens me greatly. How about Christmas in June as a make up date?  
**John Somers**

Bill, Joanne and I can say honestly say that, despite all the other restrictions from Covid, this is one of the biggest disappointments for us. We look forward to this party every year! A color tour would be very nice. Best,  
**Andy and Joanne Hoffman**

I have always felt apologetic about our lack of participation in Rowdies events. Especially since a number of kind members have offered us weekend lodging which we've been unable to accept due to the fact that we cannot leave our cat unattended for that long. And under current circumstances, the mutual risk between ourselves and any host would be far to severe to accept.

In our efforts to maintain contacts with other British car enthusiasts, we have been active with the

Bluewater British Car Club of Sarnia Ontario, and we do enjoy great friendships there also. But the US/Canadian border has been closed to “nonessential” traffic for months, and it continues that way. So we have no contact with British car friends. At the same time, on the rare occasions when we have participated in Rowdies events, we have been most generously welcomed and we are grateful for our Rowdies friends.

Bill, from our other contacts, we’ve found common ground in our mutual MGC interests. My connection with NAMGAR rests in my ownership of a ZB Magnette saloon. I love the car and I love the NAMGAR support we’ve received over many years. I have owned two MGA 1600 project cars and have been forced by circumstances to pass them on as I have way to many MG projects already on my docket.

I’ve done all the work myself on converting my Magnette from 1500 to 1800, installing the Datsun/Rivergate five-speed transmission, and converting the rear end to MGB 3.9. Presently, I’m converting my Air-Conditioned B/GT from V-belts to a serpentine system, and I’m converting my C/GT to



disc wheels on a modest budget. There must be others in the Rowdies who also engage in other than MGA projects, or even MGA 1800 conversions similar to my Magnette conversion. To finally get to the point: I would passionately welcome email from other Rowdies engaging in projects like mine. I don’t pretend to be an expert but I love sharing experiences. Or if you just want to say “hello”, you’ll always find me a spirited MG correspondent.

I’m so sorry to hear the Christmas party must be cancelled. I probably would not have been able to attend anyway. My 80+ age says I’m at high risk, although I don’t feel a day over 60.

Fellow Rowdies, know that we think of you always - here from the sidelines over in Port Huron. I have drifted pretty far OT here, but this seemed as good an opportunity as any to remind you that we are still alive and kicking over here, and itching to

participate and contribute, even given our limits. Outside of an occasional visit to the bank or the hardware store in our MGC, this year has been a total bust in our MG activity. The Magnette has remained in the garage since November of 2019. That stinks! Attached: pictures of our shop activity...

Cheers, *Allen Bachelder*

### ***One’s Too Many, Three’s Not Enough!***

Hi Ken; Well, I bought another MGA project car, so I wouldn't be bored this winter. (That's my excuse, and I'm sticking to it.) The car is mostly disassembled with boxes and boxes of parts. I have sorted through the boxes and found parts for A-H 3000 and Triumph Spitfire and GT-6, not to mention sill repair pieces for some model VW. I'll be spending time trying to find new owners for those things. I think the previous owner was just interested in clearing out his garage. The picture is of my garage with all the stuff scattered about. I now have all four MGs in the garage and most of the loose stuff stacked in the basement. There were boxes of new parts, the current retail price of which is worth more than half of what I paid for the car. I've already traded one item to John Alexander and promised to others to Kevin Peck. (*Ed note: See Chairman’s Chatter*)

Along with the car came a small stack of MGA and A-Antics magazines from the 80s. One of the MGA magazines covered GT-10. I saw pictures of some of our current members when they were a lot younger, and I wasn't in the club. If you don't have a library of old issues, you might be interested in seeing these. Of course, I had to read your columns in the MGA magazines.

Well, we are missing all the fun in Dillard. We are also missing an opportunity to pick up the virus. I hope Smiths and Tom and Lynn come back safe (*Ed Note: They did*)

*Bill Weakley*

## **ROWDIES 2020 EVENTS-THE LIST THAT ‘EVER’ CHANGES**

*Currently*

*All Club Events For 2020 Are Canceled Or In Limbo-But Send In Any Suggestions!*

## MGA Trips To The Races

***Dave Quinn sent in this story by Wayne Carini about his trip to the Canadian Grand Prix races in an MGA at age 19. The Rowdies give their responses after.***

### **My wet and wonderful Canadian Grand Prix road trip-by Wayne Carini Hagerty Media June 2020**

One day in late September 1972, my friend Tommy Carone and I were hanging out at the Farm Shop Restaurant in Glastonbury, Connecticut, and I asked him what he wanted to do for the weekend. His answer surprised me: "Let's go to the Canadian Grand Prix." Tommy had a tired 1959 MGA roadster, and I thought he was kidding when he suggested driving 500 miles each way in that thing. He wasn't. On today's roads, it might take eight hours if you drove straight through, but 50 years ago, it took closer to 12.

We filled the minuscule trunk space with tools and spares—hoses, a fan belt, ignition parts, a generator, a fuel pump. The luggage rack was piled high with a two-person tent and split firewood beneath a tarp. We had shelter, plus the parts, tools, and skills to keep rolling, but we had almost no room left for our stuff. With the MG's top up, there was a tiny bit of space behind the seats, and there was some room in the passenger side footwell—where my feet were supposed to go—so we each crammed in a towel, a pair of jeans, a few T-shirts, some socks, a couple of pairs of underwear, and a toothbrush.

It rained steadily from the very start. The top kept us halfway dry, but Tommy's MG didn't have side curtains—the removable windows designed to keep out the rest of the rain. Water also came in from the tired rubber seal under the windshield and through the dried-out rubber grommets in the firewall. After about 50 miles, we were soaked to the skin, and our spare clothing was sopping wet.

Although we were half-drowned and miserable, the MG was running perfectly. In fact, other than the weather, things were great until the border crossing, where the immigration officers were visibly concerned by the two kids in a clapped-out sports car who wanted to enter their country with relatively little cash. Eventually, they let us in, and as soon as we neared Mosport Park outside of Toronto, we found a cheap motel in Bowmanville. This broke one of our most important rules: always camp. But we just wanted to get warm and try to dry our clothes.

