



A-Antics



Rowdie Business Mtg

The Raworth Bodied 1923 MG

GT-48 and GOF Central

Evans Waterless Coolant

Business Meeting Report & Events



MICHIGAN CHAPTER OF NORTH AMERICAN MGA REGISTER

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

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

Nickname: Rowdies

Motto: People First!

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

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

NAMGAR Web Site: www.namgar.com

Past Chapter Chairpersons:

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

Rowdies Website: Larry Pittman, Webmaster

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

Larry Pitman's Database Report: 69 Active and Paid-Up Members

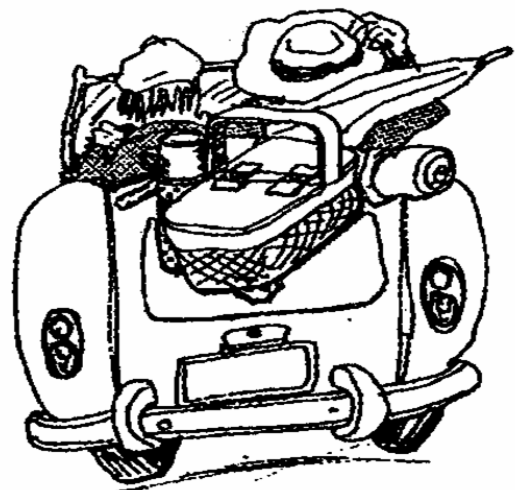
Deadline for submitting material for the next issue is: April 20, 2023

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.**





MEMBERS PAGE

Welcome New Members!

Name: Ed Fry
Address: 16650 Lola Dr.
 Redford, MI 48240
Cell phone: 313-531-4500
Email: edfryvolvo@gmail.com
Type of MGA: 1500 Roadster
Year: 1958

Member Update

Bill Gallihugh's daughter Nancy called in with a message from Bill that he wanted to share with the Rowdies. He had sudden onset of left sided weakness and was admitted to Bronson Hospital sometime after our business meeting (Feb 5). Evaluation then revealed a brain lesion and he had surgery and is now at Borgess rehab facility to regain his strength and mobility. He will likely have further chemo or radiation therapy.

"Good afternoon, in case people wonder why I am not going to the GOF, it is not a secret. Technically I have a glioblastoma. Probably going into rehab tomorrow. Radiation will come later. I'm at Bronson hospital in Kalamazoo until tomorrow when I hopefully move to Borgess rehab. **Bill**"

Ken talked with Bill & Trudy and Nancy later wrote again that "Dad said he talked to you today. He's really been enjoying hearing from people. Please feel free to share his email address with the MG club members. If anyone wants to send a card, they can send it to his home address: **6202 Saddle Ridge, Kalamazoo, MI 49009**. We're doing whatever we can to keep his spirits up. Thanks so much!"

Please keep Bill, Trudy and their family in your thoughts and prayers, and join us in wishing him a speedy recovery. **Ken Nelson**

Letters

GOF Central 2023 - South Bend, IN

Here's some initial details on the 2023 GOF Central in South Bend, Jun 20-23, 2023:

The website is: <https://www.gof2023.com/>. All Rowdies are encouraged to take a look at it for information on schedules, events, accommodations, and what a GOF is all about. In particular, I recommend taking a look at the promotional video at the top of the initial page. Registration is now open and MGAs will be represented there. It's worth checking the website for some very well presented information on this event. See flyer elsewhere in this issue. This event will be an easy stop off on the way home from GT48 in Memphis.

Ken

World Traveller's Report

While roaming around in the town of Queenscliff, Victoria, Australia, I ran across an apparently priceless artifact in a local antique shop window. The tag on the right reads: Large Hand made wooden 4 spoke MGA steering wheel. Display Only (as found) \$145. The tag on the left reads about the same.

Price is in Australian dollars, so luckily it can be had for a little less. The condition as you can see, is



rather rough. The wooden rim is significantly thicker than the standard wheel. Unfortunately, there wasn't enough time to chat-up the store owner before I had to be back on the bus. We have seen a few MGs, thus far, during our travels: a few MG Metros, an early MGB, and an actual MG

dealership. While most the vehicles here are like those in the States, Diane and I are still trying to figure out one or two of the car badges that we're not familiar with.

Steve & Diane Mazurek

Michigan Winter Driving Tips

(Sent in by Dave Smith & Dave Quinn)

Keep a blanket, flashlight and water in your vehicle.

Keep an ice scraper in your car (use a credit card if needed)

Always keep a phone charger and cord in your car.

Keep a small first aid kit handy.

Keep at least half a tank of fuel in your car.

Keep high-calorie food in your car (nuts, granola bars, hard candy, etc.)

Make sure your battery, heater, and wiper blades are in good order.

Make sure your tires are properly inflated and have plenty of tread.

Never use cruise control on snow and ice.
 If you slide off the road, stay with your vehicle, call 911 or road service.
 If phone service is not available, try texting 911.
 Make yourself visible with the hazard lights on.
 If it's dark, keep the interior dome light on as it uses less electricity.

Don't over-exert yourself if you are trying to dig out your car.
 Keep the exhaust pipe clear to avoid carbon monoxide in the car.

Only run the car for 5-10 minutes at a time with a window slightly open.
 It's a good idea to carry jumper cables for you or if someone else needs a start.
 Non-clumping cat litter, sand or rock salt can be used under your wheels for traction.
 Keep a small shovel to clear 2-3 feet in a straight line in front of the drive wheels.
 Remember it can take up to 10 times longer to stop on snowy or icy roads.

Be alert to nearly-invisible black ice on the roads.
 Keep an ordinary coffee can in the car: scoop snow, collect snow for water, or to put a candle in for heat.
 Long-burning candles /waterproof matches from camping supplies.
 It's always good to have extra gloves, dry warm clothes, hat, etc.

Link where snowplows are in a MI storm: <https://mdotjboss.state.mi.us/MiDrive/map>

Double Daves

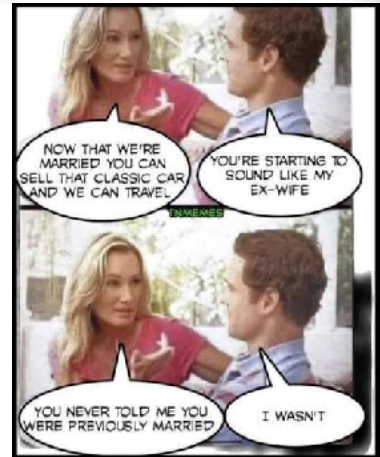
From The Land Of Sunshine

We had a very nice visit from Bill and MaryEllen today. Unexpected but very welcome to see Rowdie friends. Just wish we had a bit longer than lunch to catch up. Would love to see other Rowdies if they are down in Sun country.

