



A-Antics



Melody and Ken Klemmer who led the Rowdies to Hell and back, and Mary Ellen and Bill Weakley who encouraged everyone to get there as quickly as possible. A good time was had by all.

Brits in Bayfield Meet Report
Engines For Ladies
Drive Your MG Day
Product Reviews



MICHIGAN CHAPTER OF NORTH AMERICAN MGA REGISTER

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

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

Nickname: Rowdies

Motto: People First!

Rowdies Site:

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

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

NAMGAR Web Site: www.namgar.com

Past Chapter Chairpersons:

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



MEMBERS PAGE

Rowdies Website: Larry Pittman, Webmaster

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

Larry Pitman's Database Report: 60 Active and Paid-Up Members

Deadline for submitting material for the next issue is: August 20, 2017

Classified Ads

1500/1600 MGA grill. On a ground up total restoration MGA purchased in 2005. Likely a Moss grill. \$200 plus shipping. Dave Quinn 517-782-9749. Will deliver a reasonable distance for a couple beers. Otherwise, I will just hang it on the garage wall.



Letters

Engines For Ladies

John McMullan writes in:

Dear Ken,

Brian Beery lent me an interesting magazine;

Auto Sport Review, August 1953

This magazine could quite possibly have been a modern day "Car & Driver" magazine. The cover story was about the Austin Healey 100/4. There were other British sports car articles along with an article about "Ferrari Day in Texas".

My point, there was an interesting article "Engines for Ladies", it is very well written and easily understood. It was the same information I learned in my first high school auto shop class. I have made a direct copy of the article, maybe we can enter it in a future A-Antics, with proper accreditation. It is well written and I believe would be enjoyed by the club readership.

Regards, **John McMullan**

Your Editor replies:

Thank you John,

Indeed we printed the article in this issue (see page 9 & 10 following). I suspect that many male members could benefit from this primer as well. I do believe that the language of 1953 would not pass the "political correctness" test today when it mentions "A mere nodding acquaintance with the internal combustion engine is so rare among your (female) sex that a display of even rudimentary understanding will immediately elevate you to a position of eminence and may even net you the secretary's job in your local sports car or hot rod club". But that was 1953 in an era when men went to work and women stayed home raising babies while cooking hot meals in the kitchen for hubby when he returned from a hard day at the office. Times have changed a bit since then.

Ken

Paving The Way

Dear Editor;

I know the Road To Hell is paved with good intentions, but I previously never realized that Ken and Melody Klemmer were there to help lead the way. Or that Bill and Mary Ellen would be right by their sides. Aren't they the ChairPeople of that Michigan Rowdie group? I knew they were a raucous group, but I didn't know that they were so used to driving down that Highway To Hell.

Sincerely, **A Concerned Citizen**

(Ed. Note: See Cover picture and report on page 11)

How Much Does That Cost?

I ordered parts from Cecilia today and asked her to send me a current price listing as my printed one was very old. While this might be old news to some of you, I was pleased to learn she now has prices listed in a PDF format. I made a link and thought I would forward it to all Rowdies:

<https://files.acrobat.com/a/preview/c58defa8-f6cd-4b30-874a-27252618ff9d>

Cecilia doesn't have the marketing budget of vendors like Moss, Victoria British, etc. but in my opinion you will never find any vendor more knowledgeable when it comes to what makes MGA's tick and what's happening in the MGA product world.

Dave Quinn

MGAs racing at Marlboro, Maryland in 1959

Some great old sports car footage sent to me by Joe Tierno (of 029 fame). He says the video was taken by Suzy Dietrich and the winning MGA driver is Sherm Decker. To quote Joe.... Camera angles are fantastic and you get to see how the old bias-ply tires spike up the action. I could not agree more, love it!!

<https://youtu.be/mOjRGlioj2o>

Dave Quinn

Ode To Cecelia

(you're breakin' my heart, & shakin' my confidence daily)

Dave Quinn sent in this copy from the Providence Journal 5-16-15 newspaper about Cecelia and Kenneth Bruce's long love for British classics which led them to rebuild a rotted out '75 roadster:

PAWTUCKET, R.I. — Cecelia Bruce's British Racing Green and Gold 1975 50th Anniversary MGB GT reflects a lifetime of involvement with the famed British marque. When she and her husband, Kenneth, met as freshmen at Rhode Island School of Design, she was driving a black 1957 MGA Roadster and he a red 1958 MGA Coupe. Both cars are long gone, but the couple's Scarborough Faire on Main Street is one of the biggest MGA parts stores in North America.