In the morning, we went to the motel's breakfast room for a frugal meal of English muffins and were surprised to find ourselves one table over from March

driver and future three-time world champion Niki Lauda. His manager explained that Lauda spoke little English, but we still shook hands. Afterward, I followed his career with more interest than ever.

At the track, we camped right on the edge of the back straight. It was gray and drizzly much of the weekend, but our tent kept out the worst of it, and we were never as wet as we'd been on the trip up from Connecticut.

#### **Facebook/Canadian Tire Motorsport Park**

We didn't have pit access, but a flimsy fence was all that separated the spare parts and tire storage area from the public. We pushed pens and paper through the fence to claim autographs, including those of soon-to-be triple world champion Jackie Stewart, plus Brabham driver and double world champion Graham Hill.

The race itself was wonderful, and two sensations stick most in my mind about the day: the unholy shriek of Chris Amon's Matra V-12 in a field made up mostly of V-8s, and the way the cars became airborne on the straight following the hairpin. Jackie Stewart won comfortably in the Tyrrell-Ford, beating the McLaren duo of Peter Revson and Denny Hulme.

The trip home was much less damp, and at one point we had to pull over because the car was running on three cylinders. We had what we needed, of course, and with spare plugs, wires, a cap, and a rotor, it didn't take long to get back on the road.

This trip was a big deal for Tommy and me. We had talked about going to the Canadian Grand Prix for years, and then, on just a few days' notice, we left the country on our own and drove to Canada. We were 19, but it still felt like a part of our growing up. Even today, it remains one of my greatest adventures.

*Reprinted from Hagerty Media*

### **Now The Rowdies Reply With Their Tales:**

We have all experienced rain stories we could tell but one that sticks out in my mind was last year. The sky was clear and blue when we drove north to a golf course restaurant for dinner. We sat on the deck and enjoyed the meal. I glanced to the south east and saw dark clouds. No problem storms never come north west from there. Never say never.

We started home top down and suddenly we were in the hardest downpour ever. It was so bad I couldn't determine any where to pullover and stop. I was going as slow as I dare with the MG's dimly lit taillights our only protection from being rear-ended on the two lane road. Straining the eyeballs for all they were worth I was really praying and guessing where the side of the road was. When the rain finally let up I had no idea where we were. Then I realized we had driven right through the big

intersection and stop signs where we should have turned several miles back. Never saw it.

**Dave Quinn**

**Bill Weakley continues next about Watkins Glen:**

In October 1968 I was a senior at the University of Illinois in Urbana living in a house with eight other students. One was also a Formula One fan. He knew a girl who had a boyfriend at Cornell who would let us stay in his fraternity house if we gave the girl a ride there and back. My car was my '56 MGA which wasn't going to work for two guys and a girl, especially since the girl was not the girlfriend of either guy. The other fellow had no car, so I talked my parents into swapping their Falcon station wagon for my MGA for the weekend. (Yes, I had great parents.)

The three of us took off right after class on Friday. I had to replace a fan belt on the New York turnpike, which ate into my meager cash. The fraternity accommodations turned out to be a couple of bare beds in the attic, but that was better than sleeping in the car. On Saturday, we bought provisions: bread, peanut butter, jelly and a six-pack of pop. We knew admission to the track was going to take most of our money and that food and drink at the track was exorbitantly expensive.

Saturday at the track was a great experience, soaking in all the sights and sounds. The race cars were all very individual and interesting, unlike the regimented spec cars of today. On Sunday morning, we realized most of the jelly and pop was gone along with most of our money. I was still more than a year away from getting my first credit card, so I had nothing to fall back on.

When we arrived at the track, we noticed an attractive young woman looking into the engine compartment of a Datsun 1600 roadster. She had a loose radiator hose and no way to tighten it. I went back to the Falcon for a screwdriver and quickly tightened the clamp.

Only then did she mention that her boyfriend had gone looking for help. Oh well, a single girl in a sports car at a race was a little too much to expect. But then the boyfriend showed up and offered to pay us for our help.

Before I could think, I said no thanks. Then he said "How about something to drink?" By then, I had come to my senses. With that, he gave us a bottle of wine. So we were set for the day. We had bread, peanut butter and wine.

Jackie Stewart won the race in a Matra followed by Graham Hill and John Surtees. Bobby Unser finished 19th in a BRM. After the race, we collected the girl friend and struggled off through the clogged secondary roads around Watkins Glen. Driving through the night, we planned to divide the driving between the two guys.

Unfortunately, the other guy kept nodding off, so I ended up driving almost the whole way back. We arrived in Urbana at 7 AM on Monday morning. I had \$1.75 left and a nearly empty tank. I had just enough

time to grab my books and make it to my 8 o'clock class still wearing the same clothes from Watkins Glen and a very satisfied smile on my face. It was a perfect weekend.

**Bill Weakley**

**Now Don Holle responds:**

Thanks, David, for sharing the Carini story. On about the third line he said that their car was a "1959 MGA." I really don't care what year it was registered as, and neither did the Brits. But it is driving me crazy not knowing whether it was a 1500 or 1600! This happens all too often. Why can't people be more specific?

The story reminds me of when Linda and I were heading back to Albuquerque from Arizona in our "1800" MGA. The top was up and the side curtains were in, but I could see clouds of heavy rain ahead on I-40. I handed Linda a towel from behind the navigator's set. "What's this for?" she asked. "You'll soon find out." I replied.

**Don Holle**

**From John Alexander then:**

Yo, Dave! That is the only way to experience Gran Prix races. My first trip to the Glen for the race was after a conversation with my college roommate. He said "How much gas have you got in your car? Let's go to the Glen for the US Gran Prix. I know a shortcut." The Poznak really said that! A shortcut from Ann Arbor - anything's possible.

