



A-Antics



Quinn's Prodigal Car Returns
Leakdown Testing - page 18
GT-49
Rowdie Events 2024



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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 MGAs. Anyone is welcome to join our chapter and they are asked to join NAMGAR as well.

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

Nickname: **Rowdies**

Motto: **People First!**

Rowdies Site:

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

MG Car Council Site: <http://www.mg-cars.org.uk/mgscouncil/>

NAMGAR Web Site: www.namgar.com

Past Chapter Chairpersons:

1976-1980	Bruce Nichols
1981-1982	Tom Latta
1983-1984	Dick Feight
1985-1988	Dave Smith
1989-1990	Dave Quinn
1991-1994	Mark Barnhart
1995-1995	Herb Maier
1996-1996	Tom Knoy
1997-1998	Neil Griffin
1999-2002	Bruce Nichols
2003-2004	Bob Sutton
2005-2008	Gordie Bird
2009-2015	Dave Quinn
2016-	Bill Weakley

Rowdies Website: Larry Pittman, Webmaster

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

Larry Pitman's Database Report: 77 Active and Paid-Up Members

Deadline for submitting material for the next issue is: April 20, 2024

Register Your MGA With NAMGAR!



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





ROWDIES 2024 EVENTS

FEB

18 **Business Meeting-** Bruce & Willie
Mann's- White Lake, MI

APRIL

13 Kimber Birthday Party- Holt, MI Delhi Diner

MAY

4 Drive Your MGA Day-
Everywhere
19 Spring Gathering- Camp Dearborn, Milford,
MI
?? City Club Classics- Ann Arbor, MI

JUNE

2 Brits Return To Ft Meigs-Toledo, OH
15 Route 66 Car Show- Nashville, MI
17-21 **GOF Central- Newark, OH -A NAMGAR
Regional Event**
23 **Michiana Brits 36th** Annual Show- South
Bend, IN. St Mary's College
20-23 Mid-Ohio Vintage Races-Lexington, OH

JULY

12 Rolling Sculpture Car Show-Ann Arbor, MI
14 **Mad Dogs & Englishmen-** Gilmore
Museum,
Hickory Corners, MI
15-19 **GT-49- WELCHES, OR**
27 **Rowdie Beach Party- Tom Fant's
Lakeshore** Pinckney, MI

AUGUST

10-11 Alden Car Show- Alden, MI
17-18? John Twist's Summer MG
Party- Grand Rapids, MI
30 **WATERFORD VINTAGE RACES**
Clarkston, MI

SEPTEMBER

8? Battle of the Brits- Camp
Dearborn- Milford, MI
14-15? Orphan Car Show- Ypsilanti, MI
17-19 Put-in-Bay Vintage Races-
Put-in-Bay, OH

OCTOBER

?? Rowdies Colour Tour-TBA
Dave & Donna Quinn
?? Larry's Day In Garage-
Fenton, MI

NOVEMBER

DECEMBER

8 Christmas Party- Chelsea, MI

OTHER POSSIBILITIES

Cars & Coffee
Day/s In Garage
Spontaneous Drives in Country
Canoe Trip
Bar Hopping Like It Was 1958
Visit Car Restoration Shop



Ken & Kathy Nelson show off matching Rowdies hoodies and Kevin Peck shows a sweatshirt and cap from our new regalia supplier Jim Wagner Signs & Apparel (<https://rowdies.itemorder.com/shop/product/31697744/>) Try one on today!

MEMBERS PAGE

New Members

Bill Hirsch

Address: 8005 Breton Rd, SE
Caledonia, MI 49316
Cell Ph: (616) 723-2288
Email: hirsch3@me.com

James & Linda Jackson

Address: 6532 East Ridge Court
Brighton, MI 48116
Home Ph: 517-518-1260
Cell Ph: 517-518-1260
Email: jjackso5@hotmail.com
Type of MGA: None
Other Cars Owned: 2006 Mini Cooper
NAMGAR Member? Yes

Letters

Cyclmaster Roundsman Bicycle

John Alexander found information about how parts were transported around the MG Factory at Abingdon, England. They used a motorized bicycle pictured below. What could be better: MG, Abingdon, and Riley parts bike! Note the tyres are not flat!