They opened their cavernous auto parts store in 1971. "It was fun, the freedom of having your own business," says Cecelia. The couple raised two daughters while running their business. The store not only carries an inventory of almost every MGA part, but it commissions many parts to be reverse manufactured in Taiwan, to the kind of

exacting standards they learned at RISD. The Bruces say that these parts are of such a high quality that many are bought by the British wholesalers, with some even exported as "made in Britain." Read more at:

<http://www.providencejournal.com/article/20150516/ENTERTAINMENTLIFE/150519544>



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ROWDIES 2017 CALENDAR OF EVENTS

2017

July

- 9 **Mad Dogs & Englishmen**-Gilmore Museum
Hickory Corners, MI Host: Bruce Nichols
(269) 273-3118
- 11-15 **GOF Central XXXVIII**-Akron, OH
<http://www.gofcentral.com>
- 14 Rolling Sculpture Car Show-Main Street Ann
Arbor-**must pre-register** by 6-23
www.mainstreetannarbor.org

August

- 5 **Rowdie Birthday Party**
Jan & Lloyd Herring-Time 1:00 pm
7600 Jericho Ave, NE-Rockford, MI
(see info on page 19)
- 19,20 Thunderbirds Air Show
Selfridge National Guard Base
<http://teamselfridge.com>
- 26 Twisty Bits Tour by Phil Wiltshire and
WDMGC. Call Phil at 574-202-8919 or

email at pwiltshire@lci1.com

- 27 **Put-In-Bay Road Race Reunion**
Put-In-Bay, OH

September

- 10 **Battle of the Brits** Gathering of the Faithful
Camp Dearborn, Milford, MI
Detroit Triumph Sportscar Club

October

- TBD **Rowdies Fall Color Tour**
Host: Dave & Donna Quinn
2929 Wolhaven Ln, Jackson, MI

December

- 3 **Rowdies Christmas Party**
Chelsea Depot-Chelsea, MI
Host: TBD

2018

- TBD **Rowdie Business Meeting**

MGA's At The Dragon

As the Rowdies all know this year's MGA national event is in Solvang, California. The Mid-Atlantic chapter organized a drive starting in Virginia Beach, Virginia on June 8th. There is proof they made it to their first event - Running the Dragon on the 9th. I don't know the owner of the one in the photo but it's making the news. It was posted on another club site I belong to.

Dave Quinn

That looks like Ben & Cyndi Nolan. That's their car color and I know they're making the Ocean to Ocean drive.

Larry Pittman

For sure Ben and Cyndi Nolan! *Bruce Mann*



What's In *Your* MGA Garage?

We've often heard commercials on TV that end with "What's In Your Wallet" or "Don't Leave Home Without It" being spoken by a famous actor, sports-star, or TV personality. Recently Dave Quinn arranged for our special and unique Michigan Rowdie logo to be placed on large neon-lit clocks for sale to our members on a one time basis. Five of us signed on to purchase one of these clocks, and while truly a work of art and a thing of beauty, it's easy to understand why at least 3 of them ended up being mounted on the wall of our garages. Perhaps this is somewhat akin to the famous female "leg lamp" that was used in the movie "A Christmas Story" with lead actor Darin Gavin proudly displaying his fishnet-



clad illuminated leg-lamp in the families' living room. Wives are not as tolerant these days to a male's understanding of beauty as in the 1940's, thus the garage location of these clocks. However, as I compared Bruce Mann's clock display with Dave Quinn's and my own, I noticed there was a slight difference in the appearances of our garages. It immediately made me think of the old "Right-Brain vs Left-Brain" debate, and I realized this may be about as good an example of that thinking as anything I've seen lately. I took some pictures of these three clocks, and perhaps you can decide for yourselves which of the views represents a Right-Brained vs Left-Brain person at work in these garage work areas.

Ken Nelson





CHAIRMAN'S CHATTER

by Bill Weakley

Well, it's finally, really summer. The MG driving season is well under way. Now for many of us, the problem becomes which car event to go to on any given day. Some days there are two or three simultaneous events that one could consider. In addition to the official car shows, there are cruise nights at restaurants on almost any night of the week. It's definitely an embarrassment of riches.

My MGA will not be ready for this driving season. I have spent several weeks off and on trying to make my MGB anti-sway bar work on my MGA. Starting with the MGB sway bar links, I have shortened the links twice, lengthened them once, then shortened them again. So that makes five different lengths and none of them are completely satisfactory. I also tried two different orientations for the bar, one above the tie rod and one below. With the coil springs removed, I moved the suspension up and down while moving the steering lock to lock to try out the different combinations, thus proving that none of my combinations keep the sway bar link free of interference with the steering arm under all conditions.

