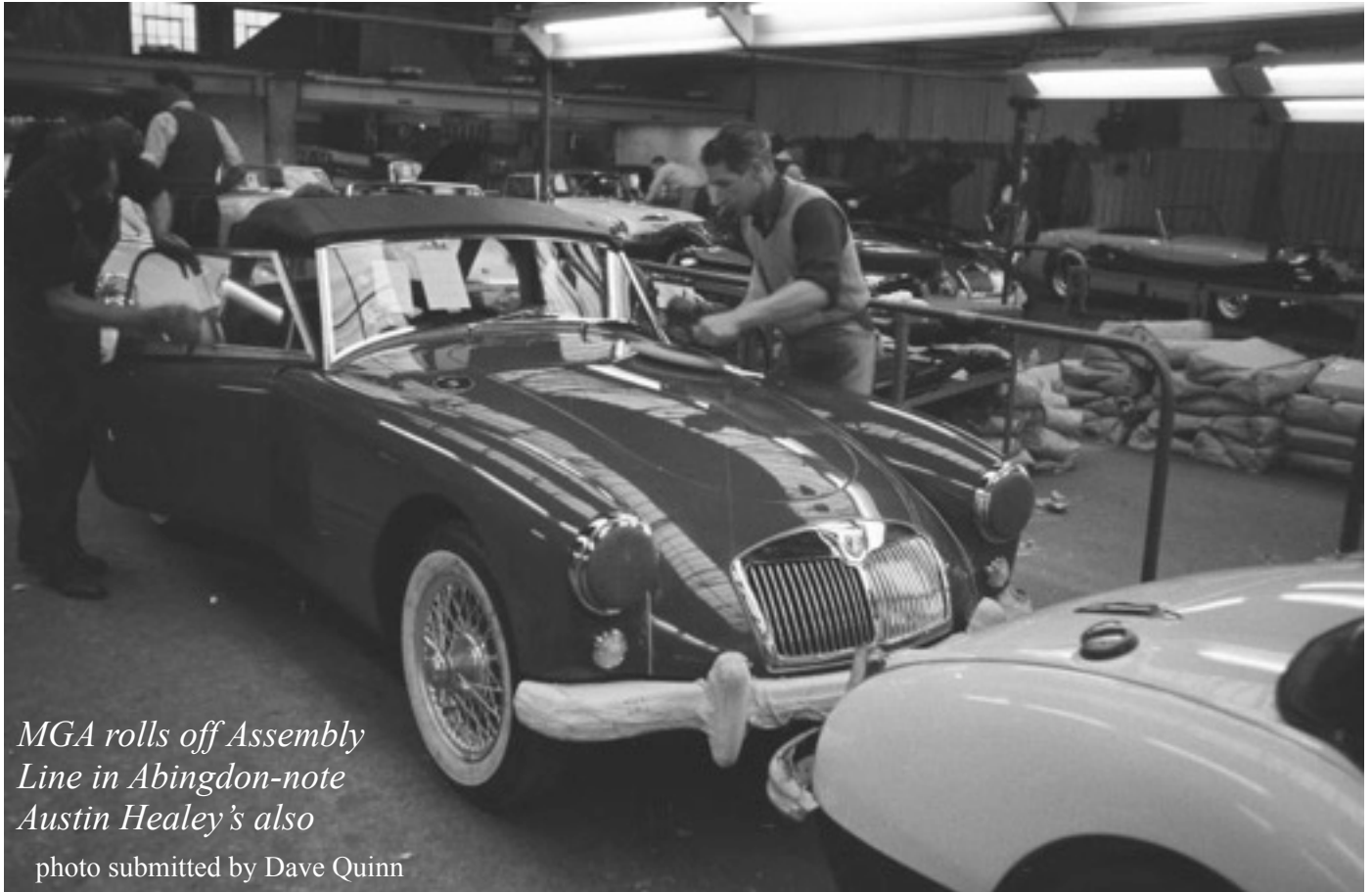




A-Antics



MGA rolls off Assembly Line in Abingdon-note Austin Healey's also

photo submitted by Dave Quinn

Dave Quinn's Top Replacement
Member Directory
Business Meeting
John's Rebuild Saga



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.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 Kroy
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: 60 Active and Paid-Up Members

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

Classified Ads

For Sale: TRUCK AND TRAILER

2003 FORD EXCURSION EDDIE BAUER EDITION, NEW 6.0 DIESEL ENGINE WITH WARRANTY, NEW TIRES, GREAT VEHICLE AS WELL AS SUPER TOW VEHICLE. WITH WEIGHT DISTRIBUTION HITCH AND ANTI SWAY BAR. ALL CREATURE COMFORTS INCLUDING DVD PLAYER AND FRONT AND REAR AIR.

2003 FEATHERLITE 24' TRAILER PLUS 4' NOSE, ALL ALUMINUM LIGHT WEIGHT TRAILER. (3500 LBS) SIDE DOOR AND FRONT AND REAR RAMPS. 20' AWNING, D TRACK THROUGHOUT, 3 CARGO STRAPS, AXLE STRAPS AND TIE DOWN STRAPS.

UPGRADED HEAVY DUTY AXLES AND 15" WHEELS AND UPGRADED TIRES (NEW), PLUS TWO SPARES. ELECTRIC JACK, ROOF VENTS, INTERIOR LIGHTS BACKUP LIGHT, SIDE LIGHT. WILL HAUL 14,000 POUNDS WITH THE INCLUDED UPGRADES

AVAILABLE NOW. \$32000.00 for both
EMAIL JZORN@MINDSPRING.COM

Letters

Time To Replace?

I recently purchased a beautifully rebuilt MGA, but while crawling underneath it noticed a slightly worn clevis pin. I took a picture of it and wondered if your members suggest I consider replacing this in another 10,000 miles or so? I know it's been restored to concours standards, and maybe this is as the factory made them originally. Still, I wonder if this pin would last for 100,000 miles? Comments from your members please? Thanking you in advance,



Lance Linguine

Would You Buy A Used Car From These Guys?

