



# A-Antics



*Birthday Party-July 31*



*Day In Garage-Aug 7*



*Waterford Hills Races-July 23*

*Mad Dogs and Englishmen-Gilmore*

*Rowdie Birthday Party-McDonnells*

*Waterford Hills Races*

*MGA Mufflers*

*Day In The Garage At Pittmans*



## MICHIGAN CHAPTER OF NORTH AMERICAN MGA REGISTER

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

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

**A-Antics Editor**            **Ken Nelson**  
3126 Brentwood SE, Grand Rapids, MI 49506  
(616) 957-3158 [kenneth.nelson1@comcast.net](mailto: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](mailto:larrypit@chartermi.net)

**Meets Chairman**            **John Alexander**  
464 West Delhi Rd, Ann Arbor, MI 48103  
(734) 665-0682 [king\\_alex@msn.com](mailto:king_alex@msn.com)

**Regalia Chairman**            **Bruce Mann**  
960 Denbar Ct, White Lake, MI 48386  
(248) 866-0041 [bwmann@att.net](mailto:bwmann@att.net)

**Membership Chairwoman**            **Willie Mann**  
960 Denbar Ct, White Lake, MI 48386  
(248) 660-7527 [mannwillie52@gmail.com](mailto: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](http://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

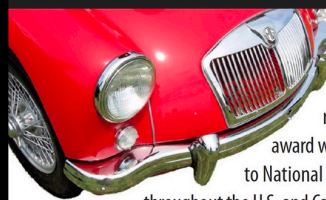
**Rowdies Website: Larry Pittman, Webmaster**

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

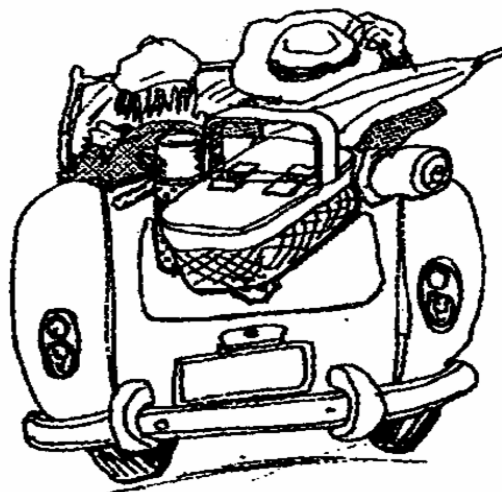
Larry Pittman's Database Report: 65 Active and Paid-Up Members

**Deadline for submitting material for the next issue is: October 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](mailto:registrar@namgar.com).**



**Past Chapter Chairpersons:**

# MEMBERS PAGE

## Welcome New Members!

**Name:** Bob(CB) & Mary Jane Shafto

**Address:** 1093 Tall Pines Trail  
Highland, MI 48356 United States

**Cell Phone:** (248) 820-9321

**Email:** shaftob83@gmail.com

**Type of MGA:** 1500 Old English White MGA Roadster that was restored by their uncle, also named Bob Shafto. Picture below is from their first club event at Waterford Hills racetrack July 24th. Welcome!



**Name:** Tony & Anita Dellicolli

**Address:** 5517 Wyndam Ln

**Brighton, MI 48116**

**Home Ph:** (586) 940-6889

**Cell Ph:** (586) 940-6889

**Email:** tony@dellicolli.us

**Type of MGA:** 1500 1959 Roadster

**Other Cars Owned:** 1974 Triumph TR6

**Comments:** I met one of your members at a car show and he recommended I join the group. I'm already a member of NAMGAR joined months ago.



## Letters

### God Save The Queen & Her Cars!

It's well known that Queen Elizabeth II has always owned and driven many quality British cars, going back to several Land and Range Rovers as well as her prized Rover P5B saloon car JGY 280 (see picture here of her as a younger woman standing next to this car at the Royal Windsor Horse Show:



Picture by Prince Charles

Now it turns out that she has been surreptitiously attending many British car shows in the United States to better appreciate the cars of her youth. Here she is spotted in a Triumph TR6 with her son Prince Charles, and admiring a member's Bentley at Mad Dogs & Englishmen later at Gilmore museum July 10th this year.

### In Honor Of Bruce

**Dave Smith** wrote in:

I have been working with Randi McGee & her Hubby David about the Donations from the Bruce Nichols Estate. We agreed to meet today at the Gilmore event.

Donated were:

A packet of Bruce Nichols Memoriam from his services,

about 25 boxes of magazines etc. plus machine tools: dial indicator, cylinder hone etc. Also a large plywood MG sign made by Herb Hasenclever and a NAMGAR Commemorative to Joyce Hart at her separation from the NAMGAR Chairperson Position. They also donated **\$200.00 cash to fund the 2022 Birthday party with stipulations to have Cake, Pie, and Play 50's and 60's music. Also to buy Alcohol and have a toast to Bruce's memory.** The Items were mostly taken by Mac McDonnell and Bill & Trudy Gallihugh's daughter Nancy (she had an empty back seat). We will work with Bill & Trudy to get those items to Mac & Joanie for the Rowdie Birthday Party. I will bring my items as well. **David Smith**

**PS** The money was used as requested in tribute to Bruce's memory and all enjoyed the thoughtful gift form Randy and Dave McGee.

### **Dave Smith sent the following note to Randi McGee:**

Randi & Family:

On Sunday we held our annual Rowdie Birthday Party. The Birthday event is a low key gathering with an outdoor theme. We talked a lot about Bruce and Joyce. The donation was used to buy several Grand Traverse Pies and a Taco bar for the 20 attendees. We also played 60's music throughout the day.

Chairman Bill Weakley held the auction, where the items you donated found new homes among those in attendance. We decided to keep Bruce's extensive files as a club item, to be used in future editions of the A Antic's as a reference.

