



A-Antics



Sent in by Dave Quinn-see Letters p. 3

The German MG
 Improve Your Bench Press
New All-Electric MGB
 MGA Nighthawk



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
2016-	Bill Weakley

Rowdies Website: Larry Pittman,
Webmaster

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

Larry Pittman's Database Report: 55 Active and Paid-Up Members

Deadline for submitting material for the next issue is: February 20, 2021

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MEMBERS PAGE

For Sale

MGA gas tank. This tank was in a car that had been undercoated and was coated on all sides and the bottom. There is no sign of any rust. The fuel gage sender is included. \$60.00 , Can deliver in Michigan for gas money.

Mark Barnhart <rowdie92@charter.net>

New Member

Name: **Philip Lyon**
Address: 2001 Hopkins Drive
Wixom, MI 48393

Home phone: (734) 578-6223

Cell phone: (734) 578-6223

Email: pjlyon39@gmail.com

Type of MGA: 1969 1600 Roadster

Other Cars Owned: 1953 MGTD

Comments: *"I bought the car from Bill Weakley, a Rowdies member. It is 90% restored now and target for completion is the first warm days of spring!"*

Welcome Philip, and we'll look forward to meeting you and your MGA this spring

Letters

Two Good Shows For Winter Viewing

Dave Quinn writes in: This is a pretty interesting show with a Classic Rockstar and the cars & racers he has had. Unfortunately there are transmission breaks off & on but its still good. And, it really gets good at about the 54 minute mark.

<https://youtu.be/lf81pKEB8jE>

Dave Quinn

Good show Dave. John Oates seems like a nice guy, I agree with 2 of his choices (MGA TwinCam and Porsche Speedster) for sure. I always loved the look of the Speedster. But here's a link to an episode of Jay Leno with his 1954 Jaguar XK120 to listen to. Especially the sound of that engine- absolutely glorious as he shifts it on the highway. Plus his story of getting hooked on sports cars when Don

Mulligan let him sit in his XK120 in the barn. I've met Don Mulligan a couple of times and he is a crusty New Englander who is mainly into Riley's. Dave Smith saw him with me at Watkins Glen when Don drove there in his pre-war Riley March special (with burlap feed bags for seat covers), and I've been to another Riley meet at the Glen later when he drove his Riley 2 1/2 liter roadster down there. I think he bought it new and it looked like crap now but ran well. Anyway, it's kind of interesting to see people mentioned that you've met previously and know a little about.

Meanwhile, listen to the sound of this engine. It just doesn't get better than that to me: <https://justbritish.com/votw-jay-lenos-jaguar-1954-xk120-ots/>

Ken Nelson

Long Ago & Far Away

Hi Ken, I came across this photo the other day from GT-08, "Wacky Costume Contest." Just in case you need filler for A-Antics. Two Rowdies pictured: Steven Mazurek and Neil Griffin. I don't remember who won the contest, but it probably was Neil. Regardless, everyone was having a great time!



Best, **Diane Danguole ("Diane") J. Mazurek**
(Ed note: I also recognize a young Jack Kurkowski in there. Does anyone recognize other faces?)

Cover Postcards

New car dealership postcards. Currently, new car dealerships send out emails or direct mail letters to past and potential customers. Back in the 1940s, '50s, and '60s, new car dealerships used postcards with colorful Kodachrome images to entice car buyers to visit their facility. Usually, the photo contained the dealer's building and inventory out on the lot, ... Williamson Motors, a foreign car dealership was

located at 3174 Pico Blvd. in Los Angeles, CA. The building has survived and is now a body shop.

Postcards courtesy of Automotive Historian [Alden Jewell](#).
Sent in by Dave Quinn

The German MG-TD

Bill Weakley sent in this interesting story from Classic Motorsports 4-3-20. What do you think?



Story by David S. Wallens • Photos by Tim Suddard

The MG T-series is as British as bulldogs, Big Ben and the Crown Jewels—except, of course, when it's made in Germany. We'll wait while you clean up your spilled pint.

Rewind the big clock on the wall to the winter of 1961. The Beatles had yet to sign with EMI. Moviegoers were just about to meet James Bond. Jaguar's revolutionary XKE had just reset the bar for what a sports car should be. And in Lexington, Kentucky, a young Bob "Kermit" Wilson had laid eyes on a neighbor's MG TD—something the neighbor bought for his girlfriend.

"He had purchased it as a gift for her but she wanted no part of it," Kermit recalls. "He wanted out of the car business and the price was right, and I thought I had the money. I didn't have enough, so I sold a painting of a thoroughbred race horse and a Rollex camera to come up with the cash."

Even though the seller mentioned something about the car being a "German racer," soon after Kermit realized that something wasn't right with his new purchase. "The first clue was that the Sears tonneau did not fit," he recalls. "Nor did their top." More digging revealed more questions. He found German fuses—and a staggering 22 of them, 20 more than usual. His car had a Bosch battery. While Whitworth hardware could be found throughout the chassis and running gear, the body bolts were metric. The car wore a Zeppelin Motorcars badge from Stuttgart. "All these raised more questions than could be answered, even by the experts at Moss Motors," he adds. "The experts in the New England T register called it a fake and refused to recognize it."

After several years of use, the car was eventually laid up for a full restoration—and, of course, none of the available replacement panels fit as

promised. "The first big break came in 1985 while visiting the Porsche factory in Stuttgart," he explains. "I inquired about the dealer whose plate was on the right-front cheek panel of the TD. Some quick Teutonic search revealed that the dealer was still in business and still selling Austins and Jaguars, but had moved from Heilbronner Strasse in the center of the city to a suburb just out of town." That visit answered his questions. "Oh, you haff one of our cars," he says, recalling the words he heard that day. "There were only 25, you know." The dealership's Herr Rensler remembered the project and shared some particulars with Kermit:

The chassis came to Stuttgart bare. (The box that held the miscellaneous parts was used as a temporary makeshift seat while the chassis were moved about.) After the first car was built for approval, the rest of the chassis arrived in two batches. And after those 25 cars were built, the MG factory was said to no longer be interested in the project. Drawings for the bodies were never produced. "Bucks were built and body pieces were produced, by hand, from a few photographs," Kermit recalls. Several wrecked MGs—probably 100 to 125—were rebodied in part or whole in Stuttgart. "Their favorite was a car with a British left side and a complete new German right side," Kermit adds. "They have no records of the project, nor do they have much passion for the subject," Kermit says. "This was just another opportunity to produce for the large GI population that wanted cars, and had money to spend."