Jeff & Jan Zorn



A Typical Day In The Life Of A MG Owner



ROWDIES 2023 EVENTS

APRIL

22 **Kimber Birthday Party-** Holt, MI Delhi Diner

MAY

6 **Drive Your MGA Day-** Everywhere
 ?? **Spring Gathering-** Camp Dearborn, Milford, MI
 ?? **City Club Classics-** Ann Arbor, MI

JUNE

4 **Brits Return To Ft Meigs-** Toledo, OH
 12-16 **NAMGAR GT-48-** Memphis, TN
 17 **Route 66 Car Show-** Nashville, MI
 20-23 **GOF Central-** South Bend, IN
 25 **Michiana Brits-** South Bend, IN
 23-25 **Mid-Ohio Vintage Races-** Lexington, OH

JULY

9 **Mad Dogs-** Gilmore Museum, Hickory Corners, MI
 14 **Rolling Sculpture Car Show-** Ann Arbor, MI
 15 **Rowdy Birthday Party-** Dave & Donna Quinn's-Jackson, MI
 21-23 **Waterford Hills Vintage Races-** Waterford, MI

AUGUST

12-13 **Alden Car Show-** Alden, MI
 19 **John Twist's Summer MG Party-** Grand Rapids, MI

AUGUST

??? **Rowdies Beach Party-** TBA

SEPTEMBER

1-4 **MG 100th Anniversary & Historic Races-** Lime Rock Park, CONN
 ??? **Battle of the Brits-** Camp Dearborn- Milford, MI
 17 **Orphan Car Show-** Ypsilanti, MI
 19-21 **Put-in-Bay Vintage Races-** Put-in-Bay, OH

OCTOBER

??? **Rowdies Colour Tour-TBA**
 ??? **Larry's Day In Garage-** Fenton, MI

NOVEMBER

DECEMBER

3 **Christmas Party-** Chelsea, MI

OTHER POSSIBILITIES

Day In Garage
 Spontaneous Drives in Country
 Canoe Trip
 Bar Hopping Like It Was 1958



Rowdie Business Meeting Minutes-Feb 5, 2023

MICHIGAN ROWDIES 2023 BUSINESS MEETING MINUTES:

Location: Ken and Kathy Nelson's Grand Rapids home
Chairman's Report (Bill Weakley):

Club Yearly Dues:

The board met on January 30th in preparation for the business meeting. One of the main topics was club dues. Over the last few years, we have spent down the club treasury balance by waiving dues for one year and paying for the holiday party, among other things. The board would like to maintain the current balance of about \$4,000. Currently, the single largest expense for the club is printing and postage for the A-Antics.

We currently print 30 copies per issue, and the dues from those who take the printed copy don't cover \$360/issue times 6 issues/year. There are a few people who are unable to take the electronic version, and most who do take the printed version want to keep it.

Options discussed were raising dues across the board, raising dues for print membership, keeping dues the same but cutting back on expenses, or a combination of those choices. After some discussion, it was decided to maintain the current dues for this year and watch our expenses. This can be revisited for next year.

Bruce Mann has contacted an alternate printer, Printivity, who quoted \$203.93 for 30 copies each issue shipped bulk to us. Someone would have to ship them to individuals. Bruce said that he and Willie were willing to take care of the shipping. He will put together the total cost for comparison.

GT-50:

The board also discussed GT-50. NAMGAR had previously planned to have GT-50 in French Lick, IN. That apparently is not going to happen, so the Rowdies have the opportunity to host the event as has been the tradition for the last four ten-year events. This was presented to the members attending the business meeting. After some discussion, a vote was taken. Approximately, 16 votes were in favor and 9 opposed. Larry Pittman is back as temporary acting Vice Chairman for NAMGAR, which makes him in charge of overseeing events for now. Larry will contact the NAMGAR event planner who will investigate potential host hotels in West Michigan up to Traverse City area. We should get some preliminary results within a couple weeks. We won't make a formal commitment until after that.

Treasurer's Report:

(Bill Weakley for Jeff Zorn): Jeff provided a formal report which was distributed. See copies this issue. The budget had been discussed previously, and there were no new items brought up.

Web Master's Report:

(Larry Pittman):
The club currently has 69 members.

Editor's Report:

(Ken Nelson): Ken encouraged members to keep sending in any stories, photos or other items of interest. He thanked all the members for doing an excellent job to date assisting with pictures and items for the A-Antics. He mentioned that one way to cut costs for the A-Antics would be to go to four issues per year instead of six. This could make it a little harder to keep information about upcoming events accurate and timely.

Membership Chairman's Report:

(Willie Mann): Willie stated that we have had several new members joining the club this year.

Regalia Report:

(Bruce Mann): Bruce is investigating a company that sells regalia to car club members directly. They would set up a separate web page for our club. We could upload artwork that could be on a selection of items, and members could order directly from the web site.

Meets Chairman's Report:

(John Alexander): John went through a long list of events and potential events. These will be posted in the next A-Antics. June is extremely busy with GT-48 and the GOF almost overlapping.

Officer Election:

(Bill Weakley): There are no board members resigning and no members offering to run for a position, so there were no elections. Bill encouraged everyone to consider getting more involved with club operations as a board member or just assisting.

New Business:

Bill Gallihugh gave a brief presentation about **GOF Central June 20-23, 2023** in South Bend, IN



3:29 PM

01/11/23

Accrual Basis

Michigan Rowdies
Profit & Loss Prev Year Comparison
January through December 2022

	Jan - Dec 22	Jan - Dec 21	\$ Change	% Change
Ordinary Income/Expense				
Income				
Auction	332.00	263.00	69.00	26.2%
Christmas Party Receipts	1,320.00	0.00	1,320.00	100.0%
Contributions Income	200.00	0.00	200.00	100.0%
Membership Dues	1,992.07	245.00	1,747.07	713.1%
Tech Manual - A-Antics	282.90	386.00	-103.10	-26.7%
Total Income	4,126.97	894.00	3,232.97	361.6%
Expense				
A-Antics Newsletter				
Envelope	11.16	0.00	11.16	100.0%
Postage	272.39	332.50	-60.11	-18.1%
A-Antics Newsletter - Other	1,269.80	1,631.15	-361.35	-22.2%
Total A-Antics Newsletter	1,553.35	1,963.65	-410.30	-20.9%
A-Antics Tech Manual Costs	936.19	26.21	909.98	3,471.9%
Christmas Party				
Dining-Food	1,563.36	0.00	1,563.36	100.0%
Misc	439.20	0.00	439.20	100.0%
Christmas Party - Other	28.65	2,187.89	-2,159.24	-98.7%
Total Christmas Party	2,031.21	2,187.89	-156.68	-7.2%
Contributions	217.63	0.00	217.63	100.0%
Meeting Expense	820.70	80.45	740.25	920.1%
Miscellaneous	59.02	0.00	59.02	100.0%
Name Tags	149.80	0.00	149.80	100.0%
PAYPAL FEES	2.90	18.85	-15.95	-84.6%
Postage and Delivery	0.00	6.83	-6.83	-100.0%
Reconciliation Discrepancies	0.00	15.76	-15.76	-100.0%
Total Expense	5,770.80	4,299.64	1,471.16	34.2%
Net Ordinary Income	-1,643.83	-3,405.64	1,761.81	51.7%
Net Income	-1,643.83	-3,405.64	1,761.81	51.7%