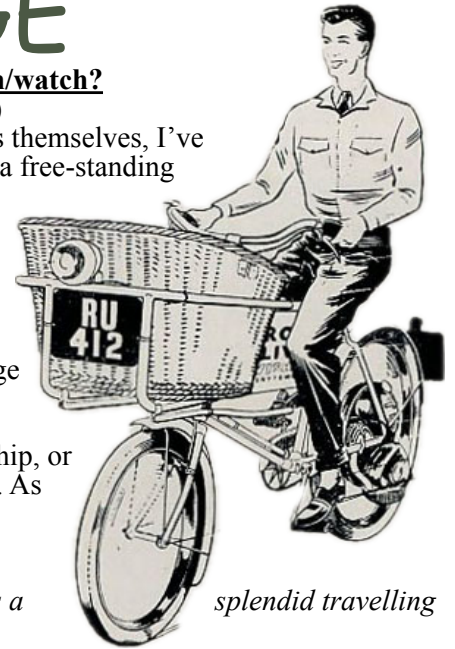
Just trying to expand the historical experience of our Rowdies. This *Cyclmaster Roundsman* was used as a factory runaround by the Morris/MG/Riley parts dept, and was purchased by an enthusiast from that area in 1980 after the factory closed. He sold it in 2008, taking it out of storage recently to be serviced to ride it around Brighton, England. As you can see in the video below, it starts easily and runs well. (See <https://>



www.youtube.com/watch?v=ibSvojFFwXM

Apart from the cars themselves, I've never come across a free-standing display item relevant to MG, Riley or Morris cars. So this unique machine is ideal for any exhibition of vintage MG cars, for publicity use in a leading car dealership, or as a museum piece. As the Cyclmaster Roundsman advert points out:

'The Roundsman is a splendid travelling advertisement.'



splendid travelling



Prompt deliveries . . .

In these competitive days, prompt delivery must be given if new business is to be secured. The Cyclmaster Roundsman enables you to give a first-class service at lowest costs. An exceptionally strong delivery bicycle, it takes payloads up to 1 cwt. It is difficult to find youths willing to pedal a loaded cycle, but the famous Cyclmaster engine attracts just the right type. Finished in silver-grey and chrome, the Roundsman is a splendid travelling advertisement.

at LOWEST COSTS!

Bicycle only £19.8.6d. Complete with Cyclmaster wheel £47.5.0d. No Purchase Tax, 2" Balloon tyres, number plates, licence holder and wheel stand included in price. Basket, lamps and wiring extra. Write for free leaflet.

Cyclmaster Roundsman

CYCLEMASTER LIMITED, (DEPT. R.11), 31A ST. GEORGE'S DRIVE, LONDON, S.W.1.

3 MILES A PENNY!

(SEE STORY ON PAGES 10-11 ALSO)

Cabin Fever Luncheon



The Michigan MGC car club members of the **American MGC Register Association** met on 2-22-2024 at Brighton's Red Robin Restaurant. Of course these hardy MGC owners are also members of the Other British car clubs in Michigan too.

Left to Right: Fran Lewis Treasurer, Bill Weakley (Webmaster), Allen Bachelder, Mary Ellen Weakley, Chari Smith, David Smith (Registrar), and A Special Guest: The Statue of Liberty. The event is this group's second annual Cabin Fever Luncheon. The 2023 activity was in Waterford Township.

Dave Smith

New Member At Business Meet

New member Bruce Short was seen chatting with 'old' member Dave Quinn recently at Bruce & Willie Mann's home on Feb 18th. Bruce owns an original 1962 Mk II Deluxe roadster and we're eagerly looking forward to seeing it at an upcoming meet. He had been a previous member from years back and is now rejoining the club



Son Of Mann

What could be more appropriate at a Business Meeting hosted by Bruce and Willie Mann than to meet up with Bruce's son Tim Mann and his wife Karen. We're looking forward to seeing them at upcoming meets as well this year. They don't own an MGA as yet, but are reputed to know someone who has a few extra he could loan them.



Who's Got A Birthday?