Dear Editor;
(Sent in by Dave Smith)

Ken, this may be the only picture of the initial MG Michigan dealer network. I know I would buy an MG from these guys. They certainly look Reputable. Photo was taken before the initial shipment arrived.



Dave Smith

Dear Dave; I recognize those car salesmen. Last I checked, two were in the Witness Protection Program, and the third was later found stuffed in the trunk of the 1947 Dodge for sale on the lot.

Ken Nelson

Tic Tock Goes The Clock

We had a great meeting last Saturday. A number of events are on the schedule with a few yet to be finalized. You will see them in the next A-Antics, which will be in your mailbox (physical or virtual) very soon. There are still opportunities for you to plan and host an event. Contact our new events chairman, Gary Cunningham if interested. There is always room for a day in the garage. Just find a project that you want some help with and get the word to Gary. All that's needed is an MG and the necessary tools and supplies. Of course, beer and snacks never hurt.

At the meeting, Dave Quinn showed everyone information about a clock with a neon light border that can be had with custom designs. He thought the Rowdie logo would look good on it. See the attached and check out the web site. After you do, please email me back in the next week or so to let me know if you are interested. If enough people want one, the club could cover the cost of setting up the design. <http://www.motorsports-marketplace.com/main.sc>

Chairman Bill



Rowdies Lose A Good Friend

Bruce Nichols reported Pat Schwartz' unexpected death in December 2016. Following is his obituary from the Port Huron Times Herald:

“Mr. Patrick Eugene Schwartz, age 78, of Marysville, passed away on December 8, 2016, in McLaren Macomb Hospital, with his family by his side.

Pat graduated from St. Clair High School in 1956, he attended Central Michigan University from 1956 to 1960 and was a member of Sigma Phi Epsilon Fraternity and the Central Michigan Golf Team. Patrick served honorably in the [United States Air Force](#) from November 16, 1960, to November 15, 1966, was assigned to the 1st USAF Hospital, Selfridge AFB, MI, also, assigned to the 45th Aeromedical Evacuation Squadron for the rest of his enlistment. His squadron was attached to the 403rd Troop Carrier Wing at Selfridge, where Pat flew in the (Flying Boxcar) C-119.

In July, 1962, Pat started a sales career with Mueller Brass Company as a sales trainee and worked there for 44 years in outside sales, until 1980 and inside sales management positions until retirement in 2006.

Pat was a loving father to his 2 daughters, Kristen Bond and Kelly Garry; and to his 3 grandchildren, Alec Bond, Sydney Bond and Noah Wulbrecht.

Pat was on the House Committee for the American Legion at the Marysville Post #449, a member of the 40/8, St. Clair River Country Club, MG Car Club and former member of the Board of Directors at the Black River Country Club.

He had many hobbies throughout the years including, riding motorcycles, skiing, his beautiful, fast cars and most recently, wine making with his friends.

Pat had a tremendous love for the game of golf and his house was adorned with his lifetime of golfing memories and achievements including 2 hole-in-one's.

Pat is survived by his daughters, Kristen (Scott) Bond and Kelly (Greg) Garry; sisters, Susan (Tim) Armstrong and Barbara (Dave) Goodenough; grandchildren, Alec Bond, Sydney Bond and Noah Wulbrecht; and several nieces and nephews.”

Pat's daughter, Kelly (Schwartz) Garry, wrote in to the Rowdies with the following letter about her Dad:

“Hi Bruce, How incredibly helpful... Your help is very much appreciated!

I would appreciate one more thing to be sent to the members on mine and my father's behalf, if you would. Could you forward the following for me?

I am sorry that I did not contact anyone before my dad's funeral so you could pay your respects. It has all been so horrific that I can not believe he is not here today. You see, I was so very close with my dad and I put together most everything for his services. It was overwhelming to say the least as it was held on December 15th-16th. Just 10 days before Christmas. There were some people that we failed to notify until later just due to the sheer enormity of the task and I know for me, the absolute shock I was in. Frankly, I look back on that week and do not know how I even got out of bed.

But I am trying to keep close to me, the things my father held dear to him.. one of which was always his MG!

Thus, my husband, son and I have talked and decided we will become members of the clubs and carry on the tradition in his name. My son, Pat's grandson Noah, has aspirations of helping to restore the interior and learn more about the MG.

If anyone wanted to pay respects, we are putting dad in the Port Huron Veterans Cemetery Columbarium on his birthday this coming June 22nd, 2017.. also the day his mom had passed away just a year and a half earlier. If anyone is interested you can contact me closer to the date and I will get a specific time to them.

Again, thank you all for your help and thoughtfulness...It really does mean the world to me!!

Kelly Schwartz-Garry

978 St Joseph Ln. Marysville, MI 48040
586-873-3245 kmw2007@comcast.net



Picture by Ken Nelson

Pat Schwartz, center, with Dave Quinn & Brian Beery at Stahl's Museum May, 2016



Pat & Kelly at 1982 Birthday auction at RB's, along with Doug Kniff & RB Hart

Kelly with Pat's coupe in 1982

Pictures by Dave Quinn

*Reprinted From "The Hoosier
MGs e_News Of Jan-Feb 2017*



ROWDIES 2017 CALENDAR OF EVENTS

2017

April

- 8 **Kimber Birthday Party**
Delhi Cafe-Holt, MI

May

- 6 **Drive Your MG Day**
Location TBD-Ken & Mel Klemmer
(248) 444-4096
- 21 **Spring British Car Gathering & Picnic**
Camp Dearborn-Milford, MI 11am-4pm
Windsor Detroit MG Club