Thank you and family for sharing Bruce with us yet one more time. He will be fondly remembered by all Rowdies.

### **Randi replied:**

Wonderful! I will share this with the others. I am so glad the celebration was enjoyed as my dad was honored and his favorite desserts consumed. :) Thank you for the update!! **Randi McGee**

### **Quote Of The Day**

*"It's been said that the difference between the Americans and the British is that the Brits think 100 miles is a long way and the Americans think that 100 years is a long time"* (submitted by Dave Quinn)

### **Apologies To Our NM Outpost Members!**

Hi Ken,

I just finished reading your excellent GT-47 report in A-Antics. Well done and a tribute to a well executed GT. It was worth waiting for. Although

without an MGA, Linda and I always, always enjoy seeing and chatting with so many old friends, especially the Rowdy ones. Too bad more of them were not there.

Speaking of which, in your listing of attending Rowdies, we noted the absence of the New Mexico contingent, namely, us. While I realize the hardship we suffered driving to Colorado Springs in our air conditioned Honda CR-V all of five and a half hours in the hot sun from Edgewood, NM didn't exactly qualify us for a Broken Spoke award, we did faithfully and proudly wear our Michigan Rowdies name tags at all times except when sleeping. I'm pretty sure our dues are paid up. But have no fear, our feelings are not bruised. We in New Mexico are used to being overlooked. The average U.S. citizen can only name 49 states and we are not one of them, which we think is a good thing. We are not part of the real Mexico, yet, just sort of the red headed step-child of the USA.

We always enjoy your pages in MGA. Keep up the good work and enjoy a great MGA touring summer. Maybe see you in Memphis. Cheers,

**Don and Linda Holle** New Mexico, USA

Ed Note: *Indeed your dues are fully paid up, and we apologize for the oversight. Good seeing you both again!*

### **Another Bit Of Sadness**

Many of our long term members will likely remember Robb Nortier who was an early member of the Rowdies. Sadly we read his obituary recently:

**Nortier, Robert 2/19/1951 - 7/23/2022**

**Hastings.** Robert Joseph Nortier, "Robb", age 71, of Hastings, passed away on July 23, 2022. He was born on February 19, 1951 in Grand Rapids, MI. Robb was preceded in death by his parents, Johanna and Isaac Nortier and his sister, Elizabeth Nortier. Surviving are his sons, Nicholas Robert Nortier (Carrie Veldman) and Matthew Joseph Nortier. He is also survived by his siblings, Noreen Nortier and Peter Nortier, as well as his significant other, Arlene Samrick and several other relatives and friends. Robb was a 1969 graduate of



Creston High School and was awarded his Bachelor of Science Degree in Manufacturing Engineer Technology from Ferris State University. He served in the Navy during the Vietnam Conflict. He was a creative and talented entrepreneur, crafting tools for British cars and

bikes through his "British Tool Company". He was an avid MG enthusiast and part of the local MG club. He was most proud when he edited the A-Antics, British Tool Manual for MG's and one on Matchless motorcycles. He was also on the Adjunct Faculties of Aquinas College and GRCC where he taught Math and Physics classes.

### "R.I.P. Robb"

### *Use 'Em While The Sun Shines!*

We started the week out on Sunday with a road trip in the MGA to Rockford for our Rowdie Birthday Party at McDonnell's. The weather was perfect. Monday morning we had rain showers part of the way home. It makes for an adventure to scramble to put the top up! Monday evening cruise night was another nice weather event. Today Curt surprised granddaughter Olivia by



picking her up from a gymnastics camp in the MGA. She loved it! Cramming in all we can while the weather is good!

**Stephanie Smith**

**Curt &**

### *Happy Birthday Neil!*

*Stephanie Smith sent in this story from the Belleville Independent newspaper:*

"Neil Griffin of Van Buren Township celebrated his 97th birthday with his wife of 70 years Thelma, age 89, and their family at their home on Robson Road. A special guest at the birthday party was Millie Baker of the city of Belleville who has been friends with Neil since they were children and her late husband Bob had been Neil's classmate. Millie recently turned 96.

Neil was born July 23, 1925 in Toledo and graduated from Belleville High School in 1943. Then he went into the Air Force and then the Air National Guard, being in the military for 17 years.

He married Thelma in 1952 and they first lived in a small house called the "Doll House" on West Columbia Avenue in the City of Belleville. They moved briefly to

Garden City and then to the home on Robson, where they have been ever since. They enjoy always having a garden. They are the parents of three children: Sue Wilkinson of South Lyon, Conny Melchi of Hamburg, and Chuck Griffin of Redford, all of whom graduated from Belleville High School, like Dad. Now there are four grandchildren



and 11 great-grandchildren, as well.

He served as an aircraft mechanic at Willow Run and then worked for American Airlines. He retired from Environmental Research Institute of Michigan that was at Willow Run Airport before it moved to Ann Arbor.

Both Neil and Thelma are painters and have been active members of the Belleville Area Council for the Arts. One of their recent partnerships was setting up the Community Art FISH project, which began in 2018. Neil cut out more than 100 wooden fish, primed the wood, and then they passed them out to other local artists to decorate and sign on the back. They prepared poles and brackets and installed them in Horizon Park each summer for the public to enjoy. They had a committee of helpers, but Neil and Thelma led the way. Each year the number of decorated fish to install grows.

They now have passed that project on to others, but reportedly they do have two fish in their bathroom on Robson.

They also have been active members of the Rowdies MG Club. One year they drove to California in an MG, heading out with one MG and coming back with two. They do everything together."