Many of you know that installing the MGB front suspension on the MGA is a fairly common modification. In my case, I wanted the

stronger kingpins, disk brakes and the sway bar. Since the suspension geometry is the same and the lower A-arms are interchangeable, this sounds like a no-brainer. I just couldn't make it work the way I thought it should. So I asked John Alexander to come over and take a look. John has the same suspension on his car. It seemed that the sway bar was too long, but the question is why. Then John suggested that the cross-member must be different. A quick check of specifications showed that the front track of the MGB is 1-3/8" wider than that of the MGA. So the suspension mounting points on the cross-member are that much wider, and that makes all the difference.

So I ended up with very short links, only 2-1/2" long. So the sway bar ends stay under the steering arm under almost all conditions, but not quite all. It's as good as it is going to get. The only other choice I know of is the ADDCO bar. They use a very short link also, but I really don't know if it is any better.

My other little A project was swapping out the original timing chain cover with a felt seal for the



MGB version with a mechanical seal. So now I have proper seals on both end of the crankshaft. After running the engine for about 10 minutes, there were zero oil drips, none, nada, zip. Neat, huh? So how will anyone know that it is an MG, if it doesn't drip oil? I don't care. I'm tired of wiping up oil drips off the garage floor.

I recently went to Saginaw with three other car guys to look at a 1970 Midget that hasn't been

(continued) driven since 1973. If a friend asks me to go look at an old car, I say yes. This Midget lived a hard life in three years. It had been hit in four different spots. The right door and rear fender were the only panels not beaten up. The real shock was showing up at the appointed place and time and finding the car buried in the back of a garage with plywood, lumber, insulation rolls and lots of mouse poop on top. There were piles of junk and a non-functional riding mower in front of it. All four tires were flat. We had quite a struggle moving all the junk and then the car but finally were able to roll the car to turn the engine over, so we knew it wasn't

frozen after 44 years. Anyway, the car was purchased and hauled away the next day. The buyer intends to restore it for his daughter. He is pretty ambitious for an 85 year-old.

In a few days, we will be off to England for the MGC 50th anniversary. We'll be missing several events here at home, but I hope it will be worth it. We plan to see Abingdon and some other car sites, as well as spending four days in London. I know about the terrorist attacks, but in a city as large as London, I think the odds are still in our favor. By the time you read this, we should be back with lots of stories to tell and photos to show.

Bill Weakley

Ed. note:

Thanks Bill. I'm working on the front end of my MGA, greasing bearings, replacing tie rod joints and steering rack boots (one side at a time-right side first) so I took some pictures also. I have an anti-sway bar fitted to my A that I bought from one of the vintage racers 10-15 years ago. Luckily he had the sizing all figured out, and I was too ignorant to know that one could have all the trouble you had with the MGB bar, and mine seems to work just fine. Have a good trip, and bring back stories and pictures!

Ken Nelson



ENGINES FOR LADIES

Don't be a Motor Widow! Prof. Spencer's Simplified System Will Make you more popular than Nuvolari

By Brian Spencer

From Auto Sport Review, August 1953. Submitted by John McMullan

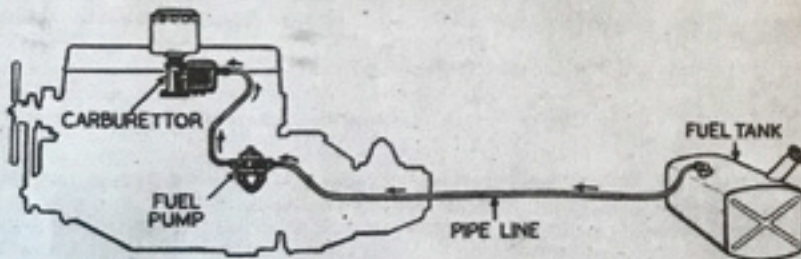
LADIES, for those of you who have recently become auto sports widows, hungering for the company of your mates who have disappeared in a swirl of exhaust gases into the overhead-camshaft and carburetor crowd, the most advisable solution was voiced countless years ago by the ancient strategist who first suggested, "If ya can't beat 'em—jine 'em."

A mere nodding acquaintance with the internal combustion engine is so rare among your sex that a display of even rudimentary understanding will immediately elevate you to a position of eminence and may even net you the secretary's job in your local sports car or hot rod club.

After you have read this article you will have at your disposal the basic knowledge upon which you can build a towering reputation for engine know-how.