June

- 16-18 **Stratford Festival Tour**-Phil Wiltshire
Windsor Detroit MG Club
Guys & Dolls-Festival Theatre
- 17 **Brits in Bayfield (Canada) Car Show**
WDMGC-Phil Wiltshire 10am-9pm
Peter & Diana Thornley to Attend
- 19-23 **GT-42 Solvang, CA.**
See <http://gt42.namgar.com/>
- 22 **Memorial Service for Pat Schwartz**
Port Huron-Exact location TBD-Kelly Garry

July

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

August

- 1 **Rowdie Birthday Party**
Jan & Lloyd Herring-Time TBD
7600 Jericho Ave, NE-Rockford, MI
- 19,20 **Thunderbirds Air Show**
Selfridge National Guard Base
<http://teamselfridge.com>
- 27 **Put-In-Bay Road Race Reunion**
Put-In-Bay, OH

September

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

October

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

December

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

2018

- TBD **Rowdie Business Meeting**



CHAIRMAN'S CHATTER

by Bill Weakley

Greetings, Rowdies. As I have said previously, I try to keep a positive attitude in the winter by taking advantage of my heated garage to do major MG projects. I am doing a lot to keep that positive attitude this winter. I recently got my MGA engine back from the machine shop with new pistons, bearings, cam, timing chain,

exhaust valves, guides, seats, stem seals, freeze plugs, etc. I also had a mechanical seal installed on the rear crankshaft flange, following Barney Gaylord's scheme. Of course, I won't know how effective it is until the car is on the road, but it looks good for now. I put a mechanical seal on the Midget as part of the 5-speed installation, and that seems to have worked out well. I sourced the MGA seal from the internet and had a friend make the ring that fits on the crankshaft flange. My friend just happens to have a large turret lathe and knows how to use it.

Much of the seal installation could be done at home, but the main hole in the back plate and the seal ring need to be done by a machinist. I estimate that the cost to take an engine to a shop just for the seal installation would cost about \$200 plus the cost of the seal and ring. It was a little less as part of a major engine rebuild, but I didn't get an exact breakdown.

The engine and transmission are now in the chassis with the drive shaft hooked up. Except for the lack of a fuel tank, wiring harness, generator, carbs, steering wheel, accelerator and a few other little, unimportant things, the chassis is drivable. I'm getting kind of excited. I have completed the MGA front suspension upgrade to B components, installation of all brake components and lines, tunnel and floor boards. The body tub has been blasted and primed. Unfortunately, the blasting exposed a couple rust through spots that had to be repaired. I need to finish stripping the rest of the body pieces before going to the paint shop. I have three potential painters.

While I wait for my latest order from LBCarCo to keep progressing on the A, I work on my C. I had the head reworked and finished fitting the hardtop. I like to keep several projects going, so when I run into a stopping point on one project, I can shift to another. A downside to this plan is the problem of keeping track of where I left off each time I shift to a different project and where all the pieces are. Some days I think I spend more time looking for stuff than doing anything productive. Other days, I make progress very slowly. The other day, I spent almost an hour putting one nut on the exhaust manifold to downpipe on the C. It's one of those cases where you can see it or touch it but not both, and I could only touch it

with two fingers. It makes me wonder about the engineering that went into these cars.

Working on the A makes it very obvious that the art of automotive design has come a long way. Old world craftsmanship also means old world ways of making things. The number of parts required to make something on the A is many times the parts that would be used to do the same thing now. I suppose the MG designers were pretty much restricted to use available components. They seemed to have a fairly small pot of parts to choose from. I recently saw a 1937 V-12 Lagonda with the same tail lights as the MGA. It seems that MG also had a very limited engineering budget, so they weren't inventing a lot of new ways of doing things. Of course, there is a big advantage for us hobbyists because we can work on these cars with simple tools and basic methods.

We hosted the annual business meeting on February 18. It was a beautiful, sunny day with temperatures almost reaching 70F. I was very impressed to see Ken Klemmer arrive in his very pretty, white coupe. More information on the meeting can be found elsewhere in this issue.

Get your cars ready. Spring may be closer than you think.

Bill Weakley



First Drive of Spring in Your MG

Travel Packing Tip

by Dave Quinn

Going to the GT in California? Here are some ideas if you are thinking of going. Before leaving for the Louisville GT I took inventory of what I carry and thought I would share it. Truth be known I didn't pack anything special. This is what I carry all the time. I try to be prepared.



CAR TRAVEL INVENTORY

Inventory 2016

Wood box under battery cover

generator (best with fan and pulley attached)
SU fuel pump
ignition coil

Tool bag in trunk

usual tools
misc. nuts, bolts, cotter pins
electrical connectors
Gorilla tape
long plastic ties
wire wheel hammer
mechanic's gloves
rubber gloves
wet towelette

Soft bag in trunk

small first aid kit
MGA jack
6 foot tow strap
heater hose
transmission funnel
top radiator top hose
bottom radiator hoses
plastic sheet (trunk rain leaks or to lay on ground)
GPS & charger

Clear bag in trunk

fire extinguisher
complete distributor with plug wires

Loose in trunk

Valvoline VR1 20w50 engine oil
GTX 20w50 transmission oil
inner tube (in lieu of carrying a spare tire)
fan belt (in trunk lid frame)
valve cover gasket (in trunk lid frame)
jack handles (tied pouch)
hooded raincoat
side curtains
fender cover towel
blanket

Soft bag sits on battery cover

4 new E-3 spark plugs
4 new Champion N5C spark plugs
2 new rotors
2 new brake light switches
generator brush set
plug gapping tool
fuses
hose clamps
electrical auto analyzer
wire stripper
electrical wire
plastic vice grips
trouble shooting light
carb repair kit
carb fuel hose & clamps
electrical tape
plastic ties
Permatex universal blue racing gasket sealant
blue and red thread locker
rubber repair patch
razor knife
lithium 123A flashlight battery
3 foot tape measure
3 foot of metal wire
gas tank repair putty
18" light weight jumper test wires
36" medium jumper wires
14 foot heavy jumper wire
points and condenser
brake light bulb

