THE JOURNAL OF THE MICHIGAN ROWDIES VOL 46, NO 5 Sept-Oct, 2021

A-Antics

Rowdie Birthday Party Bash at Binsz's - picture by Bruce N's grandson Carter

Binsz's Put On A Bash!

Waterford Hills Races

Advancing Your Lucas Distributor

Adventures on the Roadside-Part 3

(Bill & Trudy Gallihugh)

MICHIGAN CHAPTER OF NORTH AMERICAN MGA REGISTER

Chairman Bill Weakley
4120 Pontiac Trail,Ann Arbor,MI 48105 (734)996-2524
wmmweakley@comcast.net
Treasurer Jeff Zorn
403 Bayou Village Dr, Tarpon Springs, FL 34689
(727) 213-0663 jzorn@mg-cars.org.uk
A-Antics Editor Ken Nelson
3126 Brentwood SE, Grand Rapids, MI 49506
(616) 957-3158 kenneth.nelson1@comcast.net
A-Antics Assist: Printing, distributing, & database: Larry Pittman
Webmaster: Larry Pittman
11406 Majorca Pl, Fenton, MI 48430
(810) 750-0047 larrypit@chartermi.net
Meets Chairman John Alexander
464 West Delhi Rd, Ann Arbor, MI 48103
(734) 665-0682 king_alex@msn.com
Regalia Chairman Bruce Mann
960 Denbar Ct, White Lake, MI 48386
(248) 698-3372 bwmann@att.net
Membership Chairman Bruce Nichols
56343 Buckhorn Rd,Three Rivers,MI 49093
(269) 273-3118 nicholsbm@aol.com

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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 Pitman's Database Report: 59 Active and Paid-Up Members

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

MEMBERS PAGE

Letters

Moss Motor's MGB

Just British Online Motoring Magazine has published a link to a video of **Jay Leno's Garage** discussing the Moss Motors "test" MGB used to develop and test new products. Jay interviews Bob Goldman who is the head honcho at Moss Motors, and discusses their very nice supercharged MGB. I remember seeing Howard Goldman at NAMGAR's GT meetings in years long ago, when Bob was a young 20 something coming along to "learn the trade" with his Dad, I suppose. He seemed like a young kid back then, but appears to have grown into a very knowledgeable owner and true MG afficionado in this tape. It is well worth viewing, and the sound of that supercharged MGB is hugely appealing. The link is https://justbritish.com/moss-motors-mgb-jay-lenos-garage/

To quote Michael Carnell, the editor of ***Just British*** *"While the MGB being examined is beautiful, it has also been very tastefully modified. From the most obvious addition of the supercharger to the more subtle modifications of things like hood struts, LEDs, wheels, aluminum radiator, and other after-market pieces it is a wonderful car that most MG fans would love to have….*

…(Jay) is very complimentary of the car. And he also has more than a few kind words for Moss Motors themselves. Hey, can't buy advertising like that.
I have to say that my favorite part of the video is when Leno drives the car. It is the sound of the engine and exhaust note that just makes me happy. Guess that is what it all comes down to, the joy of the drive. And I am a firm believer that the MGB – breathed on or not – has that in spades."

So take the time to watch the video and listen to the glorious sound of that supercharged B-series engine with its beautiful sound track. You won't regret it.

Editor Ken

Some Opposing Views

After hearing Jay Leno's comments about the oft maligned MGC, I wasn't surprised to hear from two MGC owners that strenuously disagree with those comments. Richard Stephenson, President of the American MGC Register Association, wrote in:

"*I enjoyed all but Leno's ignorant remarks about the MGC, which were entirely out of place, as well as grossly inaccurate. If he had said "not as nimble" rather than "slower", I could have lived with it.*

Cheers, Richard Stephenson, MGC registrar

P.S. *Ken, if you post Leno's video over the "A Antics", world, your readers should know that the factory reported the MGC's top speed as 125 mph and the Downton tuned ones could exceed 130. Its handling was improved substantially by proper tires, inflation and roll bar.*

I must also say that I spoke with Robert Goldman regarding the British Sports Car Hall of Fame and its Induction Ceremony in June, for Tom Boscarino and Joe Alexander at the Hall in the Moss Motors Eastern Facility in Petersburg, Virginia. He was extremely nice and helpful to us and could not have been more cordial. ***Richard***

Dave Quinn then wrote in *"It goes without saying we all are thankful Moss has remained in business throughout our ownership. Sadly too we know too many of the parts these days are from Asia and sometimes totally miss being spec'd right. So 'some assembly and rework' still applies."*

But Dave Smith took a more positive view, saying:

"*I do not disagree with Dave's comment about Asian and India sourced parts. Often they just do not fit. However, In today's world, Moss, and even General Motors must buy from Asia. For me, the bottom line is better to have many parts that do fit, and work with other parts that do not fit.*

Richard S. makes a great point. How long does the MGC have to suffer with the hastily written English Reporters comments about poor handling. Sad that MG did not properly set up the MGC during introduction. Boo to Jay Leno!!

I too went to the British Sports Car Wall of Fame event to Honor Tom Boscarino. The Hall and Moss Motors combined to provide a fun and dignified tribute. Anyone traveling in Virginia could do worse than stop by the Moss East Coast Building

Dave & Chari Smith

Rowdies Turn Laps

John Alexander wrote in to the Antics about his outing with the Rowdies to Waterford Hills Vintage Races and sent in some pictures *(see story on page 7)*. But they were all taken through a chain link wire fence, leading Ken Nelson to write back to him:

"*Thanks John. Great photos and good story. Wonderful to have a pic of our new members Kelly and Gary. It will all be immortalized in the annals of the next Antics issue.* ***Ken Nelson***

P.S. Was the guy taking the pictures at Waterford inside or outside of the prison?

John replied "*Ha, ha! When I'm at Waterford, being outside the fence is like being in prison. I still want to be on the track even though, intellectually, I know the pitfalls of trying to pay for all that fun. "Why, yes Carolyn. I have bought a new B Sedan racecar with our holiday money. Why are you mad?"*

Here's one more picture of a father and son bonding at the race track. Bill Weakley's son Adam is in the driver's seat in this one.

(Continued next page)

Adam Weakley and Dad at speed.

Future GOF Central Sites

I got some confirming info on where the GOF Central will be for the next few years - but since I don't remember all of the Rowdies that attend them, I'll pass this on to you guys and you can inform anyone else who might be interested.

I got an email from Greg Peterson, President of the Olde Octagons of Indiana, saying that Indiana will host the 2023 GOF, and Minnesota will do 2022 in Winona, MN. The combined MG meet at Atlantic City will suffice for the 2021 GOF. Apparently this leaves Michigan out of the picture for the time being.

