



A-Antics



Tribute To Mitzi & Neil
A Day At The Beach
PIB Racing With #49
Color Tour x2
Click & Clack Revisited



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) 866-0041 bwmann@att.net

Membership Chairwoman **Willie Mann**
960 Denbar Ct, White Lake, MI 48386
(248) 660-7527 mannwillie52@gmail.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/mgscouncil/>

NAMGAR Web Site: www.namgar.com

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/>

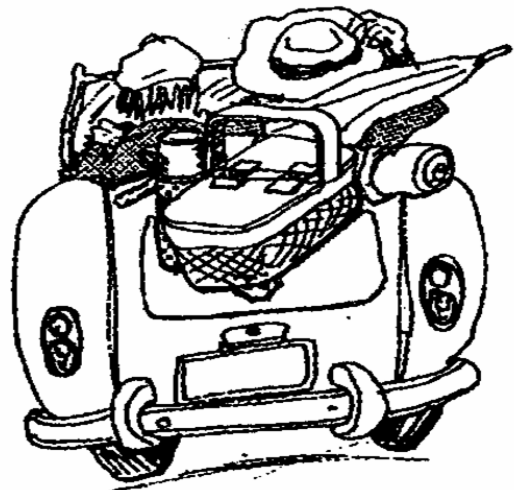
Larry Pittman's Database Report: 68 Active and Paid-Up Members

Deadline for submitting material for the next issue is: December 20, 2022

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.**



Past Chapter Chairpersons:

MEMBERS PAGE

Welcome New Members!

Name: David Anderson
Address: 3677 Windshire Dr, SE
 Grand Rapids, MI 49546
Phone: (616) 551-9123
Email: deahomes@comcast.ne

Name: Bruce & Michelle Short
Address: 12871 Picadilly Drive, Sterling Heights,
 MI 48312
Home Phone: 586-264-5295
Cell Phone: 586-419-6408
Email: brucecshort@gmail.com

Comments: I use my home phone for voice and my cell primarily for music and texting. I own GHNL2108584; a 1962 MGA Mk II Deluxe roadster, black over red, which I purchased in 1988, when I joined NAMGAR. Attached are some photos of my MGA, which is in driver condition, as it was restored for SVRA racing by the previous owner.



Bruce Short



Name: Greg Patten
Address: 4250 Dancer Rd, Horton, MI 49246
Phone: 517-812-5357
Email Address: gpatten@pulmonaryclinics.com

Letters

You Can Go Almost Anywhere In An MGA!



After our runs up to the 14,000 elevation at Pike's Peak during GT47 I found this picture on Facebook of another daring MGA driver at 13,000 feet in her MGA.

Mueller Orchard Show



The Rowdies were represented at the Mueller's Orchard car show today. (9-10-22) Bill, Mary Ellen, Lynn Coombs and Tom Fant. **Bill Weakley**

Congrats To The Shaftos!

Thought the Antics might be interested to know Bob & Mary Jane Shafto (CB) attended their first car show and won a trophy for their 1957 Roadster. First



Congrats to CB & Mary Jane Shafto

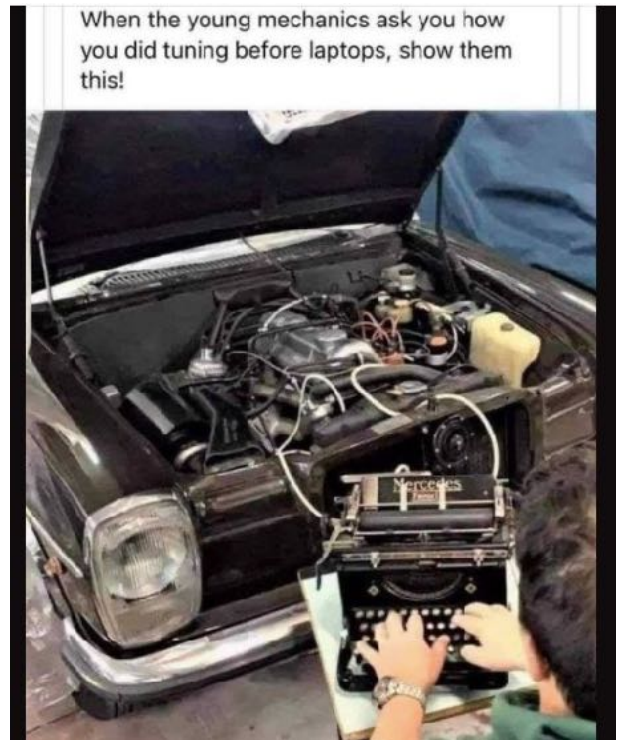
show and first trophy.... Congratulation to Bob & Mary Jane.
Best Regards, *Old Bob Shafto*

Fall Is In The Air

It's a sure sign that Fall is here when the leaves start tumbling down to cover our MGAs. It'll soon be time to get the cars ready for winter storage. Here's one of Bruce Mann's beautiful cars.