Loose in driver's door

insulated travel thermos
attachable emergency light
knife
garage door opener
3-way flashlight
regular eye glass case

Jar in driver's door

lithium flashlight
tire gauge
camping knife
stubby standard screwdriver
stubby phillips screwdriver
tiny screwdriver
ear plugs
cruise control 'pickup' magnet
Allen wrench for wind deflectors
mechanical pencil
Motrin 800mg
business cards
velcro wrap
green tooth picks

Leather pouch in driver's door

Rowdies fliers
registration and insurance
member lists (Rowdies, NAMGAR, BMC)
tablet, pen & pencil
windshield ID card
soft beer cooler

Loose in passenger's door

insulated travel thermos
attachable emergency light
sun tan lotion

Leather pouch passenger

wife's hairbrush
micro cloth
mints & crackers
rain tape (3-M medical tape)
coin purse
gum
magnifying ruler

Center ash tray

cell phone & charger

Side curtain stowage bag

toneau cover
maps

Book bag behind seat

Maintenance records & notes
Haynes manual
Glenn's MG repair guide
Moss catalog

Consider adding

J-B weld
radiator stop leak

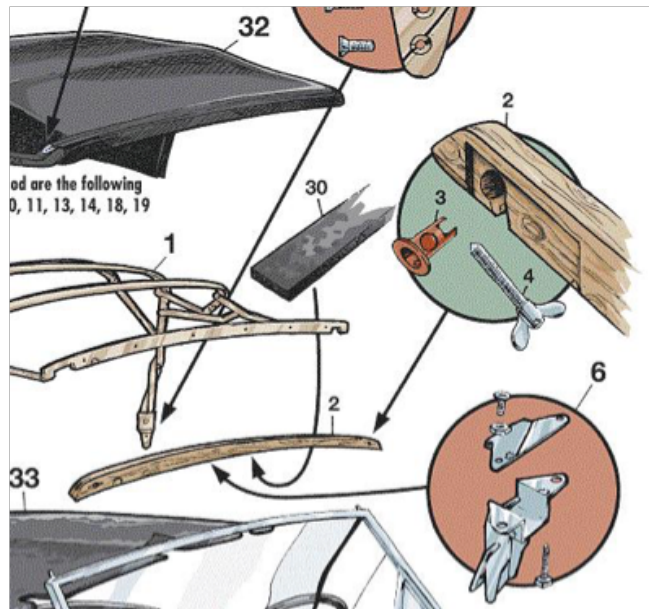
**Dave Quinn's "Ragtop Refurbishment and Restoration Review"
(or A Lesson in Patience from "The Master")**

MGA top replacement notes

by Dave Quinn

The project started simple enough

I wanted to reposition the weather flap above the windshield as mine allowed significant rain to leak into the cockpit. The prior owner positioned the flap incorrectly. After removing 291 staples and 69 tacks the hidem strip and weather flap came off! With the wood rail removed it was apparent my 1500 top bow had incorrect repairs. Someone had re-welded the female pathway on the driver's side for the chrome wing bolt in the wrong position, so the wing bolt completely missed the windshield peg. In resolving this I thought I would share some of my research findings. Keep in mind I retained my 1500 cloth top, while changing both the metal frame and wood header rail to the later MkII style.



Three top bow styles

There are three styles of top bows. Style 1 is the original 1500 top bow. According to Fred Horner on Gaylord's site these early frames had all of the individual bows welded onto the top frame

including first top bow, which measured 10" back from header rail.

The Style 2 bow according to Clausager's reference book was the first factory modification. It came early in the 1500 production with car 10501. Horner says his bows show the first bow was moved back an inch to 11" and not all the bows were welded. In fact, welding the bows in addition to screws seems to have varied throughout production. Style 2 is the most common bow and reportedly came on nearly 68,000 MGAs.

The Style 3 bow was a major factory modification that came in January 1960 during the 1600 production with car 78249. This upgrade allowed the frame to be folded deeper into the storage area above the battery compartment. This helped side curtain storage room and seat adjustment. A Moss catalog shows a diagram of how this was accomplished. The lower mounting bar was extended from 9" another 1/2" to allow the slide slot to be enlarged from 1/2" to 1". This would accommodate a more compact fold. After having Style 3 on my previous car I knew what I wanted. I put my poorly repaired Style 2 bow aside and cleaned up a Style 3, using red thread locker on any loose screws.

Three front wood header rails

Barney Gaylord describes three rail Styles: The Style 1 rail was used on all 1500's: a thin-flat Style. There is no rear lip on the wood, as there was with no center latch.

The Style 2 rail appeared on early 1600's: thicker-beveled wood with a rear overhang to hold the center latch.

The Style 3 rail came on the late 1600s and MkII's: slightly longer on both ends for the

slightly wider bows consistent with the last bow change.

Vendor catalogs do not distinguish the different rail styles. When I checked in April 2016 both Moss and Scarborough Faire only stocked Style 1. Clarke Spares carries some hardware but no wood. Victoria British listed Style 1 in their catalog but thankfully they did have the Style 3 rails in stock under part number 10-885. This was what I needed for my Style 3 bow.