Ken & Kathy Nelson- Hosts for Business Mtg

Michigan Rowdies

Trial Balance

As of December 31, 2022

	Dec 31, 22	
	Debit	Credit
53 Bank	4,233.83	
Bank Account Transfer	0.00	
Peoples	0.00	
Accounts Payable	0.00	
Opening Bal Equity		3,390.54
Retained Earnings		2,487.12
Auction		332.00
Christmas Party Receipts		1,320.00
Contributions Income		200.00
Membership Dues		1,992.07
Tech Manual - A-Antics		282.90
A-Antics Newsletter	1,269.80	
A-Antics Newsletter:Envelope	11.16	
A-Antics Newsletter:Postage	272.39	
A-Antics Tech Manual Costs	936.19	
Christmas Party	28.65	
Christmas Party:Dining-Food	1,563.36	
Christmas Party:Misc	439.20	
Contributions	217.63	
Meeting Expense	820.70	
Miscellaneous	59.02	
Name Tags	149.80	
PAYPAL FEES	2.90	
TOTAL	10,004.63	10,004.63

Michigan Rowdies

Balance Sheet

As of January 11, 2023

	Jan 11, 23
ASSETS	
Current Assets	
Checking/Savings	
53 Bank	4,233.83
Total Checking/Savings	4,233.83
Total Current Assets	4,233.83
TOTAL ASSETS	4,233.83
LIABILITIES & EQUITY	
Equity	
Opening Bal Equity	3,390.54
Retained Earnings	843.29
Total Equity	4,233.83
TOTAL LIABILITIES & EQUITY	4,233.83



Chairman's Chatter

I've had a new MG experience. I sold my 1600 project car. I bought the car in pieces in September of 2020, finished it by September 2022, and sold it in January 2023. The only formal advertising I did was in the MGA! magazine. I tried to put it on Bring-a-Trailer, but they insisted on a lower reserve than I was willing to accept. So I had decided to wait until spring, when demand for sports cars would be higher. I had received email enquiries from the MGA! ad, but none produced results until the latest issue. I ended up selling it for full asking price to a member of the MGC register in St. Augustine, FL. The car was picked up on January 27th and delivered on the 30th.

I am a little sad because the other person who responded to the ad was our own Jerry Jesion. He is looking to get back into an MGA. Maybe someone knows of a good 'A' for him. I definitely had mixed emotions seeing the car leave. As much work as I put into it, I know there are many things that I could have done had I kept it. I tried to keep it very close to stock. My thinking was that the next owner could decide what they wanted to do to the car, whether they wanted to make it into a nice driver or keep it original. Of course, a restored car is not "original", but it can be restored to original condition or sometimes better. Other than a single 12V battery, a spin-on oil filter adapter and three-point seat belts, this one is close to original. I added the front anti-sway bar, but that would have been a factory option at the time.

So the car is gone, my bank account is fuller, and my MG garage has more work space. My '56 short block is at the machine shop having new rings installed. This is the third set. Third time's a charm? I hope so. I really want to get it on the road by spring. I don't have plans to tackle another project car, but it could happen sometime.

We had a busy business meeting on February 5th. Besides the usual business of event schedule (lots) and elections (none), we had long discussions on potential changes to dues and hosting GT-50.

Mary Ellen and I made a brief trip to Florida, mostly visiting friends. We only walked one beach on the whole trip. We stopped in Tarpon Springs on the way down to say Hi to Jeff and Jan Zorn. They had just disembarked from a cruise but took time to show us a bit of the town and took us to a nice restaurant for lunch. The automotive highlight of the trip was a visit to the Revs Institute museum in Naples. The institute was founded by Miles Collier of Collier Cup fame. It has some of his race cars and a large group of Briggs Cunningham's cars. But the big draw for me was Dan Gurney's F1 winning Eagle Westlake. It

was the only time an American driver won a F1 race in a car of his own manufacture, but it was also one of the most beautiful F1 cars of the post war era. There was also a beautiful 1934 MG K3 Magnette with an in-line overhead cam six with a Roots blower. It makes me wonder why MG didn't continue with more advanced engine technology.

It won't be long now before we can get our MGAs out on the roads again. Get those cars ready!

Chairman Bill



I haven't tried using waterless coolant in any of my cars, but I researched it on the internet and came up with these two articles and wanted to share information on the pros and cons. There seems to be a huge merit in no corrosion, boiling over, or need to change again (ever!). The downside seems to be possible increase in leaks, need to remove all water from your system (over 3% water left will cancel its benefits for your car although it can still be safely driven), high cost (about \$60/gal). Theoretically it could be the coolant of choice for an older collectible car that only sees limited use. Has anyone used it or had further knowledge? The main producer is EVANS Waterless Coolant. Read below and see what you think, then write in to me with your experience or thoughts to publish in a future A-Antics.

Ken Nelson

Waterless Coolant-Pros and Cons

FROM "THE GREEN GARAGE"

Dec 23, 2018 by Editor in Chief

The traditional coolant used for keeping engines at their proper temperature contains 50% water. Even when you purchase antifreeze for your vehicle, most manufacturers encourage you to cut the coolant in half with water. Any coolant option which contains water promotes overheating and may contribute to premature engine corrosion. That is why waterless coolant is an alternative to consider for any vehicle.

Evans Waterless Coolant is one example of this product option. Instead of containing water, it offers a glycol-based fluid that reduces (or eliminates) the problems seen in water-based cooling systems. You'll receive the same heat transfer qualities found in other coolant options, but with additional advantages which improve the reliability of the engine. Regular use may even extend the life of your engine.

If you're thinking about a transition from traditional antifreeze or coolant to this product option, then here are the critical waterless coolant pros and cons to review.

List of the Pros of Waterless Coolant

1. *There is a safety component to waterless coolant not found in other options.*

The waterless coolant manufactured by Evans is based on propylene glycol. Traditional antifreeze or coolant products use ethylene glycol instead. That limits the toxicity which comes with exposure to the product. Propylene glycol is used as a sweetener in many products, including medications. No harm is done if the product is accidentally ingested. When a vehicle leaks

ethylene glycol, the results are very different, as it is poisonous to pets, small animals, and even children.

2. *You receive a superior form of engine protection.*

Water changes its characteristics when exposed to a high enough temperature. If your engine runs hot, above 212 degrees Fahrenheit, the water in your system begins boiling. Bubbles form next to the cylinder liners, flexing from the side thrusts provided by the pistons. If those bubbles implode, the coolant will impact the liner wall with enough force to eventually compromise the system. That causes the coolant to get into your oil sump and foul the system. Instead of relying on unknown supplemental additives to stop this process, there is no water to vaporize in the waterless coolant. That prevents voids and corrosion, promoting longer and healthier engine life in every vehicle.

