



A-Antics



Why Are These People All Smiling? (Answer on Page 9)



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AntiFreeze & Your Car

Christmas Party

Wire Wheels & Classic Cars



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/mgscouncil/>

NAMGAR Web Site: www.namgar.com

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/>

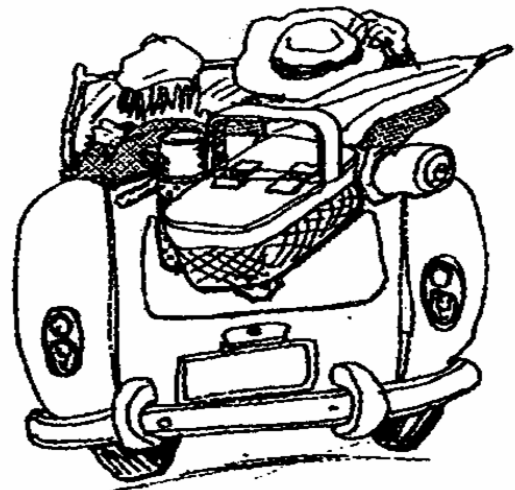
Larry Pittman's Database Report: 68 Active and Paid-Up Members

Deadline for submitting material for the next issue is:
February 20, 2023

Register Your MGA With NAMGAR!



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



Past Chapter Chairpersons:

MEMBERS PAGE

Welcome New Members! Letters

GOF Central 2023 - South Bend, IN

Here's some initial details on the 2023 GOF Central in South Bend, Jun 20-23, 2023:

The website for the GOF is: <https://www.gof2023.com/>. All Rowdies are encouraged to take a look at it for information on schedules, events, accommodations, and what a GOF is all about. In particular, I recommend taking a look at the promotional video at the top of the initial page. Registration is now open. I will be providing updates, and passing out some GOF posters at the Rowdie business meeting this coming spring. I am on the hosting committee, so Rowdies can pass questions on to me at bil.tru@att.net.

Bill Gallihugh

(Ed note: It's worth checking this website for some very well presented information on a nearby event. See flyer elsewhere in this issue also.)

A True Holt Christmas Story

Rowdies:

Twos two nights before Christmas and all thru the house, Not a creature was stirring except Riley & Walker patrolling the house. The Stockings were not yet hung by the Chimney with Care, In hopes that St. Nicholas would bring me some sox.

I, in my skivvies, and Chari in Robe, had settled down for a long winter's nap about six hours ago. When out on the lawn, arose such a clatter; I sprang from my bed to see what was the matter. The moon had not risen, but Lansing lights would do. The newfallen snow provided more dim light too.

I checked the kitchen clock and got a great fright. It was 5:55 AM I see, along with an elf and his snow blower and shovel. He set the shovel free, and went straight to his work. He pulled the start rope with a bit of a jerk. Again and again the rope flew on high. But no 2 cycle noise had yet filled the sky. My robe provided little warmth in the new fallen snow. I thought I should speak to this elf and just let him know.

Sir, I said with a bit of a smile. To what address are you creating this Pile? The giant elf turned with a snort. 2395 was his clever retort. Feeling quite sheepish, as his work was near done. I said "But Sir, You are at 2401. The Giant Elf profusely apologized. But I said not a problem. My yard work is already done.

I am sure that Tom and Elizabeth, just next door. Will be glad to hear your snowblower roar.

The Elf trudged to his truck, not a whisper he made. He loaded his sno"er and his shovel with Blade. Then firing his Chevy, and not saying a word, he went to his task, like a snow covered bird.

Friends:

Hope you enjoy this bit of Holiday Cheer.

I think I will send Great Lakes Snow Removal a six pack of beer.

**Chari & Dave Smith
2401 Pine Tree Road**

Rowdie Family:

As 2022 draws to a close, we look back on the events of the year. Certainly challenging to lose so many of our cherished founding fathers (mothers) and of long term club members. However we will always keep them close in our hearts. The year had highlights too.

Certainly the fun Birthday Party, thanks to Mac & Joni. The great driving weather for the most part. The wonderful Christmas Party in Chelsea thanks to Carolyn King, John Alexander, and the Pecks too. Personally, a thrill was returning to vintage racing (no shunt) after a multi year gap due to health and Covid challenges.

We are enclosing an MGVR inspired holiday card to share with all of you.

David & Chari Smith



Remembering Rowdies

The list of Rowdies who left us too soon keeps getting longer:

Neil Griffin, Mitzi Pittman, Lloyd Herring, Bruce Nichols, Herb Maier, Brian Beery, Dick Feight, Don Harms, RB Hart, Pat Schwartz, Kathy Latta, Joyce Nichols, Shirley Feight, Bob Noetzold, Rick Case, Jean

Patchett, Jai Deagan, Cathy Holliday, Eleanor Herring, Kathy Dryden, Bob Sutton, Matt Houser, Cheri Fant, Dan Perkins, Naoma Samyn, Robb Nortier . . .

RIP one and all. You are remembered.

Dave Quinn

Our Memories of a Legend

Neil Griffin...

Jan and I have always driven MGB's with varying amounts of rust and reliability. MGA's were a bit exotic and out of reach for us when we lived back home in England. We have belonged to the MG Car Club for as long as I can remember and were very active in the V8 Register portion of the UK club. In September 1988, we were running a V8 Register trip to Abingdon, to visit the commemorative plaque that is all that remains of the MG factory site. I think the excuse was to commemorate the 15th year from the launch of the MGB GT V8.

We wound up in an Abingdon city pub for lunch (of course!) and were mid-meal when 4 folks walked across to us and introduced themselves as Neil and Thelma Griffin and Herb and Carlene Maier from the USA. They had visited Abingdon as the home of MG and were slated to attend the RAF Abingdon annual airshow, but a Phantom had crashed during practice and the show was cancelled. They were driving around the city and found a large volume of GTV8's grid-locking this pub car park and had swung in to see what it was all about. This was the start of the legend for us.

They immediately fell in with the group and much banter was had. At the end of lunch, we parted company; Neil gave me his business card with the image of a pair of feet sticking out from under an "A". It stated he lived in a town called Belleville, Michigan, wherever that was – after all, America is a big place.

Time moved along and after completing an international project, Jan and I were invited by the headquarters of our Company to immigrate to the USA. We accepted the offer, and our next big adventure began. It was a momentous time, filled with all kinds of trials and tribulations. But eventually, we were sitting in our new American home in Farmington Hills, Michigan. That was the good news; the bad news was that the container with all of our belongings was still sitting on a dock after many weeks, tied up with a paperwork

SNAFU. We were sitting on the floor in an empty house! But it was home at least and not a hotel anymore.