Cecil Kimber, that's who, and it's his 136th and the Rowdies celebrate it **April 13** at **Delhi Cafe** in Holt, MI starting 11-12 AM (4625 Willoughby Road-Holt, Michigan 48842 517-694-8655.



Cecil's looking forward to seeing you there! (No presents please)

Questions Please

What current auto magazines do you like? I realize auto magazines no longer have the popularity they once did. I still like getting one in the mail and taking my time reading them. For the past few years I have enjoyed the Hagerty Drivers Club magazine. But since Hagerty sold out to State Farm the magazine has really slipped. The best column was always by Jay Leno. They used to have some good in depth pieces about classic cars, company history, etc. Now it's filled with full page photos and pieces about cars or owners I couldn't care less about. After lowering the quality they just double the price from \$45 to \$70. No way!

Dave Quinn

Cruisin' In February

In my most recent Chairman's Chatter in the A-Antics, I described the status of removing the 22-year-old tires from my A. I have since mounted the new tires with new tubes. With a break in the weather and roads mostly clean and dry, I took the car out for a test drive on February 6th. I got it up to 75 mph on US-23 without any noticeable vibration, so I am very pleased. I won't have to take the wheels to have them spin balanced.

On my way home on North Territorial Road heading east, I decided to go to the corner of Pontiac Trail where a little bakery/coffee shop, *The Enchanted Oven*, has been getting ready to open. As it turns out, they had been open for two days. While I was buying a salad for lunch, the dishwasher was on his way out and noticed my car. Everyone wanted to go out and look at it. The owner took this photo and posted it on their Facebook page. You can see in the photo that the tires still have powder on them from the mounting process. It's been a long time since I had a fun MG drive in February.

Chairman Bill

He Wants To Come Back

I got word from Jerry Jesion that he has sold his beautiful '57 Ford and is now looking for an MGA. He wants a good one. So if you know of one for sale, let Jerry know. Jerry has maintained his Rowdie membership without an A for a few years now. It would be great to have him back in the line-up of MGAs at our events!

Chairman Bill

(Ed Note: We're all looking forward to seeing you at meets again Jerry)

Information For Kimber Meet

From Dave Smith

Club members, The Kimber Party will be held at the Delhi Cafe on Saturday April 13, 2024. The address and phone # in the Rowdie Calendar is correct.

Dave & Cheri Smith are hosting (517-694-4856).

The restaurant is again open on Saturdays, so there will be other cars in the parking lot, but we will have the back room again for our use. I will set up a car corral in the south end of the Delhi Cafe Parking lot in the morning by 0900 so folks will know to park there. This should make for some great car pictures for our various magazines. If you would like to add an owner/car photo, I suggest we do that at Noon.

The Restaurant is open to us at 11:30 AM for bathroom and just visiting in the group dining area. Call me if you have any questions or comments. **Dave Smith**

Public Service Announcement

From the Internet at MGA Fan Club. Feb 13, '24-Jack Neuner

Your PSA (Public Service Announcement) for the day-- if your tow truck guy tries to load your car BACKWARDS onto the flatbed...don't let him. My windshield turned into a sail. Not good...

***Bill Gallihugh***

Steve Mazurek sent a note from Trudy Gallihugh about Bill. "Hi. This is Bill's daughter CJ. Dad is telling me what to tell you. Please share with MG friends. Dad is home Feb 1st. He had another stroke. He's very weak and has difficulty speaking. He'll be getting PT, OT, and speech therapy at home.