I also talked to Mike Jansen (also OOOI) this last weekend who said that Indiana will try to find a site in Northern Indiana to maximize attendance from the northern Midwest clubs - maybe even Auburn again.

The plan is that all three Indiana clubs (T, MGA, & MGB) will jointly do the hosting - since the OOOI is getting older and smaller. ***Bill Gallihugh***

Out And About

Stephanie and Curt Smith write in:

In July we were enjoying dinner at the Monday evening cruise night in downtown Belleville. We had dined outdoors. When we were walking by the entrance of a popular pub, someone popped out the door calling to Curt. It was a fellow Rowdie! Jerry Jesion was attending the cruise night with his gorgeous Corvette! It goes to show you that Rowdies are always out and about!

Stephanie Smith

The Joy Of The Open Road

Welcome New Member

Jeffrey Rensberger
Spouse: Nancy Rensberger
Address: 56144 Buckeye Rd.
Mishawaka, IN 46545
Home phone: 5743390457
Email: jeffrens@comcast.net
Type of MGA: 1961 Coupe
Model: 1600 MKII
Other Cars Owned:
Nametag 1: Jeff Rensberger
Dues Option: $40, paper copy of A-Antics
NAMGAR Member? Yes

Tentative Schedule of Events 2021

Sept 6	Jaguar Concours d'Elegance
Sept 12	Battle of the Brits-Camp Dearborn
Last full week of month	Put-in-Bay Vintage Races
Oct TBD	Rowdies Colour Tour
TBD	Rowdies Up North Weekend
Dec	Rowdies Christmas Party

(Continued next page)

Good To Get Out Again

Stephanie Smith wrote in Facebook:

We enjoyed some excellent weather on Sunday Aug 15th during the Birthday Party at Todd and Connie Binsz's as we met with our MG club for a party in Jenison, MI.

Yesterday, after staying overnight in Wayland, MI, we decided to motor on down to Shipshewanna for an awesome chicken dinner! It felt great to get away after being cautious after my surgery. Summer is quickly fading away!

Stephanie & Curt Smith

Mouse Be Gone!

Dave Quinn writes in: *For winter wiring protection from mice, a car site I hang out at has several believers in this product. Depending upon your garage setup and location the batteries last any where from 1 to 3 months.*

Emits a combination of fluctuating ultrasonic waves and LED flashlights to deter pesky animals entering your automobile.

Loraffe Under Hood Animal Repeller Battery Operated Rodent Repellent Ultrasonic Rat Deterrent Keep Mice Away from Car with Ultrasounds and LED Strobe Lights Vehicle Pest Control Rodent Defense, 2 Pack

(Available on Amazon $52.98/2 pack)

Pisst'n Broke Award

Here is a picture of Stephanie passing this award on to it's latest recipient, Willy Mann, at the Rowdie Birthday Party August 21st. This is a perpetual traveling award which has been making its way around the club for over 40 years. Shown is Willy gratefully accepting this award from Stephanie. Currently it continues its ongoing reign of terror among us. Who may be the next winner?

Your Dad Was Cooler Than You

By **Dan Stoner**-Jan 7th, 2021 in **HEMMING'S DAILY**

"We know this isn't a popular opinion. We know this flies in the face of convention. We know you feel like your grandpa was cool and your dad was just... well, let's just say he and his buddies are keeping New Balance in the black and he wears socks to match that effort. And for every bit of free advice he loves to dole out to strangers at the big box hardware store or nightly news anchor he has one-sided conversations with in the living room, there's probably a great old snapshot like this one in a shoebox in the attic. Which means, once upon a time, the 'ol man was cooler than you'll ever be.

Do you have the ability to casually color-coordinate a zipper boot with a shearling shirt-jacket? Can you rock a mustache, unironically? Do you even neatly part your hair? And the argument-ender: ***Do you daily drive a 1st-gen fastback Mustang, rocking Torq-Thrusts and side-dumps?*** No. No, you don't.
And neither do we. But we'll be the first to admit we'll spend the rest of our sorry lives trying to catch the vibe in this pic. Is this your dad? Is this you? Did you snap the photo before you both drove over to the Eager Beaver for mid-day cocktails in the snow? We want to know about every square inch of this photo…."

Chairman's Chatter

Summer is flying by quickly. The Rowdie Birthday Party was a week ago, and September is just a little over a week away. There are still many opportunities for MGA driving, so I hope you take advantage of as many as you can.

Speaking of driving MGAs, I didn't drive mine to the Birthday Party because it didn't start. That had never happened before. We were all loaded up, ready to go but with no go. After looking at the distributor and scratching my head, we threw stuff in the MGC and took off.

I had two reasons to suspect the ignition: 1) We had driven through a deluge the week before, and 2) My mantra is "If you think you have carb problems, check the ignition." So, the next day I found that the problem was fuel, but not a problem with the carbs. It turns out that I had bumped the fuel pump selector switch under the dash when I was removing or replacing the carpets. I have dual fuel pumps with an on-off-on selector switch under the dash. Putting the switch in the off position is a perfect anti-theft device. It's also great for making me feel stupid.

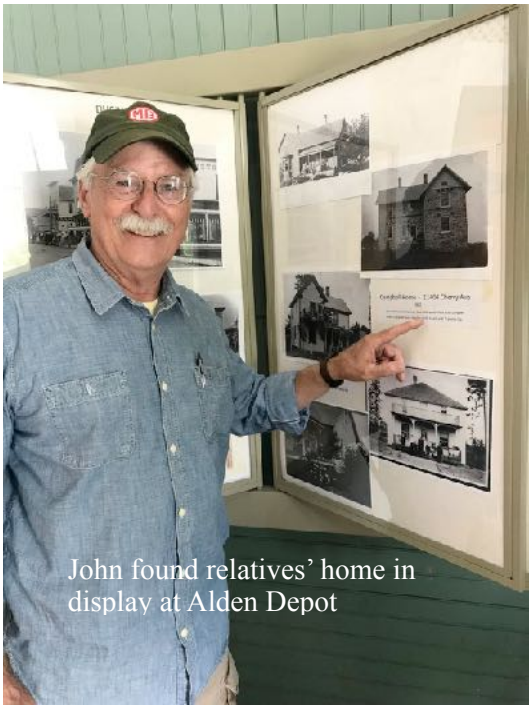
The reason I took the carpets out was because of the previously mentioned deluge. We had spent the previous weekend in the Traverse City area for the Alden Sports Car Show. See the article elsewhere in this issue for more details. I'm glad that I made it easy to remove the carpet and padding. That standard under-carpet padding holds water like a sponge.

