THE JOURNAL OF THE MICHIGAN ROWDIES VOLUME 41, NO 2, MAR-APRIL, 2016

A-Antics

Models & Memories

Rowdie Business Mtg Pics

Dot 5 Fluid Revisited

Tech Tips For All

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

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

Nickname: Rowdies

Motto: People First!

Rowdies Site:
http://www.mgcars.org.uk/michiganrowdies/

MG Car Council Site: http://www.mgcars.org.uk/mgcouncil/

NAMGAR Web Site: www.namgar.com

Past Chapter Chairpersons:

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

MEMBERS PAGE

Rowdies Website: Larry Pittman, Webmaster

http://www.mgcars.org.uk/michiganrowdies/

Larry Pitman's Database Report: 66 Active and Paid-Up Members

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

Classified Ads

Welcome New Members

Letters:

Winter Event Report

John Twist's winter party event was a good mid-winter gathering of the MG community. About 60 persons from several states were in attendance. Chili and Soup along with Soft drinks & beer was provided. The 50-50 drawing was shared with the MG Disease and the winners were Lloyd and Janice Herring. Good to visit with Forrest Johnson, Doug Kniff, Carl Young and Gary Cunningham. I also had a great visit with Rick Ingram from NAMGBR.

Cars on display included a MG Deluxe that had been raced extensively by Alex Heckert when Vintage racing was in it's infancy. Event plaques included Lime Rock Park, Road Atlanta and many others.

Weather for the trip was sunny, dry and no wind. Much nicer than prior years. ***Dave Smith***

The First Minivan?

Do you think the VW 'Beetle' was the first car to be named after a bug? Think again, says Diane Mazurek as she sends in this report from https://hdmunnworldfree.wordpress.com:

"Ron Schneider of Milwaukee bought and restored a **1936 Stout Scarab**. It is believed only a handful were made. Many say that the car was ahead of its time and seems to be a minivan prototype.

'I restored my Scarab to see if the car was as good as [William B. Stout] said it was,' says Mr. Schneider. 'And it is.' The car is the brainchild of inventor William B. Stout, who also dreamed up the first all-metal airplane and a folding house. The Scarab's front end, designed with an apparent mustache in mind. Only nine

Scarabs were built, historians believe. Mr. Schneider bought this one for $12,000, plus some more for another one that he used for parts for his restoration.

With its unique styling and forward-thinking ideas, the Scarab was very avant-garde for its day The inventor incorporated the fenders and flushed window glass into the body to make the machine streamlined and noiseless as it drove. The inventor William Stout lived in the Detroit area and had many business dealings with Henry Ford, so some parts are Ford-derived. It also used lightweight materials for better efficiency. The logo on the Scarab is of a scarab beetle which the car is named for." ***Diane Mazurek***

Would Syd Enever Have Approved?

While surfing the internet recently I came across some pictures of a customized MGA with spats from 7 years ago. Do you love it or hate it? Wonder where it is today? ***Fred Freeloader***

ROWDIES 2016 CALENDAR OF EVENTS

2016

April

9 **Kimber Birthday Party** Delhi Cafe, Holt, MI, 517-694-8655 Dave & Chari Smith host

May

7 **Drive Your MG Day** Host: TBD

22 **Spring British Car Gathering** Camp Dearborn, Milford, MI Host: WDMGCC BYO Lunch & Beverage (Grills available)

June

13-17 **MG2016 (GT-41)** Host: NAMGAR Louisville, KY

17-19 **Stratford Weekend** WDMGCC

July

8 **Rolling Sculpture Car Show** Ann Arbor, MI Rolling Sculpture Car Show 2016 Must pre-register

10 **Mad Dogs&Englishmen** Gilmore Museum @ Hickory Corners, MI MGA featured car

30 **Waterford Hills Racetrack** Clarkston, MI MG Focus Event Host: D. Quinn

August

20 **Rowdie Birthday Party** Host: Ken & Kathy Nelson, 3126 Brentwood, SE Grand Rapids, MI (616)957-3158

September

11 **Battle of the Brits** Host: Detroit Triumph Sportscar Club, Camp Dearborn, Milford,MI

18 **Apple of Your Eye Car Show** Host: Larry & Mitzi Pittman, Muellers Orchard, Fenton,MI

October

TBD **Fall Color Tour** Host: Dave & Donna Quinn

December

4 **Christmas Party** Host: Deb & Jeff Smith Chelsea Depot Chelsea, MI

2017

February

TBD **Business Meeting** Host: TBD

2016 Rowdies Business Mtg Minutes

Commenced at 12:56 PM Sat. Feb 20, 2016

Membership : start of 2015 – 67 members. 4 did not renew. 2 new : Gary/Sharon Workman & Ken/Melody Klemer. Ended year with 65 members. In 2016 : 3 new members: Jeremy & Amy Brown; Mark & Jane Griffith; Bob & Linda Shafto. Current membership – 66 members. 27 renewed so far. PLEASE renew as soon as possible so that name will appear in new membership membership listing.

Financials - Auction in 2015 took in $700.00

Christmas party – Jeff & Debbie Smith host, cost club $183.00 due to cheaper location and food taken care of somewhat by host.

Dues, regalia, tech manual made up $800.00. $329.00 printing costs for each A-Antics. Total of $1,300 per year. 50/50 prizes made $125.00 Meet expenses, up $200.00- which was a wash. Profit for the year 2015- $856.00. Profit made on GT 40 $7,392.00. Balance in club account-$12,761

A-Antics Tech manual will not print again. We have sold 6oo copies since 1978. There has been a CD made of it by Mark Barnhart if anyone would still like a copy.

Dave Quinn has put together a 200 page pamphlet of 4 decades of the Michigan Rowdie club. It will be put on thumb drives. $266.00 to buy 70 and give one to each member. Looking into possibly printing hard copies for sale if price could perhaps be $50.00 or less.

Larry Pittman; webmaster. Sign on to Members Only section changed only in appearance-no changes to user names or passwords. If you need password you can get from Larry. You can now renew membership on line. You can still pay with a check, just send it to Jeff Zorn. Work is about 80% complete to add the ability for a new member to join the club online.

Ken Nelson; newsletter editor, Would love pictures and stories. Does not need to be a Rowdie event. Stories, tech tips etc, appreciated. Would like to start to do member bios again. Chari Smith ask that "old members" be referred to as "vintage members". If you fix a problem on your car and can jot down a small story explaining that with maybe even some photos that would be great as well.

Bruce Nichols; membership. Our membership has wonderful gifted car buffs. If Bruce spots a new member in nationals he sends a letter, an A-Antics, and follows up with a phone call to try to entice new members. He also contacts lapsed members to ask why. Herb & Carlene Maiers say hi. (past members). As well as Shirley Noetzold whose husband passed away and has recently reconnected to the club. Hopefully we will see her more often. Bruce suggest older members reach out to newer members who live close by to caravan to events and get them excited about the club.

Dave Smith; **Events lineup for 2016** so far;

April 9th, Kimber Party at Delhi Cafe 11:30 – 3:00

May 7th, Drive your MG day. Host still needed

May22 , British Car Day,by WDMGCC, Camp Dearborn, grills available.

June 13 – 17 All MG Meet- MG2016 at Louisville Kentucky (same weekend as MG Vintage racing at Indy 500 track)

July 8, Rolling Sculptor car show, Ann Arbor. Register in advance to park on street.