Wood header rail comparisons

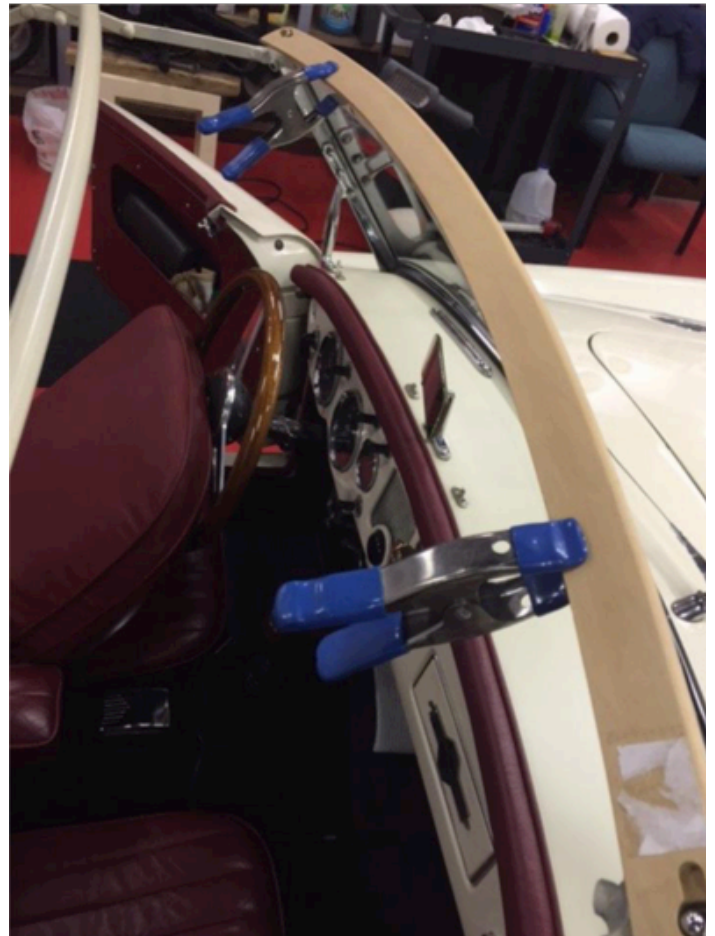
Here are some comparisons of used wood rails I had on hand. Measurements are approximates:

- (a) Style 1 for the 1500 by an after-market company. It was beveled, starting with a $\frac{1}{2}$ " front edge back to a 1" rear edge. It had a significant $\frac{1}{2}$ " front overhang going beyond the windshield chrome frame.
- (b) Style 2 for a 1600. It was beveled with the same dimensions and frontal overhang of Style 1, except it has a rear step for center latch.
- (c) Style 3, square in shape rather than beveled with a rear step for the center latch. It was 1" thick with a $\frac{1}{2}$ " rear step. It had minimal frontal overhang of just $\frac{3}{10}$ ".
- (d) Style 3, from Moss over a decade ago. It had the same dimensions and shape as above with essentially no front overhang.
- (e) Style 3, new from Victoria British. It was the same as item (c) described above.

Wood rail fit

The wood rail must be a good fit when laid on top of the windshield frame. There is no reason to expect a poorly shaped rail to seat well and keep out the rain. Both a Sacred Octagon tip and

Green's MGA Restoration Guide point out a good rail will have slightly less curve than the windshield frame so that when the sides are pushed down on the pegs and wing nuts fastened, the center of the wood is pressing against the frame. Later rails have a latch to ensure it's tight in the middle. The wood I received from Victoria British when laid on the windshield frame was perfectly flush. Brass screws were used to attach the new wood to the bow's front rail that flexed enough to make a perfect form. Temporary clamps insured everything was flush while screwing the wood to the metal.



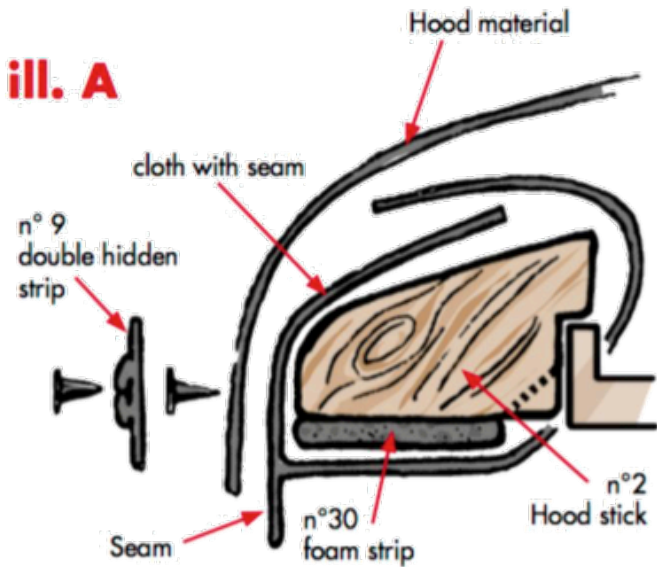
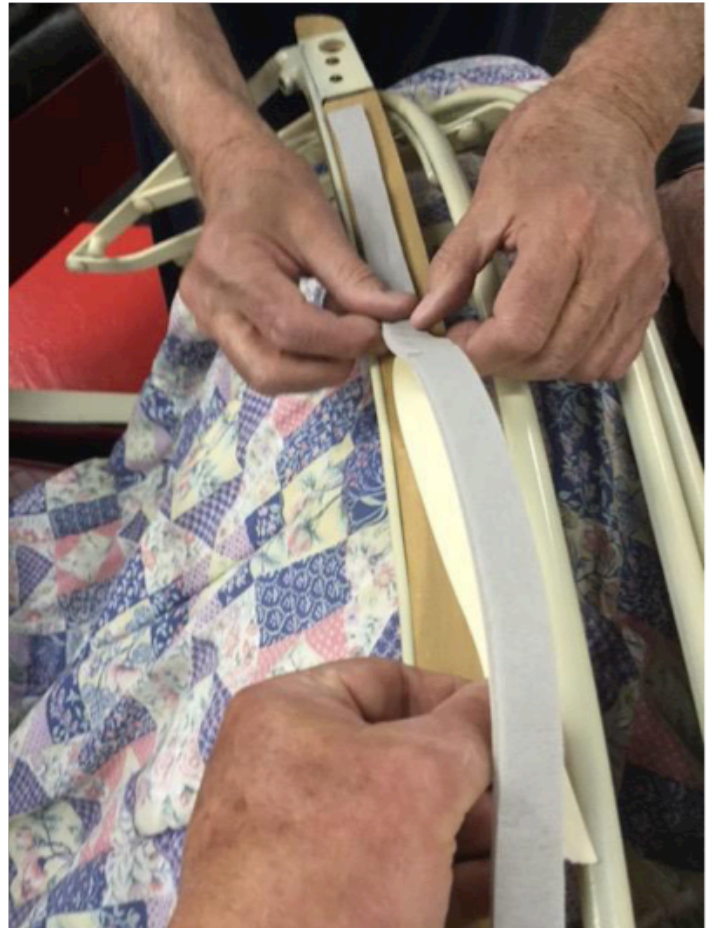
(continued next page)