I won't go into great detail about the BD Party, except to thank Todd and Connie Binz for hosting again. Their shady backyard was perfect, as were Todd's grilled sausages and hamburgers. I had intended to start a discussion about hosting GT-50, but the outdoor setting didn't lend itself to group discussions. Everyone was enjoying chatting. For some, it had been many months since our last face-to-face meeting. The auction put $263 in the Rowdies coffer and provided some bargains for buyers.

I dropped in on a Cars & Coffee gathering at Zingerman's Roadhouse in Ann Arbor this morning. Mine was the only MGA along with one MGB. But there were a lot of interesting cars. There were very expensive classic Ferraris, an IMSA GTP car converted for road use, some really nice classics and a lot of only slightly interesting newer cars. I think the oldest was an early 50s Studebaker Champion coupe. As usual, the most interesting part was talking to the owners. I am a little worried about future events with COVID surging again. I hope we are all vaccinated, which should protect us from serious illness. However, if the surge gets worse, we might see some venues restricted or closed down again. So, stay vigilant. Let's make the most of this driving season safely.

Chairman Bill

Lunch Stop on Way to Alden Weekend



John found relatives' home in display at Alden Depot

(see more pictures and story of Alden trip on page 12)

Waterford Vintage Races- July 25, 2021

We made a command decision on Friday night to postpone the standard Saturday Rowdie visit… to the Vintage races at Waterford Hills until Sunday due to the predicted inclement weather. Gordie Bird attended Saturday to see if it would rain. It did not, but as he reported, was uncomfortably humid. However, storm it did. About 8 pm a tornado slashed through the area, knocking out power to at least the White Lake area. This added to the magic of Sunday, as we shall see.

Jeff Smith and I met up to caravan to the track. We were to include Chairman Bill and his son Adam but there was an uncooperative MG Midget engine. So, Jeff and I pushed on into a fine Sunny morning. At the north side of South Lyon there is a Railroad crossing. As we approached, there came the west-bound 9:51 Special and the gates lowered. Now the sun was beginning to "heat up". Ah, the train has passed. The gates remained down. The East-bound 10:15 Extra Special Tanker Deluxe plugged up the crossing for another 10 minutes! Finally, the gates parted and we drove on, not knowing the fate that awaited us on M-59.

The Tornado had knocked power out to all the traffic lights from Milford Rd. to Williams Lake Rd., a distance of approx. 15 miles. Since traffic was now governed by 4 way stops at each intersection, the 15 miles took about an hour. The sun was now actually hot! It was like getting an enforced sunburn (there was no escape) - so glad Carolyn demanded the sunscreen rule be followed. My special joy was inching along at 220 degrees! We were able to educate several people in the neighboring cars about our MGA's , so it wasn't all bad. Amazingly, the power was on at the Williams Lake light, so, to quote Jeff "I was never so Happy to see a working Stoplight.".

We made a command decision on Friday night to postpone the standard Saturday Rowdie visit…

At the track we met two of our newest members, Kelly and Greg Garry. Kelly's father was Pat Schwartz. As a little girl she and Pat travelled the MGA Rowdie Road in Pat's 1958 MGA Coupe. Kelly and Greg are looking forward to our future gatherings, remembrances of her Dad and ways to keep cool in a summer coupe! All the Rowdies got a good look at their Coupe, as is our way, made suggestions on how to roll down the problematic roll up/down windows (see, side curtains are much easier to open/close), and generally made ourselves SO useful.

Several Rowdies, Adam Weakley w/ Bill as riding mechanic, Tom Fant and Jeff Smith took to the track to test their prowess against the 13 turns that make up the racetrack. Was there a mention of how hot it was?
The Rowdie attendees were Bill & Adam Weakley, Tom Fant, Steve Holliday, Jeff Smith, Dave Quinn, Kelly & Greg Garry and John Alexander.

Jeff, Quinn and I followed Tom back to the west via a nice twisty route with only one 4 way stop. The drive was through the area hit by the tornado - oh my! Thankfully, pretty uneventful - but hot! And it could have been Really EVENTFUL ! Ask Jeff to tell you his story that begins with a "Did you hear that clink?"

John Alexander
Meets Chairman of the Hot Seat

The Rowdies I could corral for a group photo. L to R :Jeff Smith, Greg Garry, Kelly Garry, Tom Fant, Steve Holliday. Missing from the group:Dave Quinn, Bill and Adam Weakley and John Alexander

Jeff, turning a lap record?

Oh, man. This could be trouble! Jeff and Tom dukin' it out!

Tom, on his way to Key West - or maybe Turn 7.

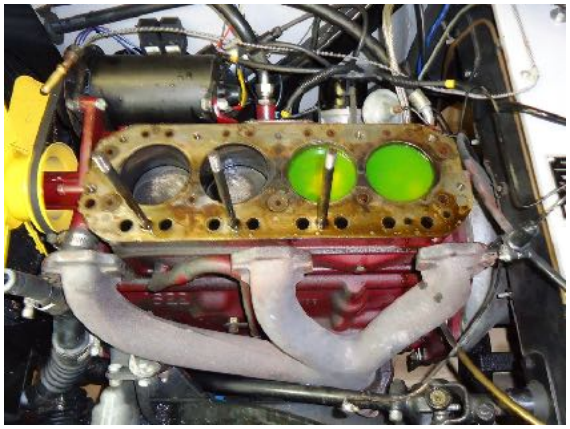
Adventures On The Side Of The Road
Part 3 of Bill and Trudy's Exciting Adventures In An MG!!

In Part 1 and 2 of my little series of stories of our trials and tribulations while traveling cross country in MGs, I related how friends and total strangers readily came to our aid when we threw a rod in our 1951 MG-TD, and then blew up our differential in our 1962 Mark II. But there was yet another another "catastrophic" breakdown we experienced in the Mark II – which I hesitated to include, since the story of our roadside recovery played out differently - but in a good way. But since I've gone this far, and you may find some elements of it instructive, here goes yet another "Adventure on the Side of the Road…"

This time we were at the Ashville NAMGAR meet (GT-38, in 2013). As we were getting ready to head back home, I noticed a little engine miss. I put it off to a damp distributor cap, and away we went. By lunch time, as we were about to get onto I-75, the miss had become more noticeable. Around mid-afternoon, it could no longer be ignored. If I kept the speed around 70 it seemed ok, but at lower speeds it was intolerable. So I pulled off at the next exit, and into a McDonalds. As I was pulling into the driveway, I saw that the view behind me was totally obscured by an enormous white cloud. Not good. I parked in the back of the lot, and went through all the usual engine suspects before conceding that the problem ran deep, and was not "roadside fixable". And we were 165 miles from home, somewhere in the middle of Kentucky.