During the course of our immigration, I had called Neil and told him that Jan and I had been transferred to Detroit, Michigan and that it seemed fairly close to his home. He agreed and said "it's almost next door" by American distances. September 1989, sitting on floor, I phoned Neil and advised him that we were finally in America and home. Neil said that he and Thelma wanted to come by and say "hi"; Jan was really uncomfortable with this, because here we were in a new country, entertaining guests with zippo to sit on, rest on and eat with. The next day, Neil and Thelma arrived. This is where the Legend created one of my life's Defining Moments that will be with me forever. A big chunk of the Rowdies showed up with all the fixings for a party and toasted Jan and I into America.

Words failed me then and still do.....God Speed Neil: wherever you are, I bet you are helping someone out of a jam.

Jan and Philip Wiltshire.

More Eye Candy From Bruce & Willie



ROWDIES 2023 EVENTS

February

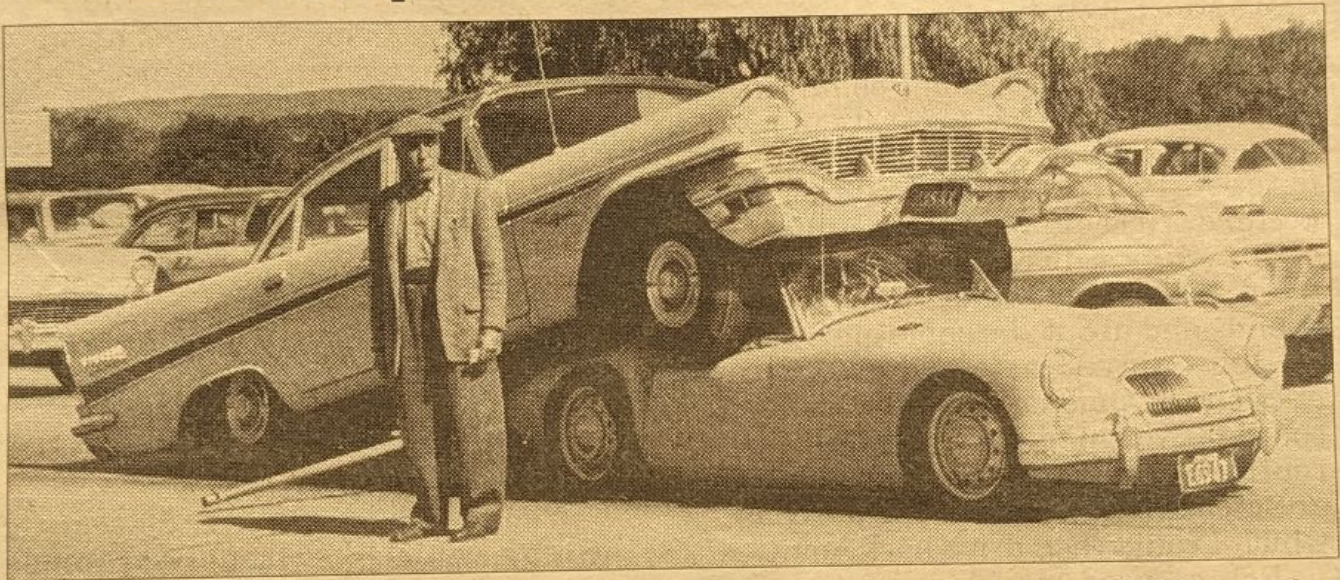
5 Rowdie Business Meeting
Ken & Kathy Nelson's house
3126 Brentwood Dr, SE
Grand Rapids, MI 49506

616-901-0083 or 6169011883
kenneth.nelson1@comcast.net

WRECK OF THE WEEK

“Wreck of the Week” is published as a public safety message to remind old-car hobbyists that care should always be exercised when driving collector vehicles to shows or on tours or at other times.

Like a ramp



Jim Gillen, of Westford, Mass., took this picture in the late 1960s at the Wallingford toll plaza on the Wilbur Cross Parkway in Connecticut. “The toll plaza has long since been dismantled, probably because of instances like this. I believe the MG stopped short and the 1957 Chrysler New Yorker behind it couldn’t or the driver wasn’t paying attention. The design of the back fenders of the MG made a natural ramp. Miraculously, the man and the woman in the MG were not hurt. When asked if they were OK, the woman said through the broken window that they were alright but her new hairdo got messed up. I’ve always felt sorry for the elderly driver of the other car. He is shown standing forlornly with driver’s license in hand waiting for the police to arrive. It is truly a unique photograph. I’ve had a framed copy in my office for many years where it always received a lot of attention.”

Who Says MGAs weren't built with safety in mind? This shows an example of the Rear End Attenuator Recoil design feature (REAR) being tested by the factory. (Submitted by Curt and Stephanie Smith)

Rowdie Membership

Did you ever wonder when you or another friend joined up with the Michigan Rowdies Band Of Brothers? Dave Quinn compiled a list below of the year that our current members joined the club. See if you can put a face to each name.

WHEN CURRENT MEMBERS FIRST JOINED . . .

1970s		
1976	Griffin	Thelma
1976	Mazurek	Diane *
1976	Latta	Tom **
1976	Nichols	Jan **
1977	Quinn	Dave
1978	Nelson	Ken
1978	Bird	Gordy *

2010s		
2010	Mann	Bruce
2011	Hoffman	Andy
2012	Cunningham	Gary
2014	Jesion	Jerry
2015	Wortman	Garry
2016	Shafto	Bob
2018	Melton	Roger

1980s		
1980	Smith	Jeff *
1982	Ball	Tom
1982	Smith	Dave
1983	Bertolini	Katherine *
1984	Dickason	Bob
1985	Griffith	Mark *
1986	Smith	Curt
1987	McDonnell	Mac
1988	Barnhart	Mark
1989	Wiltshire	Philip *

2020s		
2020	Lyon	Philip
2020	Wigent	Matt
2021	Borden	Thomas
2021	Dalebout	Donald
2021	Decker	David
2021	Rensberger	Jeffrey
2021	Flannery	John
2021	Garry	Kelly
2021	Illman	Rich
2022	Dalebout	Donald
2022	Edel	Jay
2022	Lockwood	Alan
2022	Murray	Larry
2022	Mann	Tim
2022	Horton	Bob
2022	Shafto	Bob(BC)
2022	Dellicolli	Tony

1990s		
1991	Neal	Jim
1991	Gallihugh	Bill *
1995	Whitmire	Holly
1996	Binsz	Todd
1996	Goeddeke	Dave
1996	Holliday	Steve
1996	Samyn	Robert
1997	Zorn	Jeff
1999	Fant	Tom
1999	Peck	Kevin
1999	Weakley	Bill

2000s		
2001	DeFauw	David
2002	Black	Bill *
2003	White	Warren
2005	Auringer	Charles
2005	Holle	Don
2005	Pittman	Larry
2005	Mero	Justin
2007	Somers	John
2007	Alexander	John
2008	Junttonen	Ron
2009	Johnson	Forrest
2009	Bachelor	Allen

* Original membership expired but later rejoined

** Non-active out-of-state life time original members

If these dates are not correct please let Dave Quinn know....