Todd Clarke of Clarke Spares said foam strip was something the factory did towards the end of production. Todd sells a foam core strip that is 3/32" thick that can be glued to the rail. RB described it in his instructions in the A-Antics Tech Manual and says it should be about 1/8" thick by approximately 3/4" wide, and not fit the entire length of the rail. In the same manual there is a separate tip from Gil Dupre who used a piece of foam rubber self-stick seal from Wal-Mart and claimed it stopped rain leaks for 30 years. For my project, I purchased a 17 foot roll of Frost King vinyl foam weatherseal self stick tape that was 3/16" thick and 3/4" wide at Lowes Hardware for just a couple dollars.

Foam weather strip beneath the wood rail

This strip is not shown in any of the usual USA vendor catalogs; however, it is clearly shown in the catalog from a Belgium company, Anglo Parts, as n 30 in the picture. Their foam strip was 110 cm (39.4") in length. To see more wonderful artwork of MGA parts you can download Anglo Parts online catalog.



(continued next page)



Brass sockets

I ordered new sockets for each end of the wood rail. I found the pre-drilled holes needed to be enlarged slightly to accept them. I ensured the holes drilled in the wood header were 5/8" from top to bottom. I found the holes, for whatever reason, had not been drilled as one clean motion because midway there was a difference of a few thousandths. I re-drilled the holes using a 5/8" (0.625) wood drill. Even so, I could not easily push the inserts in. I tested a 3/4" wood drill (0.75) on scrap wood and found that too big. I was thinking I would need a hole somewhere between the two sizes; perhaps 0.68. I then measured the original 1500 wood and found it to be roughly 0.62 or slightly smaller. I decided to wait; figuring I could rasp mine out a few thousandths if necessary. But, once the wood was attached to the frame, to my surprise one socket slide in easily and the other side went in with just light tapping. So my suggestion would be to insure it's a nice clean hole from top to bottom and not remove any more. This provided a tight fit without cloth

interference, since my weather flap holes were already cut to accept the sockets

In my wood samples, earlier styles (Styles 1 and 2) slots for the socket tabs were at an angle. Whereas Style 3 tab slots were parallel (see picture). To insure the wing bolt hole was located properly the socket tabs needed to be trimmed to allow them to be spread onto the pre-drilled slots for my Style 3



Tops

It had been 28 years since I installed a top. I was fortunate to have RB Hart as my teacher. In fact, all the photos in his lengthy tech article in the Rowdies Tech Manual came from installing a top on my red 1600. It's a shame they were not in high resolution because that would have been more helpful as a reference.

For the best results, I believe putting on a new top is definitely a two-person job. I was very fortunate to have Bruce Mann (see photo next page) be that second pair of hands this time. It soon became evident that his professional approach to the project was such that I became the student.

Disciple Quinn: "Master, how do we install the top?"

Master Mann: "Seek not to know the answers, but to understand the questions. In striving for an ideal, we do not seek rewards, yet trust sometimes brings with it a great reward."

Ok. I have an excellent used 1500 Stayfast cloth top to install on a nicely restored Style 3 bow (MkII) with a new Style 3 wood header rail (MkII). There was just one problem. Moss indicates the 1500/early 1600 cloth tops are not interchangeable with the latter frames on the late 1600/MkII. Will cloth be too short? Will it be too narrow? Did I mention that over the years there were many different styles of side curtains made, both by the factory and by after-market companies? How side curtain outer seals line up with the top cloth side flaps and the front wood rail ends is a factor to consider as well.

Master Mann: "The supple willow does not contend against the storm, yet it survives. Stop worrying. Become the calm and restful breeze that tames the violent sea."

Disciple Quinn: "Yes, master."

We used an air stapler with 3/8" stainless steel staples. One of the features of the Master's stapler was it had a long thin barrel head which

eliminated the need for any tacks, even in the hidem strip.

The end results were great. The weather flap lies on the windshield frame like it should. The top fit is nice and tight.



Thanks Bruce. Could not have done it without you.



I then found myself wanting a serious rainfall to check it out. Instead, it was snow! I took off for Lansing on a Sunday morning with snow falling. It soon became apparent that I would need to finish the job by installing the center latch catch onto the windshield chrome frame.

Center latch

The loop portion was easy. Two screws into the wood header in the appropriate frame rail location that can be felt under the weather wrap. The latch portion is the tough part since it requires drilling two holes into 2.5 mm of chrome/brass/chrome. The holes needed to be counter-sunk so the tiny machine screw heads will be flush in the chrome. Otherwise, they would interfere with the top when attached.

There is little room for error when drilling with a metal latch and metal windshield frame; the latter is no longer shown as available from vendors.

To start, I placed painters tape on the chrome to mark where the top latch loop hit. I flipped the latch on its backside, turned it in the opposite direction and positioned its backside with the chrome's backside to give me the

proper location to drill. It worked perfect for me.