We put cloths in a bag (and two big towels), got the two-man mountain tent out of my closet, made sure there was air in the spare, made a test run to the bank for cash - no credit cards in those days for me - and hit the road. It was Thursday. Drove all night and set the tent up right next to the Kendall building. The only separation from "the racers" was a farm fence! It was awesome. There was no rain, but it was really cold.

The "A" ran beautifully all the way there and back. Of course it would. I was 19 and it just would.

Did that short cut trip 5 or 6 straight years for the GP and only went back in the late 70's to race myself in an SCCA National race. What a nice track.

Hope we can all meet up sometime this summer. I've only put about 150 miles on the A. That ain't right!

**John Alexander**

**From Dave Smith:**

Thanks for sharing. A great race fan story! In my 16 to 18 years era, best buddy Terry Schmuecker And I would go to Grand Haven to the Oval on Lake Michigan. Great Times with a great friend. Went by too damn quickly.

**Dave Smith**

**Editor Ken Finally Has The Last Word:**

On the south side of Chicago we didn't need no stinkin' fancy *Gran Prix* races. We got all our excitement at Raceway Park in Blue Island, IL watching the stock cars run around ovals. If we were lucky they'd run the last race as a Demolition Derby for any of the stockers that were still running. Ah, those were the days! **Ken**

***Rowdies Colour Tour To Park Lyndon 10-10-20***



The summer and fall have continued to be dominated by Covid-19, in spite of the country’s wishes to the contrary. This was evident once again as our originally planned Rowdie Colour Tour took a couple of twists and turns along the way to completion. But completion was indeed accomplished with Bill and Mary Ellen leading the way on a nice fall day Saturday 10-10-20. The Virus meant that no indoor lunch could be planned, but a BYO picnic was arranged at Park Lyndon near Ann Arbor with a scenic colour drive following. If you’ve followed your A-Antics regularly this year you realize that this is the third trip the Rowdies have arranged to Park Lyndon which provides an excellent wooded and grassy area for meeting and social distancing, along with a covered pavilion and picnic tables for eating a brown bag lunch. AND, they have bathrooms. Your editor and editoress couldn’t make it to this event as they were staying at a cottage on Lake Michigan, but editor Ken did make the previous two events. As that world famous rock singer (and Sunday luncheon menu meal) Meatloaf says, “Two out of Three ain’t Bad.” Bill Weakley supplied a tally of the members present, and said “We had 6 MGAs today for our BYO picnic at Lyndon Park North. The weather was dry and pleasant but cloudy.

Attendees were:

- Justin and Laurie Mero
- John Alexander and Carolyn King
- Tom Fant and Lynne Combs
- Andy and Joanne Hoffman
- Kevin and Norma Peck
- Bill and Mary Ellen Weakley



*Photos supplied by Mary Ellen Weakley, Tom Fant, and Joanne Hoffman. See next page also.*

After lunch and visiting, we took a 25 mile loop through the countryside to enjoy the colors, which were terrific. Of course, any route to and from the park was a great color tour.” **Chairman & Leader Bill Weakley**

John Alexander goes on to recap - “we have some limited amount of driving season left this year and places we’d like to drive our MGAs. It’s really great to see our friends out and about. Being captive in our houses is the correct thing to do but mingling with our friends (socially distanced, of course) makes the flowers grow and the birds sing! Regrettably our Christmas Party is being canceled this year due to Covid-19, but send me any suggestions or thoughts you may have about some sort of responsible celebration or gathering this winter. Safety and Socially Fast.”

***John Alexander- Meets Chair and Ottoman***



*Park Lyndon Colour Tour pictures continued*

*(Pictures by Mary Ellen Weakley, Joanne Hoffman, Tom Fant)*







## Chairman's Chatter

### Bill Weakley

Hello everyone. I hope this finds you all well. I haven't heard of any Rowdies contracting the coronavirus, thank goodness. Unfortunately, we just heard the very sad news that Brian Beery passed away. At this time, we don't know any details but probably will by the time you receive your A-Antics. See Dave Quinn's remembrance of Brian elsewhere in this issue.

A month or so ago, it occurred to me that all three of my MGs are pretty much complete, rebuilt and repainted with only some minor projects to be done. With the virus restrictions likely to last through the winter, I was concerned that I would not have enough to do. There is only so much TV that I can watch. So I bought a 1960 MGA 1600 roadster from a fellow in Port Huron. The car had been largely disassembled for at least 12 years. The body is pretty straight but has the usual lower body rust common in this area.

The boxes and piles of parts took up a minivan, a utility trailer and a pickup bed. There were many new-in-the-box parts, and the engine and transmission were rebuilt, hopefully done properly. I spent a week just cataloging parts on a spreadsheet, sorting them and storing most in the basement. Adding in the parts I had on hand will at least help me avoid buying duplicates and save a little money by knowing what I need when things go on sale.

Interestingly, the seller was eager to empty his storage space. When I got everything sorted out, I had a box of Triumph parts, a box of A-H 3000 parts, a box of MGB parts, and even some sill repair parts for a VW. So I have started trying to sell some of these extra parts. I have also sold or traded some of the duplicate MGA parts. I should be able to do the sill repairs with the parts I have on hand and some blank sheet metal. So I won't have to make any large purchases right away.



I am excited to be starting a new project. As I evaluate it, I am being reminded of all the work I put into my '56, and realizing that this will not be a one-winter project. I never really thought it would be. I'm hoping that my experience with the '56 will help me avoid some mistakes and do a better job this time. The number plate was missing from the car, so I used the car number from the title to send away for the Heritage certificate. Then I contacted the NAMGAR Registrar to see if he had any history on the car. He had no history but noted that my car number as shown on the title, GHNL187792 was incorrect, since there were only a little over 100,000 MGAs made. As it turns out, the number should have been GHNL/87792 which would be reasonable for a 1960. He also confirmed that my engine number was approximately correct for that car number. So I contacted BMHT to correct my certificate application. They responded the next day to confirm that the corrected car number was for a 1960 Iris Blue roadster with wire wheels. So now I feel confident in recreating the number plate and that I have the original engine. Interestingly, Tom Fant's 1960 Iris Blue roadster car number is close enough that the two cars were probably made within the same week.