Diagnostics On Your Vintage Car



ROWDIES 2022 EVENTS

December

4 Rowdie Christmas Party-Chelsea, MI

Dave Smith's Day At The Races With #49

Chari and I left for Put-In-Bay (PIB) on Monday Morning and arrived home about 6:00 PM today (Friday, 9-23-22). As with most races, the time just flew by. #49 went thru Tech like a champ. Some of my PPE had timed out but they let me run with a note in the log to buy new before the next race. Helmet, HANS, and 5 point belts. South Bass Island is a beautiful gem and all islanders are very congenial. Many wine & cheese and luncheons and buffet thru the week. Also a race car and a street car Car Show. Good Friend Steve Konsin got Best Race Car award with his MG TD. Well Deserved!

Wednesday at 0900 I took the Track for the first time in 6 years in the last starting position. The interval was cataract surgery & recovery and then 2 years of Covid. I was not nervous, but did wonder how much rust needed to be shed. Crew Gordie Bird and I had no idea on ideal tire pressure. Talking to the one other racer with this tire, we agreed on 28#.

I was very conservative in Session 1, shifting at 5,000 RPM and a bit early in the braking zones. Gordy checked the tires and we learned the hot pressure was 31#, a bit high. The very next race was the qualifier. All race timing & scoring was online, so Chari will be getting the link & reporting that piece.

I started 19th in the Qualifier at 2:30 PM and did 10 more laps in that event. By then the new brakes were bedded in and I had a bit of time on my new tires which we dropped to 27# cold. I ran Hoosier for 20 years, but there are some really good Ultimate Street tires that are race worthy. Slowly I began to feel out the new characteristics.

At 4:30 PM we had the MG-Triumph Challenge Race. After only two 15 minute sessions, not much time to get up to speed after 6 years. I was gridded 13th so my qualifier must have been decent. The MG Gods were kind as I moved up 2 positions at the green flag and held that position for the 10 laps. Thanks to Don Robinson for teaching me how to read the Green Flag moment. In this race I raised shift points to 5500 rpm so all in all a solid race for #49.

Thursday at 10:30 Group 3B was Group Race #1. 15 entries included 4 MGA, one Triumph TR-3A, 8 Mini and a Ford Super Anglia. Race was Clean and very competitive. I raised the shift point to 6000 rpm and had a good dice with #8 Thomas Christ in his 1964 Austin Mini. Also with Dan Styduhar in the TR-3. Later he spun out, so I got my spot back. At 2:00 PM they combined Groups 3A & 3B and the field went to 26 entries. I was gridded 7th in this field and again got an excellent launch at the green flag, passing 3 cars. Shift point was now 6500. The heel & toe downshifts had come back fully, so I committed to a 9/10 braking with a 4-3-2 downshift for turn 2. Also for turn 3. This made #49 really become a

contender in my little knot of cars. I also went 3-2 going into the tight 180 degree turn 7. This allowed for throttle induced oversteer which partially offset the cornering advantage for the Spridgets and Mini's.

At 4:30 PM the Put in Bay Cup Race featured the Fast 26 cars from all 5 groups. This was an invitational race and I was fortunate enough to start and be gridded 15 th. I raised shift points to 7000 if needed, but 6500 if not threatened. As all races it was a two row start. The car to my left did not close up at the green flag, so I jumped into the left lane and passed 3 cars in the right lane. Used 7000 shifts and held 11th place in the first lap. Soon I was in a battle with #9 Don Kelly of Rapid City Michigan in his 1961 Austin Healey Sprite. I was able to keep Don in my Rearview mirror for 3 laps. Old age & treachery was able to defeat youth and enthusiasm but not forever.

Entering the chicane in turn 8-9 I tried a bit earlier throttle at trackout but that early throttle pushed me about 3 feet wide going into Turn 10. Don saw his opportunity and got inside me for turn 10 and made a great and clean pass. With 6 races in 2 days, there was ample opportunity to have abundant seat time. #49 worked perfectly and did all that I asked her to do. The new tires were awesome and turned out to have exactly the same handling as the Hoosier TD tire. The four days' weather was 60's at night and 70's in the day. Chari and Chris Kintner got some great pictures which we will share soon.

Many of my former race friends were very kind upon my return and often asked what I would be doing in 2023. So far I am planning on the 100th Anniversary of MG Race at Lime Rock Park CT. Then to Watkins Glen NY for the Collier Cup races and to see my Granite Block downtown which is part of my Induction into the IMRRC Walk of Fame. Only 160 international drivers have been so honored, so I am still in awe of this Honor. Will be fun to get pic's of # 49 at the granite block's location.