Kermit completed that restoration some 30 years ago, and it shows well. He has now owned the car for more than 56 years. And that painting that he sold to finance its purchase? "I recently learned that the painting just sold for \$25,000," he says. "That's okay. I could never have ridden that painting for 300,000 miles"



In 1961 Bob "Kermit" Wilson bought an MG TD that contained a secret: it was one of 25 cars built in Germany. Barbara-Ann Walters has owned the



white TD since new.; when the two cars are placed side-by- side, the differences reveal themselves. The German-built car, for example, features lower, flatter cowl humps.

and a steel top; the British-market bonnet is an all-steel affair.

The door checks differ, too: a hinged rod with an



internal rubber snubber on the British cars and a leather strap from Germany. The German-built cars also received narrower running boards fitted with solid aluminum strips.

The rear fenders are slightly different, too: While the British ones were stamped by a machine, the German

(Ed note: Very interesting. But now the question becomes: is this a "fake" MGTD as the register originally claimed. OR is this one of the RAREST MGTD models around? You could spin an argument for this car either way. It would be an interesting car to see at a GOF or GT. You be the judge.)



ones were hammered into wooden bucks. The fuel tanks don't match either, with polished aluminum end tanks and a screw-on cap unique to the German car. (The British car gets a flip-top cap.) While the bonnets look similar at first glance, they're also different. The white British-built MG features three shorter louvers in order to accommodate the latch; the louvers on the German-built car all match since the latch location is different. The bonnet on the German-built MG was built with aluminum sides



Chairman's Chatter

Bill Weakley

Here I am staying home and avoiding people. With the winter surge of COVID-19 ongoing, Mary Ellen and I are trying harder to avoid unnecessary contact with others. It's really getting to me, but with the vaccine on the horizon, we just need to stay safe a few more months. I am sure we won't be in the earlier groups to be vaccinated but maybe not the

last. I am hopeful that we will be driving MGs to club events by May and long distance events by June.

I said before that I bought my 1960 MGA so that I would have something to do this winter. It's working. There is so much to do that I don't spend much time thinking about what to do. If I am tired of working on one component, there is always something else I can tackle. I have disassembled the front and rear suspensions and cleaned off decades of grime and rust. The good news is that the components are in pretty good shape and shouldn't require anything more major than painting, new seals and rubber bushings. The car came with ancient tires that held air barely long enough to roll it on a trailer.

Now that I have the car on jack stands, I have stripped the tires and tubes off the wheels. All five tires were bias-ply and probably as old as the car. Have you ever tried to break the bead on tires that have been mounted for fifty years or more using only tire irons? I didn't need any extra exercise that day. Two of the wheels are junk, but I have four good wheels already, so I only need one good one to make a set.

I've separated the center body tub from the frame, so I can start repairing the frame. It's been fun sharing parts and tools with Kevin Peck. His project is ahead of mine in most respects. Of course, some of the tools we are sharing are John Alexander's. John has been a tremendous help with his wealth of knowledge and his willingness to share it.

It has been long enough since I was at this stage on my '56 that I had forgotten how much work is involved in just cleaning parts in preparation for repainting. I've worn out two wire brush wheels and gotten really dirty in the process. I've been trying to figure out where I could put a sandblast cabinet. Maybe if I didn't have four MGs in my three-car shop, it would be easier. Of course, a cabinet would not accommodate the frame or body panels, so I'll probably use the local sandblaster in spite of the cost.



As some of you know, Brian Beery's collection of MGA coupes was purchased by a member of the Windsor-Detroit MG Club. As of the last time I emailed him, he has not had a chance to completely inventory the cars and parts, nor had he decided what he was going to do with everything. I am glad that the cars were purchased by an MG enthusiast who will have a chance to sort through everything. It would not have been too unusual for the whole bunch to have been sold for scrap.

We are looking at another cancelled Business Meeting. The main task we always cover in the meeting is setting our event schedule for the year. I guess it will all have to wait until we get the all clear and can start meeting again. We also have elections at the meeting. So if anyone is thinking they would like to run for office, let me know, so we can start your campaign. I can't wait until we can get together as a whole group, shake hands, hug and share food and drink. I didn't know I would miss it so much, but I do. I'm sure many of you feel the same. If things open up by summer, I plan to go to every MG event I can get to. Please stay safe and healthy until we all meet again.

Chairman "Lonely Bill" Weakley



Tune-Up Your Bench Press!

Improving The Performance of an Imported Press-Dave Smith

Seems that the only hydraulic press available for the home workshop is from a foreign country (picture 1). Their design left much to be desired. The floating beam under the hydraulic jack is located by U shaped beam, overlapping the vertical beam (column). The clearance between the U channel and the vertical beam is quite excessive in two directions. This clearance allows the floating beam and it's ram to move and twist when force is applied.



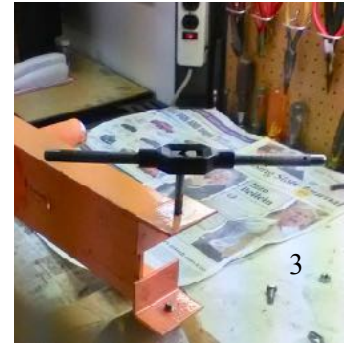
Visiting Dennis Conway's shop while making a water pump pulley I observed how he had modified his hydraulic press to properly control movement of the floating beam. Here are the steps to do so.

One: Mark the front face of the floating beam. Open the jack dump valve and measure the distance between the floating beam and the adjustable bottom beam. Shim the ram to support the floating beam. Release the two lift springs. Then remove the hydraulic jack being careful as the jack weighs 25 or more pounds. Set it aside. By lifting one end of the floating beam, the U channel will clear one vertical beam, allowing rotation to remove it from the press.

Two: Placing the beam on it's side will allow you to mark and center punch all four ears of the U channel. Use a 1/4 inch drill bit for each of the four locations preferably using a drill press, but a hand drill will work. Then use a 17/64 drill bit to prepare the beam for tapping. The 17/64 drill leaves a finished hole of .2656. A 9/32 drill can be used, but leaves a slightly larger hole of .2812 See Picture 2.



Three: Use a 5/16 tap with 24 TPI (threads per inch). Starting the tap in the .2656 hole is a bit more difficult but leaves a cleaner thread. Tapping the .2812 hole is easier, but you are not removing as much material in the threading process for the four threaded holes. See picture 3.



