



# A-Antics



Bruce & Willy Mann out playing in the snow with their MGA



*Aging Gracefully*

Rowdie Christmas Party Pics

*SU Fuel Pumps Explained*

Sebring MGA Sells



**MICHIGAN CHAPTER OF NORTH AMERICAN MGA REGISTER**

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**A-Antics:** Published every other month.  
Opinions expressed are those of the writer  
and not necessarily of NAMGAR or the  
Chapter. Every effort is made to use  
appropriate material. The editor reserves the  
right to edit material for length and content.  
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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](http://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: 67 Active and Paid-Up Members

Deadline for submitting material for the next issue is:  
February 20, 2016

## Classified Ads

**FOR SALE:** Two - 5 main 18V MGB Motors  
\$100.00 each

3 main 1800 MGB motor \$250.00

(all of these motors have been in storage for about 6 years and have been turned through every 6 months)

1500 MGA rebuilt Head with rebuilt rocker assembly – Head has been crack tested, resurfaced, and rebuilt with new valve guides, new seals and the valves ground  
\$550.00

Jegs hydraulic 2 ton engine hoist with fold up legs for storage \$140.00

Engine leveler for use with an engine hoist \$20.00

Contact: Mark Barnhart (989) 366-8980

[rowdie92@charter.net](mailto:rowdie92@charter.net)

## Welcome New Members

Mark & Jane Griffith (one *very* understanding wife)

8555 6 Mile Rd.

Northville, MI 48168

home ph: 248-437-5442 cell ph: 248-767-5893

email: [markgriffith50@yahoo.com](mailto:markgriffith50@yahoo.com)

1957 MGA Roadster-Glacier Blue/l.t.grey  
NAMGAR #2676, 2 modern Jags, Westfield  
Lotus Eleven w/MG Midget power-train, & 7  
British Motorbikes (Yikes!)

Jeremy & Amy Brown

267 Stalwart Dr.

Troy, MI 48098

Jeremy ph: 214-505-1748

Amy ph: 214-415-2484

email: [jnandagbrown@sbcglobal.net](mailto:jnandagbrown@sbcglobal.net)

1957 1500 MGA, 1960 1600 MGA

Other cars: 1972 Jaguar XJ6 Series 1

## Letters:

### *Early Chairman Invite*

Dear Jeremy and Amy;

As Chairman of the Rowdies I would like to say Thanks for joining. You've a nice selection of cars ('57 1500, '60 1600, and '72 Jag XJ6), so I'm sure you'll find lots of things in common with our club members. As 2015 is almost history we will consider you Paid-In-Advance for the year 2016, even if your Treasurer can sometimes be a grinch. (Jeff & Larry please make a note of this; thank you).

And, more importantly you are invited to join us at our annual Christmas Dinner scheduled for this coming Sunday. Last I heard we have 38 people signed up to attend. *Chairman Dave Quinn*

Dave and All:

Thank you for the welcome email and the gracious invitation to participate in the Christmas Dinner this coming Sunday. Unfortunately Amy and I will not be available this Sunday so we will have to plan to attend next year for sure. However, though not officially a club event, Amy and I do plan to attend the University Motors birthday party in January. We endeavor to attend the annual meeting in February, though likely not in an MGA. We do plan on attending MG 2016 in June in the 1960 MGA. We are also interested in most nearly anything else that gets us out of the house and driving the backroads in an LBC, preferably with other people also enjoying driving their



LBCs. Or spending time in the garage, lawn, parking lot, etc., with the cars enjoying MG fellowship and swapping lies.

Amy and I look forward to meeting you and the other Rowdies in the coming months.

Safety Fast, *Jeremy Brown*

### ***Satisfied Customer***

Dear Editor;

The picture quality in the latest printed version of 'A-Antics' is outstanding! Keep up the good work!

*"Doing Time In Jackson"*

(Ed note: Yep, your editorial staff all (I) agree. This series will undoubtedly be known in the future as the "collectors series", and certain to rise in value.)

### ***Everyone's A Winner***

Report from Rowdies Christmas Party...

Dave Smith won the \$25 gift certificate for the Wheeler Dealer drawing and Phyllis Goeddeke won the \$50 gift certificate for the Christmas Party attendance. The attendance list consisted of Jan and Lloyd Herring, Mary Ellen and Bill Weakley, Joanne Will and Andy Hoffman, Diana and Gary Cunningham, Tom Fant and guest, Mitzi and Larry Pittman, Donna and Dave Quinn, Chari and Dave Smith, Phyllis and Dave Goeddeke, Stephanie and Curt Smith, Thelma and Neil Griffin, Gordie and Tracy Bird, Brian Beery, Gigi and John Somers, Willy and Bruce Mann, Rob and Denise plus Ryan Cote, Carolyn and John Alexander, Joni and Mac McDonnell, Bruce Nichols, John McMullan, and our hosts Deb and Jeff Smith with lots of support from their lovely two daughters. A good time was had by all! *Rowdies' Roving Reporter Reginald*

### ***Fudging The Stats?***

I was out in the garage today doing a year-end examination to determine what is required before putting PRNCZ back on the road in the Spring or , if anything should be replaced before motoring to California for GT-42. It's still relatively warm and there is no snow on the ground.

While I was at it, I thought I'd try measuring the drum runout on the rear brakes using the same technique that Edd used in the MGA episode of Wheeler Dealers. Which, by the way, I thought was hilarious. I know that the Brits use different terminology for a lot of things, but I thought the Americans and Brits were pretty close when it came to concept of automobile restoration. Of course, one cannot say much for the American who bought the "MGA restoration."

After removing the right rear wheel and rear drum, I remounted the drum backwards and proceeded to screw on the stud nuts. Well so much for Edd's technique. There is a rim inside the drum into which the axle hub fits. This rim prevents the nuts from seating and bringing the drum up tight to the hub: necessary to insure the drum is in a fixed position and does not move while taking measurements.