TO begin with, gasoline, when properly mixed with air and ignited by match, spark or other means, will explode with considerable force. Basically, an internal combustion engine is no more than a device for directing this force to the rear wheels of an automobile. Here's how it's done:

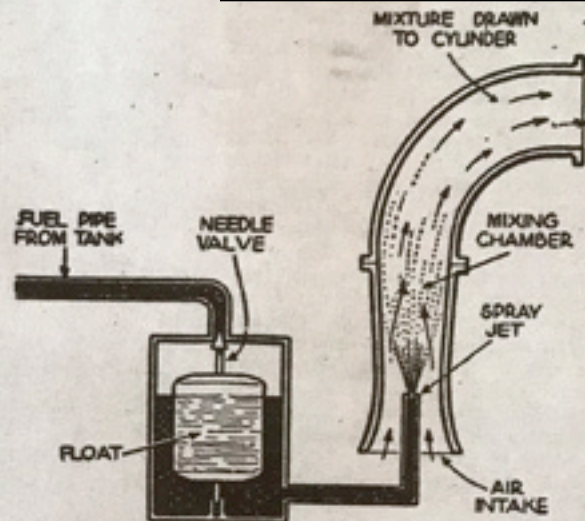
From the gas tank, at which point most women



stop worrying about it, the gasoline is pumped to the carburetor through small copper pipes called fuel lines. The pump which sucks the gas from the tank and pushes it to the carburetor mounted on the engine is, aptly enough, called the fuel pump. Let's look at a picture of this system.

Pretty simple isn't it. Really not nearly as complicated as most men would want you to believe.

Now we have fuel at the engine and are ready to consider where it goes next . . . the carburetor. The carburetor gets considerable attention from the male mechanic and is, therefore, worthy of your most studious consideration. The carb, pot or jug, as you may knowingly refer to it, is the gimmick that mixes the gasoline in the proper proportion with air to form the explosive vapor we're going to ignite later on to produce power for those rear wheels. The air in this



How the "scent-spray" principle is applied to the parts of a carburetor

mixture is the plain ordinary breathing variety. It passes through the carburetor in a pipe, open at both ends with a narrow section in the middle . . . take a look at the picture above and you'll see what I mean.

AS you can see, the air enters at one end of this pipe, passes through the narrow part labeled *mixing chamber* in our drawing, and leaves the carburetor on its way to the cylinder. Enroute, a little nozzle called a jet, which leads from a miniature gasoline storage

tank known as the float chamber, squirts gasoline into the air stream. This mixture is well blended in the mixing chamber and arrives at the other end of the carburetor ready to be sucked into the cylinder and exploded. Take another look at the drawing and remember that no matter how much mish-mosh is handed out by the menfolk re idling jets, four-throats, compensating jets, accelerating pumps, et al, they are just making noises about more highly developed and greatly complicated versions of the simple device in the picture you're looking at.

Creation of the perfect fuel and air mixture in the carburetor will yield the greatest possible urge at the rear wheels, hence men are prone to spend endless hours trying to perfect super-carbs. Most of them work far better than our simple gadget, some of them don't work as well—but they all work on the same

principles you just learned about. To understand what happens after the fuel-air mixture leaves the carburetor, we'll need a picture of the inner workings of an engine such as this cutaway drawing of a simple single-cylinder job on the next page.

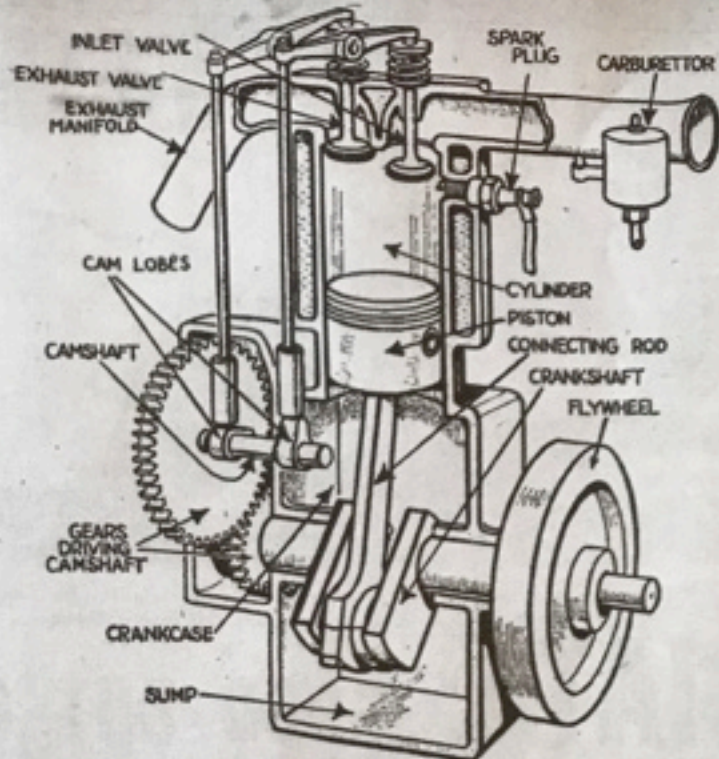
As you can see, on the top of the cylinder there are two holes called ports: an intake and an exhaust port. To open and close these ports there is a valve in each one; one intake valve and one exhaust valve. (I trust we are all together so far.

