



A-Antics



Christmas Party Pictures

Tech Tips

Fall Color Tour Report

Cruise Control For Your MGA



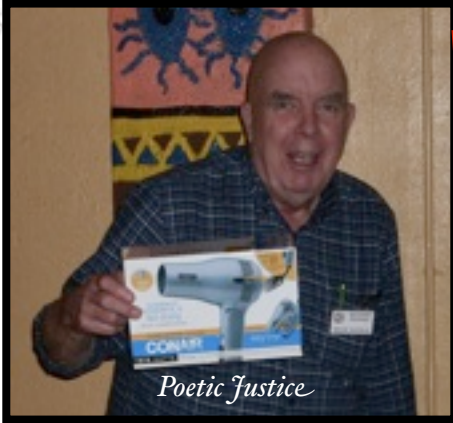
Rowdie Christmas Party-December 7, 2013



Who's Got The Spartan Hat On?



Good Friends



Poetic Justice



Is this the Gift or the Wrapping Paper?



"I've Got a Nikon Camera..."



A Scarf From Santa

***"Presents-
They're What
We're Here For"***



Why is There a Life Preserver on this Wall???

Pics by Bill Weakley and Dave Quinn. See page 20 also.



We'll drink to That!



Good Food For All



Santa Says... "For Winter Comfort, Why Pack A Sleigh? Go in Style & Class with an MGA!"



ROWDIES 2014 CALENDAR OF EVENTS

February

15 ANNUAL BUSINESS MEETING
Steve Holliday's-Noon

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.



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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.
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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: \$20 annually (\$35 for
printed newsletter)

Nickname: Rowdies

Motto: People First!

Rowdies Site:

<http://www.mgcars.org.uk/michiganrowdies/>

MG Car Council Site: <http://www.mgcars.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

MEMBERS PAGE

Rowdies Website: Larry Pittman, Webmaster

<http://www.mgcars.org.uk/michiganrowdies/>

Larry Pitman's Database Report:

69 Active and Paid-Up Members

Win \$50

The Rowdies will have a drawing at each meet for a gift certificate worth \$50 in merchandise from Jeff Zorn's Little British Car Co.

We hope to see some new faces at our meets and encourage you to bring a friend to join. All paid-up members are eligible for the raffle to determine each meet's winner.

Classified Ads: Personal for sale or wanted classified ads are free to all paid-up members. Commercial ad rates: Full page \$40 issue/\$200 year; 1/2 page \$25 issue/\$135 year; 1/4 page \$20 issue/\$110 year; Business Card \$10 issue/\$55 year.

Total ads may not exceed 12-1/2% (2 pages of 16); ads accepted on first come, first served basis.

Send Email & Address Changes to Editor.

Deadline for submitting material for the next issue is: Feb 20, 2014

New Members

Welcome to:

Ed and Louise Baugh
17262 Bell Creek Lane
Livonia, MI 48152

Ph: 734-522-4566; Cell: 313-695-4831 (Ed).
313-421-8159 (Louise); edbaugh@aol.com
Car: 1960 MGA 1600

Letters:

GM HERITAGE CENTER TOUR

Rowdies,

The Windsor-Detroit MG club has arranged for a special private tour of the GM Heritage Center in Sterling Heights on the last Friday in January.

Steve Finch has invited the Rowdies to join them. The details are provided below. This was announced at the Rowdies Christmas party and it

generated a lot of interest. Hope to see you there. After all, MG spelled backwards is GM.

Dave Quinn

Steve Fitch sent the details below:

“WDMGC is announcing a private tour of the GM Heritage Center on Friday, January 31st from 2:30 to 4:30 pm.

The collection is not open to the general public and only available upon special arrangement.

On behalf of the Windsor-Detroit M.G. Club, I would like to invite you and the Rowdies to join us.

Afterwards many are going to The Commonwealth Club for an authentic British fish & chips dinner.

See the attached flyer for more details and feel free to publicize it in your club communications.”

It's a Friday afternoon so some folks might have to burn some vacation time.

Mark your calendars and please joins us.

*Safety fast,
Steve Finch*

NAMGAR AT THE GLEN

Rowdies,

I just got this advance notice from Carol Shamonsky regarding the host hotel for the 2014 Vintage weekend at Watkins Glen. See details below. As you know MG is the featured Marque and it is the 60th anniversary of the Collier Cup.