— **Rosemary K. Oztman**

**Editor of the "Belleville Area Independent"**

**Best T Shirt EVER!**



**Which One Is The MGA??**



**Paddy Hopkirk Has Died Age 89**

Paddy Hopkirk, the man who put the Mini on the map passed away July 21, 2022. His success in the British Motor Corporation's Competitions Department began with a drive in an Austin-Healey 3000 on the 1962 Liegé Sofia-Liège rally, but it was the outright win on the 1964 Monte Carlo Rally in a Mini Cooper-S that cemented his fame as a rally driver. He became a household name overnight, and his Mini, registered "33 EJB", did much for the model as a worldwide motorsport icon. 30 years after his win in Monte Carlo, Paddy once again put a Mini on the podium, winning the RAC Golden 50 in 1994, with a Rover Group-prepared Mini Cooper, "L33 EJB", recalling the registration mark of his famous Sixties "S".



*Paddy Hopkirk (L) with Co-Driver Henry Lidden(R)&his Racing Mechanic in middle*

**ROWDIES 2022**

**September**

- 10-11 Muellers Orchard Car Show**  
10-5pm-Linden, MI
- 11 Battle of the Brits**-Camp Dearborn
- 15-18 SE British Car Festival**-Dillard, GA
- 16 Cars on the Green**-3:00-7:00 pm Friday  
Dixboro, MI
- 18 Orphan Car Show**-Ypsilanti, MI  
Imported Orphans
- 20-23 Put-In-Bay Races, OH**  
Featuring Rowdie #49!

**October**

- TBD Rowdie Fall Color Tour**-Dave Quinn

**December**

- 4 Rowdie Christmas Party**-Chelsea, MI

**OTHERS**

- Day in the Garage** Pick a Weekend
- Ann Arbor Cars 'n' Coffee** 3rd Sat of Month  
(7:30-9:30 am) Zingerman's Roadhouse, Ann Arbor
- Belleville Car Show** Mondays 5-9 pm  
Belleville, MI
- Brighton Street Show** Sunday night Main Street, Brighton, MI



### *Chairman's Chatter*

The summer is flying by, as are MG driving opportunities. It has been a busy driving year so far. Weather has been accommodating, and everyone seems eager to get out after the last two years.

We skipped the Mid-Ohio Vintage Races to drive our '56 MGA, "Old Blue", to the Michiana Brits show in South Bend on June 26. We were disappointed that Philip and Jan Wiltshire were not there. Someone said that there was a V8 meet that they went to instead. Bill and Trudy Gallihugh were there, and we met a number of nice Michiana folks. It was a very nice venue for the event on the campus of St. Mary University.

The next Sunday, I drove Old Blue to the Mad Dogs show. There was a good turnout and nice weather, as opposed to the usual 95°F. Bruce Mann and Bob Shafto won first and third in the MGA class, while Philip Wiltshire won second in British Right Hand Drive with his BGT-V8. I didn't see Philip there either. Maybe he is avoiding me. I didn't get around to all the cars. Instead, I spent most of my time just talking to people. I did make it through part of the museum. What a great institution that is.

I went to the Rolling Sculpture car show in Ann Arbor but did not enter a car. It is always a nice venue with the streets closed off and many restaurants to choose from. I left early, as did many of the cars, because rain was coming.

July 23rd was the Waterford Hills vintage races. We had a good turn out of Rowdies and good weather. Then the 31st was the Rowdie Birthday Party at Mac and Joni McDonnell's house on the Rogue River in Rockford. Bruce Nichols family donated a number of items for the auction.



We spent a long weekend at the Alden Sports Car Show. We drove the MGC up on Saturday morning with three other MGs (John Alexander and Carolyn King in their MGA, plus two MGBs from the Windsor-Detroit club) and participated in the scenic drive before a picnic supper. We ran through a little rain on the way up, but it was fortunately light. The weather was great for the Sunday car show. John should have won a prize for his MGA, but for some reason they lumped all MGs other



than Bs and Cs into an "Other British" class. We met up with former Rowdie, Dennis Ferguson. Another former Rowdie, Ken Klemmer, brought his MGTC. We stayed over Monday to drive up to Cross Village through the Tunnel of Trees for dinner at the Legs Inn. There were no car problems to report among the four MGs.

Yesterday, we attended a beach party at Tom Fant's house. We had good attendance despite predictions of rain. Tom took a couple boat loads of people for a pleasant cruise around Portage Lake. It did rain a bit as we were finishing our meals. I drove "Iris". It was the first time my project car attended a Rowdie meet and the first time it has been rained on. Now I'm looking forward to the Battle of the Brits September 11. There is a weekend open car show at Mueller's Orchard near Larry and Mitzi Pittman's house in the Fenton area on September 10th and 11th. We hope to go there on the 10th, weather permitting. Then we can look forward to color tours with donuts and apple cider and plenty more driving opportunities. I'm looking forward to seeing a lot of Rowdies out there.

*Chairman Bill*

***Ed Note: A great time was had at Tom Fant's Beach Party but due to limited space the full report and pictures will be in the next issue***

## Mad Dogs & Englishmen-Gilmore Museum Meet

From the **Windsor-Detroit MG Club** came a note about Mad Dogs and Englishmen:

“The Mad Dogs and Englishmen event at the Gilmore Museum had a fantastic turnout last month and a great weather day for a car show. We are proud to pass on that we did have some of our club members among the award winners this year.

**Philip Wiltshire** took 2nd place in the Rare Gem category-British right-hand drive with his MGB GT V8. (of course, we all think it should have been 1st place, but I guess we are biased).

**Harry Mueller** took 2nd place in the Class F MBG-C 62-72 category (another 1st place car if we ever saw one).

**Lee Jacobsen** took 1st place in the Other British car prior to 1964 category with his lovely 1938 MG SA Tickford Drop Head Foursome.

