



A-Antics



*Todd and Connie's Front
Yard with a Gaggle of
beautiful MGA's-see p.12*

*Birthday at the Binsz's
Dai Agnosis on SU's
Mad Dogs Strike Again
Racing at Blackhawk*



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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.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: 64 Active and Paid-Up Members

Deadline for submitting material for the next issue is:
October 20, 2015

Welcome New Members:

Kenneth & Melody Klemmer

31805 Bond Blvd
Farmington Hills, MI
48334

Ph: 248-835-9234

1957 MGA Coupe

Other Cars: 1951 MGTD

and 1969 Sprite Email: Kaklemmer1969@gmail.com



Garry & Sharon Wortman



7714 Henry Ave, Jenison, MI 49428

Home phone: 616-457-3786

Cell phone: 616-340-8019

Email: worty50@sbcglobal.net

1957 1500 Coupe and 1960 1600 Roadster

Classified Ads

FOR SALE: 1959 MGA Roadster. California Car-No rust. Rebuilt MGB motor (27K miles), rebuilt transmission (6K miles). Rebuilt brakes, new cylinders, including master cylinder, new lines, rebuilt suspension (front and back, including new rear springs), 3:90 rearend. Tires and top are 4 years old. Chrome wire wheels. Original engine goes with car (45-50 psi oil pressure-hot, 6 K miles since valve job) , original transmission goes with car (good synchros). MGB alternator (original generator goes with car). Make an offer. Bruce Nichols 269-273-3118.



FOR SALE: 1958 MGA 1500 Coupe, silver with red interior and new carpet. Runs great, but needs paint & some body work. Well cared for by 30 year owner, always garaged, with many improvements since earlier partial restoration circa 1970. Includes some non-original components. Wire wheels (painted) including spare, front disc brakes, new tires (less than 1,000 miles), new front dampers, new master cylinder,

(picture and ad continued next page)

electronic ignition, rebuilt generator. Asking \$8,000



firm. Contact Mike 586.232.1292. Shelby Township.

FOR SALE: 1959 MGA Roadster. After 53 years in the family I have decided to sell my 59 MGA.



Partially restored in 1982 with several updates since. All original except for the water pump.

Included is the original tool kit. Black w/red interior. New gas tank, sending unit, floors and brakes.

Asking \$8500.

Contact: Jeff Crockett 248-701-6584

crockettjd@comcast.net

Letters:

Mad Dogs Run Wild In Michigan

With reports of Bears and Wolves coming further south in Michigan, Dave Quinn took his chances and went to "Run with the Dogs". Here's his report:

As hoped the weather was perfect. Not the usual "cooker" that Mad Dogs so often has been. There was a good turnout of Rowdies: Todd & Connie Binsz, Lloyd & Janice Herring, Forrest Johnson, Roger & Beverley Melton, Bruce Nichols,

Larry & Mitzi Pittman (who won The Award of Excellence), Rich & Jayne Pollion, Dave Quinn, and Bill & Mary Ellen Weakley (sorry if I missed anyone). Bruce & Willy Mann planned to be there but ran into car problems and had to turn back. Queen Elizabeth made a surprise appearance later in the afternoon (see page 20).

(See event Pictures on Page 6)

Dave Quinn

Picture Time

Rowdies: Be sure to check out all the photos from the GT at the Rowdies website: <http://www.mg-cars.org.uk/michiganrowdies/>

At this time there are 790 photos! 611 photos by the professional we hired, Marc Stump, and 179 photos by other attendees. It is very easy to download and save the one's you like. ***Dave Quinn***

Congrats to Forest and Leslie!

As some of you may have heard I am now a GRANDFATHER, my youngest daughter Becky has just had my first grandchild. Clara Elizabeth Ladronka was born on July 5 while my lovely bride (now Grandma) and I were driving our MGA back from the cottage. I now have a new favorite MG My Granddaughter. Pictures when I get them downloaded

So if your MG's are not so important to me any more you will just have to understand.

Forrest Johnson (old grandpa)

Thanks For The Party!

Just wanted to write thanking Todd and Connie Binsz for hosting a GREAT B'DAY party for the Rowdies. Fantastic Brats, Wonderful Company, and a Spirited Auction. We raised a bit of cash for the club and all had a wonderful time. Thanks for the hospitality, we couldn't have had a better time! Looking forward to their next one. *(See Pictures of event on Page 12)* ***Your Editor, Ken Nelson***

ROWDIES 2015 CALENDAR OF EVENTS

AUGUST

- 29 All British Yankee Air Force Event 9:30am, at Willow Run Airport, featuring the Blue Angels. Host Jerry Jesion and the Michigan Rowdies to invite all British car clubs.