3. *It provides a superior level of temperature protection for the engine.*

Vehicles in almost every climate benefit from the use of waterless coolant. The traditional antifreeze or coolant formulation protects to about -34°F. You then have a boiling point at 250°F when the pressure cap is placed correctly. If you're using a 50/50 coolant, then your temperature maximum is 263°F.

When you make the switch to a waterless coolant, your boiling temperature rises to 375°F without the need for pressurization. That provides you with a better safety margin during engine operations. This product won't freeze even when temperatures drop below -40°F either.

4. *There isn't the threat of water-scale buildup within the system.*

Even when you use distilled water with your traditional antifreeze or coolant, there is still a threat of scale-

forming to consider with your engine. Waterless coolant eliminates that threat entirely because you're using propylene glycol for your cooling needs instead. This product works fine at 2 PSI or less in most circumstances too (though some manufacturer's instructions do vary), which means you're not stuck with the 15 PSI radiator cap for performance. There are no localized hot spots or boil-off concerns, which means you receive a cleaner operations profile.

5. *It is a proven product with a history of success.*

Evans has manufactured their waterless coolant for more than 20 years, offering vehicle owners access to all the advantages of their product. The extended protections offered to engines are proven to work. You eliminate the expansion of water as it cools, and its vaporization when heated. The threat of an engine block cracking disappears completely.

6. *Waterless coolant doesn't erode like traditional products.*

Because of its higher boiling point, a waterless coolant remains in liquid form instead of vaporizing. That means you have fewer cooling system losses over time while preventing the issue of pitting. The hygroscopic nature of waterless coolant also means that any water trapped in the system will be absorbed into the fluid, giving you another layer of protection against internal corrosion.

7. *Vehicles may warm up faster when using a waterless coolant.*

If you get tired of waiting for the heater to kick-in during the cold winter months, then a switch to waterless coolant may offer another benefit. Your vehicle warms up faster, which gives you more heat to use in the cab when the weather turns. For owners living in cold weather environments, this benefit may increase their fuel efficiency rating by up to a half-mile per gallon.

Although warm weather drivers often see a drag on their fuel efficiency because of the added heat, any location which experiences seasonal weather changes should balance itself out over time.

List of the Cons of Waterless Coolant

1. *The cost of the waterless coolant is much higher.*

If you were to use a standard coolant or antifreeze in your vehicle, then the product cost would be around \$20 per gallon. The cost of the waterless coolant from Evans, which is the primary supplier of this option, is about \$40 per gallon. If you're using a big-bore diesel



engine with your truck, semi-trailer, or another large vehicle, the difference in price for your coolant needs may be \$400+ if you choose the waterless option.

2. *There are availability concerns to think about with waterless coolant.*

If a slow leak occurs with your vehicle, then you can make it home easy enough

before repairing the issue. Just stop at any store, purchase replacement coolant, then make sure your reserves never get too low. That option disappears for you when using waterless coolant. Availability is not as widespread as traditional antifreeze or coolant options because only authorized service providers have the product. Adding water eliminates the benefits of going waterless too.

That means you must stock up on the product when you make the conversion to the waterless coolant. If you use it in your everyday vehicle, then you'll need to carry some with you at all times. Without plenty of extra, you'll find the recovery costs of popping a hose can become an unpleasant surprise.

3. *Heat isn't moved as effectively with waterless coolant.*

Even Evans Waterless Coolant offers a lower specific heat rating, which means a water-based product will create a faster result in comparison. Compared to water, the specific heat capacity falls into a range between 0.6 to 0.7. That's why the traditional coolant technologies have been around for so long. The coolant creates a higher boiling temperature for the water, providing you with a layer of protection which is adequate unless the vehicle overheats. Some vehicles run cooler with a waterless coolant, especially if they are equipped with a high-performance engine. Others do not.

4. *Engines typically run hotter at the cylinder heads.*

Although the overall process creates a cooler engine for many vehicle owners, using a waterless coolant does make an engine run hotter at the cylinder heads. For a high-performance engine, the issue could change conditions by over 100°F. The stabilized coolant temperatures are increased by at least 30°F when the conversion takes place as well when compared to a 50/50 or traditional coolant. You're also faced with an inhibitor disposition on aluminum surfaces, which may be problematic for some radiators.

5. *There is a conversion cost to consider with going waterless.*

If your vehicle has not received coolant as of yet, then the cost of a waterless coolant is only the product

expense. When you're converting from a traditional coolant, however, then your system must be purged. Over 97% of the original coolant must be removed from the system for the waterless coolant to be sufficient. If you do not achieve that rate of success, then you lose the corrosion-resistance benefit. The cost of purging the system varies per location, but it typically falls into a range between \$250 to \$400.

6. *Waterless coolant may reduce your horsepower rating.*

When a full conversion to waterless coolant occurs, owners notice a small dip in the horsepower possible from their engine. Some high-performance engines see a drop of 5% or more. At the same time, the fuel octane requirement for the engine increases by up to 7 points, which further reduces performance if a shift in gasoline quality does not happen. The hidden costs of these issues to correct them further increases the overall expense of switching from a water-cooled system to this product.

7. *It will absorb water when allowed to sit out in the open.*

When you use a waterless coolant, it is essential to remember that the product is hygroscopic. That means it offers the capability of absorbing moisture from the surrounding environment. It will even pull water from the air if you allow it to sit outside. Most cooling systems do not have air exposure concerns, so the absorbing nature of the fluid is not an issue within the vehicle. If you're performing maintenance on your cooling system, however, then you'll need to place the fluid in a tightly-closed container to prevent it from being corrupted.

8. *There are flammability concerns in high-performance settings.*

"Only dealt with that stuff one time," is an observation written on a tech talk forum about waterless coolant. "Guy dumped it on the starting line and made a full pass that was a 3-hour clean-up. Worst stuff I have ever cleaned and extremely slippery." There are also flammability issues reported with waterless coolant when exposed to high-heat situations on racetracks and other high-performance areas. Although reviews on this

potential disadvantage are mixed, the issue should be approached with caution at the very least.

9. *The fan on your vehicle may start operating continuously.*

Because waterless coolant changes the temperature profile of your vehicle, some owners may find that their fan triggers on continuously because of the heat at the engine. Although the waterless coolant provides better protection, you may need to reprogram the temperature settings of your fan to prevent this issue. Some owners may also change their engine timing to prevent knocking after a switch to this product and look at the specs of their water pump since the viscosity of waterless coolant is a little different.

10. *You may be forced to purchase by mail.*

Even though you can find waterless coolant products online, only authorized dealers are permitted to sell the product for Evans (and similar rules apply to other manufacturers). If you purchase your product from a retailer who is not authorized, including online companies, then the warranty coverage offered by the product does not apply.