Tom Fant

“Hi, everyone,

I know this is early but folks have been asking about our host hotel for the ‘NAMGAR at the Glen

2014 Regional?. We have reserved a block of rooms at the Ramada Inn Corning/Painted Post at a rate of \$89 + 12% tax per night for two in a room; mention that you are making reservations as part of a group - NAMGAR - Regional 2014. the phone number is 607-962-5021. rooms are blocked from Wednesday, Sept. 3, 2014 through Sunday evening, September 7th checking out on the 8th. I'm hearing that the Collier MG races will be run on Sunday. The registration form should be ready by the mar/April issue of MGA! The cut-off date on the rooms is August 3, 2014. there will be a short article on the Regional in the Jan/Feb issue. At this time, we are planning on a Welcome Reception wednesday evening; a tour of corning glass thursday morning followed by lunch on your own at the Heron Hill Winery in Hammondsport followed by a self-guided tour of the Glenn H. Curtiss Museum. the evening will conclude with dinner at our hotel. Friday is the Watkins Glen GrandPrix Festival and those involved in the Tour de Marque activities; other options are on your own. Saturday and Sunday are at Watkins Glen International raceway as part of the "Glenora Wine Cellars U. S. Vintage Grand Prix". We're hoping to be able to have a tent at the track as a place for attendees to sit and relax.

Hope this helps with your planning."

Carol Shamonsky

A SAD DAY IN MG'DOM

Gordie Bird informed the Rowdies of a notice he read on Facebook:

"We were saddened to learn that Jean Kimber Cook, daughter of Cecil Kimber, passed away this morning, November 12, 2013. Cecil Kimber, was a founding leader of the MG Car Company; he was appointed General Manager in 1922. The funeral is to be arranged as a private family only service. It is early days yet to know if there will be a memorial service."

WINTER WORDS OF WISDOM

Diane Mazurek writes in with good advice for all Michigan Rowdies in the winter:

Remember all you Rowdies, be sure not to get your wiener stuck in the snow up in the Northwoods, eh? Diane Mazurek



FROM THE MOUTHS OF BABES

Hey Rowdies,

Your 'ol Editor is writing to tell you he'd love to have some stories or pictures taken by some of our younger members out there. Original artwork, pictures, stories, or announcements gladly accepted. I'd love to have a regular contributor from the younger set. Talk to your kids and the young at heart and send some stuff in today! (or tomorrow).

Ken Nelson





CHAIRMAN'S CHATTER

by Dave Quinn

Got an idea for the GT-40 logo? Bring it to the meeting. The deadline for submission of ideas is our upcoming annual business meeting at Steve Holliday's home in Oakland, north of Rochester Hills, on Saturday February 15th where attendees will vote for their favorite logo. The top vote getter will be submitted to the NAMGAR board for final approval.

Also, at the business meet as a way for saying Thank You if you hosted a Rowdies meet at your home in 2013 your name will be placed in a \$100 gift certificate drawing for use at Jeff Zorn's Little British Car Company. We all enjoy car show meets, etc. but when Rowdies host a meet at their house it is always special, so please consider hosting one for 2014. If you decide to be a host and have any questions prior to the business meet you can give our meets chairman, Dave Smith, a call.

The due date for your 2014 membership dues will once again be March 1. You should be receiving a renewal notice around the first of February. Please be prompt in renewing so the club can finalize the roster for the coming year. Dues remain unchanged for 2014 with two options: \$20 to receive the A-Antics newsletter on-line. \$35 to receive the printed version, with color covers, plus access to the on-line version as well.

I thought it might be helpful to our newest members to provide the links to online technical resources for our cars. Here are three I have found to be very helpful:

Barney Gaylord's website covers almost every possible aspect of the MGA and can be an excellent resource. It can be found at <http://www.mgaguru.com>

If you like watching hands-on videos John Twist's website has a couple hundred YouTube videos on MGAs and MGBs at <http://www.youtube.com/user/Universitymotorsltd> Number three on my list is "The MG Enthusiasts" website in the UK with an international following. When doing a search be sure to check out the achieves for prior years in addition to looking the current year's Questions and Answers. Here the link: <http://www2.mg-cars.org.uk/> Then click on "Bulletin Board/Archie", then on MGA.



Tech Tips! WINTER STORAGE from Steve Linden

Originally published: October 11, 2013 in The Vintage Racing League

(Editor's Note: This might be a bit late for storage this winter, but you can consider Steve's thoughts for next winter. Just like taxes, you can be sure there will be more chances to practice winter storage again)

It's October in New York, a time that I'm normally well into my winter storage planning. However, it's also 86 degrees outside, which makes it difficult to consider the possibility that cold weather is right around the corner. But it is.

So once again, I'm going to pass along to you my "scientifically proven" method for storage of your collector car. My definition of "scientifically proven" is, "it's worked for me for 40 years."

I embrace the concept that it is better to do everything now, so that when spring rolls around you can simply get in the car, start the engine, and begin enjoying it for another season.

Before you begin winterizing your car, perform any routine maintenance that you've deferred. This can range from replacing a burned out cigarette lighter or taillight bulb, to a tune-up, to replacing an exhaust system. This is also the ideal time to complete any major repairs such as a transmission rebuild or rear axle rebuild. Tending to these items before storing the car for the winter will prevent repeated nights of sleeplessness as you toss and turn knowing that you've neglected your classic car. Or maybe that's just me.