Congrats to all!! Vicki Bade - Club President”

**Bill Hirsch** won 1st place MGTC.

**Bruce Mann**-1st place MGA

**Bob Shafto**-3rd place MGA

**Michigan Rowdies** Todd & Connie Binsz, John Alexander, Mac McDonnell, Bill Weakley, Janice Herring, Forest & Leslie Johnson, Bruce & Willie Mann, Bill & Trudy Gallihugh, Steve Holliday, Dave & Chari Smith, Kathy Smith, Philip Wiltshire, Bob Shafto, and Ken Nelson were some of the Rowdies who showed up for the event. Bill and Trudy’s daughter and son-in-law came to the show as well and to see their folks. Lloyd Herring’s “Chicken Car” was there also with a memorial to him done by Forest Johnson. Forest brought a supercharged MG Magnette with power steering, MGB engine, and 5-speed all-synchro transmission. There were about 15 MGAs on the show field, with **Bruce Mann** 1st place MGA and **Bob Shafto** 3rd place MGA. We even saw an American cousin to our MGAs in the form of a Nash Metropolitan convertible.



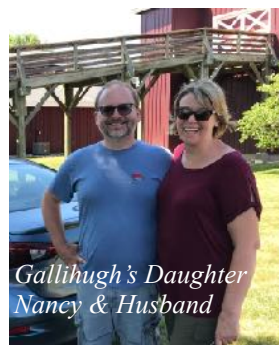
*John Alexander & Bill Weakley*



*3rd & 1st place MGAs  
Bob Shafto & Bruce Mann*



*Willie & Bruce Mann,  
Steve Holliday*



*Gallihugh's Daughter  
Nancy & Husband*



*Trudy & Bill  
Gallihugh*







Dave & Kathy Smith



Pictures by Ken Nelson

## Waterford Race Report

### *Dave Smith reports on the Waterford Race Meetup for the Rowdies and BMC:*

On **Saturday, July 23rd** several BMC & Rowdie members went to the Waterford Hills Races. Marlene Hammond with her 1972 Morgan, Bill K. in his 1975 Mini Cooper, Al Lockwood and son John (car unknown) and Dave Quinn in his MGA.

As the Convoy leader, I hitched a ride with Marlene, as she had an empty seat. We pulled out of the Okemos Park & Ride at 9:00 am under cloudy skies. Perfect driving weather for a British Tourer. All went well until we were about 20 miles down M-59. Then Bill's Mini quit and he got safely onto the shoulder. A car check found that the Dual fuel tank system would not transfer from the full left tank into the empty right tank. A short trip to procure a fuel can and one gallon of fuel did the trick. Just to make the trip more exciting, the Lucas starter lost it's ability to spin the engine. Thankfully the Cooper was a manual, so the remainder of the day needed a convenient hill with a second gear pop of the clutch.

The Okemos Convoy soon joined up with the Rowdie Convoy on M-59, with a total of 5 British cars. Unfortunately the heavy traffic and short traffic lights did it's best to separate the convoy. However all arrived at the Track and were reunited in the British Car Corral. I believe we had 9 beautiful cars on display, and many of the race spectators stopped to inspect and swap stories. Marlene had a bonus, as the son of her Morgan's previous owner introduced himself and even called his dad to let him know the car had been found.

The track had set up a large tent which reflected the UV rays, so it was quite pleasant in the heat of the day. The Food & Beverage vendor did his thing and prices for Brats and Beer were very reasonable.

Soon it was time to do the Charity Laps on the track. Bill and John Alexander went in the Mini. Dave got to drive Marlene's Morgan with the thundering V-8. He gave Marlene a spirited tour of the track with emphasis on the racing line and how to go quite quick. It was apparent that the Morgan needed a very different racing line than Dave's MGA.

Soon it was time to head home, leaving the Rowdies clustered under the tent and supporting the vendors need to sell beer. *Scribe: Dave Smith*

### *Editor Ken Nelson adds to the report:*

It was a great day for a drive to the Waterford Hills racetrack to meet up with Rowdies from the east side of the state for camaraderie and a day watching the

races. As Dave Smith notes, we had a great viewing spot at turn 6, with a large tent, tables and chairs, and our own hot dog and beer vendor along with a spot to park our British cars. Before the day ended we had quite a turnout of Rowdies present including Gordy Bird, Steve Holliday, John Alexander, Bob Shafto (the 'elder'), his nephew Bob Shafto (the 'younger') with his wife Mary Jane, Mark Barnhart, Tom Fant, Bill Weakley, Ken Nelson, Alan Lockwood, Dave Quinn, Dave Smith, and Jeff Smith. Curt Smith missed it due to another commitment (hey, is Smith a common name or what?) I counted at least 7 MGAs parked alongside the track, and 4 of them were red.

But a special welcome went to Bob Shafto (the 'younger') and his wife Mary Jane who are new members at their first Rowdie meet up and came driving their beautiful white MGA which Bob Shafto (the 'elder') restored after restoring his own red one. Welcome to you both!

The races were fun, but many of us spent time catching up on news and just socializing. Your editor had to spend some time re-tuning his MGA after the 120 mile drive over from Grand Rapids because it was still tuned for GT47 Colorado driving at 6,500 ft. elevation. It had seemed to drive OK when first back, but it clearly was lacking for fuel at speed on the highway. Once corrected the ride home was much pleasanter. Either way though, a good time was had by all on a beautiful day!