We had another BYO picnic last Saturday at the same park north of Chelsea. We had 6 MGAs, which was a nice number to allow plenty of room to spread out during lunch. After eating, we took a half hour drive through the country to enjoy the fall colors. Actually, just driving to and from the park was a great color tour regardless of where one started.

The driving season is quickly coming to a close. We have already cancelled the Christmas party and the business meeting is definitely in jeopardy, which means some long months when we still won't get together as a club. I hope that some of you can get together in small groups to safely socialize. In the meantime, stay in touch in any way you can and stay safe. **Chairman Bill "Grinch" Weakley**



***Tribute To Brian Beery-“Mr. Regalia”***

Brian joined the Michigan Rowdies in its third year 1978. Upon joining he told tales of owning a black MGA coupe while in the Air Force. In 1984 Brian trailered a California coupe to Michigan to restore. Starting a year later Brian volunteered to become the Rowdies Regalia Chairman and he manned a booth at major shows for the next 30 years!

Living in Port Huron he drove long hours on the road to get to events where he put in long hours. Packing, unpacking, table set up, answering questions, collecting money, and repacking, and table take downs were tasks the Rowdies could always count on Brian to do. He did it mostly on his own without ever complaining.



*1991 photo of Brian & Ken Nelson*

*Here is an early photo of Brian Beery selling rowdies regalia from the trunk of his Detroit Iron. (He was a Mopar man too).*



*1991 photo of Brian and the Rowdies regalia table at a Twist meet. Brian was in charge of regalia at GT20 in Michigan and with support from other Rowdies sold 100 T-shirts, 55 golf shirts, and 80 lapel pins for \$10, \$19, and \$5 respectively.*



*1990 photo of Brian & Mark Barnhart*

**Travel Story With Brian**

Brian was my copilot when we set off to Pennsylvania for the Pittsburgh Vintage Races in 1993. Good memories. Iron City beer. Schenley Park. Great racing. Sadly a MGTD driver died that day. Frankly, it's a wonder Brian and I didn't join him. On the return trip my MG started running really hot and it stopped without warning as we neared the Michigan border. Fortunately, a good Samaritan mechanic stopped. He suspected a bad coil. It's near dark and we are on the side of road - the Ohio turnpike. He says he will go slow. My emergency tow strap was a "metal dog chain"! Believe me when I say 35 miles per hour inches off a rear bumper is way too fast and really scary. Especially when this goes on for ten miles to the Monroe



*Brian & his table at Twist's Party 1992*

*Christmas Party Dec 2009-with Chari Smith*



exit. But we made it. Rowdie Jim Bolinger answered our call for help and brought two coils. It wasn't the coil! Nearing midnight and dead tired I replaced the brand new rotor installed before leaving with an old used rotor from the tool box. Barroom!! It runs perfectly. New does not mean better. It's all part of the MG adventure, one that Brian and I never forgot.



*Brian at Niagra Falls GT-18 in 1993*

Brian Beery was awarded NAMGAR's Renkenberger Spirit Award that was established to ensure members who are enthusiastic supporters and promoters of their Chapter are properly recognized. I was honored to present it to him at the 2010 business meeting.



**Final Thoughts**

For over forty years Brian and I shared a love of all things MGA that went

beyond the cars themselves – MG literature, MG die cast and plastic model cars, MG magazine ads, MG art , MG posters, and MG magazine articles. As Chairman for nine years we spent many hours discussing regalia he thought the club might be interested in. I admit a few of his ideas were not main stream but his wheels were always turning.



*Brian sizing up some Regalia in 2016*

He would search the landscape for something MG related and toss it out as a possible new item for his sales table along with the beer coolers, jewelry, and clothing.

An interesting person and life long bachelor with many occupations, Brian was the first beekeeper I ever met. He worked as a substitute school teacher at various times and at a variety of assembly plants in the Port Huron area. You know the American Pickers; well Brian was the Rowdies MG Picker. When the Rowdies

auctioned off parts at their annual Birthday Party everyone knew Brian was going to try to fill his trunk!

Brian was a thoughtful and generous person. Whenever he came across something at a yard sale or flea market that he thought would be of value to a fellow member, be it a tool, oil can, oil sign, etc., he would often purchase it and give it to the person he was thinking of. The most amazing thing was he never finished one of his own MGAs. Brian reminded me of a writer who could never finish the mystery he was writing because he was constantly coming up with a new idea that would change the plot. His cars were the same and always a work in progress. He has the distinction of never driving an MG

to a club event in his entire 42 years of membership even though he had a two-story garage filled to the rafters with MGA bodies and parts and a couple rolling almost-done-cars. "Motoring's Greatest" was one of Brian's ideas; it wasn't main stream, nor a sales hit, but the t-shirt certainly reflected his out of the box thinking. You could always count on Brian to be proudly wearing the Rowdies logo patch at every event he attended. I suspect he will be wearing it in his next life. You will be sadly missed my friend.



*Brian with Dave Goeddecke, Curt Smith, & Dave Quinn in 2013*



*April 2019 Kimber Meet. Brian with Mark Griffith, Bruce Nichols, John Alexander*



*Brian with Rowdies at Camp Dearborn May 2016*



*Brian with Dave Quinn & Pat Schwartz at Stahl's Museum May 2016*



**Dave Quinn**

***More About Brian...Steve & Diane Mazurek write:***

Diane and I were saddened to hear of Brian Beery's passing. Although we'd not seen Brian in many years, we do remember our times together in the earliest days of the Michigan Chapter. Brian was always friendly and engaged with everyone at the meets. He always had bits of MG or NAMGAR regalia to pass along. We're sure that other Rowdie old-timers have the same memories.