SEPTEMBER

- 1-2 Put-in-Bay Ohio Road Racing on South Bass Island, Ohio. Nightlife and Vintage racing.
12 Round Barn Vintage Car Meet-Baroda, MI
13 **Battle of the Brits Car Show**, Camp Dearborn, hosted by Detroit Triumph Club

OCTOBER

- Color Tour**-Larry & Mitzi Pittman. Date TBD depending on weather.
11 **Fall Colour & Winery Tour** at Sandhill Crane Winery, Jackson MI. Hosted by BMC club of Lansing.

NOVEMBER - No planned events; day in the garage possibility.

DECEMBER

- 5 **Rowdies Annual Christmas Party**, hosted by Jeff and Debbie Smith. Details to follow.

2016

FEBRUARY

Rowdies Annual Business Meeting. Host Needed. Details to follow.

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.



Frogeye or Bugeye?

Being raised in the UK, I had always described the Austin-Healey Sprite Mk 1 as a "Frogeye" but later, on my arrival in North America, I had to try to remember to call it a "Bugeye". However, seeing a picture in the on-line London Daily Telegraph of some black-webbed tree frogs, I think I was right in the first place; it's definitely Frogeyed! What do you think?

Rick Astley

What do you call the Austin-Healey Sprite Mk 1?

Top Photo-Black-webbed tree frog

Bottom Photo-Mk1 Austin-Healey Sprite



Reprinted from May 2015 "Can-Am Connection" newsletter of Windsor-Detroit MG Club



Hey,
any of you
folks see
Wild Dogs
running
around here
anywhere?



Gilmore

“Mad Dog”

*Meet-Pics by Todd
Binsz, Dave Quinn,
Mark Barnhart, Bill
Weakley, Gordie
Bird, Bruce Mann*





CHAIRMAN'S CHATTER

by Dave Quinn

What's the future hold?

In the past it was extremely rare to see Rowdies with cars listed for sale. As the current crop of MGA owners age I see more and more For Sale signs on the cars we love. In the distant past I only recall a few Rowdies selling their A's. One belonged to Rick Case. His MG was a Meadowbrook Concourse of Excellence show winner when it was held near Rochester, Michigan. The car was restored specifically at his shop for that show with the intent of showing it off to sell. If I recall correctly its new owner in Europe purchased it for \$12,000. That was easily three times the going price for a top level MGA in that time period. Another A that I recall being sold was that of Rob Cote who sold his national award-winning car due to a growing family. He sold it to a fellow Rowdie. Sales were rare in the distant past.

Fast forward a few decades and it's a completely different story. The values of many MGAs today are nearly double Case's Concourse winner. Although profit taking might be a factor in selling, a bigger factor seems to be the driver's age. We hear many of our aging owners saying they no longer can work on their cars. Or they report they have such difficulty getting in and out of them, so they feel its time to pass them on. Gosh, just in the past couple years Rowdies who sold cars include Doug Butcher, Art Lewis, Ed Schofield, Don Holle, Mike Moder, Dennis Ferguson, Mark Barnhart, Herb Maier, and likely others I don't remember. At this writing we have four cars for sale - Bruce Nichols, Mike Goeddeke, Larry Sprouse, and Rich Pollion. If I were to survey this lot I bet nearly every one of them will tell you they loved their MGA and the time they spent together. The old line "Enjoy them while you can" doesn't just apply to your children.

If you attend a large car show like Mad Dogs, you are sure to hear conversations on the future of our old British cars. Who will want to own our cars when we are gone? Will they become museum pieces? Garage art? How do we get young people interested in MG's? That latter question always makes me smirk. We see NAMGAR is asking it. We see Hagerty Insurance is asking it. I hope I am wrong but my short answer is - You won't. Growing up it didn't take long for me to see that sports cars were the package that excitement came in. By the age of eleven I was smitten bad by the sports car love bug just from seeing one. I'm sure many reading this had similar experiences.

Or perhaps a family member or neighbor's ride was the turn-on. But I think people are kidding themselves to think that era can return. There will be a small percentage of young people that show interest but it will be small. My jaw dropped at this year's Mad Dogs event when a young man, likely age 16, with his father walked up to me and asked if my car was for sale. So not all is lost. What excites most eleven year olds of today? Based on my small sampling it is playing war games over the airwaves on their phones. It will take more than an MG to get their dancing fingers off the keyboard.