July 10, Mad Dogs & Englishmen, Gilmore Museum, MGA featured this year.

July 30, Waterford Hills Vintage races. May do laps on track at noon. Hope to have tent & club area on hill as before.

Aug. 20, Rowdie birthday party and auction. Ken & Kathy Nelson hosting.

Sept. 11., Battle of the Brits, Camp Dearborn, pre-register.

Sept. 18, Apple of your Eye car show. At an orchard near Pittman's followed by get together at the Pittman's home.

Oct. date TBD pending weather-Fall color tour, Dave & Donna Quinn hosting

Dec. 4th, Sunday,. X-mas party; Hosted by Jeff & Debbi Smith at the Depot in Chelsea. Members will need to pre register for this. Have already secured volunteers for setup and takedown.

Regalia. Now being handled by Bruce Mann. A round of applause was given to Brian for all his hard work on regalia over the years. There is GT 40 regalia left to sell. A new design was presented and was well accepted, orders being taken.

New Business. New President will take over; Bill Weakley. A hand was given to Dave Quinn.

A group picture was called for on the deck of the Mann's beautiful home and the meeting was adjourned at 2:24 PM. ***Respectfully submitted by Scribe At Large,***

Tracey Bird *(formerly of "Scribes R Us")*

CHAIRMAN'S CHATTER

by Bill Weakley

Greetings from your new Rowdies Chairman. I was very honored when Dave Quinn asked me to consider taking over the office last year. He knew I was retiring from U of M last September, so I had one less excuse. I wasn't eager to take on a new project, but I do feel a responsibility to shoulder some of the work of the club. The Rowdies have a long and illustrious history, and many members have much longer tenure than I, so I feel a responsibility to maintain and build on this reputation. I think I have been a member for at least 12 years. We were invited to join by Joyce Nichols at one of the Twist shows. Joyce was great at inviting and welcoming new members. It would be great if all of us could do as well.

For those who don't know me, I will give a very brief history, saving the details for future stories. I grew up in a church camp in Illinois, swimming, boating, camping in the woods, fishing, hunting, ice skating and sledding in the winter and generally thinking I had the best deal any boy could have. When I wasn't outdoors, I was often building plastic models of cars, planes and ships. One that stood out in my memory was a D-type Jaguar. It was so neat, tidy and purposeful that it was completely different from any other cars I made or saw on the road. I think that model may have laid the ground work for my first MG. In 1966, a friend was selling his '56 MGA to buy an MGB. I sold my '56 VW and scratched together enough to pay $525 for it – too much as it turned out. {photo}

The summer I bought the A, I was working at the local telephone company as a draftsman and delivering pizzas at night. Since I was due at the pizza place at the same time I finished at the phone company, I didn't have much down time. I would cover my drafting table at noon, eat a sandwich then take a nap. Mary Ellen was working a couple desks away from me and would sometimes wake me up when it was time to go back to work. That is how we became acquainted. I think she liked the VW better than the MG but she didn't object to riding in it and still doesn't. We married a few years later after graduation. We spent four years in the Navy, picking up two sons along the way and have settled in Michigan since 1974.

So I have owned my MGA for almost 50 years, and it hasn't been driven since 1970. I'll save the long and tortured history of my attempts to resurrect it for another time. Currently, the frame and suspension have been restored. The center body has been rebuilt, and I am struggling to get the outer panels repaired and fitted well enough to go to a body shop. The engine only needs minor work, and I rebuilt the transmission at a John Twist seminar. I am getting close to where the money will really begin to flow. Now that I am retired, I am also running out of excuses for not finishing my A.

Of course, I still have a '65 Midget and a '69 MGC that take some of my time. I pulled the Midget engine last fall to fix an oil leak and upgraded the C cooling system recently. So I will have an MG to drive to the Kimber Birthday Party. I can't wait. While I am writing, a heavy wet snow is covering everything with close to 12" on the ground. I like winter, but I really miss driving my MGs. On the other hand, winter is a good time to tackle major MG projects, especially when you have a heated work space.

I have no agenda for making big changes to the club, and I haven't had a chance to meet formally with the rest of the officers, so I don't really know the full scope of my job. But I do have a few thoughts. I know I want to keep welcoming in new members. For that purpose, I keep a few applications handy whenever I think I might see an MGA that is not in the club. The next step is to make every new member feel welcome and get them active in the club. Another subject I hear discussed more lately is the changing demographics of MG clubs, i.e. we are getting older. *(continued on page 24)*

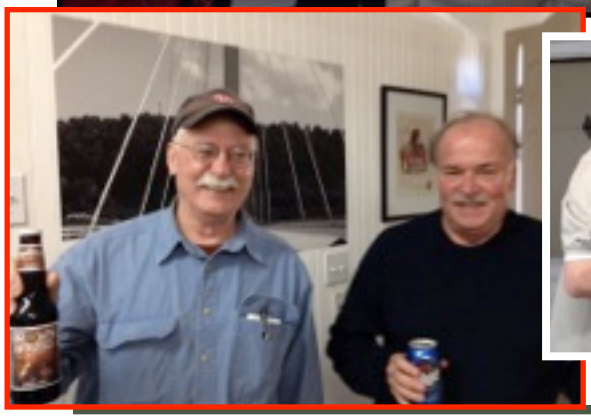
"Call now to help get Willy out of the boot"

The Boys in the Toyroom...

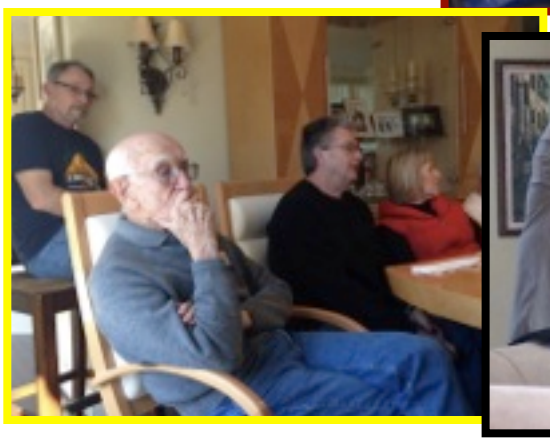
Michigan Rowdies Business Meet 2-20-16-

Held at Bruce & Willy Mann's home and restoration garage-photos by Ken Nelson & Bruce Mann

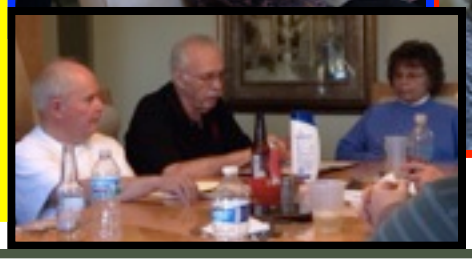
The Better Halves...



"You just push this little button here and the entire car self-destructs"




Buy the shirt
or I shoot...



Model Cars & Memories

by Dave Quinn

Although building models has gone totally out of fashion I find I still get as much enjoyment building a model as I did as a kid – maybe more now that I have more patience. Mine are not going to win awards but they are winners to me since they bring back wonderful memories.