While Diane and I were living in Grosse



Pointe in the 1980s, Brian showed up with matching mechanics shirts, as gifts for us, with embroidered MG and name patches that he'd sewn on. We still have them today, although, we admit, they never saw a lot of use as garage wear.

He helped us out of a jam in 1984. The PRNCZ restoration project had taken a bad turn when the body was crushed in a shop accident. That year was NAMGAR GT-9 in Tiburon, CA. Needing a decent rear clip to replace the crushed section, we'd arranged to have a local California contact locate some suitable replacements.

As it turned out, Brian was also heading to GT-9 and while in California fell in love with a pickup truck which he eventually purchased.

We found a suitable rear clip for the PRNCZ project, but the problem was getting it back to Michigan. Brian stepped up with an offer to transport it back to Michigan in his newly purchased truck.

Brian showed up at the house a week after we returned with the rear clip: problem resolved. We were forever grateful. ***Steve & Diane Mazurek***

***From Ken Nelson:*** Thanks Steve and Diane for the story and very nice picture. I remember that pickup truck that Brian was indeed proud of. I'm pretty sure it was a Dodge with the classic Dodge V8 (318 or 383-both great engines) and he showed me how living in California it had remained rust-free in every crevice. It was around that time also that at a swap meet he found me a 1957 Michigan license "MG 4929" to use for my MGA. He was a very thoughtful friend. We will all miss him. ***Ken Nelson***



***From Dave Smith:***

After A Rowdie meet at our house, Brian was preparing to leave in his well worn Jeep. When He opened the passenger door, it fell off the vehicle. The door hinge pins had rusted thru. We had to pull the hinges off the door post and the door. Then removed, fashioned and installed new hinge pins. Thank goodness it was midsummer, so we had sunlight until 9:30 PM. Out of respect for Brian, I always avoided telling that story. Now it is a cool way to remember our friend.

***Dave Smith***



***October 15th, 1940 to October 12th, 2020 Brian I. Beery, 79, of Marysville, died Monday, October 12, 2020.***

He was born October 15, 1940 in St. Clair to the late Irvin and Correna Beery.

Brian served in the United States Air Force. He was a former teacher and self-employed beekeeper. He also worked in the industrial area wiring electrical panels. He was a member of Pilgrim Lutheran Church in Marysville, where he served as a very active member of their Men's Club. He loved cars and was an active member of the Michigan Rowdies MGA Car Club for over a decade.

***Dillard Georgia NAMGAR Regional Meet  
September 17-20, 2020 - by Dave Smith***

*Pictures by Dave  
& Chari Smith*

After the cancellation of Namgar's GT in Colorado Springs, Chari and I registered for the Southeast British Car Event in Dillard, Georgia. We hoped that the grip of the virus would be under control by then. When the conditions did not materially change, we thought about how travel by motorhome would offer substantially more protection to us. The only contact would be fuel stops, and only one of those to get to Dillard, GA.



On 9-14-20 we had planned on leaving by 2:00 PM, but pet Buddy did not cooperate. Hiding out in the afternoon delayed our departure until evening. We overnighted in Monroe MI, with breakfast from our pantry. On 9-15-20 the weather was sunny and cool, but overall great travel. We stayed with I-75 Thru Ohio and into Kentucky. Stopping in Corbin, KY for the night, Chari made a great dinner for us. We have been members of the Flying J RV Club since 1994. One nice feature for that affiliation is that they have Free RV Parking for overnights while traveling. They also have dump stations if the motorhome holding tanks need service. We always have an 8-day supply of fresh water too.

On 9-16-20 the TV was mentioning Hurricane Sally heading into Georgia. After Chari's Breakfast & delicious coffee, we hit the road, soon coming to the Tennessee Welcome Center. This is an incredibly beautiful 6-acre facility and time to get out of the MH for the first time. I noticed there was only one reference to the Tennessee role in the Civil War. Masked and gloved up, we went into the cabin style information building. Not seeing any Civil war material, I asked the attendant, and she smiled and pulled it from under the counter. Too bad it is not PC anymore, as the material was interesting on the role of both the South and the North in that conflict.



Pressing on thru Knoxville and getting onto TN 66 we soon came to Gatlinburg. We drove into heavy stop & go Traffic, due to the longest car

show I have ever witnessed. Both sides of TN 66 had every hotel, bar, restaurant parking lot full of American classic cars. Many hundreds of cars and thousands of people. After Gatlinburg, we (I) decided to take TN 441 thru the Great Smokey Mountain goat path. Some of the turns were so tight, the Coachman had to crowd the NB traffic a bit to make the turn.

We were accompanied by hundreds of dresser type motorcycles. Some alone and some in groups of 50 or more. Most were startled to see a MH mixed in with Sports Cars and motorcycles. Stopping at the 5900-foot elevation, we got out and took pictures of the incredible beauty of the Smokeys at altitude. Then it was time to give the V-10 triton engine a break and check out the brakes. Again the MH was up to the task and drove cleanly all the way into Cherokee TN. At the bottom we began to get heavy rain. Hurricane Sally was here!



Hurricane rain is vastly different than Michigan rain. It starts out with a few drops, but slowly and steadily builds until it is torrential. Also, there is no wind. The rain came straight down. We drove for about an hour, crossing the TN & GA state line at the Dillard City Limit. They had a large parking area just across the street from the main building. Using umbrella, Chari and I went into the registration to check in for our Chalet. We were told that the Chalet drive was even more of a goat path than 441 had been. We changed our reservation for a room at the hotel, but it was not available until Thursday night. No Problem. The hotel had trailer parking at the City Hall. They suggested we stay overnight in our motorhome. We then went into the Dillard House restaurant and had a wonderful Southern style dinner with Ted & Julie, who had trailered their MG up from Florida.



On 9-17-20 the heavy overnight rain subsided about 9:00 AM. We had breakfast and coffee in the MH and then moved into Room 144 and had a great spot to park our MH 60 foot away.

The Dillard Family provided electric for the MH and would not let me reimburse them. The electric kept our refrigerator cool and power vents running to ward off the heat of the day and keep Buddy cool. He entertained himself by lying on the couch back and watching the horses in the nearby pasture.