Four: I selected four MG engine bolts of 3/4 inch length from my Bin. The MG Bolts heads have British markings and add a nice touch. The length is long enough to thread thru the jam nut and the U channel and take up the excess space. As an extra precaution I ran a 5/16-24 TPI Die over the threads, and then brushed and lightly oiled the used bolts.

Five: I used four new 5/16-24 TPI plain nuts threaded up to the bolt head, then threaded each of the bolts into the threaded holes in the beam. Turn each bolt in until it is flush with the inner face of the U channel. Find your mark to reinstall the floating beam with the front facing out. Insert one U channel over it's vertical beam pivot the beam and lower the remaining U channel over it's vertical beam. Set the height of the floating beam as measured before disassembly. Reset the blocks under the ram. SAFETY item:



The floating beam can move about and fall from the press at this point. It would be good to have a second person holding the floating beam in place.

Six: Carefully reinstall the Fully retracted Hydraulic jack onto the floating beam. Reinstall the nuts onto the eye bolts of the lift springs. Take up about 1 inch of threads on the lift springs eye bolts. Pump the hydraulic jack until it is secure between the floating beam (bottom) and the Top beam. Remove blocks from the ram so the floating beam can move freely. On my press, the top beam had a receiver ring that trapped the hydraulic jack ram.

Seven: Now the good part: Turn in the backside bolts exactly four revolutions and lock the 5/16 nut

tightened against the U channel. Then turn in the frontside bolts exactly four revolutions if possible (see instruction # 8) then lock the frontside 5/16 nuts. Now move the floating beam towards you and away from you on each end. There should be little movement front to back. On my press, there was more movement on one U channel than on the other. Working one U channel at a time, follow the process of holding a 5/16 bolt and slightly loosen it's locking nut, take up equal turns of the frontside and backside bolt, securing the lock nut each time. At some point, the bolts will contact the vertical beam. Back off both bolts 1/8th of a turn and lock the nuts. See picture 7.



Eight: If you cannot get four turns initially on the backside and frontside bolts, reset them at three turns, and return to step seven for the adjustment procedure.

Nine: Make a temporary shim between each U channel and it's vertical beam to control movement left and right. I used tapered wooden shims to center the floating beam between the two vertical beams. See picture 9.

Recheck the clearance of each U channel movement toward and away from you. Adjust bolts as needed. Close dump valve and pump the jack to it's full travel, maintaining the temporary shims and checking for tightness at the bolts. I had no tight spots with my test. If needed loosen the bolts equally another 1/8 of a turn for free travel.

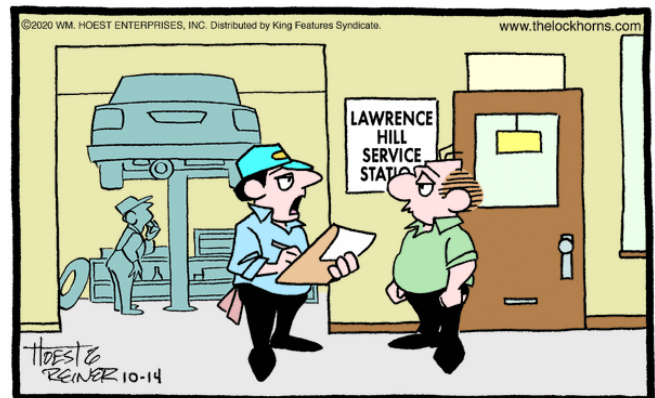
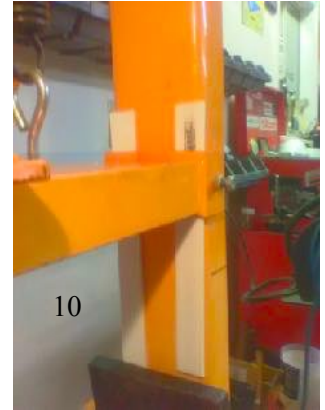


Ten: We are almost there. Measure your temporary shims to determine the total gap between the U channel and the inner face of the vertical beams. My gap was 0.340" so I acquired plastic lattice at Home Depot. The lattice thickness is 0.155", so installing the four strips on the inner face of the vertical beam kept the left-right movement to 0.030". See picture 10. The lattice at Lowes is 0.165" so you can use the size that works best for you. Now the floating beam is closely controlled in both directions when pressure is applied.

Eleven: The two lift springs must be balanced to work correctly. Open dump valve to completely close ram against the top beam. You may need a lever against the press ram to get the jack fully closed. Get a feeler gauge and select the 0.025" piece. Close dump valve and pump hydraulic jack slowly until the feeler gauge will fit between the coils of either spring. See Picture 11. Once a lift spring has a 0.025" gap stop jacking. Tighten the nut on the OPPOSITE spring's eye bolt until it has a .025" gap too. Now the springs are under equal tension. Open the dump valve on the hydraulic jack. If it does not fully retract the ram, equally take up the nuts on both eye bolts. I suggest about 15 full turns of each nut. Then close the dump valve and fully extend the hydraulic jack. Test spring tension by opening the dump valve and check the ram to see if it fully retracts. If it did, you are set. If it did not, repeat the nut adjustment on BOTH springs. Retest until the ram fully retracts.

Congratulations! You now have a shop press that will work correctly and put even pressure on the bolt or bearing to allow removal or installation without damage to the MG part.

Dave Smith



"IT'S GOT HIGH TIRE PRESSURE, STIFFNESS IN THE BALL JOINTS AND HARDENING OF THE ENGINE HOSES."

Federation of British Historic Vehicle Clubs (FBHVC) Position On British Gov't Ban On Sale Of New Cars With Internal Combustion Engines (ICE) From 2030

England has more car and driving regulations and restrictions than the US, and this is a statement from their main lobbying group for historic vehicles and clubs. These issues will likely come more to the forefront here in the united States in the near future as well. Here is their current statement:

The UK Government has revealed plans to ban the sale of new petrol and diesel cars by 2030 followed by the same sanctions being placed on all hybrid vehicles five years later, in 2035. The move is part of the UK Government's £12 billion strategy for stimulating green industry and quite naturally has caused huge concern within the motor industry. The UK Government has promised a £1.3 billion investment in establishing a charging infrastructure across the country to service the demands of the new electric vehicles. The move suggests that Government policy will still support the use of private vehicles as a mode of daily transport, but not when they are required to be powered by fossil fuels.