So my solution is to get young girls interested in MG's and sooner or later the boys will follow. I think top down motoring is still appealing to today's youth but they would much rather be seen in a Jeep. Still, the MGA gets more than its share of attention with its classic British lines and a drivetrain that easily keeps up with today's roads and traffic. I don't see them becoming a museum piece in our lifetimes but rather becoming more desirable in a niche market where they will continue to bring driving enjoyment for years to come.

According to a recent article in Bloomberg News "The roads in America are going gray. From 2003 to 2013, the number of licensed drivers over the age of 65 surged by 8.2 million, a 29 percent increase, according to U.S. Census data. The very old were particularly stubborn about pulling over for

good. There are now about 3.5 million U.S. drivers over 84, a staggering 43 percent increase over a decade ago. On the other end of the age spectrum, teenagers no longer have the income or inclination to own a car. Over that same 10-year period, the ranks of drivers age 20 declined by 3 percent.” Ironically, this momentum runs against a central strategy in the auto industry: “Get them young.” Believe it or not, we older drivers are not just the future for the MGA’s but we are the future for the auto industry as well.

We enjoyed ourselves at the Rowdies Birthday Party, especially seeing the Binsz’s Basement. You have to see it to appreciate it. It is always special when a Rowdie opens up their home for an event. These are clearly the best kind of meets. I was pleased to pass the Spiral Jackshaft award to Gordie Bird for opening a beer Growler in the GT-40 hospitality room. The explosion when he opened it

was so loud several people almost crapped their pants. I really enjoyed seeing the Wortman’s outstanding blue MGA. Custom made seat and interior trim really made their interior come to life.

As always a special Thank You goes to everyone who donated items and who purchased items at the Rowdies auction, which took in \$700. You know the expression, “a funny thing happened on the way home?” Well, I have one to share. I pulled up to a red light in Charlotte with Curt Smith following. An older gentleman was sitting on a bench on the other side of the street. He called out, “MGA’s”. I gave him thumbs up for recognizing the car. He then said, “I had two of them.” “Did you know MGA stands for Morris Garage Alcoholics!”

PS- Here’s a picture of a side trip we took after the event.

PPS- Dave Goeddecke won the online auction.





Rowdies Fall Color Tour



We'll meet at the Pittman's at 11:00 & drive to a lunch somewhere. Details by email later.

*Larry & Mitzi
Pittman to Host-
Date in October*

TBD larrypit@chartermi.net

11406 Majorca Pl, Fenton, MI

810-750-0047





Waterford Hills Racing 7-27-15

The Rowdies shared their car corral with Cortina owners.

Allan Moffat, a legendary racer and professional race team owner, who lives in Melbourne, Australia, returned to Waterford as the Master of Ceremonies at this year's Waterford Hills Vintage Race. Allan began his pro career at the race track in Waterford Hills, MI, testing and racing for Tri-Con Racing, owned and operated by Burban Motors of Greater Detroit. Kathy Burban, a Waterford racer in her own right, was on hand over the reunion weekend to visit with her teammate and friend. Burban Motors was an English Ford franchise, selling Cortinas, Anglias, Thames and other British Ford models.

Now 50 years ago, 1965 was a key year for Allan in the United States. He was called by English Ford brand competitions manager Peter Quenet (who was also on hand over the weekend to visit with Allan) to pick up two Alan Mann Racing Lotus Cortinas. While here, Allan was offered a slot on Team Lotus' Indy 500 crew, joining the Wood Brothers and Colin Chapman's regular crew for the epic victory by Jimmy Clark and his Lotus 38.

In 1966 Ford wanted Allan to make a presence in one of the regional series, the Central Division championship. He won at Grayling, Mid-Ohio, Watkins Glen, and Indianapolis raceway and won the championship. In addition he entered some of the Trans Am races running in the small car class. At Bryar, a tight circuit that suited the Cortina, he passed the V8s of Bob Tullius and Bob Johnson to take an outright win. He went on to contest Trans Am races in his Cortina at Daytona, Sebring, Green Valley, St. Jovite, Lime Rock, and Mid-Ohio.

In 1967 he was a development driver for the GT-40. His racing career really took off after moving up to 500hp Trans Am Mustangs. Back in Australia he

won an incredible 101 races out of 157 starts and was four time Australian Touring Car Champion. In fact he won Championships in 73, 76 (two), 77, 80, and 83. He was a Class Winner at LeMans and Daytona in 1982, and Spa in 1987. He raced a wide range of cars but his favorite was the Trans Am Boss Mustang.