David T. & Chari Smith



Expensive Eye Candy From Gene Ponder Collection



< LOT 3219 >

♥ 1959 MG MGA Twin Cam Special

\$99,000 USD | Sold

< LOT 3176 >

♥ 1962 MG MGA 1600 Mk II Deluxe

\$60,500 USD | Sold



< LOT 3131 >

♥ 1962 MG MGA 1600 Mk II Special

\$52,250 USD | Sold

< LOT 3137 >

♥ 1956 MG MGA Toyota Special

\$41,800 USD | Sold

Wonder what MGAs are going for these days? Here are the results of a RM Sotheby's auction held on 9-22-22 and the selling price, sent in by Andy Hoffman for a recent update. These include some "Specials" and you can decide if they are worth more or less than if they were left as original stock. More information can be found online at <https://rickcarey.com/rm-sothebys-gene-ponder-collection-marshall-texas-september-24-2020/> and there are some very interesting T-Type MGs listed there also.



< LOT 3147 >

♥ 1959 MG MGA Twin Cam Special

\$55,000 USD | Sold



Chairman's Chatter

When we last visited, I was looking forward to the Battle of the Brits and the Mueller Orchard car show near Fenton. As it turned out, I chickened out of the BotB because of rain. The rain stopped and folks reported a nice event, so I guessed wrong. We were looking

forward to the orchard show for a chance to visit with Larry and Mitzi. Mary Ellen hadn't accompanied me to the Day in the Garage at their house, so she was hoping to visit with Mitzi. Then we learned that Mitzi passed away before the weekend. We took "Old Blue" to the show anyway, as did Tom Fant and Lynn Combs in Tom's MGA.

We attended Mitzi's visitation, as did many Rowdies. Mitzi was such a lovely person. She seemed so brave in the face of a very unkind fate. We will all miss her, and our hearts go out to Larry.

Unfortunately, it wasn't long before Neil Griffin passed. He also had been battling bravely. Neil was one of the pillars of the Rowdies, liked and respected by all. He was truly multi-talented. There was a good turnout of six MGAs at Neil's funeral, along with other Rowdies. We will keep Thelma in our hearts and prayers.

I would much rather be attending car shows than funerals. At some point, I jokingly declared that as Rowdie Chairman I would ban any more Rowdies from passing away. I wish it were that easy. Seriously, the lesson I take from the example of both Mitzi and Neil is to live our lives as fully and actively as possible for as long as possible.

If anyone is following the saga of my project car, "Iris", the 1600 MGA, I haven't sold it yet. I am still working out a few bugs. I think I have missed the spring sweet spot for selling sports cars, so I'll shoot for having it fully ready for next spring. By then I hope to have completely eliminated the leak at the oil filter and should be able to get a properly functioning fuel gauge.



We took our MGC to Chattanooga for the MGC Register annual CBA event. After passing through Chattanooga many times on I-75 and never even stopping for gas, we had a chance to explore the city a bit. They have a very pleasant downtown with the Tennessee River looping around it. One highlight was the Coker Tire Museum, which is a car museum, not a tire museum. Fellow Rowdie and C Register member, Allen Bachelder, drove his CGT along with us. We drove down on I-75 and decided that we did not enjoy the traffic. So we drove back on secondary roads, mostly US-127, which took longer but was more interesting. Allen had a leaky brake caliper on the way back but made it home safely. For the first time on a trip like this, I kept a log of fuel consumption and was pleasantly surprised to find that my C averaged 27 mpg. On our Alden trip in August, it finally dawned on me that the C was running rich. It wouldn't idle very long once warmed up. After tuning the carbs, it now needs quite a bit of choke to start, but it idles nicely after warm-up. I made the trip with the hard top and left the soft top at home. The hard top is quieter at speed and makes it possible to lock the doors. It isn't as nice looking as a GT but definitely felt cozier when we were seeing snow flakes on the way home.

We had two Rowdie color tours: one planned by Dave Quinn on October 11 and one last minute opportunity set up by John Alexander on the 23rd. Both were in good weather and we enjoyed the lovely southern Michigan countryside. We drove Old Blue on the 11th and Iris on the 23rd. Iris did fine, other than dripping oil from the spin-on oil filter. That may be the end of planned driving events for the year. Our next event is the Christmas party. We have had years when the snow and salt held off long enough to drive an MG to the party, so we can hope.

Chairman Bill



Tom Fant's Fabulous Day At The Beach (8-24-22)

It was a beautiful day for a picnic at the beach and Tom Fant had invited the Rowdies for fun in the sun, a boat ride on beautiful Portage Lake and the secret Hudson River system passage, with socializing and hamburgers on the grill to follow. What could possibly be better? We had a great turnout with 23 members filling up Tom's beachfront back yard and gobbling down his food. Included were Tom Fant, Lynn Combs, Curt & Stephanie Smith, Dave & Chari Smith, Gary & Diane Cunningham, Steve Holliday, Bill & Mary Ellen Weakley, Jeff & Deb Smith, Bruce & Willie Mann, Kevin & Norma Peck, Tony & Anita Dellicolli, Ken & Kathy Nelson, and Dave & Donna Quinn.