Those who have suffered through Part 1 and 2 will think this is where our "adventure" begins, with hordes of total strangers rushing up waving spanners and tech manuals. Not so in this case. The difference was that by this incident we had gotten Hagerty Insurance, with their maximum policy for road service (I may learn slow, but eventually I do see a pattern). Interesting enough – at least I think it's interesting – they are headquartered in Traverse City just 3 blocks from the house where I grew up. So anyway, I called the 800 number, and a nice lady told me to go have a Big Mac and she would take care of everything. Which she did – while also calling us back periodically to make sure we were ok. Sometime later, while we were sitting in Mickey D's, the tow truck pulled up. We loaded our 13' MGA into a brand new 40' enclosed trailer, and rode home with the tow truck operator and his wife in a brand new, air conditioned, extended cab pickup truck. Not a lot of adventure there, but we were thankful to be home, safe and sound – with the MGA now nestled all snug in it's garage stall.

Gearhead Postscript: The next day I decided I would start the diagnostics with a compression check, since that tells you a lot about what's going on inside the engine. I removed the plugs, and started with cylinder #4. I pulled the cable on the starter switch - and got an instant face full of antifreeze! Not the expected result. Fortunately, I wear glasses, so I didn't get any in my eyes. Foreseeing the inevitable, I dried myself off, and started the process of removing the head. With the carbs and all other attachments removed, I lifted the head off – and saw what I somehow found to be a hilarious sight (see the photo). It should have brought tears, but I could only stand there and laugh at that ridicules sight. The problem was a blown head gasket between cylinders #3 and #4. This opened up the water jacket to the cylinders so that I was increasingly running on a mixture of 87 octane gas, and Preston antifreeze – hence the white cloud behind the car. Jumping ahead, I took the engine



and head to my favorite machine shop (they know me by now), and found that the block was ok, but the head was cracked between #3 and #4. And here's some interesting info for any of you who may be unaware of this: They

(Continued next page)

said there was a new process for welding heads that comes with a guarantee. The interesting point is that when I got the head back, it came with a dime-sized disc affixed to the back of the head. They said that the disc will melt if the head temperature goes above a certain level (I've forgotten how high that was) and that the guarantee would then be void. That was 8 years ago, and the disc is still intact.

I will assure you patient readers that this was my last major MG breakdown, and I hope to never put you through any more of these tales. But did all these "Adventures…" put us off for hitting the open road in the MGA? Not at all. Our most recent trips were to GT-43 in Richmond, Va. with Steve and Diane Mazurek, and to GT-44 in Dubuque, Ia. with a bunch of Hoosiers – where we managed to do a normally 7 hour trip in only 3 days of wandering around Illinois. That's a total of around 2800 miles – without a single hiccup from the Mark II, or from any of the other MGs we were traveling with. After the TD thrown rod incident, we did a 1400 mile trip to Minneapolis for a GOF Central, and it purred like a kitten the whole time – including an 8 hour dash down I-94 trying to make the Milwaukee-Muskegon ferry boat. And while I still carry a spare for any part that can be changed out on the side of the road, and meticulously go over the engine before leaving, you can see from this tale that the only ultimate tool you need these days is a cell phone, and a really good road service policy – and a sense of humor.

And in closing out my part in this series - and if I could speak for our esteemed Editor (you may, you may!) - ***how about taking up Part 4 with your story of the experiences you have had (Ed note: Oh yes, please do!!!)*** and the people you've encountered, while having your own Adventure on the Side of the Road.

Bill & Trudy Gallihugh

In keeping with Bill and Trudy's story above, I would indeed love to have some more tales of "***Trials and Tribulations"*** sent in by other members for us all to read and enjoy. Happy endings are encouraged, but less than perfect outcomes gladly accepted as well. They needn't be long or overly technical, but pictures always help make a tall tale even taller. In fact, I'll even add one of Kathy and my favorite tales as another example of a story:

"Twas a dark and stormy night whenst we first did

start our journey….NO, wait, says Kathy, it was a sunny afternoon. *OK, OK, have it your way-but we'll never scare anybody that way…*

Well, it was a sunny day, and we had just left in the MG-TD to drive to Phillip and Jan Wiltshire's home in Milford, MI on our way for Phillip's annual MG convoy to Stratford, Ontario to watch some Shakespeare Theatre productions as well as share some camaraderie with good friends, and perhaps repair a few MGs along the way. We always hope for a chance to fiddle with an MG or two by the side of the road, as long as it's not our MG. But of course, we all have to pay the piper ourselves occasionally as well. This time it was our turn, and we had barely started our trip.

Usually Kathy and I would stay overnight with Phil and Jan, and finish the journey next day with them and their convoy of MGs. But today the plan was offset a bit when I heard a sudden scraping sound as the left rear corner of the car dropped 7-1/2 inches closer to the pavement and the left rear tire had chosen to leave home-base and pass me on the highway, whilst flat out at about 65-70 mph. Fortunately I hit the brake pedal and didn't let up as I skidded to a stop onto the shoulder, so the brake drum remained "in-situ' as the Brits might say. And as Bill said above, a AAA road service card works wonders in todays world.

A flat bed tow truck arrived, and the driver put a skid under the car and loaded it up easily. He even skillfully maneuvered and placed the TD in my garage stall as neatly as if I drove it in. Sixteen new wheel studs later and I was back in business as good as new. ***Ken and Kathy Nelson***

The best garages and advice for perfecting yours- by Dave Quinn

This was the title of a recent article on Hemmings. I know we all have dreams of owning the ultimate garage but space and budgets keep things in check. Individual tastes and skillsets often determine the goal. Some wish for a wrencher's paradise that would make a restoration shop envious. Others lean towards the entertainment side with a huge TV and a bar. Trying to do both and separate clean and dirty workspaces is something I did not plan well enough for and its a true

challenge. This was mine in the beginning... and... currently.The Hemmings article got me reflecting. My number one goal was insulating it from Michigan's winters.

Here are some of my ideas that worked. And we would all like to hear some of yours.

> lots of insulation – heat is set at 45° all winter; I can work without a coat in 15 minutes.
> lots of electrical outlets – 24 outlets between the walls and ceiling.
> lots of overhead lighting – 12 overhead fluorescents.
> 100 amp fuse panel with both 110 and 240 voltage – I am ready for the first all electric MG.
> natural gas line and overhead gas heater.
> buying 'used' high quality office filing cabinets.
> buying 'used' high quality storage shelving.
> cable tv, vcr, radio and frig.

Here's my solution for a messy work bench job *(see picture)* - an easily moved outside bench built using an old gas grill frame; this get lots of use year-round.