Thinking that this could be a hub from some other vehicle (stranger things have happened), I checked the number stamped on the hub against the parts manual for a 1500: identical.

So either that drum from Edd's MGA is unique to the front or it is from some other vehicle. PRNCZ has been converted to front disc brakes, so do not have a way to make that determination.

*Steve Mazurek*

### ***Aged Whiskey and Fast Cars***

Dear Dave (Quinn),

Just in case you didn't see it, the registration website for MG2016 in Louisville went live yesterday.

The site is: [www.mg2016.com](http://www.mg2016.com) *Tom Fant*

Dear Tom,

As a follow-up to MG2016 registration, I queried Rick Ingram regarding the Corvette Museum tour at MG2016. There was no mention in the registration material indicating if the factory tour was included.

The response as a YES, the factory tour is included on the motor coach tours to the Corvette Museum. Serious consideration should be given to this the coach tour. The drive time, via interstate is

about 1.5 hours in each direction. And while the museum and factory tours are open to the general public, there are a limited number of factory tours per day and you must book the tour and are assigned a tour time.

I'm guessing the MG2016 folks have arranged for private tours and a reduce admission as part of their package.  
*Steve Mazurek*

Dear Tom and Steve,

According to the registration website the Corvette Museum/Factory tours for both Tuesday and Wednesday are sold out. I understand the committee is investigation the possibility of adding additional tours. The registration site gives you the option of signing up for a wait list. Also, the Bourbon Trail Tour is also sold out.

Seems MG owners love 'Vette's and Bourbon. I. owned a '63 Vette and honestly I would not trade my MGA for one! Its worth more but it handled like crap. And, when it comes to Bourbon, I know where the trail leads - - to a party store and it's not 1.5 hours away. But we will see how this plays out but I would not worry..... we will have a good time no matter.  
*Dave Quinn*

Dear Tom, Steve, and Dave,

I'm with you, Corvettes are cool but MGAs are more fun.

Amy and I went to the Corvette Museum last month and while it is nice, the time spent touring again in June would be better served enjoying the great roads that make up the bourbon trails.

Looking forward to it. Regards, *Jeremy Brown*

Dear Jeremy and All;

Sound advice from the Rowdies Newest Member. This will be my last email on MG2016. I want to leave lots of room in your mailbox for those Christmas Sales emails. Merry Christmas All.

*Dave Quinn*

### ***Number Five***

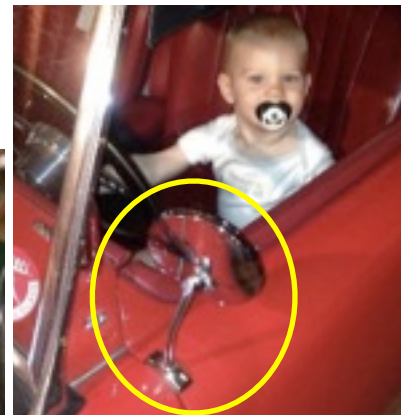
As a public service I feel I must pass this one on. If you are a guy and feel you have to watch it more than once to see the MG, that's normal (I'm told).

Here is an ad with an MGA:

<https://www.youtube.com/watch?v=sIxa9o7Ibr8>  
Oh yeah, there is a girl in it too. *Bill Weakley*

### ***Mirror, Mirror, On The Wall...***

For those of us who travel with luggage mounted on the trunk lid of our MGA's, here's a simple way to diminish that blind spot at the right (or left) rear of the car, **K-Source** sells a "universal Clamp on mirror" part # 1705 that will fit on either door of your MGA and mount without any drilling. This mirror is well made, works great, and costs about \$10.00 to buy. I have two on my MGA and one on my MGTD and can officially give them the Nelson Garage Seal Of Approval.



### ***Did You Know; and Did You Care?***

The MGTD uses DKY4A distributor #40162E with counterclockwise rotation.

The MGA uses DM2 #40510A or 25D4 distributor #40780A with counterclockwise rotation.

The Riley RME uses DKY4A distributor #40182E with clockwise rotation.

Riley RME and MGTD use same contact breaker point set and same spark plugs Champion NC5.

*Ken Nelson*



## CHAIRMAN'S CHATTER

by Dave Quinn

Last Chatter

2016 marks the Michigan Chapter's 40th year. Our Chapter, NAMGAR's first, was formed in 1976, less than a year after the national was formed. That is really an outstanding accomplishment for a single-model car club. It speaks volumes about the comradeship of the Rowdies. The MGA brought us together but it is the people that keep us coming back.

Father Christmas is history. Those MGA parts he left after emptying his pillowcase by the fire are likely on your garage shelf awaiting spring's warmth. No doubt many of you ate too much Christmas pudding. No problem - it is not a health club, it is a car club. No one can say the Brits don't have a sense of humor. The definition that is most widely used in the UK for a "White Christmas" is for a single snowflake to be observed falling within the 24-hour period on the 25th of December! Thankfully we live in Michigan, which along with Minnesota and Washington according to historical weather records are the three states with the highest probability of snow on Christmas day. But even those odds were tested this Christmas when we had a Christmas that was warm enough for top-down driving!

This is my last Chatter before handing over the steering wheel to my replacement. I've decided that I'd like to spend more time with my family. Well, that over-used line by people fired or who lost an election does not really apply. A more appropriate statement is that it is time for a fresh Rowdies Chairman. No, I didn't say fresh meat. That was a British TV comedy. You may recall I announced at last year's business meeting, like NASCAR's Jeff Gordon, 2015 would be my farewell season. So, this could be your time to grab the wheel if YOU wish to run for the office of Chairman; or any other club office. Last year with some cigar-smoking-backroom-arm-twisting I was able to get a very good

candidate to say he would consider being my replacement. That was 12 months ago. I have not spoken to him about it since for fear he might change his mind. I hope he has not. But he may be hoping someone will run against him, so ladies or gents please let me know if you'd like to be in the running for Chairman or any other position, so we can have a real election at February's business meet. The general practice has been that terms are a minimum of two years. Just send me an email before February 2016 if you are considering giving back to the club and I will send you a summary of the duties for any or all positions. Rowdies have always been great about giving back their time and talent to the club.