Surf's Up!



Take Your Pick-Red or Blue



Pics by Ken, Bruce, Mary Ellen



Tony & Anita Dellicolli



Pretty In Pink



The Boys In Blue





Color Tour-Dave Quinn (10-11-22)



Socializing began at the hosts, Dave & Donn Quinn. Weather was perfect with lots of sunshine, some wind, and a fair amount of color. Attending were John Alexander, Tom Borden, Tom Fant, Kevin Peck, Dave & Donna Quinn, Curt & Steph Smith, Jerry Jesion, Larry Pittman, and two members from the British Motoring Club in Lansing in MGBs, Lisa Hamm and Dave Lansing. Jerry sold his MGA and came in a Bullet Mustang. Tom said he bought his coupe from Joe Tolmacs in Kalamazoo; long time owners may recall Joe was in the Rowdies decades ago and once hosted a meet at his unusual underground house. Since he never finished the coupe, he dropped out of the Rowdies. Good to see it on the road! The day wrapped up at the Acapulco Mexican Grill.



*Pictures by
Jerry Jesion,
Dave Quinn,
and Bill
Weakley*



Mitzi Pittman - RIP - August 19, 1948-September 9, 2022



Mary "Mitzi" (Potter) Pittman - of Fenton, passed away September 9, 2022. Mitzi was born in Springville, NY, August 19, 1948, to Will E. and Frances (Watson) Potter. On August 30, 1969 she married Larry P. Pittman at St. Aloysius Church in Springville, NY. They have been married 53 years. After living in Ohio for 13 years, Mitzi and Larry moved to Fenton in 1984 and joined St. John Catholic Church. Mitzi was a preschool teacher in the Linden area for many years and was known to all as "Miss Mitzi." Mitzi enjoyed reading, working outside, music, and genealogy. But "cruising" the US in their classic British MGA sports car as well as "cruising" the seas with their friends, Willy and Bruce Mann, created many memories. She also enjoyed spending time with her Kaffee Klatch girls. Her greatest joy was her family, raising her five children and spending time with her grandchildren.

She is survived by her husband Larry; children, Mark (AnnMarie) Pittman, Lara Pittman, Evan (Janna) Pittman, Christopher Pittman, and Jessica (Martin) Smolek; six grandchildren, Noah and Ava Pittman, Lola, Potter, and Kinsey Smolek, and Daniel Pittman.

She is also survived by her brother Will (Donna) Potter and sister Laurie (Michael) Rovnak; in-laws, Brenda (Keith) Bussen, Dianne Pittman, Susan (Dan) Whelan, William (Chariza) Pittman, and Cindy Pittman; several nieces, nephews, and cousins. She was preceded in death by her parents, mother-in-law and father-in-law, and brother-in-law.



Tribute to Mitzi-by Willie Mann

It's said that it's the cars that get you there, but it's the people who bring you back. IT'S THE PEOPLE, like Mitzi Pittman.

Bruce and I were relatively new to the Rowdies, when we attended an event hosted by Bill and Mary Ellen Weakley. That was the first time I remember meeting Mitzi Pittman; we were standing by the fire pit sipping on something and eating hot dogs. It seemed like we kept finding things to talk about. She was planning a trip to New York to visit with her family, I too was planning to visit my family in West Virginia. As we kept talking we learned that we both lived in Ohio for a while before moving to Michigan. As the next car event rolled around I wanted to talk to Mitzi again.

Soon afterwards Larry bought Neil Griffin's TD to rebuild. Bruce had always wanted a TD so we bought one on Ebay and together we rebuilt TD's and joined the T-club, another way to get together with car people. Often times Bruce and Larry needed help with these cars, while they shared their car knowledge, Mitzi and I shared hot tea.

Upcoming car club events were also topics of conversation. We planned traveling to GT's together and with other Rowdies and staying at the same hotels. Mitzi and I loved hearing about the Rowdies get-together events (GT's) before we joined, so many laughs. At GT-38 our MGA's barely made it to Ashville. But that didn't stop us from driving, we made it to Louisville, Richmond,

Dubuque and many other places too numerous to mention. GT-40 Frankenmuth was a success, partly due to Mitzi's good hand written notes for Larry and not letting him get distracted by all the car activity.

On one of Larry and Mitzi's trips scoping out new locations for the next GT, they passed through West Virginia, my home state. While on the phone with her I joked, kiss the ground for me and a little later I received a picture on my cell phone of Mitzi on her knees pretending to kiss the ground in West Virginia.