We soon found Tom Fant & Lynn Combs, and Brad Dryden to visit. I went off to meet Tim Gaffney of the host chapter. He and I had been trading emails for a couple of months. While in the not yet open registration area, it was the usual quick pace to get preregistration work done. To show some Northern friendship, I offered to help load the 150 Goodie Bags. My offer was quickly accepted. Lots of fun to meet all the Peachtree folks at that time.

9-18-20 was a beautiful day, and time for the local driving tours. Having driven 800 miles in a 12,000-pound motorhome and pulling a trailer, I decided that setting on the porch in a rocking chair was more to my liking. The MGC Register folks went on the scenic tour to see the rain swollen river at the waterfall. Quite spectacular they stated later.

The hospitality area had a raffle by purchased tickets in a basket at each item. Chari tried for Racing Prints and a handmade bird feeder and a large bottle of bourbon. I went for the books, and some racing parts for the B series Engines. The main parking area became an impromptu car show. My favorite car was a Triumph Herald.



Joe from Indianapolis was giving out free bourbon with many bottles on the roof and on the trunk lid. Later Chari and wobbly Dave enjoyed the Low Boil dinner with Fran Lewis and two of the Peachtree members. The meal featured sea food as the entrée. The Dillard Family had added a tent to allow the 100+ diners to socially distance as needed.

On 9-19-20 it was car show day! We had a great view of the car show area from room 144. The host club had a free breakfast in the Hospitality room, which was extremely popular, and a good chance to mask up and meet new MG owners too.



The Car show count was 195 the last that I heard. It was only a short walk from the hospitality center

and Chari was a real trooper by walking the ENTIRE show field. Brad Dryden's MGA was beautiful. Meeting Bill Ritchie in his London Bobby uniform was fun too. After the car show, Chari and I went to the First Distillery in Georgia. We bought several bottles of Bourbon and also a fine Peach liquor.

Then it was time for the awards Banquet. This night we elected to sit inside to better see the car slide show. The tables were well distanced to keep everyone comfortable. Dave and Lois Gribler sat at the next table and both their MGC and MGA were award winners. At our table, Fran Lewis won 2nd place with her beautiful Jaguar sedan.



On 9-20-20 it was time for Goodbye to all. The weather was warm and a beautiful day for top down motoring. I made it a point to find the Dillard family and thank them for their fantastic hospitality. We had a short 90-mile drive from Dillard to Grey Court SC, so took our time checking out. Western SC is quite beautiful and a great sportscar drive.

Arriving at Classic Cars of SC in the afternoon, we met Dan Grimm. We had arranged to park near the office overnight, which Dan helped to facilitate. Chari made a great supper, and after meeting Guard Dog Queen Victoria, we watched a movie in the MH and had a great overnight rest.



On 9-21-20, Dan and I had agreed to a 7:30 AM start getting the 1968 MGB from its display area, out to the loading area. By 10:30 AM it was getting hot, so the early start paid off. With the MGB loaded, I asked Dan if I could walk thru the Yard. He smiled and said lots of folks from the North will do that. I told Chari what I wanted to do, and she smiled too and said take my time. The experience was incredible. There were some MGB and MG Midget, along with Jaguar Sedans. The rest were 1955 Chevrolet thru 1963 Chevrolet sedans. Many Ford Pickups and a Dodge Super Bee without an engine. Virtually all were essentially rust free.

All too soon it was time to begin heading north again. Dan suggested a county road drive back to Charlotte NC. The drive was on great roads, and wound thru western SC countryside and small towns. We stopped in Woodruff SC for lunch.

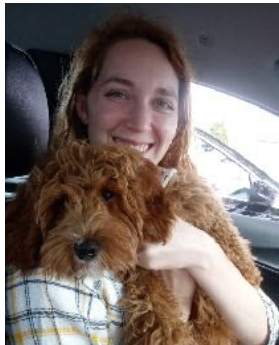
Avoiding the chain restaurants on the main road, we went to a mom & pop restaurant in Old downtown. Masking up and walking in, it was busy with local folks, but all the men nodded to us and made us feel welcome. Ladies all smiled as did the waitress. The main entrée was under \$5.00 and drinks were another 75 cents. The local black minister soon struck up a conversation from his nearby table. An interesting man, and he gave us the area regional history.

After lunch we went next door to the church Thrift Store. The saleslady was very hospitable and was a retired elementary school teacher. Several of the church ladies and men stopped by the store and all wanted a tour of the MGB on the Trailer. Some good-natured teasing about "stealing" a good southern car to the north. That night we spent the only night of the trip in an RV park. Washed a few clothes, and I spent the evening cleaning out the cockpit and trunk of the MGB, taking advantage of the park dumpster. Old beer cans and snack bags tossed out. Exhausted from a long day, we slept very well.

9-22-20 was a hearty breakfast in a nearby Waffle House. One cannot go south and not eat in a Waffle House. Then onto I-40 for an afternoon arrival in Durham. Son-in-law and newlywed Carter picked us up and we had supper with he and Lia in their newlywed apartment. We watched Dancing with the stars on their 65 inch TV (wow). They offered the guest room, but with Buddy in the MH, we declined.

9-23-20 was another beautiful and sunny day. Lia picked us up in her car and we toured the University of N. Carolina Campus and saw her hospital. She is a pediatric nurse at this hospital. We also picked up daughter Katherine at the airport to celebrate her Birthday with Lia and Carter, Chari and me.

9-24-20 after Breakfast at the Broken Egg restaurant (wow) Chari and I left Durham, but now westbound on I-40. N. Carolina is one LONG state. By 7:00 PM we drove into a multi State severe rainstorm, but again no wind. Getting to exit 24, we were about to again enter the Great Smokies in Tennessee with no lodging options. Thankfully we found a Flying J/Pilot RV & truck stop and overnighted there. Chari made a wonderful dinner and we went to Bed in the downpour.