Chairman's Chatter

Here we are one week before Christmas. My MGs are nestled all snug in the garage, with visions of summer drives dancing in my head. We've just had a light snow with attendant salt cover on the roads, which put the cap on driving season for me. I kept the driving insurance on my MGC to the bitter end, being the only MG at the Xmas party, but now it's time to give it up. Time to do some winter projects. For the first time in a several years, I am not in the middle of a restoration. I do have the engine out of my '56, trying to figure out why I'm getting so much blowby. I have less than five thousand miles on this engine and less than four thousand on the second set of rings. The strange thing is that I drove it to Dubuque and back, over a thousand miles, with barely a spoonful of oil consumption. It seems to have started after our trip to Alden in 2021. I can't remember anything that occurred that might have caused it. Oh well, I have until at least March to try to figure it out.

Now we can start looking forward to next driving season. There's the GT in Memphis, the GOF Central in South Bend, both in June. Then there will be many local events. I can hardly wait. I'm already having MG driving withdrawal. We will plan our 2023 Rowdie calendar at the business meeting February 5 at Ken and Kathy Nelson's house. Let's hope for decent travelling weather and a good turnout. Along with the event calendar, we will be discussing possible changes in the dues structure. Look for more details on the meeting in this issue.



As we discussed briefly at the Xmas party, the club has spent down the treasury to a balance that we would like to maintain. The biggest expense we incur every year is printing and mailing the A-Antics six times a year. Most members take the electronic-only version of the newsletter, but it seems most of those who do take the printed version want to keep it. We also have a few who do not have the option of taking the electronic-only version. Plus, we like to have a few printed versions to share and show to potential members and others. So, it seems that we will be continuing with the printed version, but we will need to adjust the dues schedule. Currently, the electronic-only people are subsidizing the printing. So, we may need to increase the dues for print people, at least.

Another consideration is that some club funds go to supporting events. When someone hosts an event in their home and includes a meal, we have covered their expense for a main dish while everyone else brings potluck dishes. We could decide to curtail that practice. At the other end of the scale, we could decide that we

want to fully fund the Xmas party and other events, which would require an additional increase in dues. We will try to get everyone involved in this decision-making process, whether you come to the business meeting or not.

Speaking of Xmas parties, we had another fun one at the Chelsea Depot. I'm sure there will be many

photos in this issue. We had a very good turnout. Besides visiting, everyone enjoys the gift exchange, except possibly someone who had a really nice gift stolen from them. Oh well, what goes around comes around. So better luck next year.

Chairman Bill



Give It A Push And Let's Get Going...

An invitation Rowdies!

our

2023



To The Nelson's For The Business Mtg

Annual business meeting

Assemble at the home of

Ken and Kathy Nelson

3126 Brentwood Drive, SE

Grand Rapids, MI

Date: Sunday, 5 February, 2023

Time: Arrive About Noon

Lunch Between 1-2 pm with Business Meeting to Follow

Sloppy Joes Will Be Provided By Club (napkins will be extra)

Bring A Dish To Pass For the Traditional Pot Luck Feast

B.Y.O.B.

Bring your suggestions for 2023's gatherings, drives, adventures, garage days, games and other tom-foolery. We'll listen to all ideas.

AND

We'll talk some business, write proposals, nominate, appoint and vote like in any democracy.

Best of all, we'll be that much closer to the 2023 Driving Season!

(ph: 616-901-0083 or 616-901-1883 email: kenneth.nelson1@comcast.net)

Rowdy Christmas Party - 12-4-22

(ANSWER TO COVER QUESTION):
Because, once again, thanks to the efforts of Carolyn King, John Alexander, Norma Peck, Kevin Peck, and with help from Deb and Jeff Smith, the Rowdies had a fun filled & successful Christmas Party for 48 members at the Chelsea Depot on 12-4-22!

We all owe a vote of thanks to these folks for all their efforts in carrying out this task, and providing the members with a pleasant meeting area for cozy socializing and a hot meal to warm our bellies as we partook of our favorite libations, and talked about recent events with fellow members. We even attracted some of our far-flung membership from the state of Indiana to break bread with us, in addition to folks from all corners of Michigan.



The day was clear and the roads were free of salt, snow, and ice, so President Weakley exhorted us to consider driving our LBCs to the party. Alas it was a cold day, and with marginal heating in our MGAs and MGBs, (and no heating in MGTs) he was the only one taking this advice by driving his MGC with a hardtop.



Our meal consisted of salmon, chicken, potato casserole, green beans, carrots, salad, rolls, and cookies



and brownies for dessert. After the meal, the famous Rowdie Free-For-All Gift Exchange was set up with gifts piled around the Christmas Tree arranged for Guys, Gals, and Either. John Alexander kindly passed out numbers to all participants, and after explaining the rules to all members, turned it over to President Bill to start the proceedings.

Over the years the quality of gifts has increased gradually, but the fun of picking and taking gifts away

from the initial temporary owner continues to provide a great source of entertainment for everyone concerned. Numbers were randomly pulled out of a bowl and matched with those belonging to the member, who then picked a gift either from the table, or one already claimed by someone else.

Some gifts seem to have an endless recycling ability, and show up yearly. Two examples were the bare-beer-belly-hairy-body-pack, and the Bubbles Galore Car Wash enamel sign. A favorite that was passed about many times at this party was a cloth duffel bag with prints of various model MGs, perfect to use for packing your clothes in the boot of an MGA on your next trip to a GT. Forrest Johnson was sporting a shirt made with the same printed pattern and was looking very stylish as well.

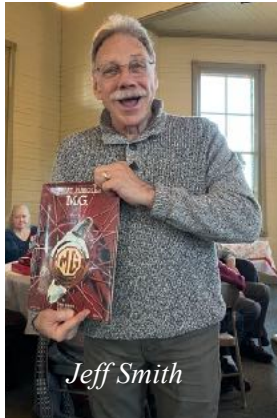
Several MG books were included with the other gifts and would be enjoyable reading in front of a warm fireplace on a cold winter night. And what could be better than a glass of wine or a cocktail made with *Ugly Dog Gin* (distilled in, of all places, Chelsea, MI!) *Pussers British Navy Rum*, or *Two James Old Cockney Gin* (this one distilled in our very own Detroit's Corktown) by your side. All these things and more could and would be found under that Christmas tree.

Indeed, all of these things and more were in Santa's Marvelously Good bag of gifts waiting to be chosen by all the good little boys and girls at the party. Stained glass ornaments, crocheted wool elves, skin care products, scented candles, a pen and ink drawing of Oxford England's Bridge of Sighs, and various articles of clothing made with Union Jack flag designs were just some of the other items to be found.