Rowdie spectators at this year's event were Jerry Jesion, Gordie Bird, Curt Smith, Bill Weakley, Tom Fant, John Alexander, Steve Holliday, Jeff Smith, Bruce Mann, Brian Beery, Mark Barnhart, Ken & Melody Klemmer, Gary Wortman, John McMullan, Dick Feight, and local Rowdie Racer Dave Smith. Dave entered the event, but suffered car failure early on.

Gordie Bird gives a brief report: "Well, all I can really remember is it was dammed hot in the sun, and both of my friends, Dave Smith and Tucker Madawick were out early. We did get to see a favorite Can Am Budweiser (Bobby Rahal) car run for the last time as it is being retired. Unfortunately, a very uneventful event. Maybe DTS will have more to add in his Rowdie Racing report."

"On the other hand, I got to spend a bit of time in fellow Rowdie Matt Wignets' new car this afternoon. He just picked up a brand new Jag F-Type, BRG over black and the first manual trans in Michigan! Quite a nice car. I've attached a few pics." (see *Matt's cool Jag below, and spectator pictures next page*)





Rowdies at Waterford Hills 7-27-15

Pictures by Mark Barnhart, Bill Weakley, Gordie Bird, Bruce Mann



Birthday Meet Pics-Todd & Connie Binsz's - August 16, 2015



Photos by Todd Binsz, Dave Quinn, and Ken Nelson.



Rowdie Racing at Blackhawk

*Farms-Report by Dave Smith & pictures by
Gordie Bird*

In 1996, when Rowdie Racing went into Vintage road racing, the goals were these: It would be a family based activity. It would experience as many historic or famous race tracks as possible.

I am pleased to say that we maintained these goals, and added a couple more over the 20 year span. However, with our (planned) retirement as an owner/driver at the end of 2016, it was gratifying to see that one of the tracks that we had not yet driven was under contract to the Chicago Alfa Romeo Owners Club for a lapping session on Thursday 7-2-15. I called CAROC's Don Brubaker to discuss a Rowdie Racing Entry and he was very happy to have an old British race car join the fun.

Contact with Dana, the Blackhawk Farms Racetrack (BHFR) track manager found that we were quite welcome to park our motor home at registration for the night of 7-1-15. The driving distance to BHFR from Holt Michigan was 350 miles and that included the insidious transit of Chicago on I-80. Dana's offer was appreciated.

Crew for this outing was Chari Smith and Gordie Bird. Chari had enough provisions onboard for a

number of great meals; however we decided to stop in Rochelle Illinois at the Restaurant Tecalitlan for dinner. Gordie showed his skill with a smart phone to find this Mexican restaurant and check its credentials. The credentials were great, but the food and service were even better.

After this meal, Gordie navigated us directly to the South Beloit track entrance and we were set for the night just as the sun was setting. It had been a long and challenging drive, but the excitement of putting #49 on the new track was



DT Smith in #49

starting to build. It was apparent even then that this was a beautiful and well maintained racing facility with its own airport. Also parked at Registration in his motor home was Bill Martin. Bill was in charge of the race timing & scoring and he

let me know that he had received my transponder registration. Without pre-registration, a race car does not get lap times to judge its progress.

The gates opened right on time at 7:00 AM. We drove into the paddock and were very impressed with the beauty of the paddock and buildings. The grounds were immaculate and grass recently trimmed. The paddock and roads were asphalt and in perfect condition. The signage clearly explained pit in and pit out.

The track is virtually flat with no banking in the 7 corners. The length is 1.950 miles. Like the paddock, the racing surface was in perfect condition. It drives much like Waterford Hills with just a hint of Mid Ohio.