*Ken Nelson*



*New members Mary Jane & Bob Shafto*



*Editor Ken Nelson*



*Dave Quinn*



*Alan Lockwood & Jeff Smith*



*Bob Shafto and his Red Car*



*Red Cars Everywhere You Look!*



*The Guys-Stevie, Tommy, Jeff, Johnny Boy, Gordy*



*Pictures by Ken Nelson*



## Michigan Rowdies Celebrate Their 46th Birthday!



It was a beautiful day in the neighborhood. Nineteen Rowdies met in Rockford for the food, salsa competition, Taco Bar, club benefit auction, 60's music and a whole bunch of fellowship. The group is not living up to its name much these days; no more "stay vertical" parties, etc. but we enjoyed ourselves nevertheless. No one could be coerced to play Pickleball nor jump in the pool. The good news is they didn't jump in the pool (see photo). In attendance were Margie and Mark Barnhart, Cheri and Dave Smith, Trudy and Bill Gallihugh, Janice Herring, Steve Holliday, Stephanie and Curt Smith, Willie and Bruce Mann, Mary Ellen and Bill Weakley, Connie and Todd Binsz, Dave and Donna Quinn and hosts Chase, Joni and Mac McDonnell. Five MGAs made the trip plus the host's barely running three decade project car. There were four salsa entries in the competition with Trudy Gallihugh's brew taking the majority of the votes. Her secret; a pinch of sugar. There were two late entires unable to compete due to the reconnoitering of GPS Quinn. After they did laps of Kent County, all ended well as their two car convoy arrived safe and sound. The episode garnered a record breaking umpteenth Spiral Jack Shaft award (which was abandoned at the host's home). The annual auction was a

huge success thanks to the contribution of Rowdies and NAMGAR memorabilia from the family of Bruce Nichols. Additionally they generously provided an array of artwork and tools plus a cash gift for the party.

Surprisingly, when the auction was completed, the group sat down and visited and enjoyed the beautiful sunny day (instead of bolting for home). The party continued again this year, a small group of diehards overnighted in Hastings to continue the occasion as reported below. The rest of the cadre headed home late in the afternoon with no reports of mishaps. A happy ending to a good day.

**Mac McDonnell**

**Dave Quinn adds:** Well the Quinn's, Mann's, Smith's (Curt & Steph), and Steve Holiday found a Mexican restaurant that served some great margaritas! Stories continued well into the evening back at the Hasting motel. We split up going home with Mann's and Holiday taking the dry northern route and the other pair found the heavy rain route, naturally discovering it with tops down. It was too heavy to ignore so tops went up and the wipers got tested the rest of the way till Charlotte.



*Janice Herring, Trudy Gallihugh, Willie Mann*



Trudy's salsa was to die for; but strangely, no one did



Guess who won the Spiral Jack Shaft award for unsociable behavior?

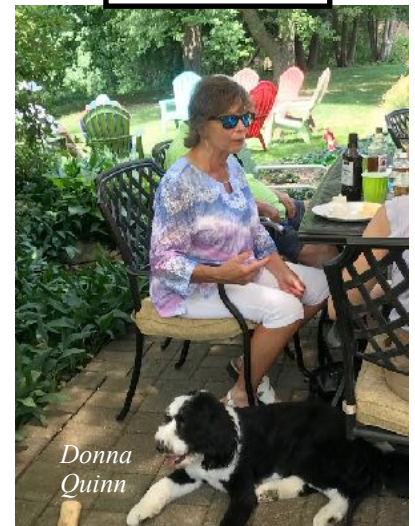
Pictures by Bruce Mann, Bill Gallihugh, Mary Ellen Weakley, & Mac McDonnell



"How much am I bid for this lovely antique Cream Pitcher?"



Bruce Mann, Todd Binsz



Donna Quinn



Connie Binsz, Bill Gallihugh, Steve Holliday



Chase sits and patiently waits

## A Day In The Garage-Larry Pittman

***“It was really hot in Larry’s garage while Bob Shafto worked on the Magnette body with a few helpers while Bill and John repaired one of the fenders and Bruce and Curt and replaced a bushing on the new engine. A good day for Larry” .....***

*So began Dave Goeddeke as he summed up the Day in the Garage meet up at Larry Pittman’s house August 6th. Larry had summoned any and all Rowdies to come and help him weld in some replacement panels for his MG Magnette restoration. But let’s have Larry continue the story...*

***Day in the Garage, Aug 6, 2022-by Larry Pittman***



The plan for the Day in the Garage was to take care of some needed welding on the Magnette ZB that has been floating around my garage for 5 years now. Those who attended to help were: John Alexander, Dave Goeddeke, Steve Holliday, Alan Lockwood, Bruce & Willie Mann, Dave Quinn, Bob Shafto, Curt Smith, and Bill Weakley. The 10am start time was staggered somewhat due to lots of attendees getting caught in northbound US 23 traffic. But everyone worked hard while they were here and it was 4pm before the last of the assistants left.

One of the first projects was to add a bracket to the left front fender. The fender had been previously repaired with a patch panel, losing the original bracket during that repair. The curve of the new bracket and the fender curve were not the same so there was a fair amount of time getting them to match up. Notice that the bracket was attached to the fender with spot welds.



***Pictures by Dave Goeddeke, Bruce Mann, Larry Pittman***



Another item taken care of early on was the application of “Zero Rust” to an underfloor area currently being repaired. This product was suggested by Bob Shafto and I should mention that Bob has been giving up lots of his time to show up at my garage here and help with all the welding that’s needed on this car.

Most of Bob’s time prior to the Day in the Garage has been the right side floor area. Luckily, the body is on a rotisserie which is a big help in getting to the underfloor area and the rocker areas. A photo shows Bob getting the underfloor area ahead of the passenger ready for the addition of the Zero Rust.



The next photo shows more of the underbody and you can also see that the right rocker is only partially removed and that both the front and rear floor panels have been removed.

Replacing that right rocker was probably the single biggest area that was tackled in terms of welding that day. That side of the car was in worse shape than the left so it was tackled first while leaving the left side in place to use as a reference. Both front and rear floors on the right side were also removed ahead of time. New floor panels are on hand, but were not installed during the day. They’ll probably be installed in the near future. Part of the final preparation before beginning the new rocker install was the removal of additional spot welds from a rail that crosses the car and helps support the front seats. That rail also attaches to the inner most rocker piece.