Being a little reflective, I noted I was Chairman for the first time in 1989-1990 and then enough time elapsed that I forgot it sometimes involves work and started my current ride as Chairman seven years ago in 2009. We had 73 members at the time. Looking back at that roster we have lost 22. I cannot account for all of the loss but most sold their car or moved and a couple became active in other clubs. During the same time we added 15 new members. If I did the math correctly over 50 of you have been along for my 7 years. Thank you. Apparently my not-always-political-correct-self did not scare you away. Great. My goal has always been to steer the club in the right direction, come up with new ideas on how we can get the most fun out of the club, and to have things function easily. Or in the simplest of terms "Make It Fun". Today's membership totals 67 and ninety percent are NAMGAR members. I've enjoyed the ride and got more out of it than I ever gave. I want to publicly thank Ken Nelson, Larry Pittman, and Jeff Zorn for their behind-the-scenes work to make the club run smoothly. The rest of the Board did their part as well but these three certainly made my job much easier. Thanks guys. Naturally a big thanks to all the Rowdies who supported our very successful GT-40! It's probably too soon to think about hosting GT-50 but the ageless Neil Griffin will hit the century mark if we do it. *(continued next page)*



*(continued)* Once again Willy and Bruce Mann have offered to host the Annual Business Meeting at their lovely home in White Lake. We only conduct business once a year and it centers on putting together a meet schedule for the New Year. I strongly encourage members to host a meet, so please consider it before the schedule is finalized. We as a club should make a sincere effort not to rely on the more commercial kinds of car meets for our activities as member meets are the most fun with more socializing and every Rowdie enjoys going to new surroundings. As a way of saying thanks, anyone hosting a meet have their names in a \$100 drawing at the following year's business meet. 2015 hosts eligible for this year's drawing are Mann, Weakley, Binsz, Jesion, Pittman, and Jeff Smith. 2016 is your chance to be in the next drawing.



### **Editorial Comment**

*As your presiding "A-Antics" editor, I would just like to take a moment to thank Dave Quinn for all he has done for our club over the past 7 years of peaceful rule. The score so far is: Years of Fun-Filled Meets and Activities-7*

*Number of Meets with Suicide Bombers-0  
Three Cheers for Chairman Dave!*

*As an aside, I was able to dig up this picture of a youthful disillusioned 'Chairman Dave' as a youngster growing up destitute on the wrong side of the tracks in a shack in Pennsylvania. In an interview later in life Dave stated that it "was my love of MGA's and other sports cars that gave me the will to go on and drag myself up from a life of idleness into the cynical happy camper that I am today."*



## **ROWDIES 2015 CALENDAR OF EVENTS**

**2016**

### **FEBRUARY**

20 **Rowdies Annual Business Meeting.** Bruce & Willy Mann. (Snow Date Feb 27). See notice page 8.

**Register Your MGA With NAMGAR!**



Join over 2,000 enthusiastic owners in the restoration, preservation, and sheer enjoyment of driving an MGA, Magnette, or variant of this noble breed. You'll receive six bi-monthly issues of MGA!, our full-color, award winning magazine, invitations to National and Regional Get-Togethers throughout the U.S. and Canada, plus a knowledge base and support group second to none. All this for just \$37.50 per year (North America), or \$52.50 (International). **Get more information at <http://www.namgar.com>, or contact [registrar@namgar.com](mailto:registrar@namgar.com).**



# **ROWDIES BUSINESS MEETING 2016!**

**SATURDAY FEB. 20**

**BRUCE & WILLY MANN'S**

**960 DENBAR CT.**

**WHITE LAKE, MI**

**STORY TELLING, GREETING - 11AM**

**LUNCH - NOON**

**Bring A Dish To Pass**

**MEETING BEGINS - 1PM**

**QUESTIONS?**

**BRUCE & WILLY - (248)698-3372 or**

**(248)866-0041**

**bwmann@att.net**



## ***Smith Family Vacation in Lovely South Bend***

While arranging lodging for Chari and I in South Bend, Indiana, I noticed a link for the Studebaker museum. I decided to see what it had to offer. By MGA this is less than a three hour drive from Lansing. While here, you can also tour Notre Dame Campus and dine at the Legends restaurant. Prices are very competitive and the food and beverages were top notch. The walls are lined with many historic and large photos of Notre Dame History. Remember that Notre Dame played a significant role in getting Michigan State College into the big 10.

The museum entry is \$8.00. The museum is on three floors and the lower level displays products made for WW II. They had a Weasel, which is a tracked vehicle that would haul 6 soldiers over land or water. They also had their version of the Jeep, and a Wright Cyclone radial aircraft engine. Little known, but AM General was spun off the corporation to handle all government contracts. This company designed and built the HUMMER, which was later purchased in a civilian version by GM.

The main level starts off with the history of the Studebaker Family in 1736. The families emigrated from Solingen Germany as blacksmiths. Clement Studebaker built his first wagon in America around 1750. His grandchildren opened a blacksmith shop in South Bend in 1852, also building wagons. Younger brother John traded one of the wagons for passage to California. This turned out to be a bargain for Henry and Clement, as John made a fortune selling wheelbarrows to the gold prospectors. With the profits reinvested, the Family was able to land and complete a large contract for Civil War Wagons and two more brothers joined the company.

The Cars: Studebaker got into the car business in 1902 with electric cars. They switched to gasoline powered cars two years later (smart boys). In 1911 they combined with a Detroit automaker and founded the Studebaker Corporation in Detroit and became the third largest car manufacturer after Ford and Overland. In 1920 the assembly lines returned to South Bend and built models called President, Commander and Dictator. Events in Europe led them to drop the Dictator nameplate (smart boys again). Not a good image for a US company.