The Race

The year was 1976. It was the bicentennial year. I was driving my yellow 1972 Triumph Stag to the racing mecca known as the "Glen" in Watkins Glen, NY for the United States Grand Prix. What could be better? Driving from Michigan we stopped in Pennsylvania to drop off my seven-year old daughter Patty and three-year old son Steve at my parents house. My Stag, one of less than four thousand imported and one of only 432 stick-shift versions, featured a small back seat that was just the thing for traveling with two young kids. The MGA was tucked away for the winter. The Stag with its T-roll bar for protection had a removable hard top we put on just before leaving. Good thing. It snowed over night on Saturday at the Glen. The Stag was lively and fun to drive as long as the 3-liter V8 engine ran properly. History will tell you its aluminum heads warped like mad, timing chains broke, main bearings seized, and so forth. In fact, when I joined the Stag club, a week after I received a welcome letter I got a second asking if I wanted to join a class-action suit against British Leyland. Hummm. But, on this, the longest trip we ever took in the car, it ran fine.

Although I've attended several Grand Prix's, the 1976 remains my favorite. My notes say we stayed at the Taughannock Motel in Trumansburg, NY for $18 a night. Ah, the good old days but tax did add another $1.26. Trumansburg is on beautiful Cayuga Lake and was approximately 50 miles from the track. As teams and spectators grew over the years finding close accommodations was the downfall of the Glen as an international track. However, it was still very international that weekend. The build up in the championship struggle between Hunt and Lauda was at a peak as they left rivals trailing in the dust. It was prior year World Champion Lauda vs. Hunt. Ferrari vs. McLaren. Two strikingly different drivers that started their race to the top of motor racing in 1968. Other drivers included two-time World Champion Emerson Fittipaldi and previous F1 winners Ickx, Peterson, Reutemann, Regazzoni, Scheckter, Andretti, Pace, Watson, and Mass. Teams included Ferrari, Tyrrell, JPS Lotus, Brabham Alfa Romeo, March, McLaren, Shadow, Surtees, Williams, Ensign, Hesketh, Ligier, and Penske. The great driver and car line up was but a part of the memories.

We met up with a Ford engineer and his wife that we knew from Michigan. He did Indy car suspension setups for a famous shop. Friday's first qualifying session saw a thoroughly wet racetrack with Hunt on pole in his McLaren-Ford, ahead of Jody Scheckter's 6-wheeled Tyrrell-Ford, with Lauda's Ferrari fifth. Saturday's rain was worse than Friday morning's had been, so the times from Friday afternoon made up the grid. But that worked out well for the four of us who spent the down time in the pit garages where my wife got Hunt's autograph, "To Donna, with love. James Hunt". She got the autographs of the two Brazilians, Fittipaldi and Pace. On Sunday we had

great viewing seats and our Michigan friends shared their expert knowledge throughout the race. They even had Donna keeping a lap chart! The icing on the cake was the next day, after the race, when Donna & I went back to the track and into the pit garages again.

That was a day to remember. There were my racing hero's mingling with the small handful of onlookers while the mechanics disable their racecars to be put into boxes for shipment to the

next and final race in Japan. What I wouldn't have given for an iPhone camera that day. I know I didn't take any pictures; perhaps we were not allowed to. There was James Hunt, yesterday's winner, in his blond locks and muscular physique that thrived on being the center of attention on and off the track. The daily papers carried stories of his ex-wife's affairs with actor Richard Burton and his racetrack incidents in Long Beach and Monza. Thus living up to one of his nicknames, "Hunt the Shunt". Sadly James died of a heart attack 17 years later at age 45. It seemed unreal standing within a foot of Niki Lauda with his head bandaged, ear gone, and half his face looking like hamburger after his near-death dreadful fire-burning accident at the Nurburgring only a mere six weeks earlier. His single mindedness to win at all costs and race that weekend was mind blowing. He would go on to win the World Championship for the second time the following year. Even today, Niki can be seen on TV every F1 weekend

in the Mercedes pits where he is part of their management team. The lone American, Mario Andretti, was there with two beautiful young ladies; one hanging on each arm. Photo op. Right! Some driver's were being interviewed, some were watching their cars taken apart piece by piece, and others were just chatting with mechanics or with one another. It was 1976 and I was just soaking it all in. Hunt would go on to win the World Championship. Five years later the Glen would host its last Grand Prix.

The Cars

Remember when you were a kid and put together plastic car kits? Part of me never out grew it. I've put together hundreds over the years. I was in heaven when metal kits came out because I would eventually learn how plastic models generally do not hold up well over time. That is probably why I still have some two-dozen unmade kits still in the box that are over three decades old.

One kit was a 1/20th scale released by Tamiya in 1977 of the McLaren M32 F1 of Hunt I had seen at the Glen. Additionally, I purchased the famous six-wheel Tyrell kit of Jody Scheckter. Back in 1977 I built the Tyrell but sadly it did not survive the years that followed. Whereas the McLaren kit sat in its original dusty and dirty box

for 38 years! It always had a special meaning for me knowing the same car and driver went on to place third at the Japan GP in the rain on October 24, which was enough to crown Hunt as the World Champion and inspire the 2013 movie "Rush"

about his playboy life and rivalry with Niki Lauda. In 2015 I decided it was time to finally build it.

The real challenge came with applying 38-year old decals. Decals because of their age can yellow, crack, and lift off the backing-paper, rip easily, or simply crumble apart when trying to apply them. To overcome this I developed a process that worked most of the time. First I applied Johnson clear coat floor wax on the plastic model. Then I cut out the decal to apply and placed it in warm water, face down, holding it with surgical pliers. Fresh decals typically come off in no time - usually less than 10 seconds; but not these. I had to soak them much longer and often three or four times. Keep in mind if you leave them in the water too long you ruin the adhesive. So I would place the decal on a dampened paper towel for a period of time and see if it would slide off and if not dunk it again and repeat the process. This took lots of patience. There were dozens of decals, large and small; some that went on top of one another. Holding the surgical pliers I slid off the decal where I already applied a liberal amount of Micro Set on the model. Micro Set was used to maneuver the decals for best placement on curves or panel lines but it also can cause the decal to crumble. When possible I would blot the applied decal dry with a paper towel being really careful. But rolling a Q-tip over the decal (better than pushing) often was best. When I applied a decal to one side of the car I had to leave it for a full day before I could handle it to do the other side. I made the mistake of applying Micro Sol, another product, to the first and largest decal after reading it was suppose to make the decal look like it was painted on. Instead it took a nice smooth decal that covered most of the body and shriveled it up in places. Ops! Micro Sol works best when putting a decal on very irregular surfaces. When done with the model, I was still concerned the decals could lift due to age so I applied a light coat of clear acrylic enamel spray paint over the finished model.

The Triumph Stag model was different. It was a 1/18-scale die cast model already put together by Jadi in China and thankfully no decals. But, it was painted white and mine was Saffron Yellow (dark yellow). Plus it did not have pin strips down the sides like mine. I dismantled all that I could within reason and painted it yellow entirely by hand. To minimize the appearance of brush strokes I used a flat yellow. To create the pin strip I bought a small roll of actual pin stripping and then trimmed down the stripping to suitable width.

Since doing these two models I have done a Morgan Plus 4 and a Lotus Elite. The type of model collectors who look at unopened kits as an investment would shake their heads at my opening kits after so many years but for me it's like MG owners thinking their cars are too valuable to drive. They are missing out on all the fun and sense of accomplishment, especially when you have put them together yourself.