My original approach of starting small and enlarging drill sizes on my practice piece caused the drill to hang up. Neil Griffin recommended, when drilling brass, drilling without a pilot hole, just a center punch, and drilling the hole in one step. This called for a 5/32" hole. I used the latch as a template, positioned as described before and clamped to the chrome frame. As the holes in the latch are a size smaller, 1/8", I drilled a small starter mark for the first hole using an 1/8" drill to prevent drill walking. I removed my template and then drilled the 5/32" hole using the slowest drill setting, which was a torque setting of 1 on my portable drill. After the first hole was drilled I attached the latch template this time on one side using a nut and machine screw plus I re-clamped it as well; did a quick 1/8" starter, removed everything, and drilled out the second 5/32" hole. Both holes came out perfectly positioned.



The final step was to re-drill the two holes using a counter-sink drill bit to accept the small flat topped counter-sunk machine screws, and attach the latch coming from the bottom.

Side curtains

Things were going well so I continued my mission to see how dry I could make the MG.

I had previously replaced the side curtain rubber. But with all the styles of after-market side curtains there were a couple areas that the seal could have covered better.

Here is a before picture of the passenger's side curtain seal.

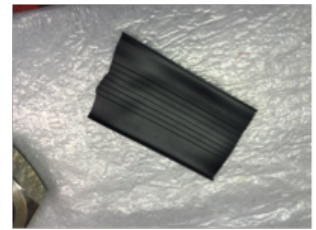


And here is a picture of the side seal after expanding it to fit snug in front.



For soft pliable rubber I used the bottom seal rubber for a garage door. It worked nicely and only cost a \$1.00/foot.

When I replaced my side curtain seals in 2012, Todd Clarke's kit included an adhesive to bond the joints and it has



worked and held up wonderfully. That's what I used to attach my extensions.

The adhesive is Loctite 380 instant adhesive, also known as, Loctite 380 Black Max. And it comes with lots of warnings. **CAUTION: It bonds skin in seconds!** It needs to be done in a well-ventilated area or applied out doors. Wear proper protective gloves, eye protection, and clothing as the company recommends.

Final tweak

When installing the longer wood header, Style 3, I should have trimmed back the wood at both ends about 1/2 inch. Initially I did not. To accomplish this we undid the top wrap at both ends and trimmed the wood back. That eliminated side curtain gap due to overhang caused by the too long header. Now the top and side curtains fit snug, no gaps and are rattle free. Testing everything Donna and I took a 50-mile drive to Dundee one cold morning with side curtains in and had a really enjoyable ride – really!



Wood trimmed back; verses early photos.



“The Master” at work, as he patiently demonstrates to “Little Grasshopper” the proper way to staple the header material

Taboo Subject by Dave Quinn (or “Little Grasshopper Gains Wisdom”)

I was reading an article in Classic & Sports Car by Martin Buckley that struck a nerve for me. To quote, “Having a significant accident in an old car is perhaps the greatest taboo subject of the classic world, but it is a risk most of us accept and rarely think about.” True. Whereas people in modern cars too often drive them as if there were no consequences to hitting something. If the unthinkable should happen there is no pretending that modern vehicles have a lot more potential to do serious harm to our little British cars. Recently the state of Michigan offered me an opportunity I couldn’t pass up – take a 4-hour online basic driver’s program or come clean and

let the State tell my insurance company I got 3-points for being a bad boy. While the course was like being told to sit in the corner and watch a clock for four hours I did pick up one fact worth sharing. A 3,500-pound automobile (average family car) at 55 mph striking a solid stationary object will generate a whopping 177 tons of force! That’s why when you see a deer you are better off hitting it rather than swerving to miss it and hitting a tree. Imagine the force when two similar vehicles at that speed have a head-on collision. Worse yet, one of our little British cars. As Dos Equis – “The Most Interesting Man In the World” always said “Stay alert my friends”. . . well, maybe it was “Stay thirsty my friends”. That works too.

Rowdie Business Meeting

Rowdies 2017 Business Meeting

This year's meeting was held at Bill and Mary Ellen Weakley's home on February 18. There were 32 attendees, including a good contingent from the west side of the state. Lunch consisted of lasagna, salad and a nice selection of appetizers, side dishes and desserts. The meeting got under way just after 1 PM, at which time the outdoor temperature was nearing 70F. Leslie Forrest agreed to take the minutes.

Membership: Larry Pittman reported that current paid members number 62.

Treasurer's Report: Jeff Zorn sent a financial report that indicated the club has \$13,925 as of 1/13/17, an increase of \$1,164 for the year. Revenue from regalia increased, as did the proceeds from the Birthday Party auction. Expenses for the Christmas Party were down.

Web Master's Report: The on-line renewal process is going well, although Larry had some concern that some people may have unintentionally accepted the default \$25/year membership with electronic version of the A-Antics when they have taken the \$40/year paper version in the past. Larry was thanked for providing a very nice web site. It was suggested that someone else be brought up to speed as a backup for Larry.

There was no **Editor's Report** with Ken Nelson off on holiday. (*Viva El Pancho Villa!*)

Bruce Nichols was also absent, so no **Membership Chairman** report.

Meets Chairman Report: Dave Smith discussed the following potential activities:

4/8 - Kimber Party in Holt, MI hosted by LAMGA is a go.

4/21-23 – GOF South Crystal River, FL. Sounds like fun, but no one in attendance was planning to go.

5/6 – Drive Your MGA Day – Ken Klemmer offered to host. Details to follow.

5/21 – Spring Brit Picnic at Camp Dearborn – hosted by WDMGC. A number of people plan to attend.

6/16-18 – Philip Wiltshire will be leading the trip to Stratford to see Guys and Dolls. There will also

be a British Car Show on the 17th in Bayfield, at which the son of John Thornley will be featured.

6/19-23 – GT42 in Solvang, CA. Pittmans plan to attend but will not be driving their A.

6/22-25 – Mid-Ohio Car Show in conjunction with vintage races. MG may be the featured marque.