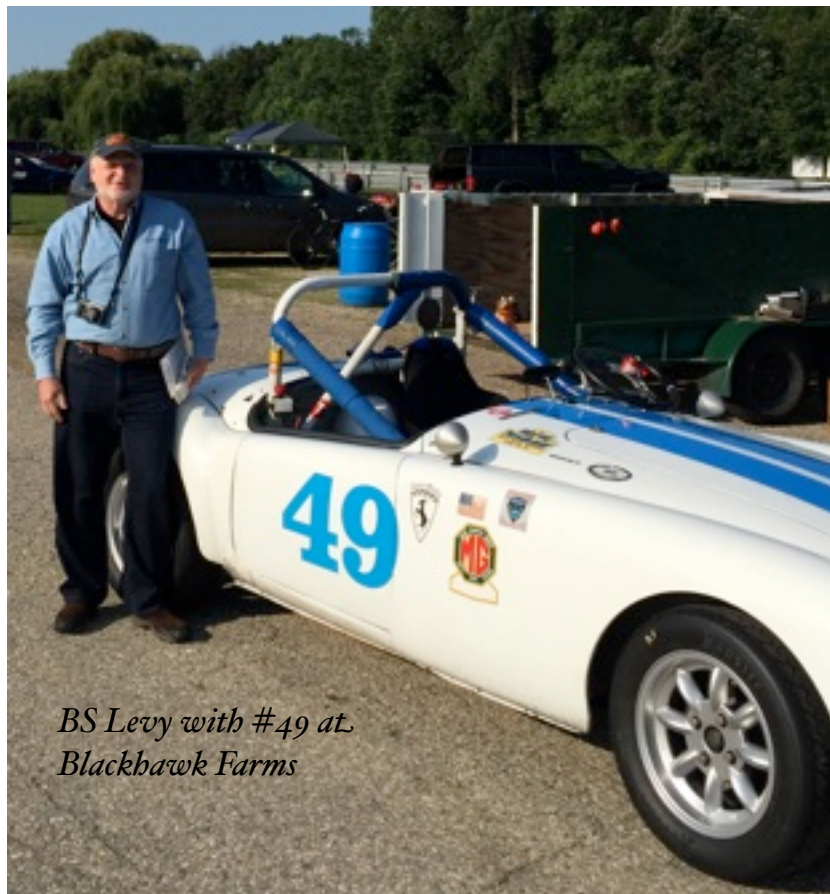
Gordie assisted with the unloading of #49 and setting up our paddock. Many late model race cars came to the track on trailers. The featured marque was Austin Healy, but there was a 1954 Jaguar 120 and a Bugeye or two in the paddock. Clearly this was going to be a great day. Weather was 70 degrees with light cloud cover and a soft breeze.

Tech inspection was under the management of Mike Besic, who has an Alfa Romeo shop in the Chicago area. I first met Mike in 1999 when he was the crew chief of an Alfa Romeo effort to set a World land speed record at Bonneville Utah. My participation with that team was arranged by Mark Barnhart, who was the aero guy for making the Alfa Romeo cleaner in the 120 MPH breeze. Mark did his job very well as we did set a new worlds record after modifying the grill opening.

Pulling out of tech, I ran into Burt Levy in the paddock. It turns out that BHFR was Bert's home track,

and he had won five or more championships with his race car. During the course of the morning, Bert gave me several tips with respect to the MGA strengths and challenges on this track. He asked questions about the #49 brake compound/fluid selection. He said that this track is very tough on brakes, but seemed satisfied with the setup on #49.

The Drivers meeting started at 8:20 AM. In spite of Rowdie Racing's lack of BHFR experience, we were put into Group A. This included a Viper, Corvettes, etc. All of which had 450+ horsepower and tires wide enough to roll lawns. At the end of the meeting the drivers were asked to raise their hand if they were experienced with this track. All of the Group A drivers did so. Seeing this, I said aloud that I was in deep s—t, which got a chuckle from the group.



BS Levy with #49 at Blackhawk Farms

This was Gordie's first opportunity to help me with the mirror adjustments, five point harness, arm restraints, HANS device attachment to the helmet and arming the onboard fire suppression device. He learned quickly and did a great job. In the first session, first lap I felt like my driving gloves had turned into boxing gloves. However the track soon began to yield its mysteries and the need to give "point



Dave on the Grid in #49

7200, depending on the layout of the corner and it's following straight.

We did not run the afternoon session, which

by" hand signals to my fellow racers became less needed. The first lap was 1:58, but the second lap was 1:46. The lap improved by an average of 3 seconds per lap, and my final lap was 1:33. Earlier Burt Levy had predicted that an MGA was capable of a 1:30 lap, so I felt like we had really accomplished a lot in 25 minutes.

In the second session I continued to work on constant threshold braking while doing a 4th to 3rd to 2nd gear heel & toe downshift while rotating the car. When done properly, this is one of the greatest moments in road racing. In both sessions the brake pedal stayed firm and the braking was consistent.