The Federation of British Historic Vehicle Clubs must consider the implications of this policy on the historic vehicle movement from the point of view of our need to focus solely on protecting the freedoms to use heritage transport on the UK's roads, unhindered. The Federation is not concerning itself with debating the 'for and against' arguments around certain technologies and power sources for new vehicles used purely for commuting and functional transportation purposes.

Indeed, it may well be that in a couple of decade's time, the early Nissan Leaf and Tesla models for example will be joining the ranks of historically important vehicles and referred to as 'classic cars.' The Federation recognizes there are already a significant number of electric vehicles represented within the historic vehicle community and some examples of these were displayed on the 'Village Green' area of the NEC Classic Motor Show in 2019 on the Federation stand. The exhibits included a 1912 Baker Electric Car, 1974 Zagato Zele and a 1940 Moteur Électrique created by the French manufacturer Lucien Rosengart as a direct replacement for the Austin 7 engine he used in the cars built under license in Paris. In the early part of the twentieth century electric vehicles made up a larger proportion of the total vehicles on the road than they do



today. In 1900, 20 per cent of cars on the roads in the USA were electric and iconic manufacturers such as Studebaker actually entered the market initially building electric vehicles.

So, we must recognize that electric vehicles have been as much a part of the history and heritage of road transport as they are its future.

The main focus points of the Federation's activities in light of the announcement of the intended 2030 ban on the sale of new ICE vehicles will be limited to:

- a) Ensuring the ban on new vehicles does not extend to restrictions on the use of pre-existing vehicles powered by fossil fuels. In particular, historic vehicles over 30 years old and 'future historic vehicles' yet to reach the rolling 30-year classification of historic.
- b) Monitoring the effects of changing mainstream consumer demand for petrol and diesel on the accessibility and affordability of fuel supplies for vehicles requiring fossil fuels.
- c) Lobbying for the protection of fossil fuel supplies long into the future to service historic vehicles.

The Federation urges caution amongst the historic vehicle community not to 'panic' that historic vehicles are in some way about to be made obsolete or unusable as a result of the announcement of these intended UK Government bans. As the 2020 National Historic Vehicle Survey has revealed, there are more than 1.5 million historic vehicles registered in the UK and therefore they represent a material element of our National Heritage. Additionally, the historic vehicle sector contributes a huge £7.2 billion to the UK economy through highly skilled jobs that will be a vital part of the regeneration of the UK's economy post- pandemic and post- Brexit.

Despite that huge financial input into the health of our country, the National Historic Vehicle Survey also shows us that the use of historic vehicles only contributes to 0.2% of the total annual miles driven in the UK. That amount of road use is very small in the overall aim to reduce carbon emissions to levels safe for the health and future of the planet. Nonetheless, the Federation recently appointed an Environmental Director on our board, tasked specifically with monitoring, offsetting and measuring the carbon output of the historic vehicle movement.

The strength in numbers that the historic vehicle community enjoys will help to ensure that we cannot be ignored or hindered without significant financial implications for the country. If we work together as a

sector to encourage continued health, growth and skills for the future – the movement stands every chance of survival and the future of historic vehicles powered by internal combustion engines will be secured, regardless of what technology has in store for the future of road transport.

To read the facts behind why the Historic Vehicle community is part of the answer to build the UK economy into the future and why the sector deserves a bright future, you can read the National Historic Vehicle Survey results from 2020 online now at <https://www.fbhvc.co.uk/>

Of course, there are pros and cons on both sides of the gasoline vs electric engines for cars debate. Here are some comments from a few members of our esteemed MG family:

Editor Ken Nelson writes: That's an interesting situation in England that we knew would also become more significant here with time. I knew I would eventually find myself in the situation of a lifelong good friend who is a military firearms collector, and of course, strongly pro-gun rights. I have always been willing to side with him on long guns and hunting but, for the good of society, I agree with some sort of restrictions on handguns and automatic weapons. So now I have to accept that even if gasoline powered cars are bad for the environment, we need to be sure the world doesn't take away our joy of driving our vintage automobiles. Well, it may be two-faced, but there has to be some common ground between the two groups somewhere. With the extensive car culture from our past I don't think there will be quite as stringent a regulation proposed in the US as it seems Great Britain will have, but we'll see. **Ken Nelson**

From Dave Nicholas (MGA vintage racer):

I love "green" demands on the world made by politicians who want to feel good. I guess electricity comes from the air. Maybe each car will have their own kite and be recharged by lightning. Electricity comes from coal, oil and natural gas power plants. Thinking that solar and wind are going to take care of millions of cars plus air conditioning plus normal household use plus industry and on and on is complete folly. And how is it explained about industry using heaps of electricity to make batteries? Will these tens of thousands of charging stations be made without using electricity - which comes from power plants? When someone has created a way to store electricity far better than today I'll go with it.

OH, and pray tell, where is the landfill space for billions of tons of toxic batteries? Hmm, is that another "green" job source?

Chairman Bill Weakley has some thoughts:

It is true that most electricity now comes from fossil fuels, but it is changing more quickly than you might know. England plans to have enough off-shore wind energy to power the whole country. Battery technology is evolving rapidly. Solar power cost is also dropping quickly. These are relatively new technologies with a lot of room for improvement. The move away from fossil fuels will happen. We have no choice. We either make it happen, or we leave our grandchildren an unlivable world.

I expect there will be petroleum fuels around for quite a while. Producing oil wells and refineries won't be shuttered all at once. The transition will take decades. Even if we were to totally eliminate burning petroleum based fuels, there will still be a demand for oil and natural gas as a chemical feedstock. Natural gas may be the last fossil fuel to be burned because it is the cleanest and produces the least CO2 when burned and is used to heat so many homes. In the meantime, we need to decrease the amount of fugitive emissions of methane.

There are also hopeful developments from the nuclear industry. There are a number of new fission fuel cycles and reactor designs under development that are inherently safer, produce less waste and use more abundant fuel. There is a large tokamak fusion reactor being built in France that is expected to be the first of its kind to produce net energy.

The world is changing. It will change with us or without us. The earth will survive. The question is whether it will be habitable for humans. I'm not worried about whether there will be gasoline for my MGs during my lifetime. I think we are safe on that score.

Gordie Bird writes: The technology will be developed, like this: <https://solarroadways.com/>

Bill Weakley: That is fascinating, Gordie. Obviously, it will be too expensive for wide spread use for some time, but it is amazing technology.