Most vehicle owners will find that an authorized dealer is within 50 miles of their location. The only exception to this rule is for rural owners. Even then, driving that distance just to purchase waterless coolant creates an unnecessary expense for some owners. The pros and cons of waterless coolant offer vehicle owners an alternative to a water-based product. If you don't want to deal with the hassle of traditional antifreeze or coolant, Evans and other manufacturers offer an alternative worth considering. You may be able to achieve similar results with distilled or purified water and soluble oil, but it is imperative that you also follow the instructions or advice given by your engine manufacturer.

About the Author of this Blog Post

Natalie Regoli is a seasoned writer, who is also our editor-in-chief. Our goal at Green Garage is to publish the most in depth content on the internet for every topic we write about.

TEN THINGS YOU NEED TO KNOW ABOUT WATERLESS COOLANT

On Dec 3, 2021 Last updated Dec 3, 2021 from Motocross Action

(1) ***Waterless coolant.*** Let's state the obvious: waterless coolant is different from regular coolant because there is no water in it. Waterless coolant is made up of the same basic glycols as regular coolant but operates much differently without the water. There are a few waterless coolant companies on the market, but only one markets worldwide and is highly

involved in the motocross industry. That company is Evans waterless coolant. They let us in on some secrets, good and bad, on the effects of waterless coolant.

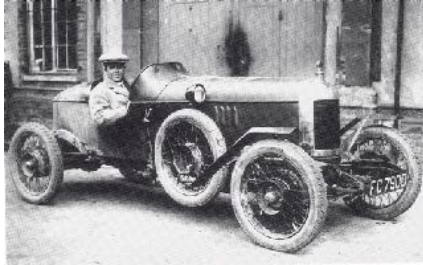
- (2) **Temperature.** The boiling point of waterless coolant is 375 degrees Fahrenheit and it freezes at -40 degrees Fahrenheit. Instead of expanding when frozen, like water does, without the water, the coolant actually decreases in volume.
- (3) **Stability.** Waterless coolant additives do not fall out of solution as with regular coolant. Stable additives are added to the waterless coolant so the coolant never goes bad, whether it is used or still sitting in the container, so it never has to be replaced.
- (4) **Vapor pressure.** Waterless coolant doesn't build vapor pressure in the system. There is moderate pressure build-up from a 7-percent fluid expansion, so if you open the radiator cap when the coolant is hot, it may spill out a few tablespoons, but it doesn't have the vapor pressure that can blow up in your face like regular coolant. It must be said that if there is residual water still in the system (over 3 to 5 percent), vapor pressure will build.
- (5) **Mixing.** If you have waterless coolant in your system and it is low and you didn't bring extra waterless coolant to the track, don't worry. You can add water or regular coolant to the system with no issues. With water added, it will behave just like regular coolant and lose the waterless-coolant benefits.
- (6) **ASTM.** The ASTM, the organization that sets the bar in over 12,000 technical standards worldwide, has a waterless-coolant standard. So before making a purchase of waterless coolant, make sure it meets the ASTM standards to ensure you are investing in a high-performance product.
- (7) **Corrosion.** Many waterless coolants, including Evans' old formula, would corrode with an addition of only 3-percent water. A waterless coolant that meets the ASTM standards can have up to 10-percent water and still retain its anti-corrosion properties. Evans Coolant will still protect with up to 60 percent water. It can't, however, retain its lifetime use with water added and will go bad within a few years.
- (8) **High temperatures.** In long, hard races where the terrain is muddy, it is possible that mud can get packed into the radiators and restrict airflow and engine cooling. Regular coolant is going to boil out. If you don't let the engine cool down or refill it, you will damage the engine. With waterless coolant, the engine will continue to run fine with restricted airflow, although it is possible that the plastic parts in the cooling system, such as the pump impeller or fittings holding the radiator hoses together, can melt. If these parts are plastic on your machine and you ride in extreme conditions for long periods of time, replace the plastic parts with metal ones.
- (9) **Hot spots.** When you get vapor in the cylinder-head passages, the vapor pushes the liquid away from the metal in that spot, which raises the metal's temperature by hundreds of degrees. This is what causes detonation, warped heads and blown head gaskets. These hot spots don't develop with waterless coolant, because the waterless liquid will always be in contact with the metal to cool it down.
- (10) **Conversion.** To ensure you get the full benefits of waterless coolant, the cooling system must be completely drained or have a maximum of only 3-percent water. The best way to ensure this is to remove the drain bolt, then pull the hose off at the pump. Now, blow compressed air in at the top of the radiator. Put the hose and drain bolt back in (finger-tight) and pour one or two cups of either the waterless coolant or prep fluid (the prep fluid is the cheaper route) in the radiator. Then, drain and blow it out again before the final assembly and coolant fill.



Cecil Kimber's Having A Birthday Party!



This year Cecil Kimber is celebrating his 135th Birthday and the Michigan Rowdies are celebrating it on April 22, 2023 at the Delhi Diner in Holt, MI. Cecil will be 135, but the MG Car he produced will celebrate its 100th birthday this year, so be sure to plan on coming with (or without) your MG if you can. Sponsored by Michigan Rowdies, 'Ol Speckled Hens, WDMGC, Brit Motoring Club Mid-Michigan.



Then Don't Forget 'Drive Your MG Day'

Kathy Says "May 6th Is Drive Your MG Day, So Get That MGA Running and Ready For A Fun Day Of Driving!" (Rowdie Club Driving Plans TBA at a Later Date)



The Raworth Bodied Super Sport MGs of 1923

With these two aims in mind it has been decided that the centenary year should start in June 2023 and last until June 2024. In this way Cecil Kimber's vision as well as his successful realization of the MG are both recognized...

For many years across the MG community 1924 has been taken to be the year when the first MG cars were made and sold. In the main 1924 has been the accepted year and has been the basis of past anniversaries which have been celebrated by both MG clubs, and the various parent manufacturers of MGs.

The 1924 date has been based upon the modified 'Bullnose' Morris Oxford cars of 1924 which have been known as the **14/28s** and accepted as the first 'MGs'. It has been known for a long time that a car prior to the 14/28 was commissioned by Cecil Kimber. He ordered six Morris Cowley chassis from the Morris works, had some modifications made to these chassis at the Alfred Lane workshop in Oxford, and ordered **bodies from Raworth & Co.** based in St. Aldates, Oxford. None of these six cars have survived, but in 1998 details of the alterations made to these cars came to light.

The MG community tended to be divided on the Raworths between those who felt the 14/28s and the 1924 date was the correct one, and those who believed that the 1923 Raworths should receive recognition as the first MGs – in concept, if not realization.