This was the first time in many race weekends that I could sense the extreme heat in the rotors and drums. Burt was right; this track is very hard on brake systems to get a quick lap. While on the front straight I was able to check all of the gauges. Coolant temp was 190, Oil temp was 190, Oil Pressure was 70 PSI, EGT were 1300 degrees for cylinders 1 & 2 and 1300 for cylinders 3 & 4. NOTE: temps over 1350 degrees will damage the exhaust valves. Voltage was 13.8. Tachometer shift points were 6500 to

allowed us to get loaded (the race car, not the crew) and begin the long drive back to Michigan. I was very happy, as I had added BHFR as a track experienced, met some old friends and made some new friends, and enjoyed one of the best racing days ever for weather. Thanks very much to Gordie Bird for all that he did at the track, and also for sharing driving duties on both legs of this trip.

Dave Smith
Rowdie Racing



Reprinted from "Riley RMemoranda"
May 2015

S.U. CARBURETTORS

by J. A. ROBSON

with a great deal of assistance from DAI AGNOSIS

MUCH petrol, even at 90 miles per month, has passed through many jets since I last saw my friend Dai Agnosis. In fact, the Crown Wheel and Pinion looked almost strange as I entered the car park one evening a short time ago.

As I opened the door of the bar, Sam and the old lags greeted me with much enthusiasm, so much so in fact that I thought they were labouring under the impression that I owned a packet of cigarettes.

Reversing the usual order of things I scrounged a pipe of tobacco from Dai and was given a pint of the best by one of the old lags.

After a general discussion on recent trials and race meetings, a fortunate owner of one of the new 2½ litre Riley saloons complained of uneven running and general poor carburation.

"Have you been messing about with the carburettors?" demanded Dai, as blunt and forthright as ever.

This, the new owner admitted, was true, but "only to improve the slow-running and so obtain better petrol consumption," he added.

"The tuning of the S.U. carburetter is extremely simple," announced Dai, "provided you remember that all jets are of a standard size. The tapered jet needle varies the orifice."

There was a silence whilst we brooded about this, and the expert continued, "so you see, the only real adjustments are the fitting of the right size of needle, and setting the jet adjusting nut correctly for idling."

"I suppose there is no use trying to adjust in any other way?" someone asked.

"Definitely not," retorted Dai with great emphasis.

"What does this needle do?" I asked, and Dai replied: "It controls the mixture strength. A large diameter needle will weaken the mixture

and a small one enrich it. This happens over the whole speed range."

"This means," I interrupted, "that as the jet adjusting nut is screwed out, then the mixture will become richer, due to the jet being moved down the tapering needle." Dai agreed that this was so, and at that point a general scuffling and moving to make room for newcomers took place.

"It seems to me," said Dai as he puffed thoughtfully at his pipe, "that we had better start and talk about tuning and synchronising."

Rapidly we discovered that the first essential is to make quite sure tappet clearances, plug gaps and distributor points are set as recommended.

"But what," interrupted an interested listener, "is the object of doing that? Surely tappet setting has little to do with carburettors."

Dai explained to him that an incorrect tappet adjustment might send people off along the wrong track when setting slow-running.

"We will assume," said Dai, "that the jets are correctly centred. They should be, unless you have removed them in an endeavour to rectify your troubles. I also assume the needles are those fitted by the makers."

"Now," continued Dai Agnosis,



B.Sc., "it is essential that you check for sticking pistons."

"Sticking pistons in a carburetter? Come, come, old boy," said a Mild and Bitter Type near the bar, "that cannot be right."

There was a stunned hush at this interruption. I cannot remember when such a *faux pas* was last made.

We had become so used to taking Dai's word for gospel truth that this seemed almost sacrilege.

I expected to hear Dai launch himself off into a long dissertation on S.U. carburettors, but instead he suggested this Type should consult S.U. leaflet No. 47/PW102, wherein all details of these carburettors are inscribed with much detail.

"To proceed," continued Dai, "just check that the pistons rise and fall easily when lifted by the finger. Do this by removing the air silencer elbow. As a matter of interest, the piston rod is the only portion of this assembly which is in actual rubbing contact with any other part."

"The next thing to do is to slacken off the universal joint between the two throttle spindles," Dai told us, "and then disconnect the mixture control between the two carburettors."

"Are you assuming the jet needles are correctly fitted?" I interrupted, "because this, I gather, is very important."

Re-lighting his pipe, Dai agreed and added, "the collars on the needles



should be flush with the piston faces. Also the jets should be level with the carburetter bridges when pushed hard against the adjusting nuts."

At this point there was a general filling of glasses, and Dai continued:

"It is obvious that some basic or standard starting point must be used, so screw back the throttle adjusting screws until they will just grip a piece of very thin paper between themselves and their stops. Then screw each one a complete turn inwards."