After the gift giving frivolities had finished, there was a surprise announcement from Bill Weakley about a special award to one of our dear members. That was a presentation of the Renkenberger Chapter Spirit Award given to Ken Nelson for his "Outstanding Contributions to the Michigan Rowdies of the North American MGA Register". Ken was surprised, humbled, and greatly appreciative of this prestigious award as he expressed his thanks to all.



Bill Weakley presents Ken Nelson's Renkenberger Chapter Spirit Award



Jeff Smith



Andy Hoffman



Bruce Mann



Phyllis Goeddeke



Steve Holliday



Curt Smith, Dave Quinn



Kathy Nelson and Connie Binsz



Norma Peck



Jan Tucker, Gary & Diane Cunningham, Anita & Tony Dellicolli



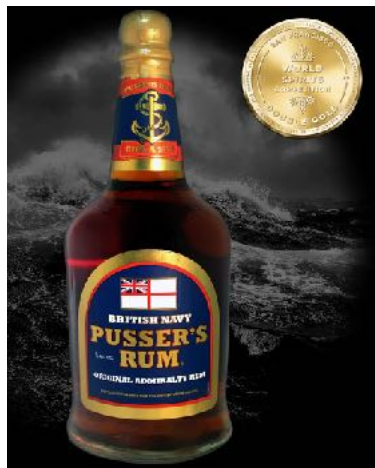
Todd & Connie Binsz



Leslie & Forrest Johnson



John Somers, Bill Weakley, Phil Lyon



Larry Pittman made off with the Chelsea, MI distilled Ugly Dog Gin, while Dave Quinn picked Two James Gin, and Ken Nelson was the recipient of Pusser's British Navy Rum



Thelma Griffin



Connie Binsz Displays the Prized MG Duffel

Looks like 3 of our beautiful ladies had a chance to sample some of the spirits early



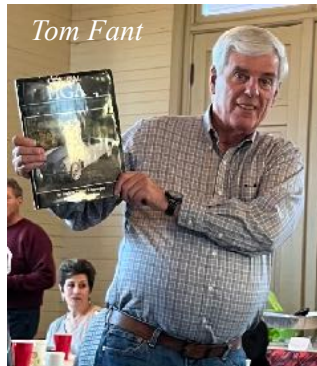
Donna Quinn



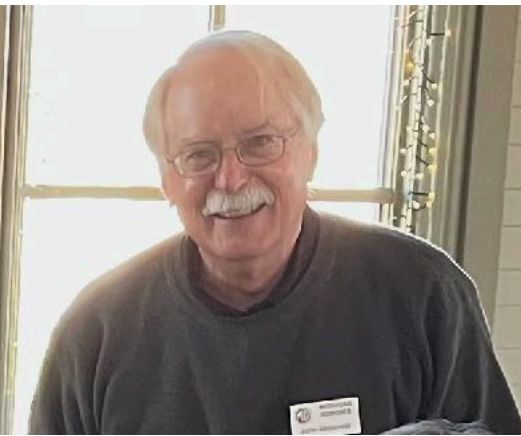
"Let go, it's mine ... No, no, I got it first ..."



Phyllis, Connie, Janice Herring



Tom Fant



Special Thanks to our Hosts for the Party-Kevin, John, Carolyn, & Norma!



Rory & Da Gang



Rory approves this message

Pictures Thanks To Bruce Mann (aka Da Mann) & Ken Nelson

Wire Wheels & Classic Cars

By Carl Heideman

Dec 9, 2008 |
Posted in [Tires & Wheels](#)-July 2003

One of the things that distinguished the classic British sports

cars from many of their contemporaries was their striking wire wheels. Usually laced with 48, 60 or 72 spokes, these wheels offered a performance boost as well as visual punch.

Back before the advent of today's "mag-style" wheels, racers chose wire wheels for two reasons: They were lighter than the available disk steel wheels, and the single knock-off nut made for fast tire changes. Non-racers sought them out because they provided an elegant enhancement to any car's looks.

Of course, these pluses are offset with some inherent minuses. Wire wheels require maintenance, and lots of it. Their "knock-offs," the big nut that fastens the wheel to the car's hub, must be kept tight. Spokes need to be tightened periodically. The wheels themselves must be trued to eliminate wobble, known as runout. Wire wheels get dirty and can be hard to clean. Finally, they are more expensive than their steel disk counterparts.

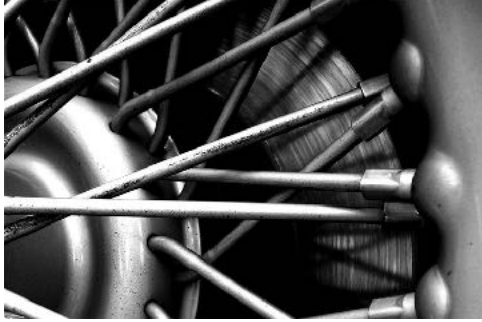
Beyond maintenance, there are other issues, like broken spokes. The single largest issue with wire wheels, however, is the condition of the splined hub. The splines in the hub wear, especially if the wheel is not tight enough (which it rarely is).

The wear on the wheel's hub will wear the axle's hub, which will further wear the wheel's hub, creating a vicious circle that eventually allows the axle's hub to spin within the wheel—a very dangerous situation. In the best case, this will happen on a rear wheel, and the car won't accelerate properly. In one worse case, the hub will spin the knock-off loose, and the wheel will come off. In another worse case, the wheel will keep spinning on the brakes, and the car won't stop. These are not good things. Fortunately, there are solutions.

Parts of the Wheel

On some cars, like big Healeys and Triumphs, the hubs bolt on at the lug nuts and are easy to replace. New pinch nuts should be used if hubs are replaced.

Properly installed and maintained, wire wheels can provide your car with great looks and performance. Becoming



familiar with the different components can help you understand these creatures.

Wire wheels are actually a system of sorts, containing the axle hub, the wheel hub, the spokes, the rim and the knock-off nut. Each component requires its own special attention, but, fortunately, most enthusiasts can tackle the necessary tasks at home. Most of the action takes place around the hub.

The axle hub actually holds the wheel to the car; the piece is splined and threaded to accept the wheel hub and the knock-off. The center of the wheel sits on the splines and is held in place by a large nut, commonly called a knock-off.

Front hubs usually bolt to the front brake drum or disc, while rear hubs can be bolted or pressed onto the rear axle. Cars with pressed-on hubs are notorious for suffering bent, twisted or broken axles; Spridgets—especially those with worn differential assemblies—seem particularly susceptible to the problem.