It has become apparent that this difference over the Raworths vs. the 14/28s can now be resolved due to the considerable efforts of *The Early MG Society* and in particular researches in the Oxford County and City archives by the late Robin Barraclough and by Phil Jennings. Of the twenty-one mechanical differences between the standard Morris Oxford chassis and those sold as **Morris Garages Sports (14/28)**, there is general agreement that **the significant differences were in the lowering of the rear springs and the alteration of the angle of the steering column** by relocating the steering box. In themselves these alterations do not appear very significant, but crucially it meant that the chassis sat lower, and the driver sat lower and further back. This in turn enabled the bodies to be different from anything currently available in the Morris Motors catalogue.

Research finally revealed **some of the (same) alterations which had been made to the 1923 Raworths** prior to their bespoke bodies being manufactured. *The crucial changes, which have allowed*

the 14/28s to be recognized so far as the 'first' MGs, were, it has been shown, made also to the Raworths a year earlier. The documentation supporting this had lain in the archives for nearly 75 years. *The Raworths* were overpriced, lacked sufficient distinction, and were a commercial failure, but they *were Cecil Kimber's first attempt – along with the support of his employer Sir William Morris – to create the first MG (in 1923).*

While the available evidence is not absolutely conclusive, *the first Raworth MG was most likely registered on 1st June 1923 with the Oxford authority as FC5581.* It is also recognized however that 1924 was the year when the first successful MG was manufactured – the 14/28. Without the success of Cecil Kimber's second attempt at a sports car his employer, William Morris, would not have provided the £16,000 necessary to build the first bespoke MG factory in Oxford (Edmund Road) and ensured the future of the marque. *It seems entirely appropriate therefore that the 14/28 and 1924 should also receive celebratory recognition.*

With these two aims in mind it has been decided that **the centenary year should start in June 2023 and last until June 2024.** In this way Cecil Kimber's vision as well as his successful realization of the MG are both recognized.

Peter Cook

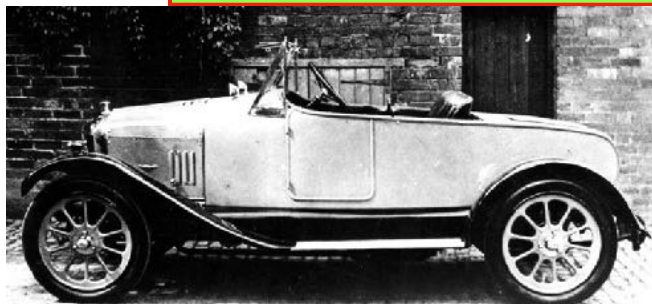


*1923 Raworth
bodied MG
Super Sports*



*1924-26 MG 14/28
Super Sports*

2023-The 100th Anniversary of MG Sportscars



The convention for the celebration of anniversaries is to start from the date when the event first occurred – and the first M.G. sports cars were produced in 1923, so this is the date from which all things M.G. truly began. Over the years, due to misunderstandings, other dates such as 1924, 1925 and even 1928 have been erroneously adopted as the starting point of M.G. These errors are easily explained, as will be seen in the following information.

The very essence of the M.G. brand is a true sporting car which incorporates good looks, performance and reliability. One cannot ignore the fact that the Morris brand, from which M.G. products sprang, were noted more for reliability than for sporting prowess. It was only after Cecil Kimber joined the staff at The Morris Garages, Oxford in 1921, that his enthusiasm for motor sport eventually led him to develop ‘hotted up’ Morris cars. The Morris Garages produced a few Morris cars with bespoke coachwork, (mainly up-market saloons), and then in 1922 began to sell Morris Cowleys with coachwork that they named the “Chummy Body”.

Morris Garages Chummies featured a small 4-seater body, wherein all passengers enjoyed the protection of the hood. Over 100 of these cars were sold. These cars were never marketed as M.G.s and had no sporting pretensions. However, Kimber modified his own Chummy and in March 1923 won a gold award with the car in the London to Land’s End Trial. Kimber’s success in this event led to William Morris sanctioning an order for six sporting 2-seaters to be produced – and these were to be the very first M.G. sports cars.

The coachwork for these six 2-seater sports cars was made by the Oxford firm, Charles Raworth & Sons. Kimber’s design incorporated various improvements in handling and performance which enabled the car to do 60mph on the flat!

The styling of the cars included several features which were to be iconic on M.G.s for several years – rakish swept wings, a sloping windscreen with triangulated end frames and ‘marine style’ air ventilators on the scuttle.

Adverts for these M.G.s first appeared in December 1923, in which the model was named ‘The M.G. Super Sports Morris’ – featuring the MG Octagon.

These first M.G.s were available to customers earlier in 1923, and the first recorded sale was in August 1923.

Plans are well advanced for a big M.G. Centenary event to be held in England in 2023. All of the major M.Gs. car clubs are involved, including the oldest – the M.G. Car Club in Abingdon – and all of those clubs agree that **the first M.G.s were the Raworth-bodied Super Sports built in 1923**. The M.G. Salesmen’s Handbook, issued in January 1928, states that “...the M.G. Sports Cars were first introduced in 1923 ...”.

Cecil Cousins, who was Kimber’s right-hand man at M.G., told author Wilson McComb that the first cars that can be considered M.G.s were the Raworth-bodied Super Sports of 1923.

So – that’s why the big celebrations will be held in 2023! by **Chris Keevill – Editor, The Early M.G. Society** www.earlymgsociety.co.uk

Chris’ article is a useful follow on to “The 97th International Oliver Arkell Day”, which was published in the October 2 2020 Issue (number 62) of “**Totally T-Type 2**” which celebrated the occasion in 1923 when a young man, John Oliver Arkell, came to Oxford to buy a car from the Morris Garages showrooms in Queen Street.

Arkell recalled the date of 11th August 1923 when he travelled to Oxford from his home in Highworth, Wiltshire to buy a Morris Chummy [a Morris open 2-seater with a space in the back for occasional passengers] when he noticed a yellow sports car in the window of the Queen Street showroom. He was much taken with the colour “an unusual yellow, the colour of good butter, and it had black wings.” Kimber was in attendance and said the price was £300, whereupon Arkell agreed to buy it, on the basis that it wasn’t much more than a Chummy. Having paid a deposit three days later, Arkell’s Raworth was registered FC 5855 in Oxford on 16th August and was delivered on 5th September. Shortly after the purchase, Arkell was told that the price should have been £350 and this was the figure quoted in later advertisements (see below). McComb opined that this uncertainty over the price suggested that Arkell’s Raworth was the first one sold to a private customer.

John James, Editor TTT-2

The Centenary Of MG Sportscars

In 1923 Cecil Kimber, the Founder of MG Cars, designed, built, advertised and sold his first MG sports cars. He called them the 'MG Super Sports Morris', with sporting coachwork by Charles Raworth. The first fully documented sale was to Oliver Arkell, of the Arkell Brewing dynasty, in August 1923. Under Kimber the company grew quickly to produce a plethora of sporting models, until he resigned from the Abingdon Company in November 1941.