Ideas that did not work: Not thinking big enough. My 24x24 wasn't large enough. Adding 12 more feet later to provide the space for an engine lift, large parts, grinding wheels, etc. doubled my cost.

> roof exhaust fan; I should have installed a sidewall fan if I planned to paint; which as Ken Nelson once noted - - was never going to happen in there - - and it has not!

> central floor drain – a great idea but only if the cement contractor knows how to slope the floor for it to drain like the one at the house.
> having ceiling space for a lift but they were not common place back in the early '90s.

P.S. I learned that having too much furniture in a garage takes up too much space and does not get nearly enough use, so I sold this stuff this spring and do not miss it.

Dave Quinn

VIVISECTION OF A TOURIST TROPHY MUFFLER by Ken Nelson

On our way to MG International 2021 (GT-46) whilst driving the MGA from Virginia up towards Delaware on my way to New Jersey, I noticed a definite and distinct change in the volume and sound of muffled exhaust gases emanating from my still shiny 10 year old Tourist Trophy exhaust system. The decibels suddenly increased significantly, and backing off the gas pedal produced a rather raucous cacophony of barks and backfires along with a rattling of something from the tailpipe of the car. The noise wasn't quite as loud as a straight pipe leading from the exhaust manifold, but it certainly got my attention indicating something had happened at the back of the car. Undoubtedly, whatever had previously been helping deaden the sound of the engine must have taken a powder out the tailpipe and headed on its way back to Virginia. Knowing that I wasn't interested in trying to fix it then, I lived with it for the rest of the event, including driving home. But it clearly needed to be addressed when the car was back home in my garage.

Climbing under the car, I could see that the exhaust pipes and muffler were solid, with no rust, leaks, or small holes. I removed the muffler quite easily since it sits at the end of the exhaust system, and the clamps and hangers had been kept well lubricated with oil blowing back from the numerous engine oil leaks. Once I wiped the muffler down, it looked as shiny as when I first put it on the car. Being stainless steel, I wondered if I couldn't find a way to repack it somehow, instead of paying $75-125 for a replacement muffler of some kind. I looked around on the internet, and wasn't even sure I could buy just the stainless steel muffler without all the pipes. Interestingly, I found several comments on forums about these mufflers blowing out, even with no rusting, etc. One clever owner mentioned successfully stuffing the canister with stainless steel pot scrubbers to muffle the sound again. That made a lot of sense to me, so I decided to give it a try.

To help me along I went to YouTube and, sure enough, there was a video about building a custom muffler for your big bore pickup truck. In addition to stainless steel wool stuffing, you can buy fiberglass or ceramic packing for this purpose. I reasoned if I cut a three-sided flap on the top of the muffler canister, out of sight when mounted, I could peel it back to repack it, and then fold it back and weld it shut again. Supposedly the steel wool muffles the low tones, and the padding muffles the higher frequencies.

Looking online again, I ordered a pack of a dozen SS pot scrubbers, and one 12"x24" fiberglass muffler pad (P1 Tools-part #NC-6124). After that, the hardest part of the job was waiting 3 days for the parts to arrive. Once here, I used my angle grinder/cutter to open a section of the canister, I stuffed the pot scrubbers first, followed by sections of the padding. It was a perfect amount to fill the muffler. I then folded back the flap and held it temporarily shut with large screw-type hose clamps and brazed it closed with my welding torch. I didn't want to buy a spool of stainless wire and a tank of 75% Argon gas to use my MIG wire feed welder, and careful brazing seems to have worked well. I just had to use fairly low heat so my brass rod didn't just dribble through the seam I was welding and into the inside. See pictures below for my sequence of events. Once re-installed the sound is pretty much back to before my prior "blow-out", and my brazed seams are hidden out of sight on top of the muffler.

Ken Nelson

Alden Sports Car Show-Aug 7-8, 2021

Rowdies John Alexander and Bill and Mary Ellen Weakley attended the Alden Sports Car Show over the weekend of August 7 and 8. John's wife Carolyn was under the weather but bravely gave John permission to go without her. We drove up to Alden, MI Saturday morning in our MGAs, arriving in time for the group drive around the east side of Torch Lake, ending with a picnic dinner. We met up with friends Gene and Joan Johnson in their MGB and stayed in the home they rented in Traverse City.

Sunday morning began with rain. By the time the weather cleared, and we made it to the show, it was mostly over. Attendance was down to maybe half of what it has been in the past. We did meet up with former Rowdies Dennis and Erica Ferguson. They still have their MGB and are active in the Twin Bay British Car Club. My favorite car at the show was a 1926 Bentley two-seater that is driven regularly. After the show, we drove up the Mission Peninsula to the Chateau Chantal winery and a beautiful view of both the East and West Bays.


1926 Bentley

On Monday, we toured the Leelanau peninsula. First stop was at an ice cream shop when Gene claimed that his B quit running right in front of the shop. After the B restarted, we visited

the Maritime Heritage Association to see historic boats being preserved, then we stopped for lunch at Suttons Bay. At Leland, we met a family from New York who were very interested in the cars. On the way back to Suttons Bay, we ran into a torrential downpour. I was third in line and finally pulled off when visibility was down to nearly nothing. When John realized we weren't behind him, he turned around to look for us. Apparently, he couldn't see across the road because he missed us and ended up back in Leland, while we eventually made it to Suttons Bay where we all eventually met up, very wet but otherwise good.


Dennis and Erica Ferguson

We drove home Tuesday following the same route as going up, staying on two-lane roads. Fortunately, it stayed dry. Now my carpets and pads are drying in the garage. I am working on plugging some of the leak spots, although I have no real hope of making my MGA waterproof.

I highly recommend the Alden show. Of course, the area is very scenic and full of summer activities. The Twin Bay club does a nice job of running the show. We like to take an extra day or two to spend some time enjoying the area. The only drawback I see is that a lot of other people have discovered the Traverse City area, so accommodations tend to be expensive, and traffic in Traverse City can be heavy.

Bill Weakley

HAPPY 45TH BIRTHDAY TO THE ROWDIES!
(and 51st Anniversary to the Binszs!)


Our hosts, Todd & Connie Binsz

The Rowdies had a dual celebration this past Sunday August 15, 2021 when 31 Rowdies showed up at Todd and Connie Binsz's house for a Birthday Party for the Rowdies and a 51st Anniversary Party for the Binszs! Congratulations! Folks started arriving at noon with the Barnharts and Nelsons, and the rest followed soon after. My final count was 31 people, 10 MGAs, and one dog (ironically, the Bird's Dog-get it?). Fortunately dogs were allowed because it was an outdoor event, and the weather was perfect. The club provided brats and burgers, which Todd grilled to perfection. There were plenty of side dishes to pass around also, as people arrived with tasty dishes and deserts. It was clear that no one was going to go home hungry from this event.