Whether we were standing along the side of the road waiting for a tow truck or sitting under a tree in a church parking lot waiting for car repairs to be completed she always had something interesting to share, whether it was about a book she and Lara had read or to say "let me show you the latest pictures of the grandkids." Whatever the topic it was never boring and never a loss for conversation.

As her illness progressed we still found a way to share our lives, texting became the tool, some days I would get a long text that would begin with or end with what she would call a thesis or epistle. I miss those texts but most of all Mitzi.

Willie Mann

Ed Note: Traveling with any Michigan Rowdies to an MG meet is always a pleasure and Kathy and I have had a chance to do this with Larry & Mitzi, Bruce & Willie, and others on many previous trips. This includes trips in June 2011 to Stratford, Ontario with the Windsor-Detroit MG Club; July, 2012 to Dayton, OH (GT-37); June 2013 to Asheville, NC (GT-38); June 2015 to Frankenmuth, MI (GT-40); June, 2018 to Richmond, VA (GT-43); July 2019 to Dubuque, IA (GT-44). Some pictures of these trips are below. We were at GT-46 in Atlantic City, NJ and Colorado Springs, CO for GT-47 with Larry, but unfortunately Mitzi's illness prevented her from attending either of those trips. We will all miss you Mitzi.

Ken Nelson





Dubuque, IA 2019



Fotobombed by Forrest



Dubuque, IA 2019



Akron, OH 'T-Car meet 2017



Richmond, VA 2018



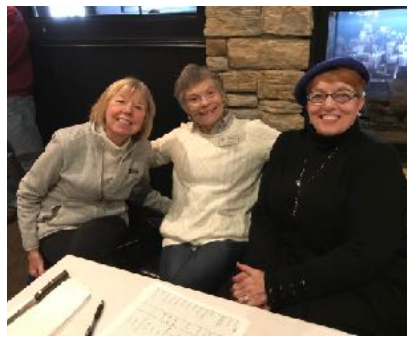
Richmond, VA 2018



Akron, OH 'T-Car meet 2017



Lyndon Park, MI



Jerry's Pub



What follows are some of my personal thoughts about Mitzi. I want to make you aware of the fact that I also wrote an article that will be published soon in MGA! magazine. I used that article to help me create this article. As a result, you'll find some similarities if you have occasion to also read MGA! magazine. I apologize for that but wanted to write something for A-Antics and felt that I could include more details here. **Larry Pittman**

As many of you may know, I recently lost the love of my life, my wife of 53 years. Mary "Mitzi" Pittman passed away on Sept. 9, 2022. She was very much a people person as those of you that got to know her will remember. We joined the Rowdies in 2005 before our 'A' was done and promptly went to GT-30 in Mackinaw City. My goal there was to figure out a color for the 'A' I'd recently bought and was in the process of restoring. I thought that I would have it painted red. However, that thought ended when I saw red MGA's all over the car show field. I started checking out other colors and ended up deciding on black because I liked Diane & Steve Mazurek's car so much. Almost no one knew who we were since I had joined by just sending in the paper application to Bruce Nichols.

We also went to GT-32 in Whistler, Ontario, although our car still wasn't finished. It was finally done in 2008 and we went to GT-33 in Seven Springs, PA with the finished car. We still didn't know a lot of people but we had a good time. It was around that time that we also started attending local Rowdies events and slowly began making friends with lots of you. Our longest MGA trip was to Key West, Florida. That was a long trip for us and we took it slow getting there. Mitzi had a rule of no more than 3 days in a row in the A before it was time to take a break. Luckily my brother was living in the Florida panhandle at that time so we stayed there a few days. My uncle was in Venice, FL, so that was another stop enroute to Key West. There were many GT trips driving the MGA that we both enjoyed. Shortly before Mitzi's terminal diagnosis, we purchased a trailer to make getting to GT's a little easier. I know she was looking forward to going to GT-45 as well as some of the more distant GT's using the trailer. Unfortunately, she was never able to enjoy any of those trips.

We managed to make it to a lot of GT's in the following years. The last GT she was able to attend was in 2019 at GT-44 in Dubuque, IA. Her health problems began in 2013 with breast cancer followed by another round in 2018. That was followed by a diagnosis of lymphoma shortly after that. However, it was Pulmonary Arterial Hypertension that she acquired in late 2020 that was the last straw. It was early 2021 before her shortness of breath was finally diagnosed. It is a terminal disease and I was sure she would be able to survive several years. Unfortunately, that was not to be the case.

Mitzi was born in 1948 in Springville, NY, and I met her in 1968 at a Shakey's Pizza Parlor near Rochester, NY, when I was working at Xerox Corp as a co-op student. She was going to school near Rochester, pursuing a teaching degree. Our dating life began and we were married in 1969 the following August. At that time, I was driving an MGA that frankly wasn't in great shape. However, she was always willing to make trips in it with me as we went to dinner or to a hockey game, etc. We lived very different lives while growing up. She spent all her early years in western NY while I was an Army brat and lived in lots of different places. Her parents had horses and she grew up with a pet pony. She wanted a horse after we were married but were never able to make that happen.