The Depression: Company president Erskine underestimated the challenges of the great depression and the company never really got traction and closed its doors in March 1966. However Studebaker had very innovative designs and features. The Studebaker positraction is a wonderful piece in my # 49 racing MGA. They were also innovative with supercharging their V8 engines, and had the first stock bodied car to exceed 200 MPH at Bonneville. This record setting Avanti is on display.

Reflections: I found the cars on display would take me back to the 1950's. They even have a drive in restaurant display to enhance the 1950's mood. All in all I thought this was a great experience, and I thought the Rowdies could make this a possible day trip or an overnight if we do not want to push it. We can visit this again at the February 20th business meeting.

The museum site is at [studebakermuseum.org](http://studebakermuseum.org)

### ***Dave and Chari Smith***



The famous Bullet Nosed Studebaker



## *Secrets of the MGB*

By Jonathan A. Stein

Published July 24, 2015 Hagerty

*(Submitted by Dave Quinn)*

With almost 400,000 MGBs built over the course of 18 years, you'd think that there would be very little left that the entire world didn't know about MG's most prolific model.

Of course there's no secret when it comes to the engine, transmission and suspension, which were heavily based on those of the MGA. And, it's equally well known that unlike the MGA, the MGB used unibody construction. But here are a few things you probably didn't know.

1. One of the reasons the engine bay of the MGB was so wide was to accommodate the Twin Cam cylinder head of the [MGA Twin Cam](#). But many development and reliability problems sent BMC scurrying away from the powerful but problematic engine.
2. The MGA coupe works development car, registered KMO 326, served as a high-speed test bed for the MGB's revised front suspension and disc brakes.
3. A disproportionate number of early MGBs destined for North America were finished in Iris blue, a light blue shade carried over from the MGA.

4. Although the [MGB/GT](#) design was prepared by Pininfarina, the original concept for the car came from MG General Manager John Thornley, who conceived the fastback as a poor man's Aston Martin.
5. Although North American-bound MGBs received a new padded dashboard without a glove box beginning with the 1968 model year, UK market cars continued on with the less-yielding metal dashboard.

[\[Hagerty's MGB Buyer's Guide\]](#)

There are plenty other little bits of trivia about the MGB that might not necessarily be considered secrets. For the North American market, 1969 was the first year of reclining seats and the last year of leather seating surfaces. In 1973 and [1974](#), [U.S. market B/GTs](#) received fabric upholstery, while roadsters used vinyl. And of course there were those unsightly rubber bumpers that were introduced in mid-year 1974 as the most expedient way to meet new 5-mph crash regulations. The solution to meeting the new federal headlight requirement was even less elegant: raise the ride height until the lights were legal. It didn't do much for the handling, but the car continued to sell until the bitter end in 1980.

## ***1960 WORKS TEAM MGA COMING TO AUCTION***

August 12th, 2015 | Published by [Harlo](#) in [For Sale](#) from 'The Chicane' online blog



Only at the Pebble Beach auctions does a car with a \$250,000-\$300,000 estimate qualify as “under the radar”. I don’t really know how it’s possible though. On auction at Gooding & Co. is one of three works team MGAs For the 1960 Sebring Endurance race (Chassis YD2/2571) and it is stupefyingly gorgeous.

Initially slated to participate in the 1959 Sebring, this example ultimately didn’t make the trip to Florida until the following year, at which time it got a brace of factory updates including: lightweight Vanden Plas aluminum hardtops and a special cockpit tonneau panel to accommodate a suitcase—a new FIA requirement for 1960. The one year wait was worth it, with this car bringing in 4th in Class and 29th Overall.

The car has some light SCCA history in its post-Sebring history, but has surprisingly few modifications; giving it a wonderfully preserved appearance and largely untouched (well maintained but not crazy updated) internals. What an amazing machine. I can’t wait to see how the bidding goes. *(turn to page 13 and we’ll give you the answer to just that question)*







## **JOHN WRIGHT'S SEBRING MGA SELLS AT GOODING'S PEBBLE BEACH AUCTION**

Reprinted from "Distributor" Fall 2015, the Atlantic MGA Club

One of the most historic MGA's is Number 40 twin cam roadster, which John Wright acquired from Lyle York in September 2002. Number 40 is one of the factory prepared MGAs which was raced at Sebring in March of 1960. John's car was auctioned by Gooding and Company at Pebble Beach this summer. The preauction estimate was \$250,000 to \$300,000, and it sold for \$236,000.

Number 40 was totally preserved and maintained in a highly original form, although it had not run for years before John's purchase. John did the necessary repairs and participated in the 2004 Collier Cup race at Watkins Glen, and in September 2010, it earned First Place in the Historic Race Car class.

Number 40 was described by Gooding and Company as follows:

“a charismatic virtual time warp as the only unrestored example of the nine known BMC prepared Sebring MGAs...An outstanding package for enthusiasts of real, honest competition cars, YD2/2571 carries unbroken provenance and marks a significant and historic find.”

Congratulations from the Mid-Atlantic Chapter to John on this historic sale!