Rowdies had fun socializing in Todd and Connie's back yard for an hour or so, and many of us hadn't met up for almost a year due to Covid. Rowdies attending included the Bird's, McDonnells, Wortmans, Dave & Chari Smith, Curt & Stephanie Smith, Quinns, Gallihughs, Manns, Weakleys, Johnsons, Bruce Nichols and 2 grandsons, and Steve Holliday, in addition to the Binszs and the early arrivers above (Barnharts and Nelsons).

A group of the Rowdies had arranged to stay overnight Sunday rather than driving home directly the same day. Those were Bruce & Willie Mann, Curt & Stephanie Smith, Dave & Donna Quinn, and Steve Holliday. Wishing to continue the trip and the socializing, we (Ken & Kathy) followed the group down to their hotel in Wayland, MI to go out with them for an evening meal before driving home later that evening. Our MGA ran beautifully all the way and it was great to extend the driving distance for us that day from 11 miles up to about 60 miles. But true to MG form, the car didn't want to leave me without something to work on next week, so the generator warning light came on half-way through the journey. Still, we made it home without stalling, so it remained a great day. We made $263 for the club treasury, and the fun we all had was priceless.

Ken Nelson

Pictures by Mary Ellen Weakley and Ken Nelson-continued next 2 pages

More Rowdie Birthday Party Pictures-(8-15-21)

(Pictures continued next page)

Still More Rowdie Birthday Party Pictures-(8-15-21)

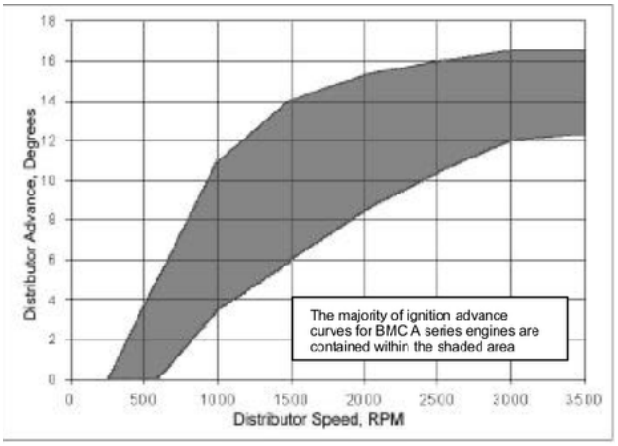
Lucas Distributor Theory 101- by Marcel Chichak (1-7–02)

This document will look at tuning the advance curve of Lucas distributors, 25D and 45D types in particular, but the principles and approaches used apply to any distributor with mechanical advance. The effect of changing spring rates and free lengths will be analyzed, design charts and examples will be presented.

Background:
All Lucas distributors have identification numbers stamped on the side. These numbers include two important pieces of information: the service number and date of manufacture. A listing of service numbers is available. which includes the factory built-in advance curve, applications and other data. These data should also be included in the workshop manual for the vehicle on which you are working. The distributor manufacture date is in week/year format and can give a rough guide to the date of manufacture of the vehicle it came from.


Lucas 25D distributor 40510F from Mar, '59

As you can imagine, there are thousands of different ignition advance curves, which makes sense considering there are hundreds of different engines each working under vastly different conditions. However, studying advance curve data in the reference table reveals that all ignition advance curves have the same basic pattern, dictated by physics of the internal combustion engine: increasing advance with increasing engine speed. The reason for all the different curves, even within the same engine family, is discussed elsewhere[2]. If we look at all the advance curves for a family of engines, say the BMC A series, a bounding area can be drawn. A few things become clear when the detailed data is studied:



An engine does not know whether it is being serviced by a 25D, 23D, 45D distributor or one made by Hitachi or Bosch or even if it's electronic or points type, as long as the spark event is initiated at the right time.

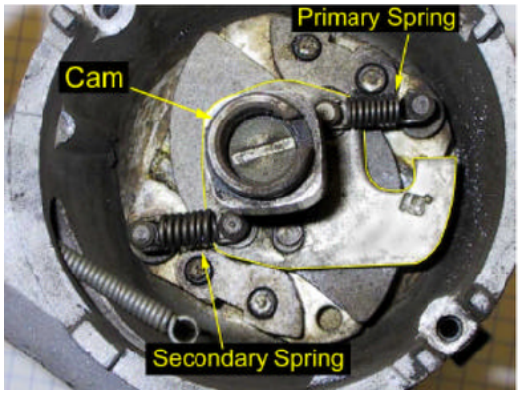
- There is no discernible trend based on engine size alone;
- Compression ratio, cam duration and intended fuel octane rating have the most influence on the curve;
- Virtually any engine in the family will operate with any advance curve in the group, although not at its optimum performance.

Essentially, what is trying to be achieved by advancing the ignition spark as engine speed increases is to place the peak cylinder pressure point at 17º-20º ATDC. Most engines have a 10-fold increase in crank speed from idle to maximum, but air/fuel mixture burns at a relatively fixed rate. Thus, as engine speed increases, the mixture has to be ignited earlier. Placing the peak pressure point any earlier than the optimum point will either begin forcing the piston down the bore while the crank and rod are still lined up relatively straight, or earlier, which is characterized by engine knock. Any later than 20º ATDC will result in the pressure front chasing the piston down the bore and lost power. Engine knock can damage an engine, so factory advance curves are designed to be very conservative to avoid the situation and resulting warranty claims. Their thinking is that it is better to lose a bit of power than risk burning a piston. Factory ignition curves are an approximation, at best, at the time of manufacture. Manufacturers can never anticipate all conditions under which a vehicle will be operating, except in general terms and they most certainly could not anticipate that it would still be operating 30 or 40 years later. Thus, if any changes have been made to the engine to increase volumetric efficiency, or even if the fuel is not the same as intended, the stock advance curve is no longer optimal.

A look inside:
This is the area of focus for this document. After removing the breaker plate you will see:

(Continued next page)

- The cam with a stamped maximum mechanical advance figure
- Two small springs, the primary spring being the smaller, or weaker of the two.