Tech Tips (or T&A Rear End ReArranging)

MGA Ring & Pinion into an MG TD

By Bruce Mann & Dave Smith

If I remember correctly, three years ago, just shortly after we purchased the TD, I was talking to Dave Smith about the 5.1 MG TD differential ratio.

Most MG TD owners know the engine rpm at highway speed using a 5.1 ratio is quite high and irritating on a long trip. The plan was to reduce the RPM levels at higher speeds so as to make it more acceptable at driving speeds by replacing the 5.1 ratio with the MGA's 4.3 ratio. Most analysis says that this will improve engine performance and efficiency by as much as 20%.

Dick Lunney and the MG Atlanta Club had written an article which gave step by step instructions and photos on how to tackle this job. Certainly it was very helpful, even down to describing what part options there are to replace the ones currently in the differential. Rowdie Larry Pittman used this article to make the same conversion and provided a copy for my use. Note: Rowdie Lloyd Herring has also made this conversion. *(Ed note: yer lazy editor just swapped the whole bloomin' thing for a complete MGA rear axle assembly in his TD.)*

Once the MG TD was completely finished and debugged in 2015 the winter months would allow me to tackle the ratio conversion. However I still needed the MGA ring and pinion gears to start the project.

During the summer of 2015, I received an email from Dave Quinn, asking me if I was doing another car. I had hinted from time to time that I really wanted to do one, so I said I would consider it depending on the condition.

Dave got word there was an MGA that had been hanging in someone's garage for over 30 years. Since it was close by my house I drove down to take a look at it.

After talking with Curt Smith and telling him of the car, I asked if he would be interested and a long story short we drove over to take a look at it and decided we would take it away, as Curt indicated he could you use the frame for his MK II. So one day with his friend John, and my step son Will, we drove over and loaded it up and took it to Curt's house and there it stayed. I did want the axle to use the differential for our TD.

REAR AXLE REMOVAL

I first put the rear end of the TD on jack stands. I positioned them so as to be able to work around them, while removing the axle.

I then drained all the oil from the diff case. I pulled the tires and then removed the hydraulic brake line and the backing plates.

Had to remove the tailpipe, and one of the leaf springs, pull out the hydraulic brake line that connects to the two rear wheels, and then disconnect the "E" brake connector pins, to allow the axle to drop down and be taken out. This all would have been much easier before the car was assembled.

Next I took off the U bolts and removed them which loosened the axle. I had put the hydraulic jack under the axle to hold it in place while disassembly took place. Once everything was loose and the interferences out of the way I moved

the axle down to the garage floor with the jack. I then lifted one side off the jack and on the floor and then the other, while lifting the axle off the other spring. What a PITA!

Once the axle was removed from the car it was time to separate the two sections to make them easier to handle (getting older) and take over to Dave's garage for the conversion.

A Rowdie doing what a Rowdie does best..getting greasy in the Mann Cave!

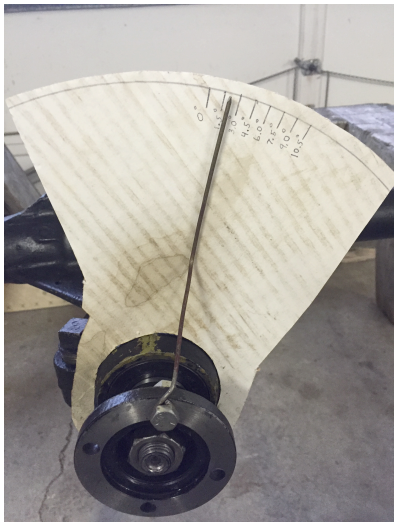
THE CONVERSION

Once at Dave's we pulled the half shafts. Dave instructed me on how to remove the carrier from the housing. We then pushed the pinion gear out of the housing and removed the spacer/shims and pressed off the rear bearing.

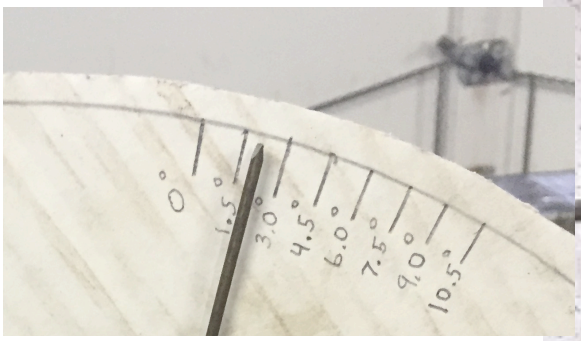
Pinion prior to spacer & bearing removal.

We then disassembled the MGA differential to get the 4.3 ring and pinion. We installed the 4.3 ring gear onto the MG TD carrier. This tool was made by Dave's friend Dennis Conway and was very helpful installing the new pinion bearing cups in the MG TD housing.

Having the right gear puller made the job easy also. With the MGA pinion installed into the housing, and the Carrier reinstalled, the final step is to check the pinion lash to be no more than 1.5 degrees. Using a rather ugly piece of cardboard, a degree wheel was fashioned and installed on the housing. The lash reading was 1.5 degree, so the job was complete.



Dave Smith added that "Bruce was a great co worker and by doing a hands on



conversion, learned a great deal about MG engineering."

The axle is now under the TD, and depending when the weather will cooperate we will give it a test drive.

Friday / Saturday / Sunday June 17th, 18th & 19th 2016 - "A Little Light Music"-Stratford, ON-MG Tour

Friday June 17th - We will be traveling to Stratford leaving the Detroit area mid-morning, or Saturday June 18th - A second convoy will be leaving on the Saturday morning from the M59 and I94 area and arriving at St Mary's early afternoon. It's your choice, as we often have 2 convoys heading for Stratford that weekend.

Saturday June 18th – "A Little Light Music"- 8.00 pm performance at the Avon Theatre.We have booked the Westover Inn Hotel once again (built 1867) at nearby St Mary's for the Friday and Saturday evenings.

We will also be dining as a group at the Westover Inn prior to the evening performance of "A Little Light Music" on the Saturday.

Many of the rooms for Friday and Saturday are already booked by us, so please call them (or your favourite Stratford / St. Mary's Bed and Breakfast) and make your reservation under "**MG Tours**". The Westover's phone number is (519) 284 2977.

Please call me when you have made your hotel reservations. The costs are $55 US dollars each for the theatre tickets. If you have an e-mail address that you use regularly, then l would also like those details.

Philip Wiltshire, 3105 Exeter Drive, Milford, MI, 48380.

My cell phone: 574 202 8919 E-Mail: pwiltshire@comcast.net

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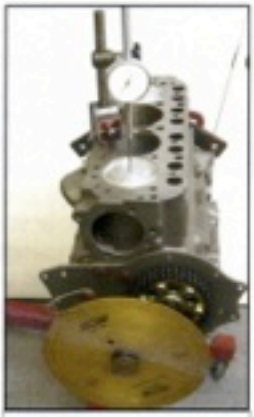
Installing & Timing Your Cam

Having spent a lot of money on an engine rebuild, the last thing you want to do is just stick the cam in without checking that it is timed correctly.
Taking your time is vitally important at any phase of an engine rebuild, something's may need to be checked 2 or 3 times.
Please don't cut corners, and if you find yourself saying: "oh that will be alright after it has run for a while" take the time to check again as it probably won't be alright.