Connecting the intake port and the carburetor there is a pipe referred to by knowledgeable people as the intake manifold. And leading from the exhaust port there is a pipe logically labeled the exhaust manifold.

Now to the four-part process that is going to get the fuel-air mixture into the cylinder, explode it, deliver the force thus generated as orderly, well-mannered horsepower and get rid of the burned mixture in preparation for a repeat performance of the whole cycle.

Let's push the starter on our one-cylinder drawing and follow the action in extreme slow motion. First, the starter (which is not shown) will turn the flywheel which will turn the crankshaft, thus pulling the piston down the cylinder to the position it occupies in the drawing. At the same time the gears on the opposite end of the shaft from the flywheel will be turning the camshaft, bringing the little finger on the camshaft called the cam lobe to a position where it pushes up on the vertical rod that in turn pushes the intake valve open. Since all of this is happening at once, the intake valve is pushed open just as the piston is pulled down into the cylinder by the crankshaft and voila . . . the fuel-air mixture which we left in the intake manifold is sucked into the cylinder. This is the intake stroke. If you would care to stop and think about this for a while go right ahead.

UNDER the urging of the starter, the flywheel will continue to turn the crankshaft, pulling the piston connected to the shaft to the lowest point it can reach in the cylinder, then pushing it back up towards the top of the cylinder. At the same time, the cam lobes will be turned to a position where neither cam lobe pushes against the rods which open the valves. Thus both valves will be closed at the instant the piston reaches the bottom of its travel and begins to



push up towards the cylinder head. With the piston pushing up from the bottom and both valves closed at the top, the fuel-air mixture in the cylinder cannot escape and is, therefore, compressed—thus becoming more explosive. This is called the compression stroke.

At the precise moment the piston passes the top of the compression stroke and begins another trip down the cylinder, the spark plug provides an electric spark (we'll worry about how this is done later) which fires the compressed fuel-air mixture. This causes an explosion which pushes the piston down the cylinder with tremendous force. This is the moment our engine starts. The crankshaft now is being turned, not by the starter, but by the action of the piston pushed down by the force of the exploding fuel-air mixture. This is called the power stroke.

The power stroke turns the crankshaft with such force that the momentum it builds up in the flywheel continues to turn the crankshaft after the piston reaches the bottom of the cylinder and the power stroke is completed. So the piston is again pushed towards the top of the cylinder. Meanwhile, the camshaft has turned to bring up the cam lobe which pushes open the exhaust valve. As the piston rises in the cylinder it pushes the burned fuel and air mixture out of the open exhaust port. This is the exhaust stroke. It is completed when the piston reaches the top

of the cylinder, the burned gasses are completely pushed out and the cam which held the exhaust valve open has passed its peak, permitting the valve to close again.

At this point the entire cycle starts over again with the intake stroke. When you are driving your MG at 60 miles per hour, the crankshaft of your engine is turning 4200 revolutions per minute, which means this cycle we have just gone over takes place at the incredible rate of 35 complete four-stroke cycles per second.

ONE thing remains to be cleared up—the matter of how we arrange for the spark plug to ignite the fuel mixture just as the piston passes the top of the compression stroke. This is done with a gadget called the distributor; a handy device that sends a charge of electricity to each of the spark plugs in an engine at the precise instant it is required. The distributor is a very important item, though it is, unfortunately, quite complicated. However, if any of you ladies are really interested perhaps we could have dinner this evening and talk the whole thing over. What was that? . . . you would also like to discuss the propagation of flame fronts using the swirl system of fuel injection in the new Porter-Netherby hemispherical combustion chamber. Well . . . it's been nice knowing you . . . drop in again sometime and we'll talk about crocheting. ●●●

Drive Your MG Day-May 6th, 2017 *Ken and Melody Klemmer*

After a week of nearly a week of constant rain, May 6th dawned sunny but cool – not great top-down weather but dry, at least. By 11:30, we had 21 attendees at the **Garage Grill & Fuel Bar**. There were at least six MGs in attendance. In addition to our hosts, Ken & Melody Klemmer, there were Bill & Mary Ellen Weakley, Bruce and Willy Mann, Dave & Donna Quinn, Curt & Stephanie Smith, Dave Smith, Neil & Thelma Griffin, Rob & Denise Cote, John Alexander & Carolyn King, Kevin Peck & friend Greg, and John & Mary Gervasi from the T Club.