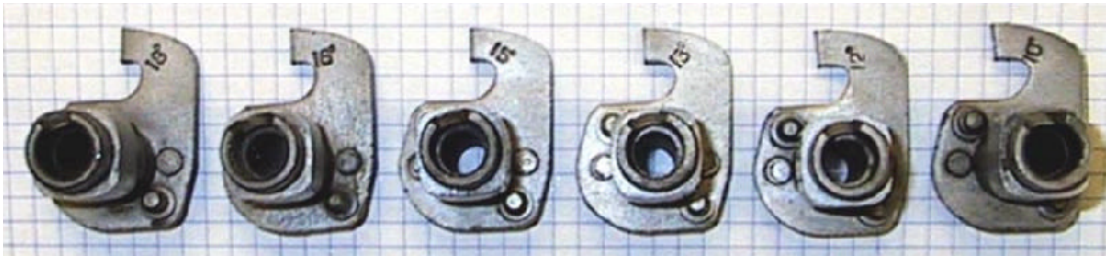


These parts, plus a vacuum advance diaphragm if fitted, are the only parts that differ between any two service numbers in the same distributor family. As engine tuners, this is advantageous for us because with a change of the cam and two small springs any distributor can be made to deliver any desired advance curve. Under the cam are the bob weights that fly out under centrifugal forces and cause the cam to advance. It should be noted that all the advance weights are the same throughout a distributor family so they cannot be changed to affect the advance curve.

1. Curve tuning: the distributor cam
   The cam performs two functions:
   - Open and close breaker points
   - Limit the maximum mechanical advance.

   There are two types of cam profile, symmetric and asymmetric, but this is virtually irrelevant now because breaker points should not be used unless there is some overriding reason to do so. Aftermarket electronic kits should be installed to eliminate breaker points whenever possible.

More important to this discussion is the maximum mechanical advance the cam will allow. The number of



degrees the cam will advance is stamped on the arm. The difference between any two cams is the length of the arm; the lower the advance figure, the longer the arm. Obviously if a different maximum advance figure is desired the cam arm can be ground down to deliver more advance, or an extension welded on to limit the advance. How the distributor advances between static and maximum is governed by the advance springs.

Curve tuning: spring rate and free length

This is the area of most mystery and misinformation in the entire engine compartment. However, it needn't be that way because with the application of a sensible amount of science any advance curve can be plugged into a distributor just by knowing the properties of the springs being installed. These properties can be calculated just by measuring a few key properties of springs, namely:

· Spring material (when in doubt, assume standard spring steel)
· Wire diameter;
· Body diameter;
· Number of coils;
· Free length between end loops

These measurements can be plugged into a standard extension spring force formula, or a convenient program such as the one supplied by Southern Spring4, to calculate the needed properties. The key properties of the advance springs, which dictate the shape of the advance curve, are:

· Primary spring rate lb/in or N/mm)
· Primary spring initial tension (lb or N)
· Secondary spring rate
· Secondary spring free length

Three areas can be manipulated to change an advance curve:

- **Spring free length**
- **Spring rate**
- **Maximum advance**

This means that the difference between any 2 distributors of the same family (23D/25D or 43D/45D) is 2 springs and the length of the cam arm.

How each of these properties shape the advance curve is best shown using a typical measured advance curve.The first step in tuning an advance curve is to determine the maximum ignition advance the engine can tolerate, and subtract from that figure the initial static advance. The distributor mechanical advance will be 1/2 that figure. For guidance on this determination, see Hammill's 'How to Build and Power Tune Distributor-Type Ignition Systems'. Three areas can be manipulated to change an advance curve:

- Spring free length

(Continued next page)

- Spring rate
- Maximum advance

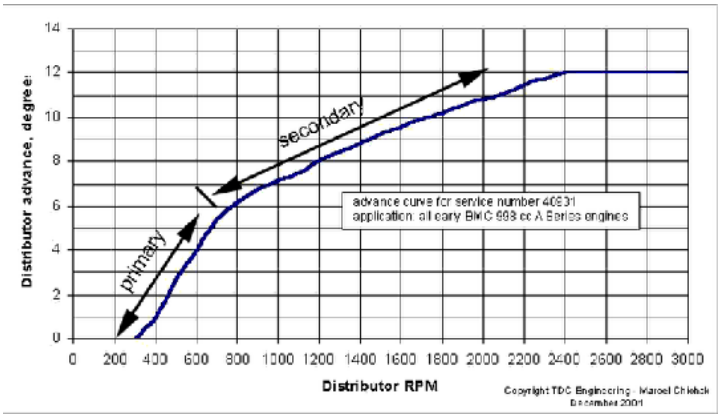
This means that the difference between any 2 distributors of the same family (23D/25D or 43D/45D) is 2 springs and the length of the cam arm.

This graph shows that the primary spring controls the lower advance curve by:

- Holding the cam from advancing below a certain RPM;
- Returning the advance mechanism to the zero advance position;
- Linearly advancing the cam until the secondary spring engages.

The secondary spring controls the upper advance curve by:

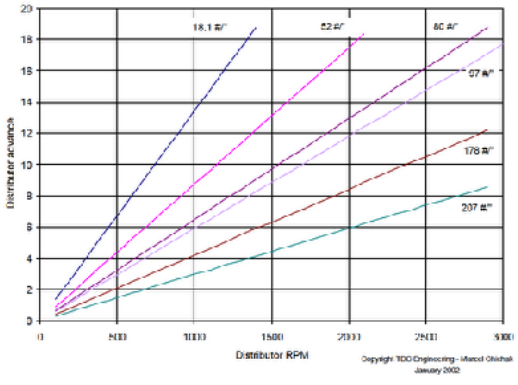
- Engaging at a predetermined RPM and lowering the rate of advance;
- Linearly advancing the cam until the advance stop is encountered.
- It also shows that:
  - Stroboscopic timing of the engine at idle is in the steepest portion of the curve so to attain any degree of accuracy in the setting it must be done when the distributor is in a zero advance state (below 300 distributor RPM or 600 crank RPM in the example shown), or when it is at the advance stop (above 4800 crank RPM).
  - The curve changes shape as the secondary spring engages, 700 RPM in this example.



Any advance curve can be plugged into any distributor just by manipulating the springs and cam arm length. Any distributor from any manufacturer can be made to deliver the advance curve an engine needs, thus there is no advantage, or magic, to having a distributor made by Accel, Piper or Aldon.

Because the primary spring is in control of the lower end of the advance curve, it must be in tension under static conditions. The secondary spring must be loose to allow the primary spring to work and produce the characteristic advance curve with two different rates of advance as shown. Of course, the primary spring is still working as the secondary spring engages and continues to do so right up to the point where the cam arm hits the stop. Therefore, the shape of the advance curve after the secondary spring engages reflects the combined spring rates. In the above example the primary spring rate is 15 lb/in and the secondary rate is 210 lb/in so the effective rate of the upper portion is 225 lb/in.