Kimber was tragically killed in a train crash in 1945, he did not live to see his legacy of hundreds of thousands of Britain's favourite sports cars produced. Car production ceased at Abingdon, the spiritual home of MG, in 1980, then continued at Longbridge until 2011, and continues to this day in China.



To celebrate the Centenary of MG cars, the **MG Owners' Club, the Early MG Society, the MG Octagon Car Club, the MG 'T' Society and the MG Car Club have joined forces to organise an 'MG Centenary' event on Saturday 27th May 2023.** The celebration will be held at the **British Motor Museum at Gaydon**, with a full range of attractions to be held during the day, culminating with an optional Centenary dinner in the early evening in the Sky Suite at the Museum. Full details of the program of events to be held at Gaydon will be released at a later date.



MG Vintage Racers & Lime Rock To Celebrate 100th Anniversary Of MG

The 41st Lime Rock Park Historic Festival, September 1-4, 2023, will feature a host of MG events to celebrate the 100th year since Cecil Kimber badged his bullnosed Morris as an MG for Morris Garages.

MGVR's Dave Nicholas said, "We expect a record number of MG's from pre-war to current to be racing and dozens more significant MG's to be on display throughout the weekend".

Skip Barber, the Event Chairman, added that "we're hoping for a big turnout of pre-war and T type MG's. When this happens, we will have a separate race for those historic cars as well as an all-MG race for the newer models." The Lime Rock Park Historic Festival is a unique motoring event with three days of historic racing and Sunday in the Park, which combines the Lime Rock Concours with The Gathering of the Marque.

Together they draw hundreds of classic and competition cars that are arrayed around the Lime Rock Park circuit. Lowell Paddock, executive director of Sunday in the Park, offered "we will have a judged MG class in the concours as well as a display of the many different models of MGs around the track. Expect to see some truly beautiful examples."

This amazing assembly of cars arranged over Labor Day weekend 2023 draws thousands of fans. We hope to reacquaint the faithful and introduce the younger enthusiasts to the history of MG. From racing to Sunday in The Park, this event is not to be missed.

Noted illustrator Bob Colaizzi has penned a commemorative poster for the event showing the history of MG from Old Number One, Doreen Evans in her Brooklands-winning MGQ and the MG EX 181 Bonneville car driven to a land speed records by Stirling Moss and Phil Hill.

The bottom group on the poster shows the MGVR field for the rebirth of the MG Collier Cup after 50 years, and the stunning MGA of Carl George.

A complete schedule of the 41st Lime Rock Park Historic Festival and MG celebration will be published as we get closer to the event.



NAMGAR GT48!!**Welcome And A Big "Hi y'all"****Mark your calendar for June**

12-16, 2023, this year's MGA National GT car show is located in the Blues City, Memphis Tennessee, located on the picturesque Mississippi at the midpoint of the USA. FedEx choose this city as the main headquarters based on the easy accessibility both from the north on I 55 and the south on I 40. Known for Blues music and the King of Rock and Roll, Elvis Presley, tourist opportunities abound for everyone.

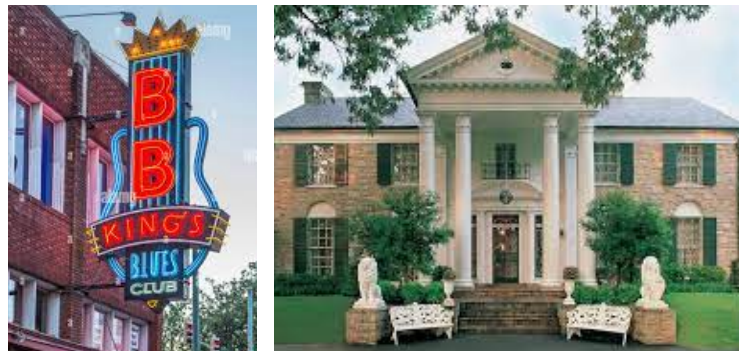
This year's car show site is uniquely positioned on Marshall Avenue in front of the EDGE Motor Museum that focus' on Speed and the development of the sport car in the USA. Did you know that the MGTD is the precursor of the Ford Thunderbird and the Chevrolet Corvette? Service men returning from WWII remember the sports cars from across the pond. When they finally moved to the suburbs where purchasing not only one car but two cars became the norm and their disposable income allowed, the MGTD became one of the first sports cars these veterans purchased. Car manufactures grasped this opportunity to design something both distinctive and powerful. In the early 1950's to the end of the 1970's, Ford and Chevrolet created and competed in the sports car market centered on driver's desire for SPEED. The Edge Museum under the guidance of Richard Vining, the museum designer and Bob Watkins, the GT 48 show coordinator, will be free to all GT 48 participants.

The events and activities at GT 48 highlight the best in Memphis. A tour of Graceland, the home of Elvis Presley is a must for first time Memphis tourists. A poker run ending at the Collierville town square (voted the best in the country) and a MOJO Backbeat bus tour of the city with a local blues guitar player as the guide, enhance the activity list. For those who prefer to adventure on their own, many self driving tours around featured attractions are available. Beale Street, The Civil Rights Museum where Martin Luther King was assassinated, the ducks at the famous Peabody hotel and the St. Jude's medical complex that provides free care to children with cancer, are a



few of the many sites to see while visiting Memphis, TN. John Twist from Michigan will perform his famous rolling tech sessions at GT 48. His expertise in the area of MG's is venerated throughout the country. Additional Tech sessions are organized throughout the day and even one for the ladies.

Registration is completed either through the [NAMGAR GT48](#) site online or through printing a paper form located on the next page here or in the NAMGAR magazine. Payment is done by using a credit card or sending a registration form and check through the mail. Please register as soon as possible to secure your place in this fun filled NAMGAR event. Renewing old friendships, commiserating about and displaying our dream MGA's are the reasons to attend this National Meet.



The Memphis Hilton Hotel on Ridge Lake Rd in East Memphis is the heart of all the GT 48 activities and will host the awards banquet after the show. The GT room rate is \$149 per night. Secure parking is next to the hotel and accommodates trailers. The hotel information along with the URL to be used for online reservations is located at the top of the registration form. Register early and please make sure you mention GT-48. (The use of hotel points is allowed.)

By Carolyn Shepard

THEN AFTER GT-48 READ PAGE 19 TO SIGN UP FOR GOF CENTRAL ON THE WAY HOME FROM MEMPHIS, TN. ALL MODEL MGs WELCOME!

NAMGAR GT-48 REGISTRATION • June 12 - 16, 2023

Memphis Hilton, 939 Ridge Lake Boulevard, Memphis, TN 38120

Please register for Hotel online at: <https://group.hilton.com/u9ig3g>
 Or call Hilton@ 1 800 445-8667 and use code NAMG22 to get our special room rate @ \$149 per day



Please print clearly. List all attendees as their names should be on the badges.