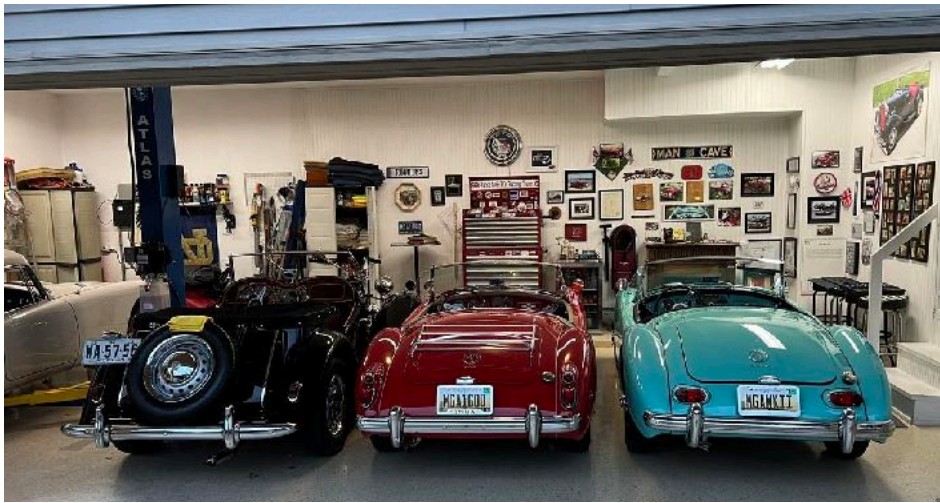
His mobility on his left side is back to zero He likes hearing from everyone but needs help to respond. Phone # (269) 743-7316 or bil.tru@att.net"

Bill's daughter, CJ

They Don't Build Them Like They Used To

A 1930s era MGA Airline Coupe in restoration at the 2006 GT in Gatlinburg, TN. Note the extensive wood framing

Progress From Bruce Mann's Garage





Chairman's Chatter

We just had our annual business meeting, which was very nicely hosted by Bruce and Willie Mann. It was great to see everyone. A brief summary of the meeting can be found elsewhere in this issue.

I was hoping to drive my MGA to the meeting. Because of the unseasonably warm weather lately, we have had periods when the roads were fairly clean and dry, if not completely free of salt dust. Unfortunately, we had snow a couple days before the meeting, prompting the road crews to repave the roads with salt. Though it was dry the day of the meeting, I just couldn't bring myself to subject my A to the salt. I spent too many hours repairing and replacing rusted panels on that car. I would like to avoid doing it again.

However, I would consider restoring another car. I really do enjoy the work of restoring a car. I have all the necessary equipment and am still able to do the work. It occurred to me at the meeting that Bruce Mann and Larry Pittman are probably the only Rowdies actively restoring a car. Most people in the club have a restored car or one close enough to being restored that they aren't interested in going through the process again. Some have even gotten rid of some of their major restoration tools. Of course, just maintaining a 60-year-old car requires some work and expense, and that is enough car work for many.

I do have things to do on my three MGs. I have struggled with vibrations from the front brakes on my MGC. I have replaced the discs twice. Each time the vibrations go away for a while but come back in less than a year. So I decided to up my game a bit by ordering drilled and slotted discs and new ceramic pads. One aspect of the C front suspension assembly is that the calipers have to be disconnected from the brake line to remove the discs. On most cars, it is possible to remove the caliper from the disc and hang it from the suspension, while keeping the hose connected. I really dislike bleeding brakes and dealing with brake fluid. The first side went back together well. The second side was a different story. One of the caliper pistons was stuck and resisted my best efforts to free it up. Rather than try to rebuild the calipers, I have ordered new calipers. Brakes are one area I don't like to skimp on. Besides, I have put over 50,000 miles and 18 years on this set of calipers, so I don't feel too bad about replacing them. The discs are another story. If this doesn't solve the problem, the next step is to upgrade to vented discs and different calipers.

As discussed in a little item elsewhere, I replaced the tires on my A, and successfully tested them up to 75 mph with no vibrations. I'm tickled pink. The Michelin tires were made in Serbia, so I was a little skeptical about their quality. I have subsequently read that this is a Michelin factory, not an off-brand licensed to reproduce the tires. Earlier in the fall, I moved the front anti-sway bar from below the frame extension to above, as the later MGAs have. I also had the retractable shoulder belts shortened so that they retract out of the way when released. That is all I have planned for the A, other than normal lubrication and checks. Now if I could just decide how to get it out to Oregon in July.

I have also been helping Phil Lyon rebuild the transmission for his 1971 Midget. We have hopefully put together one good transmission out of two, plus a few new parts. Both transmissions had teeth missing from the first gear. One had multiple teeth missing from both the first gear and the laygear and a broken reverse gear shaft. That is what happens when inexperienced drivers use a transmission with a non-synchro first gear.