As can be seen, the spring rate changes the slope of the curve. The example shows the primary spring advances 6º from 300 to 700 RPM or a slope of 15º/1000 RPM and the secondary takes over and advances a further 6º from 700 to 2400 RPM or 3.5º/1000 RPM. By testing, the relationship between spring rate, in lb/inch or N/mm, and rate of advance, in degrees/RPM can be derived. A series of tests were setup with a 25D4 distributor equipped with an 18º cam and a very weak primary spring so that its rate would be negligible compared to the secondary rate. The only change made between tests was the secondary spring that varied in both spring rate and free length. The result of this series of tests is shown below which shows only the secondary spring rate. While the data shows a logical trend for lower slopes with higher spring rates, it also shows a fair bit of variability. This may be due to variations in material properties or just loss of spring rate due to the age of the springs used in this series of tests.



Primary Spring Initial Tension

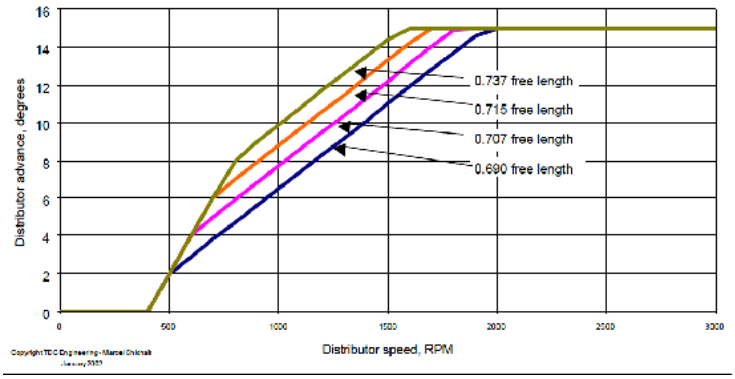
When extension springs are wound, they have a certain amount of built in stress left within them that causes the beginning of their load-elongation relationship to be nonlinear. In consequence, the spring does not begin to elongate until a certain load, or tension, is applied to it. This initial tension is not something that is very significant in primary springs and it's not a factor in curve design. Where it has to be accounted for is in testing of the distributor. You will notice that all distributor curve specifications are given as 'deceleration' tests, which gets around the problem.

Secondary Spring Free length

As you can see from the typical advance curve shown above, the primary spring is in full control until the secondary spring engages. The point of engagement is determined by the free length of the secondary spring. Exactly how the secondary spring free length affects the advance curve is best shown in the following example,

(Continued next page)

the tests for which were done on a specially modified distributor with vernier adjustable spring posts. What this graph shows is that the spring rates do not change, only the point at which the slope breaks, so the net effect is for the secondary spring to engage later and allow the cam to hit the stop earlier in the rev range. If you look closely at the example below, you will see that all the curves go through a couple of common points: 2° at 500 RPM and 15° at 2000 RPM. These points coincide with the points where the dynamic timing is commonly set on an engine: at a 1000 RPM idle or at 4000 RPM with the distributor fully advanced. The timing light would not distinguish between these different curves, which illustrates the potential error of blindly trusting a single-point ignition timing calibration. Although all the curves would be set at the same static advance position, there's 4° (8° on the crank) difference between them. Because an ideal advance curve must place the peak pressure point in the narrow 17º-20º ATDC range, there isn't 8° of room in which to play. If a lower curve is correct, a secondary spring that's too long will cause knock, whereas if a higher curve were correct, a short secondary spring would result in lost power.



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Lane, New Milton Hampshire, BH25 5NE United Kingdom
http://www.southernsprings.co.uk/

Larry Pittman sent in this letter about Mitzi's recent health problems and asked that I publish it in the A-Antics. As he said, "I've written a short letter about Mitzi's health issue. I know several Rowdies have asked about her, so we thought it might be appropriate to put something in A-Antics." ***Larry and Mitzi***

Letter About Mitzi's Health Issues

"I know many Rowdies have been concerned about Mitzi and aren't sure what's going on with her health. We both appreciate the concern and felt it might be appropriate to provide an update of her situation.

Her lungs are her problem and nothing surfaced until about a year ago when she realized she could no longer make her regular walks around the neighborhood without getting out of breath. Eventually her primary sent her to a local hospital where she spent a couple of days with no real change or diagnosis. Her primary then provided her with a second pulmonologist at the University of Michigan. That doctor put her on 2 L / min of oxygen at her first appointment. Numerous tests were also run and many have been repeated over the months to evaluate her changing lung conditions. In June, she ended up at U of M hospital in Ann Arbor for what turned out to be parainfluenza which had led to pneumonia. By that time, her oxygen needs were at 8 L / min. While in the hospital, her oxygen needs increased to even higher as they brought her back to her new "normal". As you can imagine, there were lots of additional tests run. She was in the hospital for a couple of weeks and eventually ended up being seen primarily by their cardiovascular center. She was diagnosed with pulmonary arterial hypertension. This is high blood pressure in the arteries between the heart and the lungs. The high blood pressure is damaging those arteries making them less able to properly exchange oxygen and it is a progressive disease. She was released but placed on a nebulizer which acts as a vaso-dilator to lower the blood pressure in the pulmonary arteries. U of M has also recommended that she consider a lung transplant and specifically recommended Spectrum Health in Grand Rapids and Cleveland Clinic. Apparently, there are age restrictions and those are 2 hospitals which might accept her for a lung transplant. At this point, both hospitals have been contacted and are evaluating her condition for possible acceptance. Each hospital will eventually require her to be evaluated in person if she makes it through their initial evaluations. We're hopeful that we might return to some semblance of normalcy if a lung transplant comes to pass. That's a short summary of where she stands right now. We continue to miss most Rowdies events because her portable oxygen concentrator only makes it about an hour before the battery gives up due to her high oxygen needs." ***Larry Pittman***

We all want to offer our best wishes and prayers for Mitzi and hope for eventually a good outcome and improvement in her lungs with treatment.

Automotive Doppelgängers

In **Hagerty's** newsletter of June 2021, they listed several sets of cars that were look-a-likes that clearly involved a bit of automotive stylistic copying. They do say that copying is the highest form of flattery, so see if you can identify each of the following pairs of cars, and which was the copier vs the copyee. (*Answers below)*

1

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1)Mazda Miata 2)Lotus Elan 3)Ferrari 275 GTS 4)Fiat 124 Spider 5)1953 Ford Sedan 6)1954 Hudson Jet 7)Auto Union 1000 SP 8)1957 Thunderbird 9)Rover P5 10)Chrysler 300 11)Volvo PV544 12)1948 Ford 13)NSU Prinz 14)Chevrolet Corvair 15)Ferrari 296 GTB 16)Lotus Evora