Once you've tended to maintenance and repairs, it time to prepare the car for hibernation. There are many different opinions on the best way to do this. But trust me. My way is right. Remember, it's "scientifically proven." But more importantly, there is a method to my madness, which I'll explain as I go along. Start by changing the oil and filter, unless it was just done. The old oil will contain contaminants, especially if you used the car infrequently, and on short trips. Drive the car to a gas station and add a fuel stabilizer such as Sta-Bil in the amount recommended on the bottle. Add a little extra. It won't hurt. Then fill the fuel tank to the tippy-top. By adding the fuel after the stabilizer, it will mix thoroughly in the fuel tank.

Take the car for a drive that is long enough for the engine to get up to operating temperature. By doing this you will accomplish several things. First, you will circulate fresh oil through the engine, much of which will (hopefully) remain there to prevent rust until spring. Second, you will burn off many of the contaminants in the oil, one of which is water. Third, you will get the exhaust system hot enough to burn off any moisture, thus preventing, or minimizing, rust in the exhaust system. Most exhaust systems rust from the inside out, not the outside in. Fourth, a trip that is long enough to get the car up to operating temperature is also long enough for the fuel that you've treated with the stabilizer to reach the carburetor and all of its small passages.

There are two additional things that you can accomplish on this trip. You're going to have to clean the inside and outside of the car before you put it away for storage, so unless you plan on doing it yourself, this would be a good time to take the car to the car wash or detailer. This would also be a good time to check the air in the tires and inflate them to 5 PSI over the maximum pressure indicated on the sidewalls.

Keep in mind that the tires are warm, and the inflation pressure will drop when they cool off. Do not put the car up on blocks. Suspensions were not designed to hang in mid-air for months at a time. Conversely, the tires were designed to sit on the ground for their entire lives. If they are properly inflated, “flat-spots” should not be an issue.

The final step is to “fog out” the engine. Do this once the car is parked where it is to be stored for the winter, and while it is still warm from its trip. Remove the air cleaner and spray “engine fogger” into the carburetor with the engine running at a high idle. Once you see smoke coming out of the exhaust, shut off the engine and replace the air-cleaner. “Fogging out” the engine coats many of the internal engine surfaces, as well as the inside of the exhaust with a coating designed to prevent rust formation. Disconnect the negative battery terminal and put the battery on a “maintainer.”

That’s it. You’re done.

Perhaps the best advice I can give you is what not to do during the winter storage months. Do not start the engine periodically. It does no good and, in fact, it probably does harm. Most engine wear takes place when an engine is started cold. This is made even worse when an engine that has been sitting for an extended period of time is started, because much of the protective coating of oil on vital surfaces is minimized, or even gone.

So let your car hibernate for the winter months. It will awake clean and ready to go on that first spring day that you just can’t resist taking it out.

TECH TIP from Rob Crissinge: Simple Emergency Bonnet Release.

(Editor’s Note: Last issue we published a tip on a Quick Release Method to remove your grill if the bonnet release cable breaks. This tech tip appears even quicker and simpler to perform, although perhaps not as elegant)

As a preventative measure on MGs and other makes with similar hood release mechanisms – a simple emergency release can be rigged up with two Zip Ties. One is looped tightly at the lever, and the other longer one is looped through it. The long end is tucked into a convenient (easy to reach) spot behind the grill. If the hood release cable ever lets go and you really need to get under the hood, simply fish it out – give it a tug, and open pops the hood!

TECH TIP from Tommy Baker: Homemade Gear Oil Dispensing System.

From The eChatter (Volume 33, Issue #3); March 2013

Ok – we’ve all been there. Trying to get the gear oil into the rear end (or oil into the tranny) only to be obstructed by emergency brake cables, gas tanks, exhausts, and the like. You could go out and purchase a cute hand pump that mounts to the bottle for \$10 or so, or you could struggle and attach a hose to the spout of the bottle and squeeze away. Why not use something you probably have around the house? Has anyone in your family ever purchased a bottle of shampoo or hair conditioner with that handy little pump dispenser on top? All you have to do is clean the container, fill with gear oil, attach a PVC hose and pump away. In no time, your axle will be full, you will retain your sanity, and you can use the bottle as a storage container until it’s time to top it all off again. I have used this several times and it is particularly useful when you can’t raise your car to a comfortable position to work. Just place the container on the ground and go to work!

TECH TIP... From Steve Budra: MGB (and other LBCs) Engine Removal

From The eChatter; September 2010

Here's a tech tip for removing the engine or engine/transmission combo on an MGB. Despite recommendations to use the MGBs protruding valve cover studs as fixing points for an engine hoist, I've never really been comfortable doing it – the studs just seem too flimsy. Recently, I rented a hoist locally but the brackets on the supplied chain were sort of J-shaped. When I attached them to the studs and began to lift the engine/transmission as a unit, the studs bent and finally snapped. Luckily, the engine was only a couple inches off its mounts at the time. Other than the studs (which I later replaced), there was no damage from the fall.