As you know, we have been preparing for GT-50 next year. I have volunteered to be the Activities Chairman. Many GT activities are fairly standard, but we want to find some that highlight the beauty of the Traverse City area. Tom Fant has already planned four scenic drives that will show attendees the major scenic highlights. If you have any ideas for activities that you would like to see at the GT, please send them to me.

A few years ago, Mary Ellen and I hosted the MGC Register event in Kalamazoo. I wanted the host hotel to be closer to Lake Michigan, but hotel prices near the southern Lake Michigan shore in summer are pretty high, and the hotels there were not set up for hosting groups. So I planned a driving tour to Saugatuck for lunch, then a drive south along the lake. People who have never visited the Great Lakes are typically amazed when they first see it. One fellow from Pensacola said he would skip the drive since he sees beaches all the time. Fortunately, his wife said she wanted to go. They both were glad they did. The only bad part was that it was the weekend after July 4th, and all the towns and beaches were packed. The timing on GT-50 should be better in that respect.

It won't be long before we are out driving our MGAs again. The Kimber party is less than two months away. So have your cars ready to drive. Dave Smith has arranged to have a car corral area in the parking lot at the Delhi Café, so we hope for a big turnout. In the meantime, enjoy what is left of our, so far, very mild winter.

Chairman Bill

GT-49 in Sports Car Heaven

By Reid Trummel
President, Columbia
Gorge MG Club

The Columbia Gorge MG Club is excited and proud to host **GT-49 in Welches, Oregon, July 15-19**, and our very active club is looking forward to sharing the sports car heaven that we enjoy here. In fact, it's difficult to overstate the attraction of holding a GT in Oregon in July. Let's break it down:

Obviously **weather** is an important consideration for any event centered on convertible (and coupe!) sports cars, and July in Oregon is absolutely ideal. In July, the average high temperatures at the venue are in the mid-to-high 70s, with lows in the mid-to-high 50s. July is also the month with the least chance of rain.



Speaking of the **venue**, we'll be at the beautiful Mt. Hood Oregon Resort. Located one hour from Portland in the Oregon high country, our destination resort is a Best Western Premiere Collection property. Tucked away among lush evergreen forests, majestic mountains and exhilarating waterfalls and water-ways, it is "Mt. Hood's Premier Resort Destination."

The resort features numerous **recreational options** including a year-round heated outdoor pool and the best 27 holes of golf in the Mt. Hood Territory. With 18,000 square feet of event space and a 5,000 square foot spa retreat, this wonderful destination resort is ideally suited to host GT-49. What about the **roads**? Glad you asked! Here in northwest Oregon we are blessed



rich forests, crisscrossing the rolling hills of farms and pastures, every road is a calendar photo op! The term "twisties" must have been coined by someone enjoying northwest Oregon's network of low-traffic and scenic asphalt ribbons.

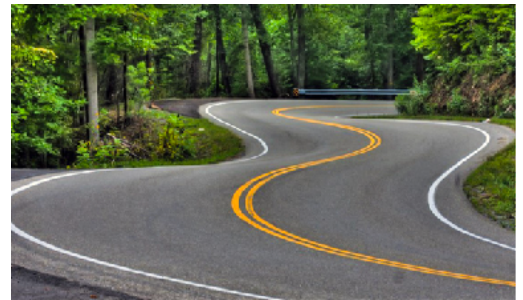
What's on the **schedule**? Another

with some of the best sports car roads anywhere in the world. Traversing mountain passes, motoring through

great question! This is a full-featured GT with everything you've come to look forward to at this premier annual gathering of MG owners and enthusiasts. Let's take a look at some highlights:

Monday, July 15, begins with registration packet pickup, and the afternoon includes the always-popular Hospitality Suite. You can also wash your car that afternoon, and self-guided tours are on offer for those who want to get an early start enjoying the great roads you've read so much about.

In the evening we'll hold a first-timer's reception followed by the event orientation



meeting to help get you ready for a spectacular event in a spectacular setting.