The restaurant is housed in what had been an art deco design gas station. There are many automotive decorative items including a beautiful mural of the station in its original heyday. The menu included a variety of interesting breakfast and lunch items. With visiting before and after the meal, we didn't leave until after 2 PM. Only three MGs headed to Hell for ice cream with a fun ride up Hankerd Road on the way. Some went to Northville Downs for Derby Day. All in all, it was a very nice event, even if we did have to go to Hell and back for it. Thanks to Ken and Melody Klemmer for hosting. *Report and Pictures by Bill Weakley*



“Grilling Out” or “Dave’s Day In The Garage”

Hi Ken,

Here are several photos of two old fellas trying to install a grille. Surprisingly it was done on a damp Friday morning without any bourbon involved! Thought you might like these for the newsletter. I came home at

the tail end of the project. And they are still friends after all the frustration!!

Steph Smith

Thanks Stephanie, I’ll use ‘em. Keep any photos or tidbits coming whenever you get a chance. I can believe that those two grumpy old men are still friends...but I

have a hard time believing there wasn’t any bourbon involved!

Ken

I have to confess that you didn’t get the whole truth!! There was a meeting of the two later that evening for dinner. I cannot say the bourbon wasn’t flowing then!! Wish I could add more but that’s all I have!!! I think the grille is still on the car!! (MGs stayed tucked in the garage that night!) **Steph Smith**



Alden Classic Sports Car Show Registration 2017

August 13th -- 9 am to 4 pm



Assigned Car Number

Name _____

Date _____ Address _____

City _____ State _____ Zip _____

Phone _____ E-mail _____

No Kit Cars or Replica Cars will be admitted. If you're not sure, please ask before arrival

This Classic Sports Car Show is open to any restored or unrestored sports car. Our goal is to gather with people who love classic sports cars. It is for Sports Cars only! Not Hot Rods, Muscle Cars or "Sporty" cars. If you have questions whether your car qualifies please contact us for clarification before the day of the show. Chairman Bill Erickson, (olderick@aol.com), will consult with our head judge and his word is final. Registration will be open the day of the show 9am-12pm.

"NO SOLICITATION OF GOODS OR SERVICES ALLOWED BY PARTICIPANTS"

CAR MAKE	MODEL	YEAR	COLOR
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There will be a Saturday afternoon, August 12th, tour departing the Train Depo parking lot in Alden at 3:30 pm and arriving at the Blue Pelican Inn for dinner and a cash bar. the cost is \$12.00 per person for Shredded Pork Shoulder or 1/4 BBQ Chicken with side choices, so come up a little early and see some of the beauty the area has to offer.

_____ Number attending dinner for the tour

The cost of the per car entry is \$15. This includes a commemorative tee shirt for the first 50 pre-registered entrants.

Please make checks payable to TBCC and Mail to:

Enclosed is:

Cars at \$15 each: _____

Persons attending
dinner at \$12 each _____

Total _____

John Russell
410 N. Elmwood
Traverse City, MI 49686
www.tcphoto@aol.com

Valve Cover Racing from 12:30 to 2:00

Circle T-shirt size: S M L XL XXL

Check if you would like a confirmation e-mail of receipt _____

(Please feel free to make this form available to others)

Stratford & Bayfield Canada Meet Report-June 16-18

Once again this year Phillip Wiltshire organized an MG outing to Stratford, Ontario with Windsor Detroit Car Club members and any other interested British car owners. Most of the attendees were from the east side of the state but Ken and Kathy Nelson and Dennis and Erica Ferguson travelled from the west side to attend and all had a good time. One of the additional perks of the trip was planning time on Saturday June 17th to drive from Stratford to Bayfield, Ontario to attend the “**Brits in Bayfield**” car show near the shores of Lake Huron. This was a new event this year, featuring Peter and Diana Thornley as invited guests. They are John Thornley’s children, and John was the director of the MG car plant in Abingdon, England. Peter has written a book about his father and the post-WWII days at MG up until the plant’s closure in 1980, and was selling and signing