Looking for a better solution, I found two more substantial fixing points: one is the top mounting bolt on the alternator bracket – tapped into the right side of the engine block. The other is the left engine plate bolt which is tapped into the top rear of the block. These are 3/8" diameter bolts. I recommend substituting the original bolts with longer ones to give you enough space for the hoist bracket and washers, replacing them with the originals when you are done. The rest of the operation went smoothly and I felt much more comfortable with 600-700 pounds relying on these bolts. The only drawback is the engine is tilted a little to one side when lifted, but one person working the hoist and another rotating the engine a little will make it work. You could also install an adjustable tilt lift between the hoist and engine which allows you to fine-tune the angles.

TECH TIP...A method of inserting balls into a TD synchro hub-

From Totally TT-2: Issue 20 October 2013

(Editors Note: While ownership of an MG-TD in addition to an MGA is limited to a very select group within the Michigan Rowdies, I believe this tip applies equally well to the synchromesh hub on an MGA transmission. If not, you can always buy a TD to try it out on-I did)

A delicate operation, but it works!

When rebuilding the gearbox on my TD it was necessary to strip and clean the synchro hub. I devised this method of reassembly as no special tools were available.

Tools required: two similar G cramps, a 1 1/2 inch wide strip of aluminium, two 2BA bolts about one inch long, eight 2BA nuts, a piece of flat bar 1/2 to 1 inch wide, a bench vise and two small screwdrivers.

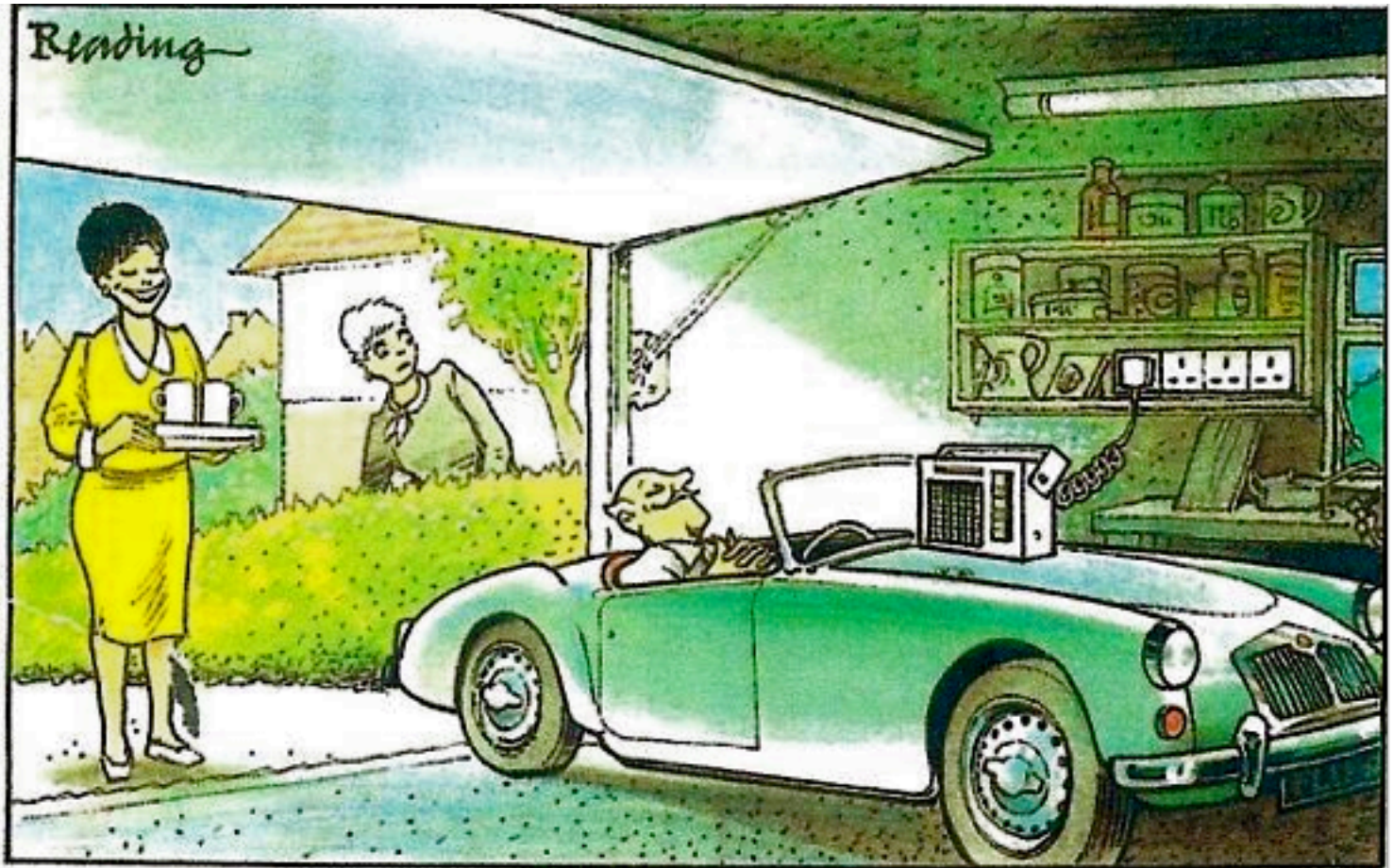
A clamp similar to a piston ring clamp was made from the aluminium strip to fit around the outer hub edge flange with about 3/8 in. spacing, fixed by the two 2BA bolts and two 2BA nuts (2BA is very similar in size to 10-32 machine screws). Clamp two G cramps in a vise and rest the outer hub on the fixed limbs. Insert the springs in the inner hub, then place in position, partly into the outer hub, then fit the clamp. Place a flat bar about 1/2 to 1 inch wide just long enough to straddle the top of the clamp and tighten the C clamps lightly to the bar.