Dave Nicholas: I live in Southern California about 20 minutes away from literally a thousand windmills located just west of Palm Springs. These monsters are incredibly inefficient. It is not difficult to research how expensive and the ridiculous return on investment for these ugly machines. Without the gov't subsidizing no investor would drop a penny on wind. Maintenance is huge. Think of the enormous load on the bearings allowing the 60' blades to turn. I see how many are down for maintenance; and worse, how many simply aren't working.

I love solar and I fully understand very smart people are working overtime to develop better battery technology. But what we see in California are brownouts all over the State because wind and solar simply cannot support demand. It is a fact. The solar roadways article is fascinating but as Bill Weakley says- it will be a long time before we see it. Thanks for the discussion folks.

News And Views For Rowdie Reviews

ALL-Electric MGB



Now that you've read above about the English plan to remove gas engines from their highways, are you ready to buy one of these electric cars? I've been reading about a **completely new classic electric MGB** made by RBW EV Classic cars in England. They use a Heritage MGB body shell, custom hand finish it better than the original, and install a German made electric motor and powertrain and battery in it, with a 50/50 weight distribution and electric power rack and pinion steering for handling.

October 9, 2020 **Sports Car Digest** reported below that classic car manufacturer RBW revealed the pre-production model of their stylish electric classic roadster.

"The RBW EV Roadster was inspired by the **1960s MGB Roadster**. They have taken the classic, elegant design while delivering enhancements to meet the modern world. British Motor Heritage created a brand-new heritage body shell for the EV Roadster and under the hood is a patented power drivetrain system that took three years to develop. Together with Continental Engineering Services (CES) and Zyteq Automotive, RBW has worked to bring to life founder Peter Swain's vision of a vehicle that has the beauty and elegance of a classic car, but is equipped with modern electric engineering.

The RBW roadster has a custom-made front and rear suspension, all independent employing coil-over damper technology around the vehicle, an OEM developed brake discs and calipers, and Regen braking. To ensure maintenance-free usage, it's equipped with the latest generation of hub design and wheel bearing technology. There are only 30 initial examples that have been produced, and the limited-edition, hand-crafted models have been developed with high-quality performance levels of noise and vibrations. Over the past 20 years, CES has gathered knowledge in optimizing Noise Vibration Harshness (NVH) in such cars, particularly the difficulties caused by the replacement of an internal combustion engine with an electric drivetrain—this has been implemented in the RBW Roadster to guarantee a

satisfying experience during pull-away, city-traffic, cruising and active driving.

The multi-function dashboard display combines driver gauges as well as safety diagnostic symbols in a simplified graphic interface created around safe and smooth operation whilst driving. RBW also added a Wi-Fi® enabled, built-in navigation system from Pioneer. Other features include an HDMI input to mirror smartphones, an SD Card slot, Dual USB slots, and gold-plated RCA connectors to provide the best audio quality achievable.

Prototrim, with more than 100 years of experience in trim development, designed the interior of the car. The highest level of craftsmanship and care was delivered to the EV Roadster, producing an exquisite interior. Future models are already being developed with a fixed head GT version that is due for release in 2021, as well as a second RBW electric recreation.

RBW are currently bringing the car to clients for a Covid-free test drive. Orders are now being taken with production scheduled for early 2021, with the starting price of £90,000 plus taxes, and an initial deposit of £5,000.

More information regarding this car can be found at **RBW EV Classic Cars**"

There is the usual hype online, but I recommend watching an excellent driving review by 'The Late Brake Show' at <https://www.youtube.com/watch?v=O3KmcAO5Xmc> which looks pretty impressive. However, the 0-60 time is 9.0 seconds, top speed limited to 80 mph, range is 160 miles, recharge time 8 hours at home, and cost is £90,000. Not a racer, and not cheap. But suspension seems reasonably stiff and rear wheel drive makes drifting possible along with some smoke from the tires (non-limited slip differential).

No gearbox to rebuild or SU's to tuneup and no need to learn double de-clutching. So who knows, perhaps just the ticket for a future generation of MG drivers?

Ken Nelson

Rowdie Book Review-“An MG Experience”-Review by Dave Smith



AN MG EXPERIENCE - AUTHOR DICK JACOBS

Rowdies: This 1976 Book, published by Transport Bookman Publications is the story of one of the original MG racers. Mr. Richard William Jacobs, known as Dick Jacobs in the racing community. It is not only a story of his cars and the races he entered, but of the almost accidental way that the MG Competitions Department began. The foreword is written by none other than John Thornley.

The book begins with Dick's father in WW I and after his service, opening the MILL Garage in South Woodford Essex. As a lad, Dick followed the Bentley Boys and their racing exploits. However, a fellow student in school took delivery of an MG J2 in BRG. Dick was forever smitten by MG engineering from that day onward.

His first competition was a hill climb in his 1947 MG TC. The book leads me to believe that Dick was very methodical and spent a lot of time with race car design and race car preparation. Soon he was knocking on the door of the MG Competitions department, and with his early racing success, had their attention, and John Thornley specifically. Throughout the book, sometimes the Competition department was spot on. On other projects, not so much.

The 188 pages are a quick read, ending with Dick's retirement from Racing in 1972 as a team manager. There are a generous number of period racing pictures of Dick's and other manufacturers' cars. All in all, this is an exceptionally good book if you would like to know more about the Abingdon Race Program and how it supported the MG Racing teams. There are also some good Stories of other drivers of the Day, including Sir Sterling Moss.

My usual source for books is AbeBooks.com They have this book for \$36.00 plus shipping. Not inexpensive but would be a significant addition to your MG bookshelf. Thanks to Chari for finding this book and believing it would be a good read for her MGA racing husband.

Dave Smith



*1955 LeMans line up: Ken Miles - Johnny Lockett,
Dick Jacobs - Joe Flynn & Ted Lund - Hans Waeffler.*

Special Announcement For All Rowdies: Your Board has recently been considering how we should approach the coming year, 2021. We are postponing the February Business Meeting until later in the year when we have hopefully had a vaccine available to us all. Chairman Bill has issued this public service bulletin: *“My vision for 2021 starts with the assumption that most of us will be able to be vaccinated this coming spring and that things will be opening up before summer. If so, we will have to squeeze two years-worth of events into one. I’m not sure about having two Rowdie birthday or Christmas parties, but we need a lot of events to get us together and give us an excuse to drive our MGAs. At our last business meeting two Februarys ago, we talked about doing some sort of overnight event, and Tom Fant volunteered to plan a trip up north. With any luck, we’ll finally get to do that and more. There will also be plenty of events by other clubs. It would be cool for Rowdies to outnumber the hosts at some event. The most important assumption in my vision is that we all stay safe a few more months and get vaccinated, so we can meet in person, hug, sit next to each other while we eat, and breathe freely. So be strong, Rowdies. Our day is coming. Bill Weakley”* John Alexander has put forth a rough draft of our usual activities for 2021 below, but we will adjust as we go along if needed.