Tuesday, July 16, begins with the Magnette Breakfast followed by the Funkhana, several tech sessions, a guided tour to iconic Timberline Lodge on the slopes of Mt. Hood, lawn bowling instruction (more on that below!), and it wraps up with a dinner dance that is nicely capped off in the Hospitality Suite.

Wednesday, July 17, begins with the car show, always a centerpiece of GT, a tech session and the Lawn Bowling Tournament (aren't you glad you attended the lawn bowling instruction on Tuesday!). The Hospitality Suite

will be open all day, and self-guided tours are available for those seeking more twisties.

Thursday, July 18, highlights include the Rally, a guided tour to the **Western Antique Aeroplane & Automobile**

Columbia Gorge MG Club, are looking forward to welcoming you to Welches, Oregon in July for a vacation of a lifetime!

Event dates: July 15-19, 2024



Museum in the city of Hood River (do not miss this!), afternoon tea, vendors, hospitality, self-guided tours, and the grand finale Awards Banquet.

Friday, July 19, is for our traditional Winners' Circle of selected cars arranged in a circle on the lawn for a final admiring look while enjoying coffee and pastries prior to beginning the trip home.

We've got the climate, the venue, the roads and all of your favorite GT features to make this a really memorable week in sports car heaven. GT-49 Chair Donna McNabb and her team, and all of us in the **Columbia Gorge MG Club**, are looking forward to welcoming you to Welches, Oregon in July for a vacation of a lifetime!

Event registration is open online at www.namgar.com

Resort reservations now open—

Mt. Hood Oregon Resort, Welches OR

Call 503-622-3101 x0

Event name: GT-49; Event code 2407GT-49

memorable week in sports car heaven. GT-49 Chair Donna McNabb and her team, and all of us in the

From Facebook comes a note by Larry Pittman about GT-49 planning at Mt Hood resort: The Namgar Board is finishing up our annual meeting. Got a lot done and enjoyed meeting up with the Columbia Gorge Club, this year's host club for GT-49. Some photos of the Mt Hood Resort area. Lots of great driving roads around that we weren't able to enjoy. Summer will change that! Pictures below.



Lost and Found - My MkII Returns - Dave Quinn

Here is the background. Chris Hurst purchased the MGA on October 13, 1979 from Imperial Auto on East Michigan Ave, Jackson, Michigan. She joined the US Coast Guard & went to Boston. In 1982 she was transferred to Seattle, WA. In 1982 the MGA was placed in storage at her parents' home on Bloomfield Rd, Jackson. The car remained in storage between 1982 & 1987, when her parents were transferred out of state.

The car carried 1982 plates when I purchased it on April 4, 1987. Dave Smith, wife Chari and I picked it up. It had two flats, brakes frozen, rocker panels gone, top rotted, seats bad, broken door hinge, repainted red, valance damaged, engine turned over, earlier frame patching, steering wheel cracked in half, carpet missing, mirror missing, choke cable missing, window pouch ripped. My plans at the time were to convert the car for vintage racing but my arthritis had other plans.

In September 2003 I sold the car to a buyer from Wallingford, CT. He had previously restored a Mercedes Benz 230SL to a condition so good that the factory had it shipped to Germany for a showing. Naturally, I couldn't wait to see what he did with my MGA. He had it shipped to a shop in either North or South Carolina. I tried a couple times to contact the buyer but never got a reply.

That was the last I heard of the car until Mike Jacobsen sent me an email asking me if the listing was my old car. Sure enough it was. Both the vin number and engine number are a match. Someone spent a whole lot of money on it. 30th from the end of MGA's production; they don't get much rarer than that. Twenty-one years have passed. It was great to see the wonderful restoration.

Dave Quinn

Dave Smith writes:

I recall that day when we Picked up this MGA and brought it to your home. Thanks for having the photos and getting all of the details. It makes a great story. Interesting that this Auction house missed the best feature of this car, being the last 30th MGA built.



Bruce Mann adds:
Very nice story. It shows us all that the numbers are great to carry with the car all those years. I think you should buy it back.

Dave Quinn replies:
My thoughts as well. When I sold it there was only four newer cars in the world were still on the road. Their numbers are 109054 (expired NAMGAR), 109059 (Robert Carr, Palm Harbor, FL), 109061 (expired NAMGAR), and 109070 (last made, in England, expired NAMGAR). It is currently listed at that site for \$62,000. Wow!