(This ensures that the aluminium clamp sits squarely on the hub and does not rise up when fitting balls and nuts).



Adjust the clamp screws so that the balls may be placed at the ends of the springs. The balls should locate at the entrance to their housings. Two small screw drivers and some dexterity may now be needed. Allow the aluminium clamp to rise about 3/16inch to clear the outer hub flange, adjusting the 2BA bolts as necessary. Push a nut between the clamp and the ball for each ball. Some more adjustment of the clamp bolts will be required. Dribble a small amount of oil over each ball and tighten the clamp screws, making sure all nuts remain in position. The balls are pushed into the hub just the right amount and at just the right centering by the nuts. The inner hub can now be pushed down leaving the nuts to fall free. Check that all balls were located. If any escape, try again. At least they will be retained within the aluminium clamp.

Bob Butson



"LUCKILY WE MADE A TAPE OF THE ENGINE SOUND BEFORE FUEL GOT SO EXPENSIVE"

ROWDIES BUSINESS MEETING 2014! SATURDAY FEB. 15

3463 AQUARIOUS CR, 48363

STORY TELLING, PIZZA & SALAD - NOON

MEETING BEGINS - 1PM

QUESTIONS?

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mgasteveh@aol.com

GORDIE BIRD - (248)391-2395

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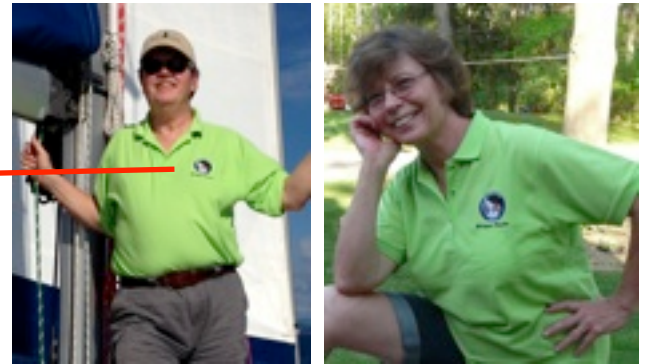
HOW TO ORDER YOUR MICHIGAN ROWDIES REGALIA

Thread-Logic <http://www.thread-logic.com/>

800-347-1612, Jordan, MN, Faith Kaiser handles sales for the Michigan Rowdies account. For a "embroidered" logo in the new style. Rowdies can easily place their own orders online. We charge a flat rate of \$15 to ship orders under \$300. Orders over \$300 ship for free. What has worked well for some groups is to have everyone place their own order online, but have the collective orders shipped to one common address. We typically list a deadline date for orders, say two weeks, for members to get their orders in. Then we ship at the end of those two weeks. Likewise, if 4-5 members wanted to group together, they could split the \$15 shipping if it is all going to one location. We would do that here, after the order is placed. The website will automatically add \$15 shipping. We are not interested in making money from charging you shipping expenses, so we are flexible with the logistics. All the prices you see listed online *include* the Rowdies chest logo and script. Add \$5 if you want Michigan Rowdies in script repeated on a sleeve. No minimum order. No sales tax.

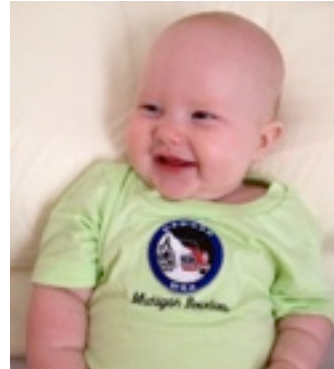


(Note: Pictures are of paid professional models. Your appearances may vary.)