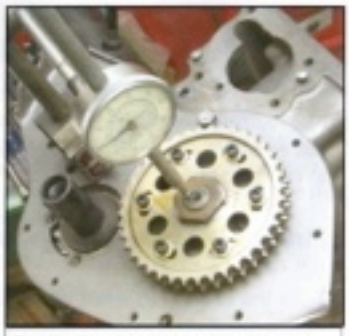
You will require a minimum of the following tools:
Straight edge (a 12 inch steel rule is normally OK)
A plunger type 'dial indicator' attached to a magnetic stand (I" inch reading 2" dia. dial)
Degree wheel, can be anywhere between 6" & 12" inches in diameter.
Most popular part number DW-7 a 7" wheel made by Iskenderian. (see bottom photo page #16
The first part really comes under engine building, but its important so:



This photo shows the components you will need set up for the first stage of cam checking.

Cam shaft end float

After making sure the cam turns freely in its bearings, and the lobes are smeared (lightly) with break in lube, and lifters are installed if they are not able to be installed once the cam is in you are getting close to be able to check the end float of the cam.
(Too much lube could prevent the rings breaking in, don't over do it!)
Remember to fit the front engine plate with its gasket BEFORE fitting the camshaft thrust plate (yes, I do have a good reason for the emphasis!). The thrust plate is often forgotten when ordering parts, if it shows wear order a new one before you come to fit the cam.



Dial indicator setup to measure camshaft end float.

Next fit JUST the cam sprocket, install the nut or bolts and just tighten a little so that the inner boss of the gear is snug against the front cam journal.
Set up your magnetic stand and indicator to measure square with the face of the gear.
While pushing and pulling on the gear along the axis of the cam watch the indicator to see how much end float you have.
Check your manual, at APT we usually like to see about three to five thou. Too loose and the cam can walk far enough to start turning the distributor shaft (helical gears remember) and can contribute to timing scatter.

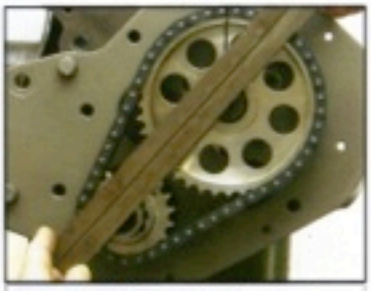
Crank and cam gear alignment

This is the last step before we get to the cam timing.
If by chance the crank key is not fitted at this point good, don't fit it yet.
Make sure two or three shims are fitted first then slide the crank gear on. If you have to force it only a plastic mallet should be used. Apart from making it easier to complete this stage this is one reason why not having the key fitted is an advantage as the fit of the gear on the shaft and later the fit of the gear on shaft and key can be checked separately.
Using a straight edge across the side of both gears (see photo) check for alignment. Use a feeler gauge as shown on the gear that has the gap to figure if shims need to be added or taken off.
Misalignment of the gears wears the chain and can lead to chain breakage, and the metal filings produced will not do your engine any good either.

If these gears run out of line that's not good for chain life, or the gears!

(continued next page...)

Fitting the gears and chain



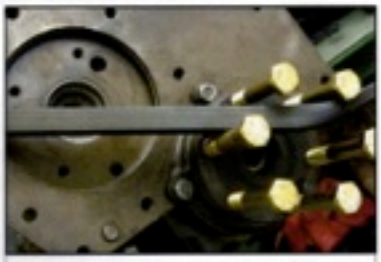
The straight edge line should go through the cam/crank shaft centers as well as the two gear 'dots'.

Most gears have two dots that have to line up with each other with the line running through the center of both gears as shown in the photo.
If using the gear set with multiple keyways on the crank gear start off using the middle of the keyways, which is marked "0"
The vernier type gear should be set so the cam gear adjustment is in the middle of the slots.
Some after market gears come without any alignment dots. This can be somewhat discerning, but in reality this is fairly easy to deal with and we will look at this a little later.

Mounting the degree wheel and the indicator

This crank bolt has a register on the front face to locate the degree wheel

Ideally all of this setting should be done with the cylinder head off. It can be done with it on, but is much harder work.
There is some more on "head on" timing methods on the last page.
It is not possible to 'guess' the true top dead center reliably, so a method is required.
We are going to look at two methods of timing the cam, but both of them require this first step of setting up the degree wheel, the most common timing method first.
The timing wheel obviously has to be fitted to the crank, usually on the snout, but can be more convenient if fixed to the back as it can stay on for the whole operation, but requires the engine to be held by the side, or standing on the temporarily fitted oil pan.
One method for mounting the wheel on the crankshaft snout is to use an old engine front pulley bolt that has been drilled and tapped from the front side for a short stud or bolt. If you have access to a lathe then a small shoulder to locate the degree wheel and hold it concentric would be a good idea. (see photo).
You will then need some fairly stout wire (1/8" gas/TIG welding rod is ideal) to make a pointer that will point to TDC on the degree wheel. This should be fixed to the engine by one of the front plate bolts, and can be seen clearly in the photo on page #15
The magnetic stand should be 'stuck' to the deck face with the indicator plunger exactly vertical in the middle of the piston if possible, and if not make sure it is in a place where piston rock does not affect the reading.
If you can always try to keep some downward pressure on the piston with your hand, just be careful not to disturb the indicator.
The engine needs to be turned backwards and forwards during the timing procedure, and with the degree wheel on the front this has to be done from the back.
You can use the teeth on the ring gear if the flywheel is fitted, but we find it easier whether the fly wheel is fitted or not to screw in at least a couple of longer than normal bolts in place of flywheel bolts. A pry bar or large screw driver will then do the job easily. If you are working on a Mini you will be able to figure a couple of options to do the same thing.



Turn the crank like this. Do NOT use your new ARP flywheel bolts for this

Finding the true Top Dead Center procedure for cylinder #1 piston

These are the degree wheels we use in the APT shop. The Lunati wheel has a separate lockable hub a Mini flywheel bolt holds it to the crank on BMC engines

Turn the engine to what you guess to be TDC and set your indicator to zero.
Now adjust your degree wheel/pointer to read TDC, lock the wheel up tight. Our final adjustment will be the wire pointer. (Yours might look something like the one in the photo to the right, look hard you will see it).
Turn the engine in the direction of normal rotation until the piston drops 20 thou and record the number shown by the pointer/degree wheel.
Turn the engine back, past your 'zero' until the piston drops 20 thou, record the number again from the degree wheel, the mid point between these two numbers is where the true TDC is located.
(mathematically add the two numbers and divide by 2 eg. 98 + 110 = 208/2 = 104).
Using the above example where the last number was 110 move the crank 104 degrees towards TDC then carefully bend your pointer so it points to TDC.
Not a bad idea to run through the procedure again to check accuracy.
We are going to use exactly the same method to find the peak of the cam lobe.
NOTE about degree wheels
Some are split into strange sections, some in 90 degree segments, whatever the case you should use it as though it was a 360 degree protractor.

(continued next page…)

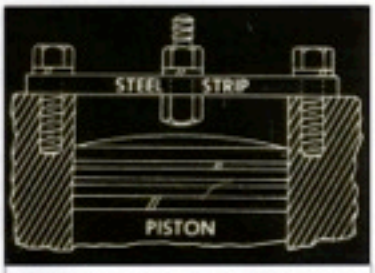
Finding the position of the cam relative to TDC

Reading lift on cylinder #1 inlet lobe. Remember this is normally the second hole from the front.