*(Ed Note: I remember 'back in the day' seeing Lyle York bring this very car to some of the Michigan MGA meets on a trailer. He was very interested in preserving the Sebring MGA cars racing history, although I don't believe this car ever ran while he owned it. At the time I was more interested in trying to see if I could get my rusty remains of an MGA put back together to run again, but I did enjoy seeing it. I didn't know much of the history of MGAs at Sebring then, but it looks like I could have been money ahead if I knew enough to pay attention! Congrats to Lyle, now deceased, and John for saving this important piece of our cars' history and spreading the word to all of us in the Rowdies and in NAMGAR!)*

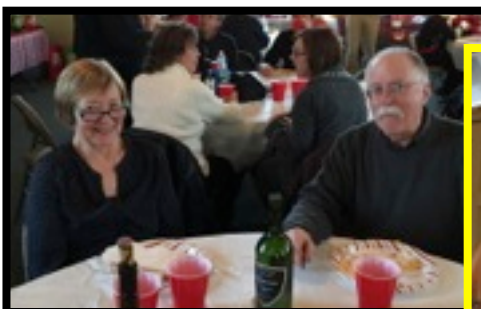
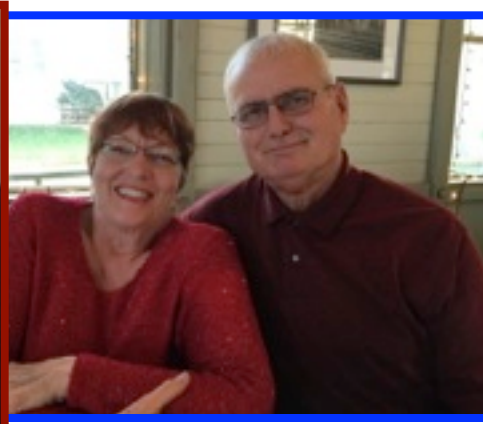




*Merry Christmas-Party for All Michigan Rowdies for 2015!-photos of event thanks to Dave Quinn, Stephanie Smith, Bruce Mann, Bruce Nichols, Mac McDonald and a cast of hundreds!*







## SU FUEL PUMPS 101

by Dave DuBois

First of all, a brief history of the SU Fuel pump. As you all know, SU stands for Skinners Union and was the brainchild of George and Carl Skinner. George, in spite of taking over his father's business, Lilly & Skinner footwear distributors, had a better idea for a carburetor in the early automotive days. In addition to building the well known and much loved SU carburetors, they also went into the fuel pump business. They started in the 1932/33 time with the L, low pressure pumps. Approximately 1939, they developed the HP, LCS and Dual pumps and in 1942 they even came up with fuel injection pumps (I wonder if those also go tic, tic, tic?). In 1958 they came up with another "High pressure pump" (this may be the AUF 300 series pumps found in the later MGBs). For a more in depth history of SU, go to Burlen Fuel's history of SU at <http://sucarb.co.uk/history>.

Some of the more common SU pumps that those of us with MGs can run into, along with their pressure and flow rate are as follows:

**L Type (low pressure pumps).** These are found on the T series (TA, TB, TC, TD and early TF) and earlier MGs. They develop up to 1.5psi and have a flow rate of 1.3 pints per minute (9.6 gallon per hour).

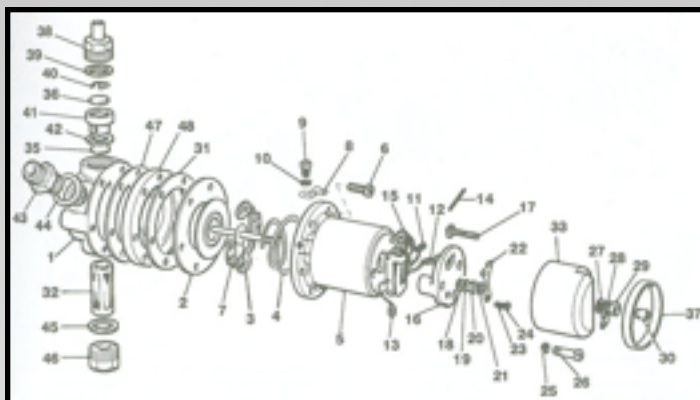
**HP Type (high pressure pumps).** These are found on late TF, MGA, Z Magnette and early MGBs. They are the same outline and size as the Low Pressure pumps or sometimes come with a longer coil housing (referred to as a High Pressure/Long Body pump). They develop up to 2.7psi and have a flow rate of 1.1 pints per minute (8.4 gallons per hour).

**LCS pumps.** These were used on the MGA Twin Cam and on the Austin Healey. They use the

long coil body of the High Pressure/Long Body pump and have a large, rectangular pump body on them. They develop up to 3.8psi and have a flow rate of 2 pints per minute (15 gallons per hour).

**AUF 300 series (now AZX 1300 series) pumps.** These are found on all of the later MGBs plus many other British cars of the mid 1960s and

later. They have, what is called a "plain air bottle on the inlet side and a flow-smoothing device on the delivery side". They develop up to 2.7psi (AZX 1307) or 3.8psi (AZX 1308) and a flow rate of 2.4 pints



per minute (18 gallons per hour) for both types.

Various configurations of Dual Or Double Ended pumps including L, HP, AZX 1400 series and AZX 1500 series. Some of these operate both ends simultaneously and some operate just one end, keeping the other end as a reserve. The pressures and flow rates for these pumps are as follows:

**L (both ends working simultaneously)** 1.5psi, 3.2 pints per minute (24 gallons per hour) **HP (both ends working simultaneously)** 2.7psi, 2.6 pints per minute (19.2 gallons per hour)

**AZX 1400 series (both ends working simultaneously)** 2.7 or 3.8psi, 4.8 pints per minute (36 gallons per hour) **AZX 1500 series (one end working at a time)** 3.8psi, 2 pints per minute (15 gallons per hour).

The SU fuel pump is an impulse type of pump. That is, when power is supplied to the pump current flows through the points and the solenoid coil. The energized coil acts on the iron disk attached to the diaphragm, pulling it and the diaphragm toward the coil. This movement of the diaphragm develops a vacuum in the pump body, which pulls fuel from the tank, through a check valve and into the body.