EmbroidMe <http://embfh.com/ShopOnline/>

248-994-0105, 27857 Orchard Lake Rd, Farmington Hills, MI, Daryl & Adria Veit. For a "digital screen printed" logo in the style that retains Michigan Rowdies within the circle. Screen prints work especially well for T-shirts but can be used on any type of clothing. The cool thing about this vector file format is it can be enlarged from 3-1/4" to any size and retain the correct appearance and good resolution. For example, it can cover the full front or back of a T-shirt. Rowdies may deal direct with the store using their various in-store catalogs or use their online catalogs if they wish to have something screen-printed.



Quality Lapel Pins

800-952-0305, Littleton, CO. Gary Konwinski <http://qualitylapelpins.com/>
For your "hardware" items such as a grille badge, key fob, or pin. Rowdies carry the key fobs and pins in stock. Contact Brian Beery at 810-488-1975. Order the grille badge direct from Quality Lapel.



INSTALLING MY CRUISE CONTROL-By Dave Quinn

Cruise control has inherent dangers, as do many aspects of life, and today's legal establishment require that I make a disclaimer. In no way do I assume any responsibility for the following information. In no way do I claim to be an expert. I am sharing my experience because of the lack of current technical information on the subject. Anyone using any of the information from this article does so at his or her own risk.

In the spring of 2012 I purchased the Dakota Digital cruise control CRS-3000 with HND-2 dash switch (800-593-4160). The manufacturer is Rostra Precision Controls, a long time builder of after-market cruise control systems in North Carolina (800-732-4744). The unit is an electric servo cruise control for vehicles with cable driven speedometers. No vacuum assist is needed. The speed sensor signal comes from magnetics mounted on the drive shaft. The primary components with Rostra part numbers:

Servo: Rostra electric universal cruise p/n 250-1223

Dash switch: Rostra p/n 250-3593 (open circuit control switch)

Magnet kit: Rostra p/n 250-461

Clutch disengagement switch: p/n 250-4206

ISSUES – After installing the unit on my 1959 MGA 1500 I immediately discovered issues. The dash switch powered itself from off to on in certain conditions: when the car was started, each time the turn signal switch came to rest, and occasionally when the headlight switch or windshield wiper switches were used. It was evident it was getting a “dirty” signal from one or more locations. More importantly, on two occasions during road testing the dash switch set the speed by itself and that could be very dangerous. This was not an easy issue to resolve.

The seller's on-line technical support at Dakota Digital gave up. A local cruise installer could not solve it. The senior technician at the manufacturer, Rostra, who assured me he knew MGs, in the end, would no longer return my calls. A local MG owner and author of two books on British wiring provided a variety of suggestions and I tried capacitors, diodes, and even a custom filter he made to eliminate the ‘dirty signal’. I retraced and re-routed every wire in the system. It seemed no matter what I did I could not eliminate the problem. Still, I was determined to find a solution. I had installed a nearly identical Rostra unit, minus the few new upgrades, 15 years earlier in an MGA 1600 with its slightly different wiring system and it worked. So I knew it could be done.

PARTIAL BREAK THROUGH – On the MG Enthusiasts web site in the UK I found an MGA 1500 owner in North Carolina with a similar cruise that worked. During our discussions he took a personal interest. Using an oscilloscope, he duplicated the conditions that triggered my problem, such as turning the turn signal on and off. To his surprise he reported getting voltage spikes of 150 volts for a few microseconds. He remarked, “I'm not surprised that a modern electronic device would have fits living in that environment. These modern circuit boards are not set up to handle that.” His recommendation was to use a 1uF capacitor on Directional Indicator Relay Box terminals #4 and #8. I used Radio Shack p/n 272-0996 non-polarized caps. They worked. Turn signal issue resolved. Since the Relay Box is unique to 1500's, later models, like my 1600, did not have to deal with these mechanical switches. Since stray voltage might also come from other sources I experimented with additional capacitors. I added a 2.2uF capacitor to

the starter switch (starter side). The MG wiring expert made me a custom filter consisting of a 1uF capacitor to shunt noise to ground, a series choke coil to block remaining noise, and a 1000uF capacitor with a diode to act as a power reservoir and keep output voltage constant if the system voltage drops after switch-off. I placed the filter in between the cruise's power source and the fuse box. Sadly, it did not solve the remaining issues; still I left it in place. Additional tests by my new southern friend with his scope showed the heater blower motor switch could spike as well, so placing a capacitor at other spiking sources was being considered. In hindsight, with perhaps the exception of the Relay Box, I don't believe the above items are necessary. For the balance of 2012 the cruise worked sometimes, but not others. For example, it could be running well and then disengage itself based on a road condition change. It was not smooth and error free until I made the upgrade that changed everything.