Firstly put a push rod down cylinder #1 inlet lifter hole (usually the second lifter hole).
Mount the indicator so the plunger is in the cup, and get everything set so it is exactly vertical in both planes
The figure we need should be on your spec. sheet provided by the cam manufacturer.
It is usually listed as: time engine to full lift on #1 intake ??? Degrees after top dead center
Or sometimes: inlet lobe centerline ??? Degrees
The number usually falls between 102 & 108 degrees for all engine/cam combinations.
So with everything set turn the engine in the direction of rotation until you find what you think is the center of the lobe, set your indicator to zero.
Continue turning the engine in the direction it runs until the indicator drops 20 thou, record the number from the degree wheel.
The turn the engine backwards past zero until the indicator drops 30 thou, then go back to 20 thou, record your number, (this gets the slack out of the chain and increases accuracy).
The mid point in degrees (add the two numbers divide by 2) between these 2 numbers is your cam timing. (This procedure should be starting to sound familiar now).
Keep in mind, and realize the slight change in procedure from finding TDC was to make sure the timing chain was always in tension, the way it normally drives.

Second method of cam timing

At APT we consider this next method faster (especially if you are using the vernier timing set) and also more accurate.
Follow the instructions above for getting your wire pointer set to a true top dead center, also follow the instructions for setting your indicator vertically on cylinder #1 inlet push rod.
At this point you will require from the cam manufacturer a "lift at TDC" figure. This method is becoming more popular, and if you are working on a twin cam engine you have to follow this procedure.
Some cam manufacturers/vendors cannot supply this number. This may point to a problem! This may mean they do not have design data, because they copied it!!
In just about all cases it points to them not being the designer of this cam, because if you had the design data in front of you its easy. (Over 50% of cams sold are copied)
So how come they have a cam, but not the required data?
Usually this is because they just copied someone's cam to make their master from which to grind your cam, and perhaps worse than that, especially with old British cams is they may have copied a copy of a copy, OK for a tractor engine perhaps, but for your high performance engine spinning at thousands of RPM's??
This lift @ TDC number will normally be in the range 0.030" - 0.080" for most cams, this number refers to the lift at the cam from the base circle on the inlet stroke.



Isky have this drawing shown on the back of their degree wheel (DW-7) which shows how a simple positive type stop can be used directly on the piston.

Back to our setup

Turn the engine until the cam follower is on the base circle (the heel of the cam) and set the indicator to zero
Now turn the engine until it starts on its intake stroke, you will see the indicator start to move, the piston will be approaching TDC
At TDC exactly stop, read your indicator, what is the recorded lift compared with the figure you are looking for?
Its actually very helpful if the manufacturer as well as supplying a lift figure for what they consider is the best timing for that cam to supply the figures for 2 degrees either side of the ideal number, that gives the installer some idea of how far off they maybe in actual degrees. This is especially useful if you need to select an offset key, or move a multi keyway gear set for which you will need to decide on a degree number that may not exactly match the quoted figure.

Timing a cam with the cylinder head on

The large section screws into the sparking plug hole, and the center portion is adjusted to just stop the piston getting to TDC Adding a locknut to the top of the screw might be beneficial

This is obviously a little more difficult. You will require a 'positive' type piston stop like the one in the photo. You can also make one if you have access to a lathe. Just bore out the front of a sparking plug and press in a piece of brass the required length to stop the piston just before it reaches top dead center.
The basis of this method is turn the engine until it touches the stop, record your number, turn back the other way until it hits the stop, record your number and split the difference.
You can also use this same general method with the head off. *continued*

See the photo of the drawing shown on the back of the Isky 7" inch degree wheel APT #DW-7
The positive stop method is sometimes considered the most accurate method as it always it always pushes the piston/ con rod hard down onto the crank pin and so removes the possibility that a reading is taken while the con rod is pulled up against the bottom of the crank pin.

How to deal with no timing dots on the cam gears

This is really an affliction of some after market timing gears, and hopefully one day it will be a thing of the past.
Turn the crank to the degree figure you are looking for (from your spec. sheet) the time to at full lift figure. If you don't have specs. use 103 degrees ATDC
Using your indicator (on the cam) turn the cam so it is at full lift.
Take note of the position of the key on the crank and the cam.
Hold the chain and sprocket assembly so you can hold it in front of the engine, squint through the sprocket bores and try and juggle the assembly so the keyways in the gears line up with their respective keys and you can slide the gears on hopefully without moving anything too much.
This will certainly get you very close. Now use one of the two checking procedures.

APT manufacturers their own special chilled iron cam follower for BMC 'A' & 'B' series engines.
Part number CF-04
Also available for Triumph 1147—1500, GT6, TR6
Part number CF-10 4 cylinder
Part number CF-11 6 cylinder
These have the oil drain hole.
Face hardness is Rc63 and is manganese phosphate coated for easy break in when used with cam lube and ZDDP in the oil.

A few last thoughts on cam timing

Before pulling the gears off to adjust the timing use a marker to draw a line across the chain and the gear. That way you always have a reference as to where you started, if you fumble the gears!!
If timing the cam also has to fit with a carefully controlled budget then keep in mind the order of "expense". Offset keys (or perhaps changing the gears around in the case of a Triumph) is the least expensive.
Somewhat middle of the road is using a multi keyway set of gears, if you can find them, they have become somewhat scarce recently. With regard to accuracy/repeatability with the above two methods remember you will also be pulling your timing wheel off each time you want to make an adjustment.
The vernier gear sets are the fastest and most accurate method by far, and for that reason if you are paying someone to build your engine by the hour then the vernier gear will usually work out cheaper because of the amount that will be billed for time with either of the first two methods will come to more than the difference in the cost of the gears.
Vernier gears are certainly the method of choice if using the cam lift at TDC method.
Lastly, with the vernier, as you make your adjustments there is no need to lock up all 6 allen bolts each time. Just find the locking bolt that is not covered by the degree wheel at the rotation point that you want to read your numbers at, mark it with a felt pen, lock and unlock only this one bolt, and only lock up all the others when you are done. (shown bottom left).

Still stuck? Call us when you are sitting in front of it.

Marking the chain and gears when setting up the multi keyway or regular gears is so important we have included this photo

Oil and break in

Very briefly, do not use synthetic oil for cam break in. Use a high ZDDP break in oil. Do not use a regular oil (virtually no ZDDP) and then add a separate bottle of ZDDP, you have absolutely no idea what you will end up with! Detergent for example is antagonistic to ZDDP.
After break in continue to use an oil produced with ZDDP for flat tappet cam engines.
Synthetic oils with ZDDP are available for after break in use if you desire.

Left: The text refers to working with just one lock screw while adjusting, Marked RED

Offset keys 'A' & 'B' series

Offset keys are the least expensive way to time your cam. A & B series They range from one degree to 9 degrees in offset. The down side maybe is that you either have to have one of each size in your tool box, or wait for one in the mail.

British Motor Trade Association

David Anton Owner

Tech Tips (or What Will They Think of Next!)