Everything revolves around the hub, which has four basic components: the mounting area, the tapered seat that locates the wheel, the splines and the threads for the knock-off. These hubs are pretty beefy, but the splines do wear, and occasionally the knock-off threads get damaged. Damaged hubs and/or axles should be replaced as there is no cost-effective way to repair them.

Note that different hubs are used for each side of the car. The left-side hubs have a right-hand thread pattern, while the right-side hubs use the reverse, left-hand thread pattern. This ensures that the knock-offs won't loosen themselves while traveling forward. There are two common safety concerns here: One, sometimes the hubs get switched side-to-side; and two, sometimes people will tow a car backward on a tow dolly, which should never be done with a wire wheel car.

There are two common types of knock-off nuts, which hold the wheel on the axle hub. Earlier knock-offs are winged, usually with two prongs (or ears), while later ones replace the wings with a large, hex nut mandated by U.S. federal safety regulations. The winged nuts are best removed and installed using a heavy hammer, while special, large wrenches are available for the hex-style fasteners. (Some purists refer to these wrenches as spanners, in the British mode; the same types also call a knock-off a knock-on.)

The preferred method for tightening knock-offs is to use a "knock-off hammer" against one of the ears (or against a wrench fitted to the hex-style knock-offs); ideally this is one with a soft metal face to prevent cosmetic damage. Original knock-off hammers typically had wooden handles fitted with iron heads holding faces made of brass, bronze, copper or rawhide so they wouldn't scar the knock-offs.



Later cars came with the better lead-headed hammers, and several wire wheel suppliers offer excellent modern versions. A five-pound, shot-loaded plastic shop hammer can also be used. Buy either one and save your copper hammer for your concours tool kit.

The wheel should be raised slightly off the ground before the knock-off nut is tightened or loosened. Once the wheel is raised, one uses just enough force to tighten the knock-off, not so much as to move the wheel laterally inward against the pavement.

How tight is tight enough? Jim Judd from British Wire Wheel sums it up well: "After getting the knock-off tight, put the car back down on the ground and note the relation of the knock-off to one spoke. Then give the knock-off a good, sharp whack. If it doesn't move relative to the spoke, it's tight enough."

The wire wheel itself is made up of an outer rim, the inner hub and the spokes connecting them. Outer rims lose their trueness and get bent from curbs or other collision damage. Inner hubs, just like axle hubs, are susceptible to spline wear. Spokes will break from time to time, as well as lose their tension. If a wheel has good splines on the hub, it may be worth having it trued and balanced. Worn splines mean it's time for a new wheel, and usually a new hub as well.

Checking Wheel and Hub Condition

Later MGBs with Salisbury axles use a hub that bolts to the axle, not to the wheel studs like Triumphs or Austin Healeys. The four studs hold the brake drum to the hub.

Wire wheels require periodic maintenance, so checking the hubs and wheels should be a standard procedure. The easiest parts to inspect are the spokes. First look, then feel each wheel for broken or loose spokes. Spokes usually break at the nipple

or at the hub, but rarely in the middle. The break is often hard to see if it's behind the hub or within the nipple. Nonetheless, the spoke will be loose if broken.

To help locate a bad spoke, take a small block of wood or even a hammer and lightly tap each spoke. If it makes a "tinging" sound, it is tight. If not, it is loose. Hold off your temptation to tighten the loose spokes until you have finished your inspection.

Next, check the wheel for trueness. Jack up the car and secure it on jackstands. Find a suitable tool rest (a

jackstand works well) and hold a screwdriver or other pointed object right next to the edge of the rim while slowly turning the wheel. If the wheel isn't true, the gap between the tool and rim will change as the wheel is spun.

If the wheel moves side to side, then lateral runout is present; if the rim moves up and down, then it is suffering from radial runout. If the wheel stays pretty true—1/8 inch or so of deviation—it's probably going to be okay with a tune up. But if it's got a big wobble, then it's going to need a lot of work—or replacement.

Now comes the most important inspection, the splines. Remove the wheel from the car and clean away the grease from the splines to allow a good visual inspection. The splines should be slightly rounded at their peaks, not sharp. They should also be symmetrical. The inner 1/4 inch of the splines does not contact the hub, so you can compare that portion to the rest of the spline surface during your inspection. Clean the hubs and inspect them the same way you inspect the wheel. Remember that worn splines are dangerous, so this is an important inspection.

If the splines on either the wheel or axle hub are worn, the only solution is replacement. Further, if you put a new wheel on a worn hub, or vice versa, the new component will quickly wear out. So the best and safest recourse to worn splines is new wheels and hubs. If the wheels are in pretty good shape, and you want to true them up and paint them yourself, see the sidebar on reconditioning the wheels.

Replacing Wire Wheels

Dayton's wire wheels can be used with modern, tubeless tires. Silicone sealer on the spoke nipples plus modern rim styles prevent loss of air.



If the wheels can't be saved, then it's time for new ones. In many cases, purchasing new ones is less expensive than rebuilding old ones.

In any search for replacement wheels, the first question is often whether to purchase used wheels or spring for new ones. Allen Hendrix from Hendrix Wire Wheel gives this advice to those looking at used wheels: If someone is selling their wire wheels, there is usually a reason beyond a need for cash. It's probably not because the wheels are in great shape and the seller just decided to get new ones.

Most used wire wheels are junk. Unless you can inspect them carefully first for hub condition, spoke condition and runout, you'll probably be disappointed. Nonetheless, we've just told you how to make these assessments, so it might be worth a try.

If you decide to buy new wheels, there are several factors to consider. If you're restoring your car to concours

specifications, then you'll probably want to get wheels of the same brand, size and spoke configuration as the originals. If you're looking for upgraded performance, looks or both, you have the factors of size, number of spokes, finish (chrome or painted), tubed or tubeless, and more. Here's a rundown of the factors you should consider.

Brand: The two common brands are Dayton Wire Wheels and Dunlop. While Dunlop was the original-equipment supplier of wheels for most British cars, these wheels are currently made in India. Although there were some quality issues at one time, these have been resolved according to Kelvin Dodd of Moss Motors, a Dunlop retailer. Several people in the field echoed that opinion when we spoke with them.

The other choice would be Dayton. These U.S.-made wire wheels feature decades of improvements, but they can cost more than the Dunlops and will be subtly different from original wheels, something to consider for those heading to concours events.

Painted or chrome: Painted wheels are less expensive, slightly lighter, and were original equipment on most British cars. Many buyers, however, prefer the look of chrome. Both Dayton and Dunlop use a chrome rim and hub fitted with stainless steel spokes for their "chrome" wheels. In the past, some wire wheels did have chrome steel spokes, which lose strength over time due to the effect of hydrogen embrittlement caused by the plating process. Therefore, chrome steel spokes should be avoided.