9-25-20 breakfast in the MH, still in heavy rain. We were soon in Tennessee and took I-40 (quite friendly grades & curves here) thru the Smokies to Knoxville. Reuniting with I-75 we headed north and drove out of the still heavy rain about 1:00 PM. Then it was sunny skies and warm until Walton, KY where we overnighted at the Flying J. Had dinner at their Denny's restaurant, again with great social distancing. I fixed a duff taillight on the trailer. Our only malfunction in the entire trip.

9-26-20 leaving Walton, KY we took the bypass around Cincinnati. On the trip down the road construction was a challenge. The bypass put us on Ohio 127 while northwest of downtown. 127 is a real gem. Flat terrain, small and beautiful Ohio towns and very few stoplights. It runs straight north to Holt MI and avoids many miles by taking I-75 and then MI 223 to Jackson. We got home at 3:30 PM and drove over 2000 miles in 13 days on this trip. Buddy was happy to get home and settled into his pillow on the couch very quickly. That being said, he is a fantastic travel companion, and made the trip lots of fun for Chari and I. The next day I calculated the trip mileage with a pleasant 9.85 MPG even with two trips over the Smokies and towing too. The Pandemic certainly made the trip a tougher consideration, but overall, we were glad that we made the trip and got to experience at least one MG and scenic adventure in 2020. Thanks to Chari for being a cheerful and fun companion on this trip.

***Dave & Chari Smith***



*Best of Show Police MG T type*

*Pictures and report Continued next page*

***More Dillard, GA NAMGAR Regional Pictures (Continued)****T-series On Display**Dave Smith with Brad Dryden****Peachtree MG Dillard Show***

Hey Rowdies. This is Brad Dryden writing to you from the beautiful Georgia mountains. Ken Nelson asked me to write up something about how our biennial Dillard Show went. I guess presumably to rub in what you had missed by not attending. I can't blame you though if you could not make it because of this pandemic. But, it turned out to be one of the better shows we here at PeachtreeMg had ever put on.

First of all, we did have Rowdie representatives like Dave and Cheri Smith, Tom Fant, and a few others that I recognized but can't remember their names. We had approximately 161 cars which could have yielded over 200 if not for Covid. As always, the Dillard House did an amazing job of helping to keep us healthy, and the food of all facets of the weekend was excellent. The buffet was served by masked wait staff and tents were set up for outside dining. The rooms were sanitized, and Everyone was diligent in wearing masks inside, To my knowledge no one came away sick. The weather was perfect in the rainless mid seventies. There were mountain vistas in every drive tour and of course there was great tech sessions and of course great camaraderie. One special evening was dedicated to a real drive in movie where we saw the remake of The Italian Job. On another evening, we were treated to a huge bonfire and the music from our club vocalist Theresa Gaffney. Of course, there were a number of "bubble" parties where adult beverages were consumed. All in all, it was very successful and a great time was had by all.

We do this show every even numbered year in September. So I hope that in 2022 Covid will be history and we can see you down here. So to all, take care, be safe, wear your masks and wash your hands. And I hope to see you soon. **Brad**





***Willow Run Outing To The Warbirds***

Yesterday we drove the 1600 down to Willow Run Airport, to do a photo op with the WW11 planes. We met up with Jeff and Deb Smith, and John Alexander and were



able to view the B17 heavy duty bomber and the B25 medium bomber along side of the Ford Tri Motor. Wonderful planes and very well restored.

After the photo shoot, we drove to Bellville and had lunch with Curt and Stephanie Smith. All in all a very good day, and nice weather for a drive.

***Bruce Mann***

*(Photos by Bruce Mann, John Alexander, Jeff Smith)*



*Ford Tri-Motor*



*B-17 Bomber "Yankee Lady"*

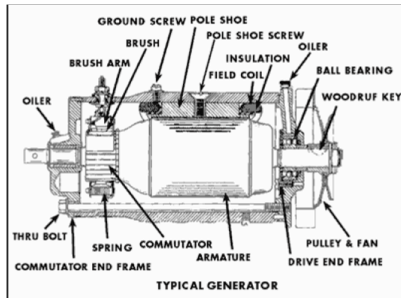


*B-25 Bomber "Yankee Warrior"*

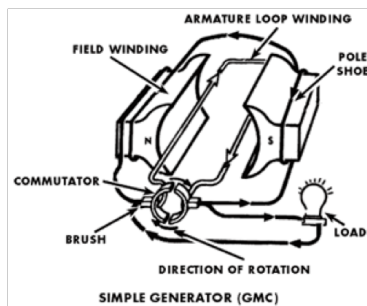


**SECOND CHANCE GARAGE-GENERATORS AUTO THEORY****Classic Car Automotive Electrical Systems - Part 2: How Generators and Alternators Work****GENERATORS AND ALTERNATORS**

Last month's article dealt with the [principles of DC electricity and how your car's battery functions](#). Now we can go on to how that battery gets charged. In older cars (before about 1964) this was done with a generator. After that time all cars switched to alternators and the reasons for the change will become clear. Let's see how each works. First, the generator:



The basic principle at work here is that electricity produces magnetism. Conversely, magnetism produces electricity. If a current-carrying coil of wire is placed around a bar of steel, the bar will become magnetized. The more turns of wire and the stronger the current, the more powerful the magnet. By placing a soft iron core within the coil, the magnetic force lines are concentrated and strengthened. As there is less electrical resistance (remember resistance?) in the iron than in the surrounding air, the force lines will follow the core. The two pole shoes of a generator are constructed in this way. Rather than use magnets - which are heavy and expensive - many turns of wire are wound around the pole shoes. When a current passes through these windings the pole shoes become electromagnets, called FIELD COILS. These two field coils are connected in series (current passes through one and then through the other) and wound so that one becomes the north pole and the other the south pole of the magnetic field.



Inside the generator is a spinning central shaft which is supported in bearings at each end. Loops of wire (armature windings) are wound on a special laminated holder called the ARMATURE. The armature is turned by placing a pulley on one end of the shaft and driving it with a V-belt from the engine's crankshaft, as seen in the figure.