Traffic Lights on Auto Signal Right or Left Turning

Will miniature traffic lights for each car banish hand signals, and make driving safer in crowded city streets? Police officials of Oxford, England, recently saw such a system demonstrated by ***Sir William Morris,*** motor car maker. Installed in pairs one on each side of a car, and operated from a dashboard switch, the new lights use stop and go signals familiar to every motorist to warn of turns and other maneuvers. To signal a left turn, the lights first show yellow on both sides—a caution signal. Then they change automatically to red at left and green at right. The reverse of these signals is used in turning right or in pulling over to the right-hand curb to park. An all-green signal, straight on, indicates the driver will not turn at an important intersection. Signals are visible from front and rear, the front of the red light being shaded to amber because motor law's forbid a red light facing ahead. An automatic timer in the control switch makes each signal flash several times and then puts the light out without any further attention from the driver. *(picture below-from MODERN MECHANIX Jan. 1933)*

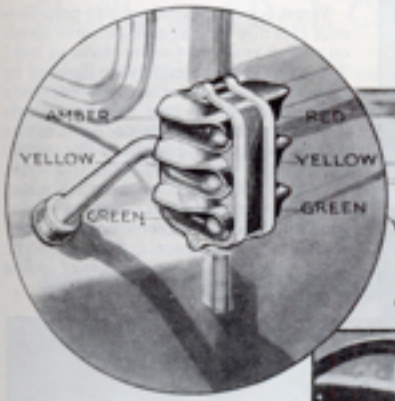
Hand Signal Light for Motorists

EVERY year a large number of auto accidents occur because drivers fail to notice signals. A simple device, the hand signal light, recently invented, helps to make driving safer, especially at night.

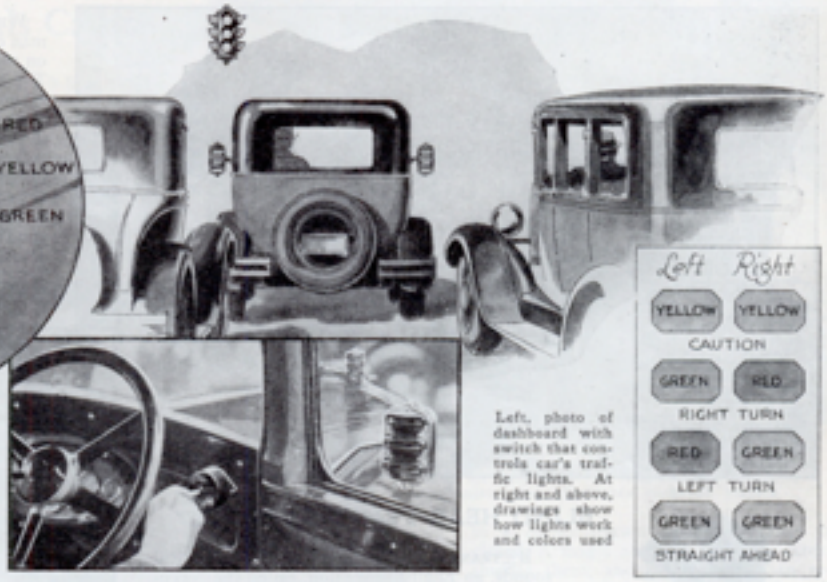
If the driver ahead wishes to make a left-hand turn, the driver behind will be able to see the signal. As soon as the hand is extended, lights from the car in the rear strike the red glass, which makes the signal clearly visible. The signal light is worn like a wrist watch, as shown at right.

Light striking wrist signal tells driver direction of turn.

Traffic Lights on Auto Signal Right or Left Turning



Traffic light attached to side of car to signal right and left turns and stop



Left, photo of dashboard with switch that controls car's traffic lights. At right and above, drawings show how lights work and colors used

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continued on next page...

Red Hand Signal Directs Traffic

A RED hand controls the heavy traffic on Fifth avenue in New York City.

Faced with the problem of speeding up pedestrian traffic and cutting down casualties, experts have evolved a new scheme.

New signal towers have signals for autoists and signals for pedestrians, the latter in the form of a red hand on all four faces of each tower.

Under this plan, pedestrian traffic will be given twenty seconds to clear in all directions as the signals change. Then automotive traffic travels in a specified direction for a period ranging from thirty to fifty-eight seconds.

A five second pause is permitted between the twenty seconds allotted pedestrians and the next automotive "go" signal.

This picture shows New York City's latest traffic control device. It is a combined pedestrian and auto signal, with the red hand for pedestrians. Contrast this with the old type signal also shown in this picture.

WARNING LIGHTS FOR AUTOS LIKE RAILROAD SYSTEM

Protective lights for the rear of automobiles, patterned after the railroad system of red and green signals, are a recent development. When the machine is moving, a green light shows constantly, but when the brakes are applied, the green signal is extinguished and a red one flashes a warning to following motorists. Two sets of green and red lights are used, one set for daylight driving and the other for night travel, the former being more powerful so that they may be plainly seen in the sunlight. Interlocking shutters are provided for each pair of lights and the signal has two 1-inch red side lights.

Automobile Signal Device Which Uses Red and Green Lights: The Day Lights Are Brighter than Those Used at Night

Stoplight Flashes Automobile Turn Signal on Pavement

AT LAST an automobile stoplight has been invented that will project its signals on the street behind in letters large enough to be easily read.

The French invention fulfills in all respects the "Needed Invention" in this field described in the September, 1933, issue of MODERN MECHANIX. A powerful electric bulb, a lens system, and lantern slides are combined to project lettering onto the street behind. Operation of the indicator may be controlled by the driver, or automatically by direct connection with steering wheel and brake pedal.

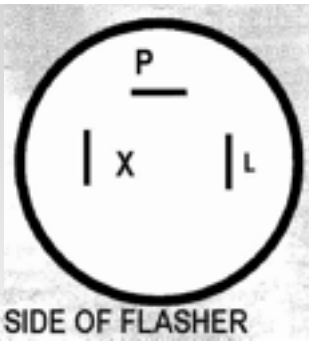
Tech Tips (or Alarm Your Turn Signal)

Many of us have problems with the turn signal switch in our MGA's cancelling out very quickly because the vacuum seal has been lost due to time, lack of maintenance, and the effect of Mother Nature (remember her? She's the one who abhors a vacuum). Because of this, some of us are using a separate manual switch for the turn signal, or have managed to jam the original switch to stay on when activated until we turn it off again. Either way, I find myself forgetting to cancel it more than I'd like. So instead of driving around all day with my turn signal blinking incessantly (which makes me feel like I'm retired and living in Florida-well, one out of two is acceptable), I decided to dial some sound into the warning system. That little dim green jewel light in the dash doesn't manage to grab my attention in the daytime, but an obnoxious buzzing or beeping sound might have a chance. If you can find a little buzzer you can try splicing the wires into the blinking warning light, but I found a solution online that costs a bit more but doesn't require lying upside down under the dash with a penlight in your mouth while you try soldering wires in place.

Dan Aguilar at DAECO sells a turn signal flasher relay for $26.95 with a built in buzzer that requires no additional wiring to the car. Model 535 works for our cars, or he offers Model MC-3 for $29.95 which provides a remote buzzer and flashing LED light to place wherever you desire in the car. His store website is at www.turnalarm.com and his phone is 209-952-0923. I found him very helpful, and easily installed the unit in one of my LBCs. It works, and now no one can even tell I'm retired!

Ken Nelson

Connect the MGA terminals as on the original flasher unit to new thermal unit.