The movement of the diaphragm also causes a shaft that is attached between it and the lower points bridge or carrier to push the carrier up, making the carrier to “throw over” and open the points. Once the points open, the flow of current through the coil is interrupted, allowing the diaphragm to be pushed back to its original position by the volute spring, which in turn pushes the fuel in the pump body out through another check valve to the carburetors. Once the diaphragm reaches its original position, the points carrier “throws over” to the points closed position and the whole action is repeated – thus the familiar tic, tic, tic sound of the pump.

The pump pressure is established by the strength of the volute spring which resides between the iron disk on top of the diaphragm and the bottom of the coil. The check valves can be either a simple brass disk that held against the valve seat by combination of gravity and back pressure in the system in the case of the L, HP and LCS pumps or a plastic sheet in a valve assembly that closes against the assembly’s valve seat and is held against the seat by system pressure in the case of the later AUF 300 and AZX 1300 series pumps. In both cases, the system pressure is developed on the carburetor or outlet side of the pump, so the valves act as check valves to keep fuel from flowing back to the tank.

As with anything that uses a set of points opening and closing, there is point wear, both mechanical (slight) and electrical arcing (major) that eventually causes operation to deteriorate and eventually stop all together. Over the years, various methods were employed to suppress the electrical arcing at the points. Originally, on the L type pumps, the only suppressor used was a swamping resistor, in the form of resistance wire wrapped around the coil and attached in parallel with it. As stronger coils that draw more current were employed, a 0.47 microfarad capacitor was added to assist the swamping resistor suppress the arcing (by the way, even though it looks like an electrolytic capacitor, it is not and therefore is not

polarity sensitive).

With the introduction of the AUF 300 and AZX series pumps, the capacitor was replaced with a diode to work in conjunction the swamping resistor. This arrangement made the pumps polarity sensitive. All of the systems of arch suppression worked fairly well with the series of pumps they were designed for, giving the pumps a reasonable life expectancy (except the expectancy of the owners).

Finally, the all electronic pumps were introduced, which replaced the points with a Hall effect circuit to control the current flow in the coil. These pumps look and operate the same as the points style pumps, complete with the familiar tic, tic, tic sound, but there is no longer any problem with point wear and the life expectancy of the pumps is now established by the life of the diaphragm and check valves.

The following are some of the more common problems with SU fuel pumps: 1) Burned and/or sticking points – usually causes intermittent fuel starvation and stalling. When this happens, the silence is deafening with the normal tic, tic, tic sound missing. A sharp rap on the side of the coil housing will sometimes bring the pump back to life, but the long term solution is replacement of the points. 2) Diaphragm stiffens with age – this will usually cause the pump to run slowly or erratically. The only solution for this is to replace the diaphragm. 3) Leakage past valves – pump will seem to run at normal or faster rate, but no fuel is pumped, a vacuum gauge on the input to the pump will bounce up and down in time with fuel pump clicking.

On the L or HP pumps, this will necessitate new valve disks and/or re-facing the valve seats. On the AUF 300 or AZX 1300 series, one or both of the valve assemblies will have to be replaced. 4) Broken pedestal (bakelite platform under the end cap where the points mount) – this is usually a problem only on the L and HP type pumps where the pedestal is not supported around the mounting screws, and then usually a owner induced failure by

over tightening the mounting screws. This condition will stop the pump completely and is corrected with a new pedestal.

5) Fuel leak – caused by loose coil housing to body screws, loose inlet/outlet fittings, split diaphragm or cracked pump body. A cracked pump body is a very unusual situation and with the price of new bodies, the best solution is a new pump. A split diaphragm requires replacement of the diaphragm while loose screws or fittings just requires tightening. It is a good idea to use some sealing compound on fitting threads and lock washers on screws.

6) Air leak – This will usually show up as fuel starvation at higher speeds. To check for this situation, disconnect the fuel line from the last carburetor in line and route it into a jar. Turn on the ignition and as the jar fills above the end of the line, watch for a stream of bubbles. The fix is the same as the above, plus checking the lines and fittings between the pump and the fuel tank.

7) Clogged lines – this can happen before or after the pump. Disconnect the line from the pump to the carburetors and replace it with a line into a jar or can, then turn on the ignition and see if fuel is pumped out of the pump. If so, the output line is clogged. If no fuel is pumped out, disconnect the line from the tank at the pump and turn on the ignition. If the pump runs, the line from the tank is clogged. Note: since a clogged input line will cause the pump to fail in a current on condition, leaving the ignition on for a long period of time in this condition will cause the swamping resistor wire to burn out, which will, in turn, cause excessive arching at the points and a reduced points life. If the pump is an all electronic pump this situation can result in a burned out circuit board which gets into many \$\$\$.

Instructions on repair, reassembly and adjustments of the pumps can be found in the shop manual or the Haynes manual for all of the cars. The information on the fuel pumps for the TD is in Section B.2 of the shop manual and section D.3 of the shop manual for the MGB (pre 74). In the

Haynes manual for the MGBs it is in Chapter 3 sections 4 through 11. For all the other models, you will have to search your manuals for the information since I don't have the manuals for them. Repair parts for the pumps can be purchased through Moss Motors at:

(<http://www.mossmotors.com/>)

Victoria British at:

(<http://www.victoriabritish.com/>), or directly from Burlen Fuel at: (<http://www.burlen.co.uk/>)

In parting, if you get stuck on your SU fuel pump, or you don't feel comfortable digging into them yourself, there are a number of us in the US who do SU fuel pump repairs or restorations.

Below is a list of the people that I know of who work on SU fuel pumps. If you happen to know of other people who work on the SU fuel pumps, please let me know and I will add them to the list.