Number of spokes: The rule of thumb for looks and performance is that more spokes are better. For instance, although they were original to most British cars built before the early 1960s, 48-spoke wheels are the weakest. In the mid-1960s, 60-spoke wheels replaced 48-spoke wheels and now offer a good upgrade for earlier cars. Generally only available for the higher-performance cars like the Jaguar XKE, Austin-Healey 3000, MGC and Triumph TR6, 72-spoke wheels are also a good upgrade. These wheels tend to be wider than 48- or 60-spoke wheels, so sometimes fitting the 72-spokes becomes an issue. Further, Allen Hendrix says that 60-spoke wheels are the best choice for many cars, since they offer the strength of additional spokes but have enough spacing between the spokes to offer easier cleaning.

Tubes or tubeless: Original-equipment wire wheels were always intended to be used with tube-type tires and inner tubes, and most new replacement wheels are also made for use with tubes. Finding tube-type tires isn't so easy these days, however, so many owners wind up running tubes inside tubeless tires; this can cause chafing, especially when running radials. A chaffed tube can quickly become a flat tube. Most Dayton wheels are available with a tubeless option, for which the factory puts a seal over the spoke nipples before leak testing them.

With this option, conventional tubeless tires can be used without the worry of any chafing issues.

Ask around about tubes and you'll hear conflicting advice. For example, Mike Edgerton of Dayton Wire Wheel says that tubeless wheels are almost always the best choice because of the chafing issue. Allen Hendrix says that tubeless wheels will leak sooner or later, so properly installed tubes will work better in the long run. If you're going to run a tube, there is a proper way to install it. First, as obvious as it sounds, the tube must be of the correct size. The average tire store tubes are slightly oversized and will often have folds in them as they inflate, so you're better off buying tubes from a specialist. Jim Judd of British Wire Wheel recommends staying with a name-brand tube. (His shop uses Michelin tubes, which sell at retail in the \$20 to \$25 range.)

Installing the proper tube will be made easier with some talcum powder, which will provide lubrication so it will slide inside the tire. It's also important to properly center the inflation stem in its hole in the wheel rim to prevent any rubbing. Finally, all burrs, imperfections and labels must be removed from the inside of the tire to ensure there is nothing to chaff and damage the tube. When ordering tires with tubes, get an extra tube and toss it in the center of the spare; that way, if you do have to have your tire repaired out in the boonies, you'll have the right size tube.

Standard or Heavy Duty: Finally, Dayton offers heavy-duty wire wheels that are often used by racers. These wheels use the same hubs and rims as conventional wheels, but substitute a .225-inch spoke for the normal-duty .203-inch spoke.

Prices can vary greatly by application, manufacturer, finish, number of spokes, rim size and other options, but we can get some idea of the price differential by evaluating some available 60-spoke, 14x5.5-inch MGB wheels from British Wire Wheels. The painted Dunlop retails for \$160 each, while the painted Dayton carries a \$195 price tag. As expected, the chrome finish adds a few dollars: \$240 for the Dunlop and \$250 for the Dayton.

Mounting and Maintenance



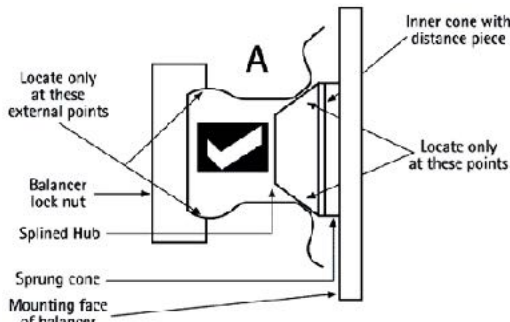
Examples of shiny new 48-spoke, 60-spoke and 72-spoke chrome and stainless wire wheels.

Wire wheels require a delicate hand when being mounted with tires and balanced, so it's very important that the tire shop uses the right equipment. Improvising at

this step can mar the finish of the wheels or even compromise their structural integrity.

First, the mounting equipment must grip the wheel by its rim. Some shops have mounting equipment that features a pin positioned to stick through the spokes. However, if anything should slip, bent spokes will be the result.

Second, the shop must have the proper mount for the balancing machine.



The wheel must be mounted by the conical part of the hub, not the rear part at the outside flange. The rear, outside part of the hub is not necessarily

true to the conical part and its use will result in a poorly balanced wheel. If a shop doesn't have this equipment, find another shop.*

Before the tire is mounted, the back side of the spoke nipples must be covered. For tubeless

wire wheels, this is done with a sealer. For tube-type wheels, this was originally done with a large rubber rim-band. These bands are still available today, but many people are switching to PVC tape. The tape comes in one- and two-inch widths and is wrapped around the wheel to cover the spoke nipples. Duct tape will work in a pinch, but probably won't hold up well over time.

After mounting, some higher-end shops will also shave the tires to ensure that runout is appropriate beyond the rim, right to the edge of the tire. Hendrix Wire Wheel is one of these shops. When it comes time to mount the wheel on the car, it's helpful to use silver- or copper-colored anti-seize compound on the splines. The silver-colored anti-seize is the better choice because it matches the wheel color pretty well if it does manage to get flung out. Grease will work just fine, but is more likely to fling itself out through the nipple holes and get the wheel dirty. Putting silicone sealer on the inner nipples is a bad idea, as it will trap water and condensation inside the hub, which can cause big problems.

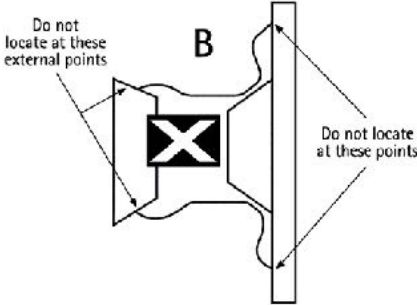
Once the tires are mounted, wire wheels still require more maintenance than conventional wheels, as the spokes and nipples stretch over time, requiring periodic tightening. As they stretch and get tightened, they can throw the wheel out of true, so the trick is to tighten them without

messing up the true. This is best done by a pro, or with the wheel mounted on a truing stand.

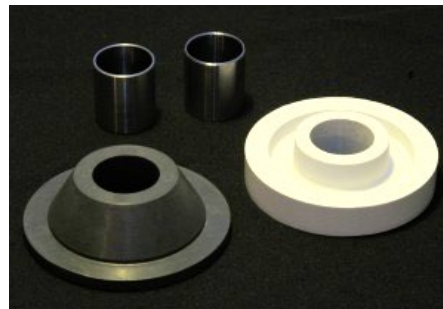
Some experts say that a new set of wheels should be tightened and re-trued at about 500 miles, then again every 20,000 miles. Allen Hendrix is so adamant about this that he includes the service and the cost of the shipping in his wheel/tire packages. Another maintenance issue surrounds the spoke nipples, as they tend to rust themselves to the spokes and seize. A good, but tedious, annual maintenance practice is to spray a lubricant/penetrant on each nipple, then turn it a quarter-turn loose and back.