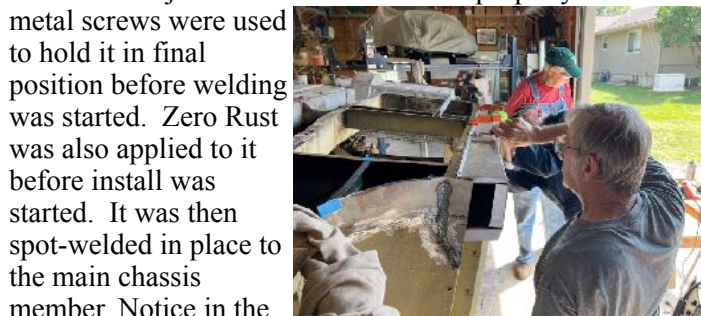


There were also spot welds that were removed near the A pillar where it attaches to the rocker. There were also several areas along the rocker where the sheet metal had to be cleaned up in preparation for the rocker install. The MGA has an inner sill and an outer sill on each side of the car. The Magnette has both of those, but there is another inner panel that the Service Parts List simply calls a “Main Chassis Member”.

That main chassis member was the first order of business. It went into position and then was taken back off over and over again until it fit properly.

A photo shows the panel in position after the application of the Zero Rust. Notice the tape along the edges which is there to keep the panel clean where it will be welded to the next panel, the inner sill.

Then it was time for the the inner sill. As with the previous piece, it was installed many times with small adjustments made until it fit properly. Sheet metal screws were used to hold it in final position before welding was started. Zero Rust was also applied to it before install was started. It was then spot-welded in place to the main chassis member. Notice in the photo the spot welder that was used over and over until



the main member and the inner sill were attached. The spot welder belonged to Bob Shafto and lots of us gave it a try. It's amazingly

easy to use. Notice that Willie Mann also gave it a try. Bob let us know that it's available from Harbor Freight for just \$169.

Another major project of the day did not involve welding. I had hoped to maybe have the engine and transmission ready for a trial run fit into the body. I'm planning on a 5 main engine and the Ford Sierra 5 speed. I had the engine close to ready to install the backplate when I discovered the pilot bushing from the engine's last

use still in place. The last time I had to remove a pilot bushing I'd had a terrible time getting it out. So I decided to drop the thought of doing a trial fit of the engine/trans into the car.

Some of the crew that day decided to give removal of the bushing a try. After some preparation with grease and a wood dowel that had to be downsized a bit, the pilot bushing was out in no time.

Then the 5 speed pilot bushing went in. Notice that it's a lot different as it has to be moved rearward to be in the right position for the tranny. You can see in the completed engine picture that the bushing is inside another piece which then goes into the back of the engine where the pilot bushing normally goes. You can also see from the photo that it's not quite tight against the crankshaft. Measurements seem to indicate the bushing is in far enough and will work out. I'll be doing a few more things to make sure it will be OK before attaching the transmission to the engine. Following that, the gaskets and backplate went onto the engine.

Happening later when the engine and trans have been married together will be the trial fit in the car. Two of the reinforcing ribs in the tunnel will need to be modified slightly to "push" them into the car interior to give the transmission slightly more room. That's one of the reasons the trial fitting needs to happen.

Finally there are a couple of photos showing the right side rocker install as the day ended. The car is back to upright for the photos. If you look closely you can see that there are no spot welds along the top of the 2 panels. The earlier spot welds were done only along the bottom of the car. The top spot welds will happen very soon. Even with just the bottom welds in place the rocker will support my weight when I stand on it!

All in all, I'm very happy with all that was done at the Day in the Garage. I'm especially happy to see the right side rockers in place. The final piece of the right side, the outer sill, will be installed quite some time down the road.

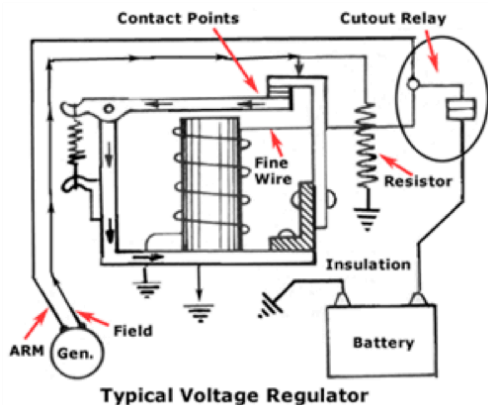
Thanks again to everyone that showed up and helped move the Magnette project along a little further!





**SECOND CHANCE GARAGE ON VOLTAGE REGULATORS-AUTO THEORY**

**Automobile Electrical Systems — Part 3: How Voltage Regulators Work**



As you may recall from last month's article on the function of generators in your classic car, there is no means of internally controlling the output of one. In other words, the faster it spins the more voltage goes into the car's electrical system. If this weren't controlled the generator would damage the battery and burn out the car's lights. Also, if the generator weren't cut out from the car's circuitry when not running, the battery would discharge through its case.

*(Continued next page)*



That's where the REGULATOR (commonly called the Voltage Regulator, but that's only one component of the system) comes in. Regulators have seen many design improvements over the decades, but the most commonly used electro-mechanical regulator is the three-control unit in one box type. Let's look at how these things work...

### Cutout Relay

Sometimes called the circuit breaker, this device is a magnetic "make-and-break" switch. It connects the generator to the battery (and therefore the rest of the car) circuit when the generator's voltage builds up to the desired value. It disconnects the generator when it slows down or stops.

The relay has an iron core that is magnetized to pull down a hinged armature. When the armature is pulled down a set of contact points closes and the circuit is completed. When the magnetic field is broken (like when the generator slows down or stops) a spring pulls the armature up, breaking the contact points.

An obvious failure mode is the contact points. As they open and close, a

slight spark is generated, eventually eroding the material on the points until they either "weld" themselves together or become so high in resistance that they won't conduct current when closed. In the first case the battery would discharge through the generator overnight and in the second there would be no charging to the system.