Dave Quinn



Annual Business Meeting-Bruce & Willie Mann's 2-18-24

The rowdie Business Meeting this year was hosted by Bruce and Willie Mann in White Lake, MI and there were 31 attendees to catch up on events over the winter and have a delicious meal and tour Bruce & Willie's beautiful garage with 4 (count 'em, 4) immaculate cars parked in a row. The items discussed mainly centered around our planned club events for 2024 and some early consideration about events and volunteers for GT-50 which we will host in Traverse City, MI from June 2-6, 2025 at Great Wolf Lodge.

GT-50 Chairman Larry Pitman told us that our rooms there are locked in at \$129/night with the resort fee waived. Bill Weakley and Larry presented our tentative list of early volunteers listed to head up various committees with Steve Mazurek managing Web Site, Dave Quinn overseeing Logo choice, Bill Weakley managing Activities at the event, Forrest Johnson, Tom Borden, Bob Shafto, and Dave Smith overseeing and/or providing Tech Sessions, Chari Smith with Welcome Bags, Steve Holliday with Car Show (with help from Tom Fant, Tom Borden, Jay Eden, Bob Shafto and others), Todd & Connie Binsz Hospitality, Todd and Ken Nelson arranging Photography for car show, Ken & Kathy Nelson organizing food services, Deb Smith as local vendor liaison, Allen Bachelder overseeing Magnette affairs, Tom Fant to arrange some scenic drives in area, Bruce & Willie Mann overseeing Registration (with lots of extra help from Chari Smith, Bob Shafto, Tom Fant, Lynne Comb, and a cast of thousands). This list is by no means complete and finalized, so feel free to offer services wherever and whenever needed and to be a part of our Rowdie Camaraderie. Details will be updated as we go along.

Even if you've never been to a previous GT or are a newer member we'd all love to have you join in on the fun.

Bill raised the question of whether we wanted to have volunteer T-shirts supplied by the

club for our staff. This motion was passed after an amendment was added to be sure that we did not choose Key West Key-Lime Green Pie color again.

Discussion ensued about having a favor for registrants and this was felt to be a good idea. Also discussed was something to commemorate the Rowdies 5 decades of GTs (GT-10, 20, 30, 40, and now 50). Suggestion was to try and combine

these 2 things together, such as a T-shirt or towel with the dates listed, etc. Car show location will need to be decided on also. The earlier NAMGBR national event used a site away from the hotel which might not be as convenient. Larry and others will be looking into that further.

A contest will be held to pick the best design for a logo for GT-50. Dave Quinn and Thelma Griffin have suggested two, but we're hoping for many other people offering suggestions or designs.

Other possible events for GT-50 were suggested including a visit to the Hagerty Museum, possible endurance rally, possible winery tour or boat ride in Grand Traverse Bay.

Clothing and regalia for the GT will likely be from the same central source that NAMGAR and the Rowdies are using (Jim Wagner Signs).

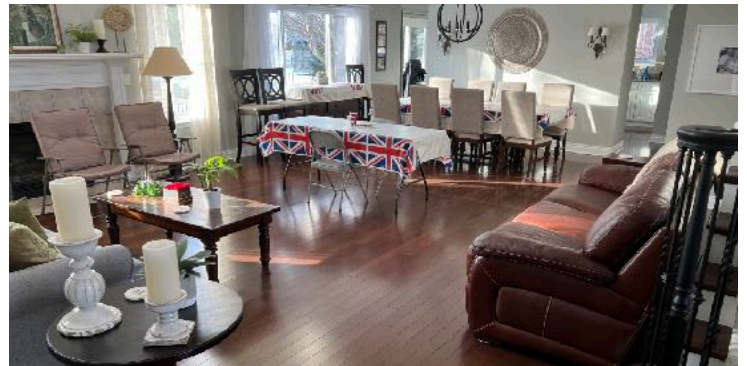
After that John Alexander went over the tentatively planned list of events for us this summer, starting with the Kimber Meet at the Delhi Cafe on April 13, 2024 in Holt, MI. Dave & Chari Smith will be in charge of that event and are planning a separate 'car corral' area for us at the south end of the parking lot to keep our MGs together in one spot for pictures AND for tire kicking. (*Club members: I will set up a car corral in the south end of the Delhi Cafe Parking lot in the morning by 0900. Please add this item into the club outreach information, so folks will know to park there. This should make for some great car pictures for our various magazines. If you would like to add an owner/car photo, I suggest we*