FINAL BREAK THROUGH – In the spring of 2013 I was able to resolve all the cruise control operational issues with the purchase of a new electronic distributor. I installed a Pertronix Flame Thrower Electronic Distributor, p/n 176600 for a negative ground car, from Advance Auto. Buying a complete distributor did away with points and condensers issues, worn out vacuum issues, and any possible moisture issues. It comes with a distributor cap in which the wires push-in from the top rather than the side, so a purist would not like it, but then a purist would not be installing cruise control. Magnecor competition spark plug wires, p/n 4074 (blue 8mm) were installed and a small rubber hose was purchased to connect the original steel vacuum line to the new distributor. My existing Echlin IC64 coil provided 3.6 ohms resistance, and Pertronix requires 3.0 or greater. I can say with confidence the cruise control unit now operates trouble free. I had ankle surgery

years ago so I use my cruise control on almost every single outing. At this writing I have logged 3,600 miles since installing the distributor. This includes trips from Michigan to North Carolina, Ohio twice, Indiana, etc. Since installing the Pertronix the operation has been as seamless as any modern car. As a footnote, from a drivability standpoint I would highly recommend the Pertronix upgrade even if you have no interest in cruise control.

INSTALLATION NOTES



SERVO - I mounted the servo, a small black box 5.5"x4"x3", on the bulkhead shelf in front of the MGA's voltage regulator (aka control box). Caution: make sure you allow enough servo box exposed since you must be able to see into the small top opening to program the tiny program switches.

PROGRAMING THE SERVO - Programing the unit for drivability requires fine-tuning. There are literally hundreds of combinations possible in the Servo with twelve individual switches for changing group settings. Thankfully I hit the perfect one after a handful of tries. I recommend placing all the switches in the off position except for numbers 4, 7, and 9.

DRIVESHAFT MAGNETS – The kit comes with four magnets. Each one represents 2,000 pulses according to the manufacturer. At Rostra's suggestion I installed two that I set 180 degrees apart with the pulses per mile programed to 6,000. Do a through cleaning and sanding of the

driveshaft in the area before you glue them on. At the recommendation of M&R Electronics, (989-790-2949), that installed Rostra units for years, I used a dab of 'original' J-B Weld as my adhesive. It is two parts that, when mixed together in equal portions, makes a compound that is waterproof, petroleum, chemical, and acid resistant; it resists shock, vibration, and extreme temperature fluctuations.

SPEED SENSOR PLACEMENT - I mounted the speed sensor pickup under the driveshaft. A side mounting to avoid driveshaft flex would be better but space in an MGA is limited. I experimented with the space between the magnets and the sensor as I received conflicting recommendations that ranged from 1/8" to 3/4". I settled on a gap of 3/8".



THROTTLE CABLE - Rather than route the cruise throttle cable direct to the carbs, along side the MGA throttle cable, I concealed it by routing it through the firewall with a 180-degree loop and attached it to the normal MGA foot well throttle assembly. My cable travel was 1-3/16 inch. I removed almost all slack. I secured cable wrapping using the kit's flag nut (a threaded cable clamp) 4-3/4 inches back from the foot well assembly. The moveable inner cable was attached using the kit's three-bead connector (p/n G-7), leaving 3/4" play when pushed up or down (like checking a fan belt). I used a total of six beads in the G-7 connector: two beads to hold it, three beads between the connections, and the connector

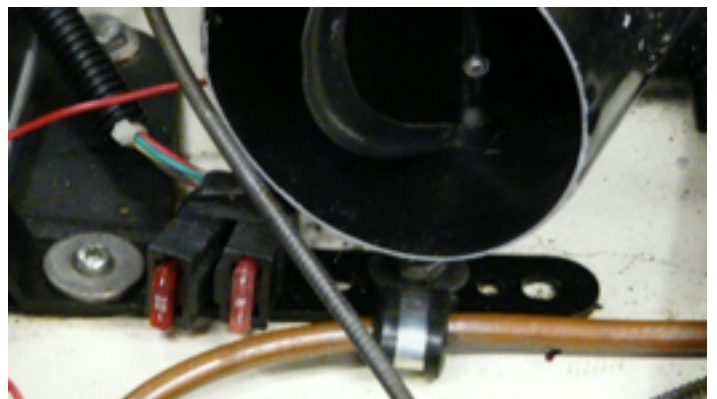
uses one bead. Each bead between the connections adds 0.28 inches.

THROTTLE RESISTANCE - Reportedly the electric servo can pull over 30 pounds. I used a fish scale to determine my complete throttle assembly from the carbs to the pin inside the cockpit area (passenger foot area) totaled 20 pounds.



DASH SWITCH - The small 2" x 1-3/8" dash switch was placed on the lower lip of the dashboard. To set the cruise the instructions say the minimum speed should be 33 mph and to hold the set button for at least 3 seconds.