We lived in Rolla, MO, for a few years while I finished school, then 13 years in Bristolville, OH, followed by our 38 years in Fenton, MI. Along the way, we became the proud parents of 5 children, followed by 6 grandchildren. All of us are, of course, devastated with her loss. I always felt bad that she was never able to finish her teaching degree. However, after all our children were in school she wanted to do something more than stay at home and became a pre-school teacher, a profession that she really enjoyed. She was known as 'Miss Mitzi' and through the years she continued to recognize former students we ran into and they remembered her. She also loved all our family gatherings. That included everyone's birthday and all the holidays. Shortly before she passed, she said to me: "But what about the littles?" What she meant was that she was worried that the younger grandchildren would not remember her. As a family, we plan to help them remember her the best we can.

I always depended on her for remembering details about people. I'm talking about birthdays, anniversaries, spouse names, etc. I often said that if she ever learned your birthday, she would remember it. I'm now taking advantage of all the notes she made to keep track of birthdays, anniversaries, birthdays of our nieces and nephews, etc. I'm attempting to keep up her habit of sending cards to all those people as the year goes by. I'm hoping I can keep it up. She also would call each of our children on their birthday at the time they were born (Our daughter, Jessica, was the exception since she was born at 3:30 am and would get her call during the morning hours.). We made lots of trips in our MGA. She remembered all the stories she heard from people she met along the way. I might remember a story but not be certain of where I heard it. However, she remembered. That includes all the Rowdies events we went to because they all gave her a chance to interact with other members. She was always much better at that than I'll ever be. I, along with our children and grandchildren, will carry on, but we'll all miss her.

Larry

Neil Griffin - RIP - July 23, 1925-September 25, 2022

Neil Virgil Griffin, age 97, long-time resident of Belleville, MI, passed away on Sunday, September 25, 2022, at his home under hospice care, surrounded by his family, after a courageous battle with cancer. He was born July 23, 1925, in Toledo, Ohio, son of Virgil Lewis & Elda (Thurston) Griffin. He graduated from Belleville High School, class of 1943. He went on to St. Xavier College, Cincinnati, Ohio for a short time before he joined the Army Air Corp. He also proudly served his country in the U.S. Air National Guard and Air Force. Between the two, he served 17 years total! Neil was a flight engineer for ERIM (Environmental Institute of Michigan), formerly University of Michigan. He worked on telescopes and even lived in Hawaii for a year for his work. Mr. Griffin was a member of the Michigan Rowdies MG Club and loved working on his MG. He enjoyed traveling to all 48 continental states in his MG. He enjoyed archery and was also a member of a club for some time. He loved the outdoors, gardening, camping, and hiking. Neil was an artist and painter and a member of BACA (Belleville Area Council for the Arts). One of



his paintings is hanging in the Belleville Area District Library. It is of the former Fred C. Fischer Library building. Fred was Neil's uncle. Neil's most recent art project was the fish along the Belleville Lake waterfront near Horizon park. He will always be remembered and cherished by his community.

Mr. Griffin is survived by his devoted wife of 70 years, Thelma Erma (Michling) Griffin, three children: Susan Wilkinson of South Lyon, MI, Conny (Gary) Melchi of Hamburg, MI, and Chuck (Will) Griffin of Redford, MI; four grandchildren: Erica (Jeff) Cheesman of Stockbridge, MI, Mark (Crystal) Wilkinson of Broadway, North Carolina, Ryan (Carolann James) Melchi of Luzerne, MI, and Rachel (Cody) Leonard of Pinckney, MI; 11 great-grandchildren, numerous nieces, nephews, extended family and friends. He was preceded in death by his mom Elda Bohl, dad Virgil Lewis Griffin, brother Kenneth Griffin, and sister-in-law Clarabelle.

Tribute to Neil-by Dave Quinn & Curt Smith

I think it was Bill Weakley that said, some people are so great you want them to live forever. Certainly, that was true of Neil Griffin. A man of so many talents. Some of which we shared – art, painting, model building and MGs. Some of which we did not – like roughing it in a sleeping bag on hard ground. He and Thelma loved their camping and canoe nature trips right from the beginning of their marriage.



Neil was a true craftsman as one might suspect after seeing his home shop which included a shearing machine and a brake machine for metal work. I took these photos in July of this year. Neil knew his days were numbered, and he wouldn't make his goal to live to 100. Still, he was an iron-man right to the end. He had pain but still managed to take me into his man cave to show



me his latest projects. All the time smiling and joking. God love him.