copies for anyone interested. The weather was intermittently rainy, but held off long enough for a good view of many LBC’s, including a 1938 MG-TA, a Triumph 2000 roadster with “dicky seat,” and a 1994 Bentley for sale for \$29,500. The book appears to be a good read for any MG owner, and Peter was a pleasant fellow to chat with about his father and the MG car plant. I was able to talk to him about the Riley RM series cars (made at Abingdon alongside the MG-TD as they both rolled down the assembly line) since his mother had owned one for many years. Another pleasant surprise at the meet was running into prior Canadian Rowdie member Rob Mackenzie and his girlfriend, Katherine McKewen (who happened to own the 1st place winning MGA). All in all, a good way to spend a weekend in June.

Ken Nelson



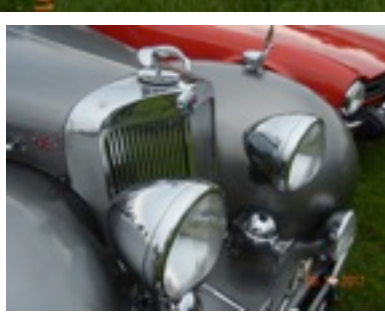
Rob MacKenzie's
1949 MG-TC



Phil Wiltshire's
1973 MGB-GT
V8



**Bayfield Pictures
Continued**



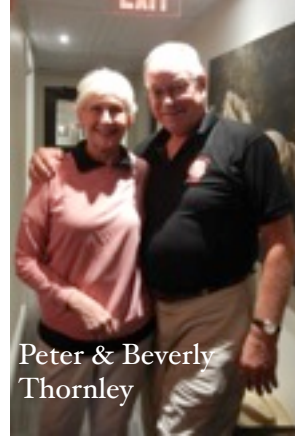
Stratford, Ontario MG Tour June 16-18th, 2017



Rob
MacKenzie
& Katherine
McKewen



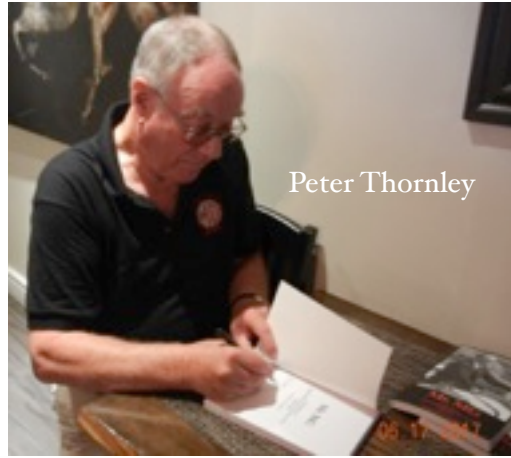
Kathy Nelson,
Steve & Ruth
Swarin



Peter & Beverly
Thornley



Jan & Phil
Wiltshire,
Ken Nelson



Peter Thornley



Dennis & Erica
Ferguson; Marsha
& Tom Greiner



Westover Inn,
St. Marys, ONT



Kathy & Jan



THE TWISTY BITS TOUR

Saturday, August 26th 2017

We start at 10.00 am at Meijer's parking lot on the Ann Arbor-Saline Road, just south east of I94 at the exit #175.

We will drive about 50 miles around some nicely curved roads. All roads are paved, although some might be classed in the "uneven pavement" category. We will drive through much of the German-settled area of southeast Michigan, plus see some small lakes and two small towns typical of the area.

We will stop at the historic and restored 1835 Sharon Mill and participate in a picnic lunch. So either bring your wicker hamper from home or purchase something just prior to leaving the Meijer's lot. Last time many MG's had their wicker picnic hampers tied to their boot racks and we enjoyed a splendid hour sitting on the grass at the mill.

Then we will continue through the countryside for another 50 miles, ending up back at the Meijer's lot.

The tour distance is 101 miles and we should finish around 3 pm, so we can all get home before the Lucas bewitching hours of darkness.



Please call Philip Wiltshire at 574 202 8919, or e-mail me at: pwiltshire@lci1.com with any questions to let me know that you intend to drive along with us.

We last ran this event in 2010; I hope we see you at the event again!