### Voltage Regulator

Another iron core-operated set of contact points is utilized to regulate maximum and minimum voltage at all times. This circuit also has a shunt circuit (a shunt redirects electrical flow) going to ground through a resistor and placed just ahead (electrically) of the points. When the points are closed the field circuit takes the "easy" route to ground but when the points are open the field circuit must pass through the resistor to get to ground. The field coil on the generator is connected to one of the voltage regulator contact points. The other point leads directly to ground. When the generator is operating (battery low or a number of devices running) its voltage may stay below that for which the control is set. Since the flow of current will be too weak to pull the armature down the generator field will go to ground through the

points. However, if the system is fully charged the generator voltage will increase until it reaches the maximum limit and current flow through the shunt coil will be high enough to pull the armature down and separate the points.

This cycle is repeated over and over in real time. The points open and close about 50 to 200 times per second, maintaining a constant voltage in the system.

### Current Regulator

Even though the generator's voltage is controlled it is possible for its current to run too high. This would overheat the generator, so a current regulator is incorporated to prevent premature failure.

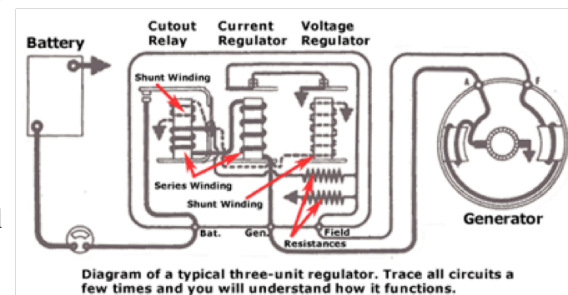
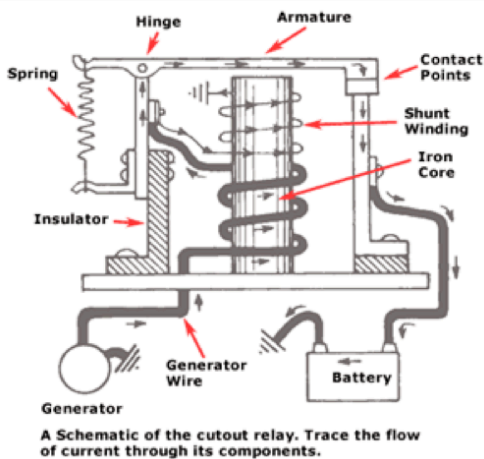
Similar in appearance to the voltage regulator's iron core, the current regulator's core is wound with a few turns of heavy wire and connected in series with the generator's armature.

In operation, current flow increases to the predetermined setting of the unit. At this time, current flow through the heavy wire windings will cause the core to draw the armature down, opening the current regulator points. In order to complete the circuit the field circuit must pass through a resistor. This lowers current output, points close, output increases, points open, output down, points close, and so on. The points, therefore, vibrate open and closed much as the voltage regulator's points do, many times every second.

### Good and Bad News

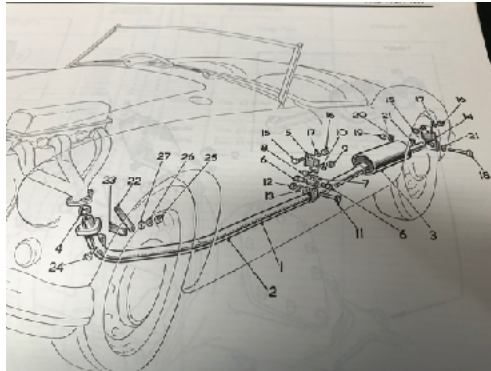
Because they are mechanical, voltage regulators are easy to troubleshoot. If you study the function of each of the three parts and how they interrelate, it becomes obvious which part is malfunctioning, depending upon symptoms. That means anyone who understands how everything works can easily troubleshoot problems. That's the good news.

The bad news is that the point gaps and spring pressures determine the voltage/current limits and they are exceedingly hard to adjust. Sometimes it can be done on the car using a voltmeter, but generally it is best to replace the entire regulator assembly when a certain part of it fails. Factory assembly of regulators required relatively sophisticated measurement instruments. Adjusting them by "feel" is a matter of luck, and frequently can result in damage. Overall the good news is that regulators are inexpensive and easily replaceable.



## MGA muffler search-by Dave Quinn

Exhaust systems are over looked in most car books and technical resources. However, anyone growing up in the 50s and 60s realized one of the real joys of driving a top down sports car was listening to the exhaust as you upshift and downshift. Almost all the factory sports cars of the time had great sounds. There are two basic muffler designs.



One uses a series of baffled chambers to dampen the sound. The second type, termed a Glass Pack, Steel Pack, etc. being a straight through design to eliminate as much back pressure as possible.

The big aftermarket brand with ads in every car magazine of that time was Abarth, mufflers with twin outlets. They claimed, to quote, their “free

exhaust” could reduce back pressure, run cooler, increase power and fuel economy. Best of all they put out a beautiful sound. MGA \$29.50, MGA Twin Cam \$49.50. As time passed both increased slightly. For comparison, a Baker glass packed double outlet muffler for an MGA was \$15.50.

The MGA service parts manual lists the “Silencer and tail pipe” as part number ARH65. The Clausager MGA bible says the exhaust

manifolds were left unpainted on all cars, with the pipes and silencers painted aluminum. There is no mention who the suppliers were.

Many years back I bought a factory MGA pipe and muffler system from Falvey Motors, a British car dealership in Royal Oak, Michigan. It had been in their upstairs storage for maybe twenty years. I loved it and the compliments it brought. In August 2021 I began looking for a replacement muffler for my current A. The ultimate would be to find the pure sound of a factory exhaust. Mine started going bad a couple years ago. It was really getting loud. I've gotten used to loud but it can become tiring with highway driving. I knew Moss Motors sold one, P/N 454-580 for \$129.99. I read reports it was too quiet with remarks it would get noisier. I was not interested in the stainless steel version with numerous reports of muffler failure, plus it was on back order. Why chance Moss if I didn't have to.