He was a master mechanic and a pilot. To be honest, I think he loved airplanes more than he ever did cars. He was a true craftsman building remote control planes - perhaps his greatest love of all his hobbies - where he could build his one-of-a-kind creations.



Some of his works could take years. He would build from blueprints, not kits. His attention to detail was awesome – carving entry doors with tiny hinges and tiny door handles that worked. He would carve out pilots (for example, a pair of New York Police pilots in one plane), and cockpits, and on an early WWI type plane I recall a machine gun that the pilot could fire through the engine’s blades. Triplanes, biplanes, or single winged. All were just a challenge he would master. Some of his planes had wing spans of 6 feet or more.

No matter the build time and pride of building, he tried to fly them all. And did. Some with heart-breaking

results. On one flight he crashed a beautiful plane and a person in the RC club bought the broken pieces for \$400. I now wish I had



taken pictures of some of his best.

When he wasn’t busy building models, he and Thelma shared oil painting, arts & craft building, gardening, and landscaping. Besides being a good friend his best feature aside from his personality was his willingness to help anyone on any project without being asked. No matter what he was working on he would stop to help others. He told me more than once recently that he had a great life! He sure did. He will be missed but never forgotten. Safety Fast,

Dave Quinn & Curt Smith



Going Courting With Thelma Again In A Model T Ford



Two Farmers Out In The Back 40



Neil Offering To Help Adjust Someone's Door

Ed Note: Neil, ever the jokester, will long be remembered by all of us for his infectious smile and mischievous grin. He was a master at everything he put his hand to and spent endless hours helping all the rest of us ‘unfortunates’ out of the mechanical jams we unavoidably ended up in. He could polish off 2 or 3 desserts at all our events and still keep his trim and slim frame. He once told me he could still wear the same size belt he did in high school. And he’s the only person I know who actually knew how to drive drive a Model-T Ford! He will indeed be missed by all. Ken Nelson

(Pictures on page 11-16 from various Rowdie members’ pictures)

Park Lyndon North Color Tour #2 (10-23-22)**ROWDIES!!!****John Alexander Organizes
Second Color Tour!!**

John Alexander sent an email to members suggesting a Second Chance Color Tour on Sunday, 23 October, at **Park Lyndon North** (18801 N. Territorial Road), 12:30 pm. Instructions were to:

“Assemble there for an informal "Second Chance Colour Tour"! It is envisioned that the drive will be through the country where there will be colours aplenty. Following the approximately One-hour traversing of our roads, we will adjourn to a pub for food, libation and celebration of a beautiful day.

The weather will be 74 F and clear blue sky. This unusual circumstance requires a "top down" attitude.

Hope to see everyone there. This may well be the end of Fall for us. John”

Your editor couldn't make it, but the reports started rolling in, along with the pictures below proving John's prediction's to have been correct.

Andy Hoffman writes: We had a nice ride today and was told I should send pictures to you. Here is the first picture, nicely organized, but then 3 more showed up. Then lunch at Captain Joe's in Whitmore Lake following our tour. **Andy**

From **Willie Mann** Hi Ken, We had a really nice day yesterday on the color tour. Bruce and I followed John Alexander, he had planned an awesome route. It was an awesome day



getting together with everyone. I had an opportunity to take some photos; attached is a picture of John Alexander's car, which reflects the beauty of the day. This is the zoomed in view. **Willie Mann Dave Quinn** said: There was a big turn out for the color tour. Probably double ours. The weather was great and lots of color. We ate at Captain Joe's Grill on Whitmore Lake. Food and service was great. I'm sure it was last top down weekend of the summer. Others took pictures of the people and cars. Here's a couple from the tour itself. **DQ John Alexander** replies: Oh, thank you, Willie, Dave, and Andy! Those photos so epitomize the day's drive and our sports cars in general. I love it!

Attending were Dave and Donna Quinn, Norma & Kevin Peck, John Alexander, Deb and Jeff Smith, Bill and Mary Ellen Weakley, Bruce and Willie, Larry Pittman, Andy & Joanne Hoffmann, John Flannery, & Adam Weakley & friend Ko and 2 other unnamed WDMGC MGB owners.

(Pictures by Willie & Bruce Mann, Andy Hoffman, & Dave Quinn)





More Reminiscences ...

A Thought About Neil-

My name is Michael Tyler I am a 'former' Rowdie and plan on 'rejoining' to whatever capacity I can. Though I don't have the privilege of knowing some of you, most of you I do know.

Today I attended the funeral of Mr. Neil Griffin, The Rowdie Patriarch. The most humble and brilliant man I have ever had the honor to know. I think we can all attest to how lucky we were to know such an amazing person. I was lucky enough (along with many others) to have Neil's help in finishing my '59 MGA. Even more wonderful than that, I have Neil's 1600 motor in my A and that in and of itself, will always mean the world to me.