Most of those present realised that the next step was to warm the engine to its normal running temperature and then adjust each throttle screw until the correct tick-over speed was obtained.

"Is synchronisation very difficult?" I queried.

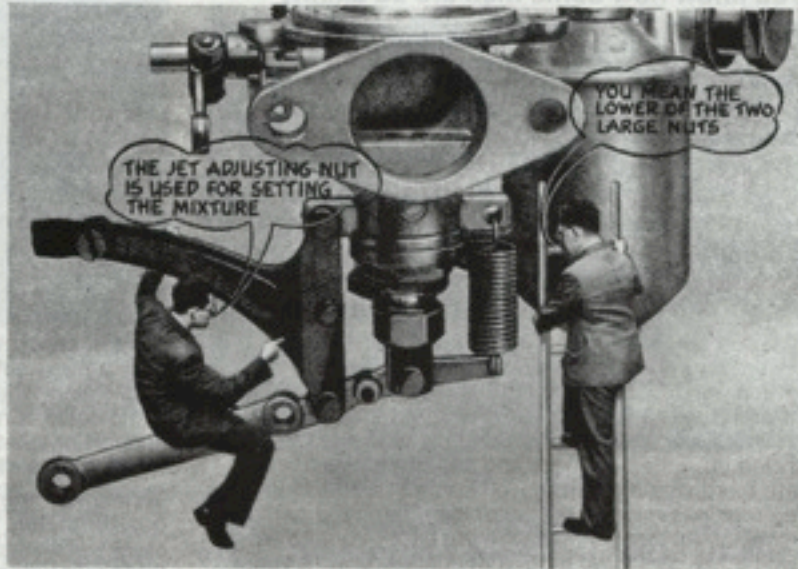
"Not really," said Dai. "All you need is a piece of rubber tubing and a good ear. With the engine running, listen to the noise at each intake and turn the individual throttle adjusting screws until the noise is equal for both carburetters. Make quite sure, incidentally, that the rubber tube is placed in the same position for each carburetter, otherwise you will run into trouble."

"This is all very well," interrupted another old lag, "but supposing one carburetter is running richer than the other. What happens then?"

"I was coming to that," said Dai, "so be patient. You should now screw the jet adjusting nuts either up or down in order to adjust the mixture. While you are doing this the engine speed might increase, so slacken off the slow-running screws equally. To check for correct mixture setting, lift the piston of either carburetter and the engine beat will become irregular, due to weakness."

"What happens if the engine stops?" asked someone.

"Well," said Dai, "if lifting either



piston causes the engine to stop, then the setting on the other carburetter is weaker than on the second and the mixture should be made richer by unscrewing the adjusting nut. So you see, carburetter adjustment is a combination of several things."

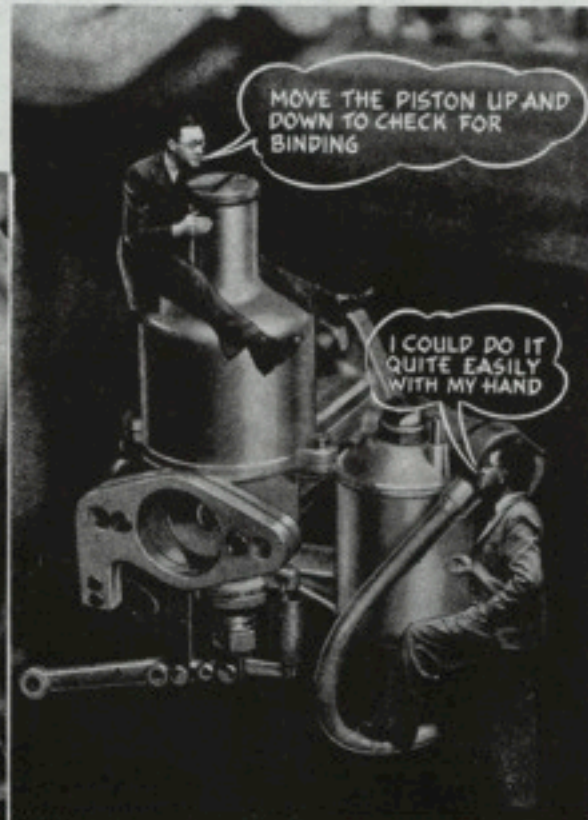
With another pint on the table in front of him, Dai asked: "Are there any further questions?" and almost at once somebody from near the fire said: "Yes, how will you know carburetter adjustment is correct?"