Attendee name: _____ First GT? Yes No
 Others in Your Party: _____
 Office use only: Reg # _____

Email*: _____ Phone*: _____ *for registration confirmation only

Address: _____

City: _____ State/Prov: _____ Country: _____ Zip/PC: _____

Special needs: access, diet, medical: _____

NAMGAR Chapter or local affiliation: _____

Name(s) to appear on Car Show windscreen card: _____

Vehicle 1 Registration: Make: _____ Model: _____ Year: _____ Series: _____

NAMGAR Car Registration No: _____ Color: _____ Class: _____ (See list below) Trailing? Y/N: _____

Vehicle 2 Registration: Make: _____ Model: _____ Year: _____ Series: _____

NAMGAR Car Registration No: _____ Color: _____ Class: _____ (See list below)

Car Show Classes Note: Choose Premier Class if the car was a first place winner at a National GT in the past three years.

- A.**1500 Wire Wheel **B.**1500 Non-wire Wheel **C.**1600 Wire Wheel **D.**1600 Non-wire Wheel **E.**1600 Mk II **F.**Twin Cam
G.Deluxe **H.**Coupe **I.** Magnette **J.** Variant **K.** Altered **L.** Preservation **M.** Premier **N.** Premier Emeritus **O.**MGB **P.** Other MG
Q. Other British **R.** No Car (Class definitions and award information can be found in Events at www.namgar.com.)

Registration Fees: (Per Family)	Qty	Cost Each	Subtotal
NAMGAR Member	_____	x \$90.00	_____
Non-NAMGAR Member (includes six-month NAMGAR Membership)	_____	x \$110.00	_____
Late Fee (Registration postmarked after May 15, 2023)	_____	x \$25.00	_____
Registration Fee for each additional MG or other British car (\$40 after 5/15/23).....	_____	x \$30.00	_____

Meals & Events: (Per Person)

First Timers' Reception (Monday) – no charge for first time GT attendees.....	# going _____
Welcome Reception (Monday) – no charge – included as part of registration fee.....	# going _____
Tour of Graceland (Tuesday) -mansion, car museum and airplanes- Pay @ entrance \$75.00 ea. # going_____	# going_____
Gt-48 Poker Run through beautiful country roads (Thurs) –no charge- part of registration # going_____	# going_____
Magnette Enthusiasts' Breakfast (Thursday).....	_____ x \$40.00 _____
Musical "Memphis Backstreet City" Bus Tour w/musician (limit 54 people) (Thursday).....	_____ x \$50.00 _____
Awards Banquet & Dancing to Award Winning Band (Thurs) – Chicken X__ Vegan X__ = _____ x \$55.00 _____	_____ x \$55.00 _____
Beef X__ = _____ x \$70.00 _____	_____ x \$70.00 _____

Regalia:

All Polo Shirts and Hats include embroidered GT logo. Circle Color and note quantity by size. For sizes 2X and 3X: add \$3.

Men's Polo Shirt: White · Gray: _____	S ___ M ___ L ___ XL ___ 2X ___ 3X _____	x \$45.00 _____
Women's Polo Shirt: White · Gray · Pink: _____	S ___ M ___ L ___ XL ___ 2X ___ 3X _____	x \$45.00 _____
Unisex Cotton T-Shirt: White : _____	S ___ M ___ L ___ XL ___ 2X ___ 3X _____	x \$22.00 _____
Ball Cap style Hat: _____	_____	x \$18.00 _____
GT-48 Pin _____	_____	x \$ 8.00 _____

TOTAL..... \$ _____

Payment (U.S. Funds): *Please only use this form to pay by check! Please print clearly and make Checks payable to: GT-48 BSCC. In order to pay by credit card or Pay Pal please use the on-line registration at: <https://namgar.com/gt-48/>*

Release: All members of your party 18 & older must sign this release before your registration can be accepted:

Neither my heirs nor I will hold the North American MGA Register (NAMGAR) or its chapters liable for any personal injuries or damages sustained by me, my party, or my car while traveling to and from this event and while participating in this event.

Signatures: _____ Date: _____

_____ Date: _____

_____ Date: _____

Mail form to: GT-48 Registration, PO Box 38134 Germantown TN 38183-0134

Email: gt48mga@gmail.com

Welcome to GOF Central June 20-23, 2023!

The **Olde Octagons of Indiana and Hoosier MGs** are proud to host GOF Central 2023, the premier MG event of 2023 in the Midwest where we will be celebrating the Centenary of MG sports cars.

This event will be the week following our own NAMGAR GT-48 and is the 42nd **Gathering of the Faithful (GOF) in the Midwest**. GOFs started as an annual gathering bringing together owners and enthusiasts of **MG T-series cars** (T-series were made 1936-1954). Started in the 1960s by the **New England MG T Register**, GOFs have for many years been held annually regionally (northeast, Midwest, south, and west). The event is an opportunity for fellowship, camaraderie, and sharing of MG experiences and technical know-how.

While a GOF has traditionally been an event for T-series MG owners, **MGs of all years and model groups are welcomed**. In 2023 this GOF Central will be the national meet for the **North American MMM Register, featuring MGs built in the 1929-1936 era**. Known as the MMMs (for Midget, Magna, and Midgette) these are the MGs that blazed the successful competition trail for MG. **There will also be a large number of later model MGs – MGAs, MGBs, Midgets, and others**. All MGs and enthusiasts – regardless of model year – are invited!

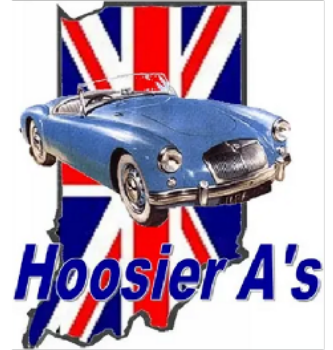
GOF Central 2023 will be in **South Bend Indiana**, conveniently located for all in the Midwest. Headquarters is the new Embassy Suites, adjacent to Notre Dame University. It is easy to get to, and provides the perfect environment for all our activities.

A full list of events and activities is planned – MG History, Technical Sessions with good information, entertainment, drives, and special car shows.

We encourage you to join us for the 42nd GOF Central. It's sure to be a memorable event, and a wonderful birthday party for MG.

Hope to see you all there!

Greg Peterson, GOF 2023 Chairperson,
gpeterson@sprynet.com
 GOF Central 2023 Committee





GOF CENTRAL

Gathering of the Faithful
Celebrating 100 years of MG Sports Cars
South Bend, IN June 20 - 23, 2023



The Olde Octagons of Indiana and Hoosier MGs have planned another blockbuster MG event for you. The 2023 GOF Central combines special friends, activities, and food for an MG Car Company centenary birthday party to remember. GOF headquarters and guest hotel is Embassy Suites in South Bend, IN. All MGs and enthusiasts are invited! Visit GOF2023.com for details. Be sure to watch the video!