My search began at my local Midas shop. In the mid-90s a A-Antics tech tip submitted by Neil Griffin said the 1964 Ford Falcon muffler was a dead ringer for the A. I passed that info to Midas while they took measurements and initially believed they could easily find a replacement but weeks later we both realized that wasn't going to happen. Midas' measurements were 20.5" long and 5" diameter, steel pipe 1.75" from engine, and 1-5/8" at the down side.

In July 2022 Jeffery Clark made a post on Facebook – “Looking for a muffler; any suggestions other than Moss?” Bob Ragan answered saying “I was lucky, found a NOS Harmo aftermarket muffler from back in the day. Slightly smaller and lighter weight than the original perfect fit with a nice tone.” Earlier, May 2020, Ragan had wondered if anyone had heard of Harmo. On the British Car Forum I found a couple posts. One saying Harmo was a quality aftermarket muffler back in the 70s and a second saying “I remember

*(Continued next page)*

**THE WINNER!**  
In racing!  
In street use!  
In economy and power!

**ABARTH**  
FREE-EXHAUST SYSTEMS

**MGA**  
**\$34.50**

Also available:  
MG-A Twin Cam \$54.50  
MG-TD \$49.50

**NOTE:**  
ABARTH products have little in common with conventional mufflers. Each ABARTH is a precision exhaust system, custom-designed and tuned specifically for your exact make and model of car.

the “Silencer and tail pipe” as part number ARH65. The Clausager MGA bible says the exhaust

the '60s. The owner of the company was Martin Brain. I knew him from the sprint and hill-climb world. He had 3 single seater cars and used to come to events in a Bentley and had a couple of mechanics and a "Dolly Bird" in tow. We were all very impressed!" The poster goes on to say he competed in a well worn XK150, while Brain had three Cooper F1 chassis racers: one with a 2.5 litre Daimler V8, another a 3 litre BRM V12, and the third a Chrysler 440! He goes on to say that unfortunately Brain was killed at Silverstone in a club race when he hit a straw bale, rolled over and the Cooper roll bar collapsed on the V12 car. Wikipedia puts the date of this well known British racing driver as May 1970.

There are few references to Harmo these days. Earliest shows the spelling as HarMo on the filter; the latter all in caps, HARMO. Researching the internet I was able to locate and order the last Harmo muffler from Sports & Classics in Stamford, CT.

Owner John repeated Harmo was a quality supplier back-in-the-day and even sold car parts to BMC. John said he bought this one as part of a 'bulk purchase' decades ago. It measured 21" and 5.25".



John Twist recalled Harmo as being a muffler supplier. He believed the Walker muffler company may have bought the rights and this catalog

reference supports that idea. Could the 50 or 60 year old replacement be a factory original, if in fact they were a supplier?

I suspect not. It's too loud; perhaps even louder than the one it replaced. Under throttle it can be very loud. But one nice feature is that it presents a pleasant sound at a steady even speed, say 60 mph. Letting up on the throttle you clearly hear it backing off, which suggests very little baffling.



Almost makes me wonder if it was designed for a race car.

While some MGA mufflers I have seen have a downward turned tail pipe, the factory service manual drawing shows a straight pipe, which is confirmed by Clausager photos which show the tail pipe leaving the muffler at the 6 o'clock position and pointing to the right of the overrider – a detail I overlooked and didn't point out to Midas. Mine was installed at 9 o'clock. I asked Midas to take 6 inches off as it was too close to the guard in that position.

**Happy trails ahead.**

**Dave Quinn**

*(Ed Note: I had an Abarth system on my 1974 Fiat 124 Spyder convertible and loved it. Kathy knew I was coming home from 2 blocks away. When I finally wised up and bought the '57 MGA to restore I drove it around for several years with just my Thrush "Sound of Power" glass pack installed and thought it was loud, but OK. I finally bought a Tourist Trophy stainless steel exhaust system and am now happier with a quieter system. But I'm looking forward to*





# The Apple of Your Eye

## Showcase

**SATURDAY SEPTEMBER 10**  
**SUNDAY SEPTEMBER 11**  
**10-5 • FREE ADMISSION**

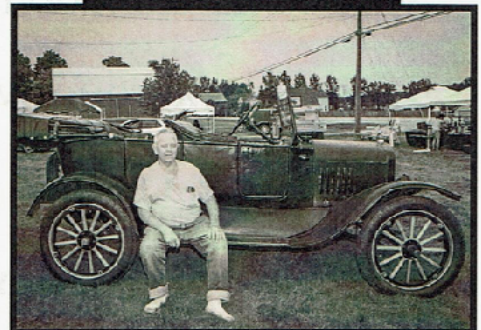
*Proceeds Donated to :*  
**CYSTIC FIBROSIS FOUNDATION**

### FUN FOR THE WHOLE FAMILY

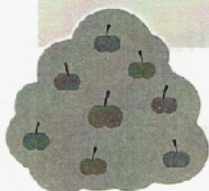
- **Food Concessions**  
*By: Kiwanis Club of Linden*
- **Music**  
*By: J.R. & Vonda*
- **Youth Activities**
- **Orchard Apples**
- **Donuts & Cider**
- **Raffles**
- **Youth Activities**
- **Arts & Crafts**
- **Local Vendors**

**CLASSIC  
CARS**

**MILITARY  
VEHICLES**



- **NO Entry Fee**
- **NO Classes**
- **NO Judging**
- ALL MAKES & MODELS WELCOME**
- **Participant Awards**
- **Clubs Welcome**



**Mueller's  
Orchard**  
and Cider Mill  
est. 1941

**Mueller's Orchard**  
6036 Lobdell Rd. • Linden, MI  
810-735-7676 • Hours: 10:00 - 6:00  
Email: muellersorchard@gmail.com  
www.muellersorchard.com