Tom Ball - 330-666-2642 *or* 330-867-9800

Dave DuBois – [SUFuelPumps@donobi.net](mailto:SUFuelPumps@donobi.net) *or* 360-479-0462 (after 9:00 a.m. Pacific time please)

Jerry Felper - [felperg@earthlink.net](mailto:felperg@earthlink.net) *or* 714-630-1074

Lew Palmer - [lew@roundaboutmanor.com](mailto:lew@roundaboutmanor.com)

For SU fuel pump services in the UK and Europe, contact: Burlen Fuel System (rebuild service for all SU fuel pumps) - <http://www.burlen.co.uk/> *or*

Peter Cole [pcoleuk@gmail.com](mailto:pcoleuk@gmail.com)

For SU fuel pump service in Australia, contact: SU Midel Pty Ltd. (rebuild services for double ended pumps and LCS pumps) at: <http://www.sumidel.com/> , Tony Oliver at: [revilo@tpg.com.au](mailto:revilo@tpg.com.au) *or* <http://users.tpg.com.au/revilo/>

Note: If you also repair SU fuel pumps or know of somebody not listed above who does, [please send me an email](#) with contact information for the person so I can add them to the list of people to contact for fuel pump repair. **Dave DuBois** (Updated Feb. 2014)

# Aging Gracefully or How Long Will My Car Last?

Posted on October 29, 2015 by Robert Morey in  
Classic Cars, Highlights, People, Restoration // 0  
Comments

I will, for the benefit of those with less than a  
master's degree in mechanics, try to make this  
simple by breaking it down into categories by era...  
two very basic

ones. All cars  
from the brass age  
(turn-of-the-  
century to about  
late-teens) until  
about the late  
1960's are of a  
simple enough  
nature that any  
part, no matter  
how complex by  
the standards of  
those bygone  
days, can be  
fashioned today

by a competent small company if not by a talented  
individual. Those cars can — and often do — live  
forever! They are well supported in many cases by  
companies in the business of supplying those parts.  
Why? Because they can make them! The magazines  
are full of stories of epic mileages recorded by  
interesting cars (the 3 million mile Volvo, my 600  
thousand mile TR4, the 900 thousand mile Lotus  
Elan, etc.) and things were good for anyone who  
took care of his car. Then came progress, the  
seventies; materials changed, theories changed and  
the US federal government took an interest. The  
70's were not kind to the long-term wishes of the  
car enthusiast, and it all went positively horrible



from that perspective from then on. That is, from  
the “forever era” as just outlined until the  
“Temporary era”(now)....

This part is going to hurt a lot of egos, but as those  
who know me understand, I would rather tell the  
painful truth than lead you down the garden path to  
heartbreak. That 1997, 2002, 2014 you have  
invested in so heavily will NOT see the age that we  
normally associate with “collector” cars. They  
can't. By design. To illustrate this I have a little test  
for you: go to [Moss Motors](#)' website and look at the  
exploded diagrams of one of the popular classics, a

Spitfire for  
instance or an  
XKE. Now go  
look at an  
exploded diagram  
of parts for a 1996  
Anything....oh,  
wait a minute...  
there isn't one and  
all those parts you  
can click on and  
see the cost for  
that Spitfire, no  
problem; those  
parts for the 96,

forget it. “NLA” – (No Longer Available) is a term  
you need to get used to, and “NLA” is the term you  
will find for all the things that make a nice  
restoration ...well... nice.

You can buy a wiring harness for a Spitfire but not  
the 96. You can buy a dash for a Spitfire but not (do  
I need to go on? you were supposed to go do this on  
your own). What about the engine management  
ECU? Oh wait, the Spitfire doesn't have one... and  
the one for 96 is what? “NLA”! Ok, let's assume  
you pound the keyboard endlessly and find all kinds  
of parts that don't actually exist anymore (the major  
manufacturers make sure that's the case — in an “of



course we wouldn't do that to you, our loving customer" kinda way...but they do!) So there you are with your pile of rare parts, now what? The Spitfire can be stripped and reassembled by a fairly decent mechanic and sometimes at home, but the harness in the 96...really? Come on! At a glance, maybe only 25 to 30 hours to change the harness and the labor has now approached the money that the whole car is worth on Craigslist. The Dealer won't touch a car older than 10 years, so, on one hand that's been through the table saw a couple of times you can count the shops that might do the work ... and I'll talk you out of it most of the time!

That's just the way it is for "temporary era" cars with the only exceptions being the absolute top names such as Aston Martin, Morgan, etc. Lotus makes its cars still in such a way that all things can be disassembled and replaced. It provides parts for the older cars — you can go to a Lotus dealer and buy a new frame for a 60s Elan!



A point of view you may not have considered (mine) is in the case of say ... a heater control valve. If I install one on a 1963 MK2 Jaguar then I feel a great sense of satisfaction in that it will go another 25 years, live in a cherished collection, and be passed down at least another generation. But if I install one on a 2001 S Type, well ... that car doesn't stand a snowball's chance of living that long! And knowing that, the job satisfaction is massively diminished for the greater chance is that that car will be recycled many times before I hit the old folks' home!

I have a modern car myself and am rather fond of having real wipers and AC sometimes, but I plan to "cycle out" of my modern stuff before it ever needs paint or upholstery! And if you want to keep car ownership cheap (well, as cheap as it can be), I recommend you do the same! Ok...so maybe it all sounds a bit extreme and I am obviously generalizing a bit, but it's true. The car you love with all those bells and whistles (the ones that still work, anyway) is a ticking financial bomb waiting to leave you walking in the rain followed by an ad you place, pleading to sell it for 5% of what you have in it.... How did this happen? Well, I can

assure you it's not really your fault! While you were doing everything just as your parents taught you and caring for your hard-earned investment... all the rules changed from the top corporate levels on down: gone are the old ways—staying at a job for 25 years to collect a pension... gone! Keeping a car and maintaining it in

tip-top condition so it will last 25 years...gone too!

Everything is disposable including your car! Just like the computer monitors you tossed on the curb, the car is no longer built in such a way as to make it "permanent." Things have gotten so bad that the government stepped in a few years back (again) and made federal laws to demand that manufacturers supply repair parts for a few years. Like everything the federal government does, it was a waste of time (good intentions do not a success make). The manufacturers did supply parts for a few years but were not obliged to make them affordable, so it's



almost the same as not being able to get them.