"A very good indication," said Dai, "is from the exhaust which should have a regular beat. If this beat is irregular, with a peculiar

misfire, coupled with a colourless exhaust, then things are too weak."

"If there is a regular type of misfire, coupled with a blackish exhaust, then you are too rich with your mixture. Of course, there are certain scientific measuring devices used by garages, but these are rather beyond the scope of the amateur."

As he knocked out his pipe, Dai confirmed that the throttle spindle universals should be re-tightened and the mixture control rod refitted.



Rolling Sculpture Car Show in Ann Arbor-July 10, 2015- report by Dave Quinn

We were not successful in getting a show spot on the street although every attendant said ours should have been in it. We were there for about four hours but never saw a single Rowdie. We did see 6 MGA's spread throughout the event, including Tom Fant and Andrew Hoffman. Of the other four, I didn't recognize the cars or names except for ex-Rowdie Bill Black from Ann Arbor. Later I learned Bill and Mary Ellen Weakley plus

Jeff Smith attended the event too. There was lots of nice iron there, from the early 1900's right up to 2015. All shapes, sizes, and makes including Porsches, Ferrari's, NSX's, hot rods and muscle cars, etc. We enjoyed the great weather by sipping drinks in the outdoor setup in front of the Irish pub and laughed to ourselves as some blow-hard nearby talked on and on about his rubber-bumper MGB and then began raving when he found out someone at his table knew someone who had an MGA. Here's some pictures of front and rear lighting treatment on a French built 1961 Panhard. According to the owner, there are only about 20 Panhard's in the USA. I think he said it had 87HP.



Vintage Vineyard-Round Barn

September 12

SATURDAY

1-7pm ET

10983 Hills Rd. Baroda, MI



This event will feature dozens of Foreign Sports Cars, both new and old, displayed along our rolling vineyard. The majority of cars will be representing various European Countries and Asia. Grab your friends, kids and/or parents and enjoy viewing the classic and timeless cars that are sure to put a gleam in your eye. Make it an afternoon with delicious lunch options from our grille and, of course, award-winning Round Barn libations including wine, craft beer and spirits too. Enjoy high-energy live music all afternoon!

Interested in showcasing your foreign sports car? Please contact [Stan Mason](#) for details.

Band Lineup

1pm Parallell Hope | 4pm [Rebecca Anne Band](#)

Location: [Baroda Estate & Tasting Room](#)



TECH TIPS-Brake Fluid

For those of us who own multiple little British cars, have you ever forgotten what type of brake fluid you last installed in one of them. Silicone brake fluid has been available since the 1970's as an alternative to the older glycol based fluid. Peering into the dark hole of the master cylinder reservoir isn't likely to give you the answer with certainty. If you need to differentiate one from the other there are several ways to do so without sending it off to a certified chemistry lab for spectrographic analysis. Here are two of the ways:

1. Get a dropper (an eye or ear-dropper) and withdraw some fluid from the master cylinder.
2. Put it into a glass jar and then add some clean water to the fluid.
3. Now put the lid on the jar and shake it well.
4. Let it stand for a few minutes.
5. If the water and the fluid have mixed thoroughly and can not be separately identified, then you have regular auto brake fluid.
6. However, if the water and the fluid have not mixed, or have formed blobs or layers, then the fluid is Silicone.

Perhaps an easier way to find out which brake fluid type you have is to put a few drops of it in a styrofoam coffee cup. Glycol dissolves the cup, silicone does not.

If you want to redo the entire brake system, you can drain the whole system, flush with alcohol, replace all the rubber parts in the wheel cylinders and the master cylinder and then replace the brake fluid with DOT 5 silicon. You will never have to work on the brakes again other than replacing shoes after many happy miles of driving.

(Tech Tip Reprinted from STEEL SOLDIERS Forum 9-23-06)

Christmas is just around the corner-perhaps a shiny new MGA would be just the thing for that special man or woman on YOUR Christmas list? Ask Santa today, "Have I been naughty or nice?"



Rowdies in the

News-Ken

*Nelson opens
brewery; Larry
Pittman presents
Her Majesty the
Queen; Gordie
flies the Bird,
Steve Holliday
opens local eatery*



Ach,
Gott im der Himmel! Wir haben
sich gewonnen der Spiral Jack Auf die
Bungen Geshaften Award againen! Was zu doen
mit diesen trophae?! Bitte geben mich
schnell einen Bier Growler!!!!