Cleaning is the last maintenance issue. Wire wheels have a lot of surface area and pick up a lot of dirt. Additionally, if the splines are over-lubed, they'll fling grease out to the spokes and rim, which will in turn catch even more dirt. Until a few years ago, cleaning was always done using soap and water with scrub brushes and rags. Fortunately, the folks who manufacture wheel cleaners have come up with some great products that can make cleaning some wire wheels a spray-on/spray-off affair.

Unfortunately, many of these products are caustic and damage paint, thus making them suitable for use only on chrome wheels. British Wire Wheel sells a chrome wheel cleaner that works so well that even the competition (Allen Hendrix) recommends it.



**If you are unable to locate a shop with the proper mounting cones for wire wheels you can purchase a set of your own to take to the tire shop with directions on proper use for them to use on their machine.*



The Club Now Has A Set Of These To Loan Out



Fosseway Performance Co in England offers this kit which contains two special cones which can be fitted to conventional wheel balancing equipment and will allow your wire wheels to be accurately balanced on virtually any modern equipment. *Moss Motors* sells perhaps the same item. I believe the prices are similar when shipping is added in.

Alternately there are ways to have a machine shop alter a spare hub and knockoff to use on a spin balance machine but they have to be made with precision and a large enough center hole bored out to fit on a standard balance machine.

Cam timing for basic stock MGA MGB engines

Over the years I have helped many customers with running problems after they had replaced the timing chain, cam or timing gears. Anyone who ever had an MGA or MGB "B" series engine apart is familiar with the difficulty aligning the timing marks on the cam timing gears.

The proper way to check the cam timing is to use a degree wheel before the engine is assembled and installed in the car. If you're just replacing the timing cover seal and timing chain, a quick way is to check the cam timing is to check the valve movement to the TDC mark on the crank.

As the exhaust valve is just about to close, the intake valve is just opening. This equal distance is valve overlap. If you carefully check that both valves are at equal distance, the exhaust valve is just about to close and intake valve just started to open the crank should be at TDC. If you're off a tooth the TDC mark will most likely be 10 or more degrees before or after the TDC mark on the crank pulley.

A quick trick before you remove the timing chain and gears is to mark the upper timing gear towards the top of the gear next to an outer chain link and mark the crank gear towards the lower part next to the outer chain link, then count how many outer chain links are between the two marks including the outer link on the gear mark. This usually assures the timing is where the factory had set the timing before you pulled the timing gears off.

Once I'm confident the timing is correct either by degree the cam timing or by checking the valve overlap "if the engine is in the car", I often carefully remove the timing gears and chain together as a set and install a 4 degree offset key on the cam. Advancing the cam shifts the torque and power down 1000 RPMs but limits the high RPMs. In other words, if the power range was 2000 to 5500 RPMs with the 4-degree advanced cam the power range will be around 1000 to 4500 RPMs. This can increase the over all performance especially if you have a 5-speed or changed the rear gears for highway speeds and don't usually run the engine up to the red line.

Another benefit is advancing the cam 4 degrees reduces combustion chamber heat that transfers to the oil cooling the pistons. Reduced oil temperature maintains oil viscosity giving better bearing protection. Overall advanced cam timing improves cooling, torque, mileage and performance under 4500 RPMs where most of us drive our cars.

Rule of thumb is only advance or retard a cam 4 degrees from straight up cam timing. Most cam timing before the 1970s is what we call straight up cam timing. By early 1970s most engines are 4 degrees retarded. These engines can be advanced 4 degrees to straight up cam timing to have the performance of the 1960s and another 4 degrees to be set to what we call 4 degrees advanced for the extra low end performance.

If you're installing a new cam, check with the manufacturer if it has built in advanced cam timing. The spec card supplied with the new cam indicates the RPM range and can often be advanced 4 degrees to improve low end performance for your driving habits. Hope this helped,

Rob Medynski, British vacuum Unit

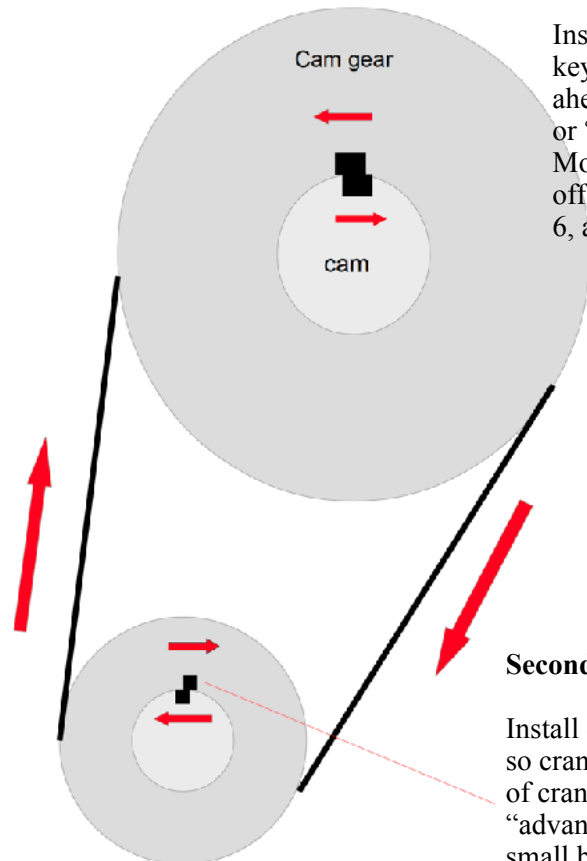
112 Briar Bush Road, Canterbury, NH 03224

Advance cam with offset cam or crank key

Note; MGA engines are straight up cam timing and can only be moved 4 degrees advanced or retarded. MGB engines are straight up to 1971. 1972 to 1980 18V engines are 4 degrees retarded and can be moved up to 8 degrees advanced.

First Option

Install offset cam key so cam is ahead of rotation or "advanced". Moss or others sell offset keys by 2, 4, 6, and 8 degrees



Second Option

Install offset crank key so crank gear is ahead of crank rotation "advanced". Chevy small block 4° offset key is correct width but needs trimming to fit. First option is best!

(Article submitted by Bruce Mann)

Anti-Freeze And Your Car

As our cars sit in their storage facilities over the remainder of this winter, have you ever started thinking about whether you checked the antifreeze protection in your car's radiator before you put it away? It's easy to let it slip by at the beginning of winter, and as you now lay in your cozy bed dreaming of pristine MGs in your driveway this spring, do you ever wake up in the middle of the night with that nagging thought about your antifreeze? Did you double check to be sure you used the proper type of antifreeze at the last change? What color was it again, and what exactly do the different colors of antifreeze mean? Is the most expensive antifreeze the best for your car? Can you mix antifreeze types and brands? Is your cooling system turning to rust while you're sleeping? This is an often forgotten and extremely confusing topic for all of us on occasion, and hopefully none of us overlooked it earlier this season. In either event, here are some discussions below about antifreeze by our British friends, as well as here in America, to enlighten us on this topic.