Tech Tips (or thank you Mr Marconi)

Have you ever happened to look at some of the car radios in a lineup of MGAs at one of our car shows and noticed a funny looking set of numbers on the dial of an occasional one? Numbers that just don't fit with what you expect on an AM or FM dial in America? If so, I'm sure you were looking at the European style wavelength marking that would have been "proper" for an MGA sold in Britain in the 1950s. In Europe radio signals were broadcast over slightly different wavelengths for AM radio transmissions than in the US. The frequency numbers there are listed on two lines, one labeled MW (medium wave) and another labeled LW (long wave). But will these radios work in the US? The short answer is yes, but essentially by using the MW frequency.

I was prompted to look into exactly what the dial markings on European radios mean because my 1954 Riley came with a HMV (His Master's Voice) MW/LW radio in it. This is largely from Wikipedia:

Medium *wavelength* (MW) is the same as the medium *frequency* (MF) radio band used mainly for AM radio broadcasting (the longer the *wavelength* of a signal, the lower the *frequency* of the signal). For Europe the MW band ranges from 526.5 kHz to 1606.5 kHz in frequency, using channels spaced every 9 kHz, and in North America an extended MW broadcast band goes from 535 kHz to 1705 kHz, using 10 kHz spaced channels.

These correspond to the numbers we see written across the dial on our AM radios or the European AM radios (but labeled as MW on those radios).

Long *wave* (LW) or Low frequency (LF) is the designation for radio frequencies (RF) in the range of 30 kHz–300 kHz (again, the lower frequency here corresponds to a longer wavelength). Usually the dial will be marked with frequency, but some older radios will use wave length in metres (as my Riley radio does-see picture). The term long wave is not defined precisely but most commonly it refers to radio wavelengths longer than 1000 meters (frequencies *lower* than 300 kHz). In Europe, Africa and large parts of Asia, a range of frequencies between 148.5 and 283.5 kHz is used for AM broadcasting (in addition to the medium wave band) but not in North America. The United Kingdom, Russian Federation, United States, Germany, and Sweden use frequencies below 50 kHz to communicate with their submarines, and these frequencies are also used to reset radio controlled clocks automatically. In the United States these long wave frequencies are also used for experimental stations and navigational beacons, but don't carry any useful radio broadcasts for us in our cars. So those funny looking European radios will work here in the US as long as they are set to the MW (medium wave) range of frequencies.

Ken Nelson

Tech Tips (or Stop Braking My Heart)

Silicone Brake Fluid DOT 5-*by John McMullan*

First, if you have Silicone Brake Fluid in your brake system, GET IT OUT, NOW!!!!! At one time I was the biggest proponent of the stuff. NOT NOW!!!!

At one time I was the biggest fan of DOT 5 Silicone brake fluid. When I was an employee of Raybestos Brakes/ NAPA Brakes the manufacturer of the fluid said it was the best stuff on earth (did not absorb water, high temperature, good lubrication for caliper/master cylinder seals) , although you could not use it in cars with ABS (antilock brake systems) because it would foam during the antilock braking. You see, the rapid valve actuation of the ABS brakes, keeping the brakes working when a skidding situation is occurring, does not work well with fluid that will foam. Brake hydraulics (fluid) should not compress; when it is in a foam condition, since foam is not a fluid, it will compress; pure fluid does not compress. Hence a solid fluid (DOT 3&4 brake fluid) is needed to stop a vehicle.

The problem with Silicone Brake Fluid which the manufacturer did not tell Raybestos brake employees, is the fluid causes some brake components to swell shut. The components I have concern with are the BRAKE HOSES. Although I had three cars with DOT 5 Silicone Brake Fluid, my big concern was the last two cars. These two cars are my MG 1600 and my Maranello MG from Italy. Although my 1600 is a concern that I can easily handle, my Maranello MG was a much bigger concern. You see this car has 8 brake hoses, two (2) per wheel. All eight hoses SWELLED SHUT, solid. My friendly Maranello mechanic looked at me with such disappointment when he knew that I had put silicone brake fluid in my car's system. He knew that we would have to replace all of the hoses with a possibility of having to rebuild the calipers and the master cylinder. We replaced all eight hoses, and we were able to clean up the calipers and the master cylinder, with "Brakleen" and compressed air, although the calipers were a little slow cleaning up and slow reacting, but they finally became free.

So to repeat, get Silicone DOT 5 brake fluid out of your car's brake system. We put DOT 4 Synthetic brake fluid in my Maranello MG, next will be the 1600. My mechanic believes in this type of fluid and does not want to have anything to do with DOT 5. The technical description of Silicone fluid is "NFG". ***John McMullan***

(Ed. comment: Interestingly I found that silicone brake fluid seems to work in my Riley and MGA, but not *in my Rover or MGTD. I was told once that the swelling may not occur with all types of rubber, depending on the production process. However, Apple Hydraulics told me* not *to use silicone fluid with any of their rebuilds. **MotorWeek magazine** confirms* not *using silicone in antilock brake systems either, as noted by* **Pat Gross in "Brake Fluid & ABS"** *below:)*

"No, this is not a luscious drink. Actually what this is, is Dot 5 brake fluid that we have put into a blender to simulate what goes on in a car with ABS brakes and Dot 5 silicone fluid. You see that foam on the top? Well if that was in your ABS system your pedal would sink closer to the floor. Your stopping distance would increase and you would be in trouble. Never use Dot 5 fluid in an ABS equipped car."

(continued from page 6) How do we keep members active and (how do we attract new (read younger) members? I don't have answers for these questions, but I think we will be dealing with them soon.

I am looking forward to the MG driving season and working with the other officers and event volunteers this year. Speaking of which, we need someone to host Drive Your MGA Day on May 7. I hosted a drive to the Dark Horse Tavern in Marshall last year. All it took was a couple calls to the tavern to make sure they would be open and have room, plus some publicity through the club. I also planned a secondary road route from my area, but that is optional. It is also good to show up for your own meet.

Driving season is just around the corner. Get your MGA ready. I'm looking forward to seeing you all in Holt on April 9 for the Kimber Birthday Party.

MGA Values-Going Up Please?-

From Automobile Magazine-*sent in by Dave Quinn*

Unless you already own your dream fleet of classic cars, it's easy to be depressed by today's collector market. Prices for many blue-chip collector vehicles have doubled, tripled, and even quadrupled in the past several years, putting cars that were once attainable for the average enthusiast frustratingly out of reach. If you bought that 1971 Porsche 911S you wanted when they still went for $20,000, good for you. If you waited and now the same car is listing for $120,000, you understand

our pain.

We attended several of the 2016 Scottsdale auctions and found that there are still cool classic cars that Joe Enthusiast can still hope to afford with a little determination and budget planning. What follows are several sub-$50,000 options that won't make you have to choose between a classic and your house.

1956 MGA 1500 Roadster (Gooding & Co.)
$41,800
(see picture)

The MGA may have been a budget sports car in its day, but while good examples are no longer cheap, they are still affordable. They must also be one of the most stylish roadsters of the period at any price. This MGA was sold out of long-term ownership until recently when it was fully restored by an MG specialist. The color is Iris Blue, which while not offered by MG until 1959 makes for a very pretty car. By: Rory Jurnecka | Photography by: Bonhams, RM Auctions, Barrett Jackson February 3, 2016