The idea is simple: like your oven or TV or anything else in today's society, you throw it away ! So, you, for the sake of argument, say, "OK Rob, how do I deal with this?" Well, I will assume because you are still reading this that you are not in the financial category where money is in great abundance... so here's what I recommend. First of all, don't participate in the initial depreciation of the vehicle. Using British cars (naturally—but all are similar) as a basis for my example and rounding the numbers, it works like this.

As soon as the rear wheels of a new anything pass over the curb of the dealership, you lose 20%, and in ten years the vehicle is worth about 10% of what it cost new. So step one is let the first guy take the big hit: buy your "new" car when it's 2 or 3 years old with 20 or 30 thousand miles on it and here's an obvious note...not from a dealer! The whole idea of being a dealer is to make money selling cars...not lose it! And to promote the sale of new cars, they keep the price of the trades they sell high. Of course, if they are taking your trade from you against a new car, they don't offer much. I have seen cases where a car that was traded went right on the lot the very next day for double the traded in value. Buy the car from an individual, but get a **CARFAX** and have a mechanic look at it first.

So there you are, getting excited to buy a car, no more bumming rides every time old unfaithful curls

up on the side of the road! You've gotten a **CARFAX** and the mechanic blessed it; you bought for 40% less than the same one "Righteous Al" has on his car lot, and you are merrily running errands with nary a care!...What have you done wrong?

Maintenance! All those services in the handbook are there because the manufacturer knows what is going to fall off or wear out because it's already run a

bunch of those cars to pieces before they went to market so it could try to avoid a bunch of forced recalls! (not all manufacturers really try very hard) So do those maintenance checks. Some are a waste of time but ask your mechanic. Personally, I find that about half of the suggestions in the service schedules are unnecessary, but quite

a few really are important. And you will be digging your car's grave if you don't tend to them!

Well, that's it for now. Enough talk about your rain-car. I have to get back to fixing the "Category 1" stuff. Thanks.

**Robert Morey** Owner at  
**British Sports Car Consulting** Reprinted  
from JUST BRITISH online motoring magazine  
10-29-15 <http://justbritish.com/how-long-will-my-car-last/>





# Grand Caravan marks death of yet another middle-class vehicle

**N**ews item: Chrysler Group is dropping the Dodge Grand Caravan minivan after the 2015 model year.

That might not mean much to a lot of folks, but for people with an interest in the auto industry and the vehicles it produces, the announcement sounds yet another death knell for a once-proud brand — and for consumer choice.

Chrysler started cranking out Dodge Grand Caravans, and before that, Plymouth Voyagers, for the 1984 model year. The company, under Lee Iacocca's inspired leadership, had picked itself off the economic mat with its K-cars. Then it rolled out the minivan and set off a demand for haulers that were more practical than station wagons and lasted longer.

Iacocca and Chrysler bet big and won.

Times have changed 30 years hence. Iacocca is spending his retirement counting his money. Chrysler went from an independent corporation through a merger with Daimler Benz to becoming

ing a wholly owned subsidiary of Italy's Fiat.

Minivans are nowhere nearly as popular as they once were. But they still haul people and stuff.

I owned a Grand Caravan in the 1990s that toted every possession my kids had to college and back home again. I still drive a minivan, except now I haul grandchildren.

Still, the demise of the Dodge Grand Caravan means vehicle buyers have one less option in the



**Jim Ketchum**

marketplace. Maybe that isn't important anymore. It was once.

As the Caravan drives toward that great parking lot in the sky, it reminds me of all the extinct vehicle models that have come and gone in my lifetime.

Within the past decade, Oldsmobile, Pontiac, Mercury and Saturn ceased

production. Before that, the Plymouth and the Imperial went away. These brands had one important fact in common: With the exception of the Imperial, all were vehicles middle-class Americans bought.

As the middle class has disappeared, so have the cars they used to drive.

Go back a little further, and the list of departed makes becomes even more impressive. Again, most were middle-class brands:

» **DeSoto:** A companion car to Chrysler, it drove into the sunset with tail fins gleaming in 1961.

» **Packard:** Ah, the Packard. Its slogan was "Ask the man who owns one." Apparently, toward the end, a lot of potential buyers did, and they found lots of quality problems. The Packard faded into oblivion in 1958.

» **Studebaker:** It's the model that killed the

*(article continued on next page)*

*Article reprinted from columnist Jim Ketchum in the Port Huron Herald Tribune in 2015.*

*Submitted by Brian Beery*



Packard after an ill-considered merger. The Studebaker drove out of production in 1966.

» **Nash:** Another good middle-class car, but with funky styling, the Nash did not fit into the 1950s. It died in 1957.

» **Hudson:** The Nash and Hudson merged in 1954 to form American Motors Corp. George Romney ran the company and figured out he could sell Ramblers faster than he could make them. Hudsons and Nashes, not so much. The Hudson went away in 1957.

» **Rambler:** American Motors built Ramblers until 1969. Mechanically dependable, thanks to rust they disappeared quickly. After Rambler production ended, American Motors lost its way and sold out to Chrysler in 1987.

» **Edsel:** The Edsels were Ford's colossal flop from 1958-1960. They're so ugly they're beautiful. Collectors love them.

Imports have filled some of the gaps as their domestic counterparts disappeared.

It didn't have to happen that way, but that's another story.

Contact Jim Ketchum at [jeketchum1@att.net](mailto:jeketchum1@att.net).



*Editorial Comment: Brian Beery's submitted article makes an interesting lesson in automotive history and it does seem that new cars today seem to either cost under \$30,000 or over \$70,000 as our middle class continues to shrink. But fortunately our MGA's could never have been considered simple middle class family cars in their day. See pictures above for good examples of the fun factor!*



## *Remembrances of Christmas Past*