The English response from the **FEDERATION OF HISTORIC BRITISH HISTORIC**

VEHICLES (FHBV) ADVICE IS AS FOLLOWS: In (a previous) newsletter, we said 'Bluecol and Blue Star are well known brand names and both of these are declared suitable for classic cars'. Perhaps we should clarify that we were referring to the traditional blue coloured Bluecol - but the company also sell a red coloured Organic Acid Technology (OAT) product suitable only for modern cars, not classics. Even more confusingly, there is also Bluecol U which marketed as a universal top up and not an antifreeze product with which you would fill the whole tank. The manufacturer has assured us that this is suitable for historic vehicles. It has also been brought to our attention that Halford's sell a blue-coloured 'Advanced' antifreeze which has a label containing the phrase: 'Older vehicles can further benefit...' but on further examination it was discovered that this product does indeed contain OAT and therefore cannot be recommended for historic engines. The FBHVC are still researching this problem but their advice at the moment is:

Only use blue coloured IAT antifreeze in historic vehicles (*Ed note: Green colored usually in the USA*)

Only use OAT products ('advanced' or 'long life' antifreeze) **IF** the vehicle used it when new and **IF** specifically directed by the vehicle's manufacturer

Never mix different types of antifreeze without thoroughly flushing out the system

Always replace the coolant within the time scale specified by the antifreeze manufacturer as the corrosion inhibitors break down over time.

It does remain a rather confused picture, but the important fact to remember for historic vehicle owners is: **use only Inorganic Additive Technology (IAT) products** according to the manufacturers' instructions and take great care with any liquid containing ethylene glycol which is poisonous to animals.

Cool under pressure: The best coolants for your classic-

From Hagerty April 2011 by Carl Heideman

Unless you own a Volkswagen, Corvair or other air-cooled classic, at some point you'll need to consider the health and type of the coolant in your radiator. This used to be fairly straightforward, but today there are many more choices and considerations. The engine releases about one-third of its heat through the cooling system, and the system can be damaged if it isn't working

properly. The coolant carries the heat from the engine to the radiator, where it is dissipated into the air.

Older cars have “open” cooling systems, where the radiator cap doesn’t completely seal the system. Around World War II, automakers began manufacturing cars with a sealed, pressurized system. For every pound of pressure built into the system, an additional three degrees (F) of maximum coolant temperature was possible. As manufacturing quality improved, higher pressures became more and more prevalent. While a car from the 1950s may have maximum pressures of around 5-7psi, most modern cars can sustain 15psi or more.

Wood alcohol (methyl alcohol) became the first antifreeze, but its high rate of evaporation and corrosive qualities led to its eventual replacement by ethylene glycol, which became the standard and ubiquitous antifreeze for a long time. As improved materials and alloys have been introduced, different additives have been used in antifreeze to inhibit corrosion or increase lubricating ability. Coolant manufacturers also started changing the dyes they used in various types of antifreeze to make identification easier. These developments left a key question for owners of classic cars — what’s the best option?

When shopping for antifreeze, begin by reading the label to make sure it’s formulated for older cars. You’ll likely find it to be green, the de facto color for traditional antifreeze (*Ed. note: In England conventional antifreeze is often blue, as in Bluecol or Blue Star antifreeze*).

Therefore, if you’re looking down the radiator cap of your classic to figure out what’s in there, you can (usually) assume green is good.

Universal Coolants: The Ultimate Answer

by Larry Carley December 1, 2005 from “Counterman”

For nearly a decade, vehicle manufacturers have been introducing and using a variety of extended life coolants. The only thing these coolants have in common is they all seem to differ in formulation and color. There are orange coolants, green coolants, blue coolants, red coolants, yellow coolants, even pink ones. **You can’t simply go by the color of the dye in the coolant** because two coolants with similar colors may have different chemistry, and two coolants with different colors may have similar chemistry. What’s more, colors can change if somebody tops off the system with a different coolant.

Traditional North American “green” antifreeze, with **Inorganic Additive Technology (IAT)**, is the original formula that everybody used until the introduction of today’s extended-life coolants. It has fast-acting silicate and phosphate corrosion inhibitors to provide quick protection for bare iron and aluminum surfaces, and has a proven track-record of providing trouble-free service in

virtually any vehicle application (domestic, Asian or European), assuming the chemistry is correct. But the short-lived nature of the corrosion inhibitors means this type of coolant should be changed every two to three years or 30,000 miles.

Modern antifreezes include OAT-based extended life coolants. **OAT stands for Organic Acid Technology**, and includes such ingredients as sebacate, 2-ethylhexanoic acid (2-EHA) and other organic acids, but no silicates or phosphates. OAT-based coolants are usually (but not always) dyed a different color to distinguish them from traditional North American green antifreeze. GM’s OAT-based Dex-Cool is orange.

The corrosion inhibitors in OAT coolants are slower acting but much longer-lived than those in traditional North American green coolants. Consequently, OAT coolants typically have a recommended service life of five years or 150,000 miles. OAT corrosion inhibitors provide excellent long term protection for aluminum and cast iron, but may not be the best choice for older cooling systems that have copper/brass radiators and heater cores.

Another type of modern coolant is **Hybrid OAT coolants, also known as G-05**. This formulation also uses organic acids, but not 2-EHA (different organic acids are used). Hybrid OAT coolants add some silicate to provide quick-acting protection for aluminum surfaces. Hybrid OAT coolants are currently used by many European vehicle manufacturers as well as Ford and Chrysler.

STILL CONFUSED?

Okay, so there are a bunch of different coolants in today’s vehicles. The question is which type of coolant should you recommend to top off or refill your vehicle? The safe answer is the type specified by the vehicle manufacturer. Recently, many antifreeze supplies have introduced **“universal” or “global” one-size-fits-all coolants** that are claimed to be compatible with any new vehicle cooling system as well as older vehicles.

The basic idea behind universal coolants is to eliminate all the confusion about colors and chemistry and have one basic product that works in any vehicle regardless of year, make or model. **But you’ll still see the three basic types of coolant being marketed: traditional green for older vehicles and budget-conscious motorists who want the least expensive product on the shelf, an extended life product that is compatible with Dex-Cool and other OAT-based coolants, and a hybrid OAT G-05 for late model Ford, Chrysler and European vehicles that specify G-05 coolant.** The new universal coolants use unique OAT-based corrosion packages with proprietary organic acids (such as carboxylate) to provide broad spectrum protection.

Note: The above articles have been edited for length.

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