Neil and Thelma are that one in a million couple everyone else wants to emulate. Always together, never one without the other, Thelma always waving her hand at Neil when he was being funny. To me, Neil and Thelma are like that extra set of grandparents that we all had or wish we had. Always welcoming and always warm. If you were lucky and Thelma was aware of your visit, there would be something in the oven, either a dish or a wonderful desert to warm you up. Even today when I say "GOSH" I think about substituting an 'A R' to make "GARSH" just to say it just like Neil would.

As I was walking into Church I smiled at that Row of A's that were driven by Rowdie members on a crisp October morning out of respect and friendship for Neil. Looking around in church I saw so many Rowdie Members, I thought, what a wonderful group brought together solely by a car. Sure we might have all met under different circumstances, but probably not. I thought how Neil would have been so pleased to see those A's lined up one more time. It was very nice to be in Rowdie company and I am sure the entire Griffin family was honored.

So to all you Rowdies, hats off. All of you that were either at the funeral home or attended the service the following day. You are a wonderful sincere group of people. Your outpouring of support for the Griffin family was overwhelming and all of you should be commended for being such caring and thoughtful people. Our love of the MG has brought us all together but I suspect our collective character serves as the glue that binds us. I am humbled by your display of camaraderie and respect that all of you showed for Neil and Thelma. *Mike Tyler*



Family heirloom needs love, care

DEAR TOM AND RAY: OK, perhaps life begins at 50 with a 55-year-old sports car. My brother Eddy (No. 3 out of six), acquired this wonderful chick magnet of a car back in 1964. My parents swear that the only reason they assented to the purchase of this risky vehicle was that Eddy had already been given a death sentence — Hodgkin’s lymphoma, diagnosed in early 1964, which would end his life just before Christmas in 1965. After Eddy, Joel (No. 4) took over behind the wheel, under the hood and under several skirts. He was, by far, the most successful handler of the fire-engine-red sports car. When Joel went off to college three years later, it was Billy’s (No. 5) turn. He had to wait a year before he was old enough to drive, but he made up for lost time by running it out of oil twice during his reign. I think it was the second thrown rod that convinced my mom and dad that the car (or was it my brother Billy?) was just too much trouble. The white

**TOM & RAY
MAGLIOZZI**



Click & Clack Talk Cars

knight, my brother Bruce (No. 1), swooped in with an offer my folks couldn’t refuse. He took the car off their hands. And there I was, brother No. 6, a year before my 16th birthday, denied my destiny! Until today, when the white knight rolled in, trailer in tow! He’d driven all night to get from Rockford, Ill., to Baltimore, where I live now. So, here I am, some 35 years later, the proud owner of a magical 1952 MGTD. That’s the good news. The bad news? It’s not exactly in pristine condition. I’m thinking of restoring it. Any thoughts,

other than “run away, as fast as you can!”? — Tom

TOM: Go for it, Tom. As you may know, I also happen to be named Tom. And I also happen to be the proud owner of a 1952 MGTD. And it has brought me nothing but joy.

RAY: And repair bills, oil leaks, foul odors, drenched clothes when it rains, and lots of worn shoe leather from walking when it wouldn’t start.

TOM: Hey, I never get wet in that car when it rains. It never starts in the rain.

RAY: This car has a wonderful history in your family, so you have to restore it, Tom. But give yourself plenty of time — like decades, so you won’t be frustrated by the inevitable setbacks.

TOM: You shouldn’t have any trouble getting parts, since they’re all still available.

RAY: Yeah, just drive along behind any other MGTD and catch what you need as it falls off.

TOM: The problem is that — your parents were right — it’s

not a very safe car.

RAY: Yeah, important structural parts of it are made of wood. And in an accident, the steering column is angled to go right through your thorax like an apple corer.

TOM: So, once you get it restored, restrict your driving to back roads at low speeds. I only drive my MG on roads that existed when the car was built. I don’t take it on any expressways or highways built after 1952.

RAY: I’d restrict it even further — to Shriners parades. But that’s ultimately up to you, Tom. This is indeed your curse — I mean your destiny. And as such, you have no choice but to restore it and care for it ... until you can foist it on an unlucky member of the next generation. Good luck, and be careful!

Got a question about cars? Write to Click and Clack Talk Cars, Albuquerque Journal, P.O. Drawer J, Albuquerque, NM 87103: Or e-mail them by visiting the Car Talk Web site at www.cartalk.com.

Steve Mazurek sent in this article from many years back as a walk down memory lane, in the days when every comic loving gearhead tuned in to NPR on Saturday morning for an hour of entertainment AND the chance to see if the listener could “stump the chumps” on a difficult car repair question they would send in. I also own a 1952 MGTD and agree with everything Tom and Ray discuss about the car, including the wise advice presented in the cartoons below.