Product Performance Reports

by Ken Nelson

I have always been one to believe in the philosophy of “there’s no such thing as a free lunch” or “if it looks too good to be true, it probably is”. So I try my best to ignore all those wonder ads on TV and elsewhere proclaiming you can “just wipe it on and your troubles will be gone in an instant”. So I have ignored various car cleaning products with those sorts of claims. Which means that for years I have either ignored cleaning my wire wheels, or pretty much done them by hand with rags and de-greasers. But I recently got tired of that, and went out and bought a wheel cleaner called “P21S” and used it on the MGA wheels. I was flabbergasted! The stuff really worked! I sprayed it on and after 2-3 minutes soaking I sprayed it off with a garden hose, and away went the grease and dirt down the driveway! I had to wipe a few resistant spots, but it dissolved almost all the brake dust and grease with one application. I later used another product called Black Magic No Scrub All Wheel Cleaner. It worked also, but I think the P21S did a better job, and it comes in a gel form also. I’m becoming a believer after all!



WIRE WHEEL SPIN BALANCING-I have struggled with balancing my wire wheels for years without complete success. I have used static and dynamic methods, but without having the proper mounting kit for wire wheel hubs there has always been some shimmy at higher speeds. But I recently heard of an English company who make a kit for approximately \$100. I ordered one and have finally had excellent success using this kit from **FOSSEWAY PERFORMANCE** in England.

“Modern tyre fitting companies are not equipped to perform wire wheel balancing or to balance centre lock wheels. This can present a serious problem for classic car owners wanting to have their wheels and tyres balanced accurately. The problem stems from the fact that wire wheels are located by two tapered surfaces rather than a flat mounting flange. The first taper can be found on the wheel hub on the inner end of the splines. The

second is actually located on the inside edge of the spinner or center lock nut.

If a tyre fitter attempts to carry out wire wheel balancing without mounting the wheel using the tapered surfaces the wheel will not rotate in the correct plane. Balance weights can be added to correct any indicated imbalance but when the wheels are fitted back on the car (and they rotate as they should) they will be found to be out of balance again.

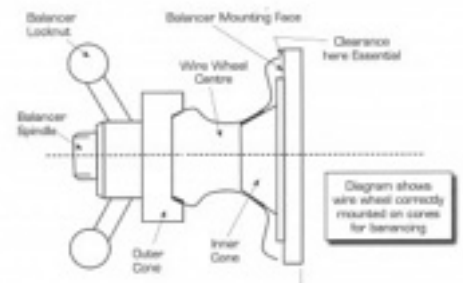
This can lead to uneven tyre wear, noise, vibration and a tiresome drive.

The Fosseway Performance Wire Wheel Balancing Kit contains two special cones which can be fitted to conventional wheel balancing equipment. This will allow your wire wheels to be accurately balanced on virtually any modern equipment, removing the need to find one of the dwindling number of specialist classic tyre fitters. The cones come with two spindle adapters (40mm and 36mm) to make them compatible with over 95% of wheel balancing rigs. The cones are made from a lightweight, but extremely strong, glass reinforced injection moulding and they come in a robust and compact container which means they can be easily carried in the boot of your car.”

Wire Wheel Balancing Kit
52mm Hubs (Jaguar etc)
42mm Hubs (MG etc)

£75.00 + VAT
£75.00 + VAT

FOSSEWAY PERFORMANCE LTD
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E. simon@fossewayperformance.co.uk
<http://www.fossewayperformance.co.uk/contact/>



ROWDIE BIRTHDAY PARTY-Lloyd & Jan Herring's House

Saturday August 5, 2017

Grand Rapids, MI

7600 Jerico Ave, NE Rockford, MI

616-405-2474 or 616-566-6381

Starts at 1 pm-Bring a Dish To Pass.

and Items to Donate

for the Time Honored Rowdie

Auction-BYOB and BYOMG +

Lots of Cash for the Auction. *(This*

is our only fund raiser for the year and it's

better than a paper drive). **The Club will**

provide a main dish. Auction to follow

food and libations. Remember to bring

goodies for the auction, a dish to pass

(no salmonella please), and your own

adult beverage.

**hurry to the
Herrings for the
Rowdie B'Day
Party.**



***Mad Dogs and
Englishmen-Gilmore
Museum-July 9, 2017***

Come on out and enjoy the Mad Dogs and Englishmen's **27th annual British Car Faire** at the Gilmore Car Museum! The Car Faire is open to all British made vehicles and will also include a swap meet area! Enjoy people's choice judging, car games, bagpipers, and British Tea Time, too! For more information or to register for the meet at the Gilmore Car Museum, visit <http://www.maddogsandenglishmen.org/mde/registration.cfm>.

Location: Gilmore Car Museum, Hickory Corners, MI

Contact: Bruce Buxton, (269)

501-7257 Link: [http://](http://www.maddogsandenglishmen.org)

www.maddogsandenglishmen.org



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