BRAKE LIGHTS - Brake lights must work for cruise to work.



FUSES - There are two fuses in the system, see the wiring notes. On mine, both fuses are concealed, yet visible beneath the MG's large air hose going to the heater blower unit.

SERVO WIRING

BROWN - Power wire, inline 10 amp fuse. Routed to green fused side of fuse box (A4 top).

BLACK - To ground using firewall flasher unit screw. Measured 0.1 ohms resistance.

DARK BLUE (Tach) - Instructions call for this to go to the distributor side of the coil (negative side) to measure engine demand and avoid engine over revving. Do not route along side gray VSS wire as it can cause interference with speed signal wire.

VIOLET - To cold side (green/purple side) of brake light switch; 12 volts when brake depressed.

Note: If the brake light bulbs are not connected or are burned out cruise will not operate. Note 2: LED brake lights do not provide proper grounding and require a relay.

RED - Inline 4 amp fuse to hot side (solid green wire side) of brake light switch.

GRAY (VSS) - I used the auxiliary gray and blue twisted wire to driveshaft magnets, rather than the harness gray VSS wire.

4-PIN SWITCH CONNECTOR - Mates to the dash control 4-Pin

LIGHT GREEN, ORANGE and 2-PIN CONNECTOR - Not used.

MAGNET WIRING

GRAY - From pickup to gray wire side of 2-pin connector

BLUE - From pickup to black wire side of 2-pin connector. The gray and blue wires come twisted. I ran mine from the driveshaft pickup down the center of the car's lower frame, up the side of clutch tubing and into the servo wiring connector on the bulkhead. I was able to shorten them by 21", as suggested in the instructions.

DASH CONTROLLER WIRING

4-PIN CONNECTOR

Red to 4-pin Connector "R"

Brown to 4-pin Connector "B"

Yellow to 4-pin Connector "Y"

Green to 4-pin Connector "G"

WHITE - Power wire to green fused side fuse box (A4 top). I added pink wire to reach the fuse

box. This was necessary after I reduced the original length trying it in a different location.

GRAY - Backlight power wire. Run to any lighting circuit location. I used the map light.

BLACK - To ground using the flasher unit screw*.

BLUE - To ground using flasher unit screw*.

* On mine, I ran a heavy green ground wire from Lowes Hardware from the flasher unit screw. This simplified attaching the servo brown wire, the controller's black and blue wires, and the ground wire for the super filter.

PINK - Not used.

FOOTNOTES

FUSE BOX: A1: Brown – battery, A2: Brown with green – horn, A3: three White – coil, fuel pump, ignition switch, A4: four Green – flasher, brake switch, windshield wiper motor, and final wire goes to turn signal switch, heater switch, and fuel gauge light.

TURN-SIGNAL SWITCH: F(Flasher)=Green, R*=Green blue, L*=Green yellow. Logic says R means Right and L means Left but actually it's backwards. The markings are based on earlier switches when the input arm was installed upward.

FLASHER UNIT: B (Battery) or X=Green, P (Panel or dash indicator light)=Light green, L(Load)=Green brown to terminal 1 on relay box

MY FINAL SERVO PROGRAM SETTINGS

My settings of only 4, 7, and 9 "on" made for a perfectly smooth operating cruise, the equal of any OEM.

1 Off Extra low gain (sensitivity) to eliminate surging	7 ON See 9	12 Off Open circuit controller
2 Off	8 Off	Gain (Sensitivity) is how the cruise reacts to road conditions and motor size. For an MG use the lowest setting.
3 Off	9 ON 4 cylinders for high cable engagement timer	
4 ON 6,000 pulses per mile	10 Off Magnetic input	
5 Off	11 Off Manual transmission	
6 Off		

OCTOBER FALL COLOR TOUR-By Dave Quinn



Bill & Mary Ellen Weakley were the only souls brave enough to drive their MG in this year's event. Although the day started out cold and wet, it got even wetter as the day went on; then, the sun popped out long enough to build a fire. Bruce Mann awarded Larry Pitman the Hard Luck Award for his difficulties at GT-38. Larry could have been equally deserving for the Award after being rear-ended in early October while stopped to make a turn in his Buick. Thankfully he came out better than the Buick did. Bruce & Willy kept their



(continued next page)



Pictures by Dave Quinn.

award winning MGA under wraps. See picture for the stitching on the car cover. Bruce has undertaken a major task with his frame off restoration of an MG-TD. It takes lots of wood to hold a TD together (*and only a few termites to take it apart again, Ed.*). The cold wet weather did not keep the Rowdies away. We enjoyed a well planned tour around the area's many lakes, donuts and hot cider at the first stop, enjoyable brews at the second scenic stop, and a great meal at the final stop. Thanks to Bruce & Willy everyone had a good time.

THE ROAD IS NEVER LONG
BETWEEN FRIENDS.



More Christmas Pictures