6/22 – There will be a memorial ceremony for long time Rowdie Pat Schwartz in Port Huron hosted by Pat's daughter, Kelly Garry.

7/7? – Rolling Sculpture Car Show in downtown Ann Arbor – Fun event but no Rowdie event planned in conjunction.

7/9 – Mad Dogs & Englishmen All British Car Show at the Gilmore Museum, Hickory Corners, MI

7/11-15 GOF Central XXXVIII in Akron, OH – Dave said that the meet chairman was inviting all MGs. NAMGAR will sponsor a session on the MGA, and there will be a dinner for MGA people only.

8/5 – Rowdie Birthday Party to be hosted by Lloyd and Janice Herring.

8/?? – Selfridge ANG Base 100 Year Celebration and Air Show – Might be an opportunity for a group drive to the show.

8/27-30 – Put In Bay Historic Races – Alfa Romeo will be the featured marque.

9/?? – Battle of the Brits – Status is unknown. The Triumph club has not yet committed to hosting the event.

10/?? – Rowdie Color Tour – Dave Quinn offered to host. Date to be determined.

12/3 – Christmas Party – Host to be determined. Deb Smith will reserve the Chelsea Depot. Dave Quinn suggested that the meal could be completely pot luck. It was also suggested that the club could have the whole meal catered.

Regalia Report: Bruce Mann brought a number of items, including some free tee shirts left over from GT40. He asked for feedback on sets of coasters and key fobs. Regalia can now be ordered on line.

Elections: Gary Cunningham volunteered to take over Meets Chairman from Dave Smith who is easing out.

New Business:

John Alexander has a list of available parts left over from his recently finished restoration. He is also looking for a double flanged drive shaft. (*Yeah, Good luck with that. Your editor would like to find a double*

ended SkyHook also, but where can you expect to find either of those?)

Larry noted that anyone planning to go to GT42 should make hotel reservations soon, because the hotel is filling up.

Larry is also looking for input on Regional GTs

Bruce Mann will be assuming the duties of Advertising Manager for NAMGAR.

Dave Quinn showed information on clocks with neon lighting that could have custom Rowdie logos and

asked for a show of interest.

Chari Smith thanked everyone for their expressions of congratulations on their 50th wedding anniversary.

The meeting adjourned, and everyone went back to eating, socializing and enjoying a near summery day in the middle of February.

Respectfully Submitted By Ye Scribe,
Leslie Forrest



**Steering Wheel Tip
by Dave Quinn**

Some things have to be done to be believed; especially if they defy logic. On hot sunny days my hands would sweat and stick to my mahogany Moto-

Lita wood steering wheel. This became frustrating even if driving a straight line and barely holding the wheel. The wheel had a nice varnish finish that I considered roughing up with sandpaper but thankfully I didn't. I was on the Internet searching for answers and found a recommendation to **paste wax** the wheel! I thought that has to make it slippery and dangerous but it was worth a try as a little Dawn soap and water removes most waxes. I put a light coat of **Mequire's Gold Class paste wax** over the entire wood wheel and then wiped it off. It was an 89-degree day so it didn't take long to test it out. It worked great. The wheel wasn't slippery and my hands were not sticking to it. If I gripped the wheel hard and made my hands sweat more, I simply had to let go for a second or two and everything was normal again. I've since driven it several times with the same results - it works!

**John Alexander's Journey
Continues.....**

January 5, 2017

When we last left off, at the end of 2016, John had finally fired up the engine, and after nearly gassing himself, he decided the cooling system appeared to work but the horn and brake light switch had recently retired. Those issues were corrected, and our saga continues from there.....

John writes "Over the last few days my tasks have revolved around finishing up the little bits that make up the "complete MG motorcar".



I installed the grille and 4" heater flex hose. And now I'll remove the grille to put the carb 4" flex hose into place! I knew that grille went in too easily! It will be less easy with the bumper and lower valence in place.

I've assembled, and re-assembled, the front bumper so now it is only slightly laughable.

The steering wheel and driver's seat really make it feel like I may be able to drive somewhere when the earth becomes salt free once again.

Those thin little aluminum lower trim pieces are the devil to put on - but they're on now!

Tomorrow will witness the hanging of the side curtain bag. Once that's done I will insert the passenger seat and fit the tonneau and wait until summer to put the top on.



Although Tom Fant will want me to head down to the Keys in April, that's a little too soon in the check ride (break-in) schedule for me to be comfortable - but maybe next year!

Onward," John Alexander

January 6, 2017

Ken Nelson responds "Good on yer' mate! Excitin' times be ahead. Kind of makes ya lay awake at night just thinkin' back on fond memories of when you were just startin' the rebuild...and also whether or not you did the final torquing up of those connecting rod bolts or not..."

Thoughtfully Yours," Ken Nelson

January 6, 2017

John replies " This is tremendous! Thank you for mentioning torquing bolts! It's not the rod bolts I forgot (I hope) but the top bumper bolts that join the front bumper side pieces to the center section. I know I didn't go back to tighten those.

This is the reason you are so highly regarded as an editor-in-chief. It's not just anyone that can zero in on the important odd bits and bring happiness to the multitudes - me, in this case. May praises continue to fall upon you.

OK now. I must get back to work. Spring is a-comin', and I'm gettin' too 'ould to be this excited!"

Methodically Yours," John Alexander



Rowdies Membership Listing-2017

Last Name	First Name(s)	Address	City	ST	Zip	Home Phone	Cell Phone	Email Address
Alexander	John & Carolyn King	464 West Delhi Road	Ann Arbor	MI	48103	(734) 665-0682	(734) 277-4381	king_alex@msn.com
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Barnhart	Mark & Marjie	101 Peninsula Drive	Prudenville	MI	48651	(989) 366-8980	(810) 444-2054	rowdie92@charter.net
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