The Board has also decided that since 2020 was pretty much a “non-year”, we will **suspend the dues for 2021 for all active members who have been currently paid up to date.** You will continue to receive a paper copy of “A-Antics” if that is what you had been paying for so far. If you have paid for an electronic copy, you

Tentative Schedule of Events 2021

May 1st Drive Your MGA Day
 ??? Cecil Kimber B'day Party
 15th Spring Party at Camp Dearborn ***
 June 6th British Return to Ft Meigs
 14th - 17th MG 2021 International
 Last week of June Mid-Ohio Vintage Races ***
 July 11 Mad Dogs
 23 - 25 Waterford Vintage Races ***
 August 8th or 14th Alden Car Show ***
 TBD Rowdies B'Day Party
 TBD Rowdies Beach Party
 Sept TBD Battle of the Brits
 Last full week of month Put-in-Bay Vintage Races
 Oct TBD Rowdies Colour Tour
 TBD Rowdies Up North WeekendTBD
 Dec Rowdies Christmas Party
 *** (Good guess at actual date)

(Continued from page 12) may upgrade to paper if you wish, by paying the difference in price. New members who join will still have to pay dues since they have not paid any previous dues for last year. The free dues will continue through 12-31-21. There was discussion about considering going to an electronic newsletter only, but several members expressed a strong desire to continue receiving a printed copy, so that will continue for now. Larry Pitman will continue to send members an email or letter in 2021 to verify members' data for correctness.

As always this club belongs to all of us as members, so feel free to contact any member of the board for questions or suggestions. Our officer lineup will remain the same for now and we hope we can take to the road again by spring or early summer.

More News Updates For Rowdies

Brian Beery's stored MGA parts have been sold by his niece Diane and brother Lyle and family to a Michigan MG enthusiast, and will hopefully produce one to three MGAs eventually and perhaps someone interested in joining the Rowdies in the future. They were sold in entirety as a complete unit. **Mark Barnhart** wrote in that "I know the Black Coupe was Brian's first MGA and the one he wanted to finish first. He loved that car and I hope when it is finally back on the road we get to see it at one of our GT's."



Then **Dave Smith** reports, "The Watkins Glen 2020 Walk of Fame is cancelled at this time. All five members inducted in 2020 will be asked to join the 2021 inductees next year. This was not unexpected, but still very disappointing. Thanks to each of you for your kind e-mails about Rowdie Racing's induction. I am overwhelmed and honored to be a recipient of a stone in the Watkins Glen Walk of Fame. It still brings me tremendous pride on the little team that could, in large part due to your efforts to get #49 ready for every practice and race. It was also pretty cool that we only had 3 DNF in 20 years, largely due to Mark Barnhart's car preparation." To be considered for induction into the Walk of Fame, the driver must have driven a race car in competition at one of the four race courses used at the Glen since 1948 and be retired from racing.

Dave Smith

Finally, **Neil Griffin** writes a thank you to the Rowdies
 “Thelma and I are doing fine and have been able to dodge all the bugs. Our daughters have been doing the grocery shopping for us and we usually hibernate this time of year so staying home is no big deal. However we do miss the Rowdie meets. Would like to thank my host of friends for the cards and good wishes I received on my 95th birthday a short time ago. My next goal is to reach 100 and to be the oldest person living in Belleville. See you at GT-50. **Neil Griffin**

PS. Took my grandson for a ride in the MGA the other day and thought I would rattle him a little, so I asked him if he was aware we’re going over 70 mph in a car over 60 years old and a driver over 90 years old?



Pictured here is Neil going for one of his last drives in his red MGA which he has just sold to a new owner.

THE UNTOLD STORY OF THE MG NIGHT HAWK -by Mark Barnhart

I worked at General Motors Institute, a technical college in Flint Michigan. A friend I worked with a student who was co-oping out of Buick Engineering. We all owned MGA's and were all members of the North Eastern Michigan Region of the SCCA and active in racing. When the Cobras started running circles around the Vettes we thought GM needed something that would change that. We formed a company and modified our own 3 cars into something we thought could run with the Fords.

It was our student who discovered the crankshaft switch that was a stroker mod and gave the 215 CID motor its 260 cubes. There was very little machine work to accomplish the change.

When approached, Buick loved the idea and came up with the name Night Hawk. They designed an emblem with the Buick Triple Shield Inside the MG octagon. We had contacted MG about supplying us 110 MGA frames and bodies as they still had the MGA line even though BMC were now making the MGB. When they found out what we were doing they said if we could give them prints for the mods on the frame they would build them to our specs. We pointed out to Buick that with the price we got from MG we could sell the cars for \$200 less than the Fords.

GM had the cars for 3 weeks and when we got them back, they had obviously been driven hard. We got a call from Buick to come in for a meeting. A very frustrated Buick General Manager read us a letter from Corporate informing us that they felt the traditional Buick customers saw the brand as a luxury vehicle and would be offended if they built a sports car. The letter was then thrown onto his desk and he said, “They are afraid you will hurt the sales of their plastic pig”

Car number one was later radically modified to look like a Cobra snout with a tip up front body and a large flat spoiler rear end, so from the back it looked like a Ferrari. The car was eventually scrapped, and the running gear put in an MGB.

Car number two was later made into a Bonneville land speed racer with a blown injected 90-degree Chevy V-6 and now holds a record at 243.9 MPH in its class set in 1998.

Car number three was mine and I sold it years ago and after the buyer blew the motor and parked the car in a field for 6 years I found it and now have it in an enclosed trailer waiting for a restoration. **Mark Barnhart**



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The One That (Mostly) Got Away - Memories Of A First Car

*Most of you Rowdies out there are of a generation that likely remembers your first car. Just as with that first bicycle you owned, your first car was one more step upward into the world of mobility that allowed you that freedom to get out in the world and become your own unique individual person. As we remember back to that time, there is a certain fondness for the car that started us out on that path. Below is one man's story, excerpted from the **Haggerty** newsletter of 11-13-20 and sent in by Dave Smith. While this isn't about MGAs, I imagine we can all relate to this story with one of our own. At the end, Dave Smith and Ken Nelson add comments about that time in their life. I'd love to have more of the Rowdies write in to me about their 'first car stories' for me to publish in future issues of A-Antics*

The long, lost red '67 Mustang Fastback

The second week into my Junior year at high school, my father moved us from Minneapolis to a small farm town just north of the Iowa border. I had immediately sold my rust-laden '66 Mustang right after the move.