Attached to the armature are electrical contact segments, called the COMMUTATOR. These segments are electrically insulated from the armature — and each other — but each is soldered to one of the armature windings. It is the commutator which distributes electricity to the armature in an on-off manner, creating a magnetic field around the armature. Riding over the spinning commutator segments are carbon "brushes". These brushes are held in spring-loaded brackets and that pressure holds them against the commutator. It is the brushes which wear out over time and require replacement.

**How Everything Works**

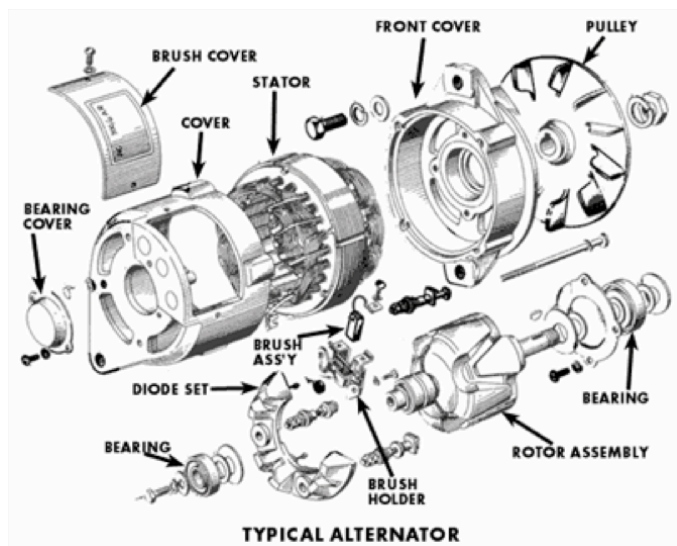
When the generator armature first begins to spin, there is a weak residual magnetic field in the iron pole shoes. As the armature spins, it begins to build voltage. Some of this voltage is impressed on the field windings through the generator regulator (commonly called the VOLTAGE REGULATOR, explained in the next article). This impressed voltage builds up a stronger winding current, increasing the strength of the magnetic field. The increased field produces more voltage in the armature. This, in turn, builds more current in the field windings, with a resultant higher armature voltage. This voltage could, of course, continue to increase indefinitely, but it is limited (by regulation) to a pre-set peak. At this point all this sounds like perpetual motion, doesn't it? Remember, though, that the energy driving all this is the engine's crankshaft!

Study the illustration and familiarize yourself with the generator's parts. It should be noted that the most common failure of a generator is the brushes. Second to that is bearing failure, especially the bearing next to the drive pulley (improper belt tension hastens the demise of this bearing!)

A major failure-mechanism in generators is improper installation of a new or rebuilt one. Mechanically, the installation is straightforward but electrically, things are more complex. When the generator stopped the last time, residual magnetism remained in the pole shoes. The polarity of the shoes at that time depended on the direction of current flow in the

field coil windings. If — during testing and rebuilding — current is caused to flow in the opposite direction, the pole shoes will change polarity. If the generator is then run in the car, the reversed polarity will cause current to flow in the wrong direction, damaging the regulator and discharging the battery when the car is left overnight. Therefore, all generators must be polarized after installation and before running the car. This is done by holding one end of a wire on the "battery" terminal of the regulator and scratching the other end against the generator's output terminal (for externally-grounded generators). For internally-grounded generators the proper way to polarize is to disconnect the "field" lead from the regulator and scratch it on the "battery" terminal on the regulator.

## GENERATORS AND ALTERNATORS



Generators produce Direct Current. Alternators produce "alternating current", or AC. Alternators have the advantage of producing far more current at low speeds than generators, thus allowing more and more accessories in the car. In an alternator, the "field" windings are placed around the spinning central shaft rather than on "shoes" as in the generator. Two iron pole pieces — cast with "fingers" — are slid on the shaft, covering the field winding so that the fingers are interspaced. The fingers on one pole piece form the North poles and the fingers on the other form the South poles. This assembly is called the ROTOR. Surrounding the rotor are a series of windings around laminated iron rings, attached to the alternator's case. This assembly is called the STATOR. The engine's crankshaft spins the rotor.

Direct current from the battery is fed through into the rotor's field coil by using brushes rubbing against slip-rings. One end of the field coil is fastened to the insulated brush, while the other end is attached to the grounded brush. As the pole fields pass through the stator, current is electromagnetically produced (as in the generator) but since the rotor is composed of alternating North and South poles the current produced flows in opposite direction every 180-degrees of rotation. In other words, the current is "alternating".

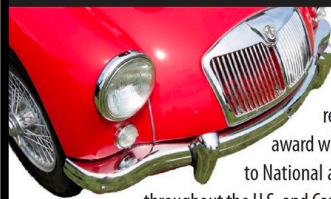
Why is this more efficient? Well, the stator windings are made up of three separate windings. This produces what is known as three-phase AC. When only one winding is used, single-phase current results (like in a generator). In effect, the alternator produces three times the current of a generator for the same effort on the engine's part. Also, alternators are considerably lighter and smaller than generators.

There's a small problem with alternators, though. AC electricity doesn't work in a car! The car's electrical system — and battery — need DC. Therefore, the alternator's output is "rectified" into DC. This is done by passing the AC into silicon diodes. Diodes have a peculiar ability to allow current to flow readily in one direction only, stopping the flow if the direction reverses. Multiple diodes are arranged in alternators so that current will flow from the alternator to the battery (in one direction only, creating DC) but not from the battery to the alternator.

In actual operation, the voltage regulator senses the battery voltage and overall demand on the car's electrical system. When charging is needed, the regulator applies battery voltage to the stator's brushes and this creates the electrical field for charging. As the system's demand for charging decreases the voltage to the brushes cuts off. All of this occurs many times per minute, with the system turning on and off repeatedly to keep everything at optimum operating efficiency.

In our next installment we'll look at [Voltage Regulators and how they work](#).

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