Needing a vehicle to escape from reality, I started bicycling through the small farm town. I arrived at the used car lot of the only car dealership. They carried a mixture of new cars, farm trucks and assorted hay wagons. On that crisp fall day, I spied a rough looking, red 1967 Mustang Fastback sitting in the very back corner of the lot. It looked as if it was forgotten in time, abandoned, traded-in on something that would actually be useful on a dairy farm. The year was 1975. I immediately found the salesman/owner/mechanic and paid the outrageous price of \$300 I had saved from hand-washing dishes at the local restaurant.

The faded red pony was a 289 two barrel, with a three speed manual on the floor, small crumples on both ends, and was missing the Mustang logo on the front grill. The interior was black and the gas gauge never worked. I ran out of gas multiple times cruising the small town at night, which is what we did at 24 cents a gallon. The town had one very large police officer named Rodney, that had mercy on me and would push the Mustang with his big-bumpered cruiser to the small gas station where he would unlock the station, turn on the pump, and help me fill up to get back on the streets. Once in the dead of winter, at 2 am while driving back from another small farm town, I ran out of gas and had to walk a half mile in -20° temps to wake up a farmer for gas.

I had cut the original two-into-one stock exhaust and made it throaty sounding with dual Thrush mufflers. I also installed a Hurst T handle and boot to the manual shifter. One of the motor mounts was permanently broke, and the engine

always lifted and banged when I got on it. Seventeen was a good age to have a Fastback. I raced it five times on a straight stretch of road south of town and the quarter mile ended at a wayside rest that young spectators could sit and watch the American Graffiti finish. It was also one mile from the Minnesota/Iowa border, in case we needed to make a run for it. *(Ed note: Professional driver. Do not try this at home yourselves.)*

Oh, just a side-bar, the '67 Mustang tires had the exact width to fit on the railroad tracks that ran through town. After letting out a little air pressure in each tire, I could put it on the rails in first gear, let out the clutch, jump out and sit on the hood while it chugged down the tracks. *(As before: Professional driver. Not recommended anyone follow this example!)*

Keeping with the family tradition of selling everything that meant something to us, the Mustang was sold in 1975 to a local farmer for the same amount I paid for it, \$300. It was replaced eventually with a 1967 six-cylinder baby blue Camaro.

Today, Forty-five years later I started to reminisce for that car. I wondered whether I could find the red Mustang after all this time and buy it back so I could have a piece of history that would plug one of the childhood voids.

I've always envied the people who still have their high school cars and restored them back to the days of "muscle cars are just what we drove!" condition.

After some prompting from a friend who restores old Corvettes, and actually had one in the National Corvette Museum in Bowling Green, I found my former high school's Facebook page. I made a post asking for any information on the whereabouts of the red Mustang Fastback. I left my cell phone, email, address and a picture of a red '67 that was restored on the Facebook post. I closed my laptop, said a prayer, and went to work.

Thinking this was a total long shot, and not really expecting to find it 45 years later, the cell phone rang two minutes later. The caller said, "I'm the guy who bought the car from you in 1975. Were you tall, skinny and had long curly dark hair?" My heart leaped as I drove down the road. I had to pull over before I crossed the center line. "Yes I was that guy!" He went on to tell me the car was taken to his dairy farm, and he had made an arrangement with a young, local farm hand that the Mustang was payment for bailing hay all summer. Story has it, the farm hand took the car out before working it off, and crashed it on a Friday night binge. The car was totaled and hauled off to the local salvage yard, never to be seen again. Larry, who bought it from me said he tried to hunt it down for the same reasons, it's a 67 Mustang Fastback! But by then they had crushed it and it probably ended up recycled into a hay baler.

I mourned the demise of the old car that beat a 283 Malibu, 351 Mustang, 425 Pontiac land yacht, and hopped-up Maverick. That was a gross inequity and I was mad at the young man who demolished my old car! It was not perfect, or restored by today's standards, but to a seventeen year old man/child it was rough and perfect in every way. I felt the void more than ever.

But all was not lost! Larry told me he had



torn down an old, dilapidated machine shed and found the Mustang's original rear valance with my original license plate still attached to it. He never switched license plates and said he would be more than happy to ship it to my Montana address.

There is the answer. I will not get the car back. It is gone forever, which is almost better than knowing its still out there and never to be found. What I did get back is that which date-stamped the year and place of ownership of my favorite car from 45 years ago. The valance and license plate are mounted on old barn wood and hanging in my garage. Every time I pull my not-so-1967 Mustang in and out of the garage it is there in full view. The one that got away has been returned, even if only partially.

Dave Smith says "A good short story about our youth, and the imperfect cars we remember so fondly. Mine were:

1957 MGA roadster bought new by my brother when I was 10. Loved the smell of the leather seats. He traded it in on a 1958 Renault Dauphine when winter came! Boo!

1929 Model A Ford four wheel drive built by my FOMOCO Superintendent Grandfather Bill Smith. Owned by my brother now. Drove this on the Family Farm in 1959. Bill tried to get a FWD patent with this prototype. Bill was very visionary and I remember him fondly!

1956 Ford Former City Patrol car with dual spotlights, 272 engine and three on the tree. Drove this when I got my drivers license-1963. Bought from the Spring Lake MI City Auction. Dual exhaust with Glass packs-Best sounding V-8 EVER!

1957 Plymouth Sedan. Pulled out the 6 banger automatic and put in a Dodge D-500 325 cid Hemi and a three on the floor with a homemade shifter that never missed. Also welded the open differential to control one wheel burnouts. Did this in 1964, my first muscle car. Engine had a dual four barrel intake and chrome rocker covers. Beautiful under hood. Sadly there are no pictures. Did outrun a Shiawassee Co Deputy with triple digit speeds on 8 miles of Gravel Road. Not my brightest move. (Ed note: Remember kids, Professional driver: Don't do this at home)

What were your early wheels? I recall Mark talking about his Pontiac!" **David Smith**
Ken Nelson says "I secretly lusted after an MGTD when young, but my first car was a 1960 Karmann-Ghia that had rusted out before it was repainted and sold to me. It was at least a bit more practical than a TD for heading off to college. I loved the gorgeous lines of that car with its welded seams. I rebuilt the engine after a year (burned valve in #3 cylinder) and could take apart, clean, and reassemble the carburetor in 45 minutes in the college parking lot.

But they rust even quicker the 2nd time around, and when the rockers go, so does the heat and defrosting. And that 40 hp engine just couldn't make it a sports car. Sold it to a friend who was going to San Francisco and didn't care about heat. Learned my lesson, and next was a '64 VW sedan with the factory optional gas heater taking up most of the front trunk. Fabulous heat, but the generator couldn't charge the 6-volt battery when it was running, so not good to drive too long with the heater running.

Finally got myself a real car- a used 1966 Dodge Coronet 440 with a 318 V8. Great car, with actual factory AC and a rear seat speaker for the AM radio! Wow, I thought I had arrived, but finally

had to sell it after getting married and didn't need a second car. I found out the engine blew shortly after at 125,000 or so miles which wasn't bad longevity in those days. Years later rescued Kathy's father's old '67 Dodge with a 383 and drove it until selling in 1988 when I was having trouble finding a used or rebuilt power steering pump to replace the bad one for the 2nd or 3rd time (I had hunted through every junk yard within 50 miles of Grand Rapids searching). It was the best of all of them—the 383 kept going forever (had to replace valve seals to stop the smoking at 120,000 miles) and this was the first year Dodge used dual braking circuits. Plus it was great for making donuts and figure 8's in the snow. The rest was downhill from there until the MGA came along." **Ken**

From **Dave Smith** again: "Great story! I also thought the Karmann-Ghia was a great looking car. Why did the carburetor need so much love?"

Ken replied: "I'm not quite sure. All I know is that when the car started running bad, if I took the carburetor apart and cleaned and reassembled it, the car ran OK again for a few months. Who was I to question fate?! I figured it wasn't my place to question why, and it worked every time."

So, all you Rowdies out there, send me stories of your first car(s) and I'll print them here!

5 tips to stay organized in the garage—by Kyle Smith in Hagerty Media 10-15-20

The thrill of making progress assembling your DIY project can quickly be overshadowed by the frustration of a missing part or piece of hardware that you're pretty sure you set down *right there*. Despite how confident we all are in our memory and ability to stay organized and remember exactly where each piece went, a little preparation and awareness goes a long way. Here are five tips for how to stay on top of your game:

Get small trays for small parts (and bigger trays for big parts)

I don't remember where these small plastic trays came from, but they live on top of my workbench now, making organization of bolts and small parts easy.

Kyle Smith

If your project isn't going to be apart long, use a handful of small trays to organize bolts and hardware. Muffin tins are great for this, and you can label each grouping of hardware directly on the tin with a permanent marker. I also keep these stacking plastic trays on my workbench and I can number the order in which the hardware or small parts came off the car and assemble in reverse order to ensure I am doing things in the correct order. I say to do this only if the project won't be apart long because if you just have random tray and dishes of hardware on your



workbench, it is only time before they get knocked and scattered across your floor. In my shop they seem to always make it under something immovable.

Grab your camera

This is one piece of advice that has been relayed to me 100 times, and I have recommended it to others just as often, yet I still catch myself not actually doing it. So do as I say and not as I do, because taking pictures during disassembly can—and will—save you from massive headaches. Sure, there are times where you end up not needing the references upon reassembly. When you do, though, those jpeg files feel like they've been downloaded from the heavens rather than your digital camera.

Tape is your friend

I probably would remember to reconnect the oil pressure gauge connection, but this guarantees it.
Kyle Smith





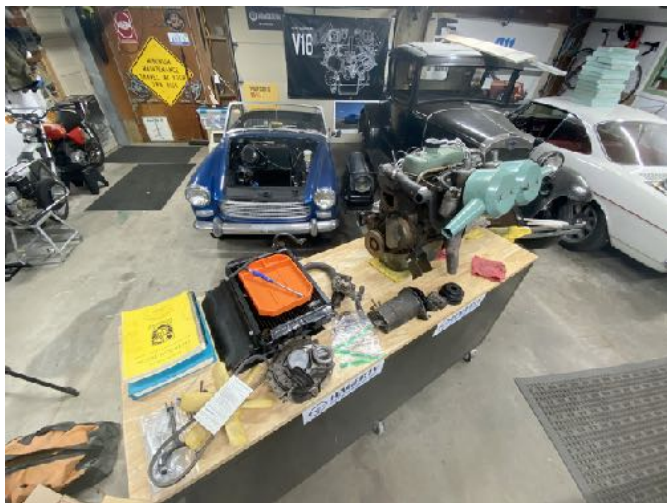
Tape flags work perfect for wires as well. Kyle Smith

The term “tag and bag” is great, but what about items that cannot be bagged? Grab

some tape, write the info you will need to remember for reassembly, and then slap it on your part. For greasy bits where tape doesn’t stick, make yourself a few quick and easy “toe tags” by attaching a flag to a piece of wire or string, writing the info you need on it, and then tying the wire or string to the part.

Keep it all in one spot

All the parts from the engine removal of the Austin Healey are all on this workbench. The fact I can roll



it next to the car is an extra luxury. Typically I try to only have two big projects going at once, and that is why I own two workbenches. The concept is simple: keep everything related to a project on its assigned bench. Be disciplined about this one. I run little risk of cross pollinating the Austin Healey water pump with the Corvair parts bin, but fasteners, heat shields, and a multitude of small parts might not be immediately recognizable as belonging to one car or the other if I have been away from the project for a week or two. I know everything on one workbench should be parts for project A, and everything on the other is parts for project B. If you don’t have much

worktop space, a folding table is a wise investment to keep parts in one place and off the floor.

Work clean, stay clean

This is how I strive to keep my workbenches and spaces. It ensures that my projects don’t get muddled. The last few points have been all about general organization, but a good foundation of success for any project is a clean and ready environment in which to do the job. If you are having to shuffle spare parts and other dirty pieces out of your way as you are trying to work, it’s less likely to end well. Get your space cleaned up before diving into the task at hand, and remember to keep tidy as you go. That means having a few rags or towels on hand, as well as floor-dry or trays to contain spills and greasy parts. These five tips will get you started, but over time you’ll develop your own system. If you’re a seasoned wrench and have some helpful tips for the Hagerty Community, we’d love to hear about them below. There is always room for fine-tuning and improvement

Kyle Smith



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