*Our Hosts:
Bruce & Willie*

do that at Noon. The Restaurant is open to us at 11:30 AM for bathroom and just visiting in the group dining area. It will be open to the public also, but we will have the back room for our group as before.”)

For other planned events please see the lineup on page 3. A possible canoe trip was suggested as well as an overnight weekend or 2-day weekday event at the Auburn Cord Dusenberg Car Museum in Auburn, IN. The Old Speckled Hen Club did this a few years ago and it was a big success with lodging at the nearby Pokagon State Park Lodge. (The museum not only has gorgeous incredible cars, but it is in the original 1930 Art Deco building that was the headquarters and showroom until 1937. Now beautifully restored, it



is an automotive, historical, and architectural masterpiece well worth a visit.)

Having covered all the topics mentioned above we had a heated battle for the election of our new officers and board members. Unfortunately, the current officers lost, and were forced to win again in a unanimous decision offering them up to loyal servitude for life, or at least the ongoing year. Finally, mention was made of the ongoing Rowdie takeover of NAMGAR with the announcement of Bruce Mann as our new Chairman and Bob Shafto as our new Tech Editor. Hip, hip, hooray (!) and the meeting was adjourned. Minutes faithfully submitted by,

Ye Olde Scribe, Ken Nelson



Pictures by Ken Nelson, Willie Mann, Alfred Stieglitz





*Auburn Car Museum,
Auburn, IN
(Just a thought...)*

Good Times At Quinn's-2013-A Photocollage From Dave Goeddecke





Having Trouble Sleeping?

So Buddy, whaddya say, ‘ya ever have one of those nights where ‘ya just can’t get over that nagging question...*why won’t the blasted car run like it should??* You’ve been working on it all day and it smokes and

Her : I bet he's thinking about another woman ...



HIM: It has spark.
It has fuel.
Why won't it start???

The carbs have been rebuilt and you’ve tuned them twice over. And what’s the deal with this gray smoke coming out of the tailpipe with every startup?

snorts and bangs on a bit, but just won’t run right. And on top of that, you know you’ll be in trouble with your partner when she asks what you’ve been thinking about as you’ve tossed and turned all night long.

You’ve checked the ignition and timing and put in new parts and coil, and it’s pumping fresh fuel just fine, so what’s wrong?

Well, this happened to me recently and I’ve got to tell you it wasn’t easy convincing Kathy it was the car I was worried about, and “no, I didn’t gamble the house away on the pony’s”.

The car would run, but it seemed to lack a bit of power, and I had noticed the antifreeze level going down a little bit lately, but coolant was the only thing that *wasn’t* leaking out of the car. Slowly I started to come to grips with the thought that somehow that engine wasn’t sealed up as tight as a drum, and perhaps I might be dealing with a loss of compression from the rings or valves or the head gasket. I hated to think about dealing with that, but if it was a head gasket all the advice would seem to be to find out about it and fix it. But before I would take the head off the engine I figured I better do some investigating to verify that that really was the problem. So to do that I started by reading and looking things up on the internet to do this with a little science and engineering knowledge. It seemed reasonable to start with a compression test on all four cylinders and go on from there. So I compiled some information that I thought I’d share with all you learned experts out there. Read on and see what you all think....

Engine Diagnosis: Leakdown and Compression Test

Dave Stribling, Editor MOTOR TREND Aug 15, 2019

The purpose of your engine is to compress fuel and air and then ignite it, creating heat energy that then makes mechanical motion. If your engine can't compress the air and fuel properly, the engine cannot make the power needed for normal operation. When the engine cannot contain the pressure it is trying to create, it exits somewhere other than intended—and to a place it shouldn't be. Modern engines have nice computers that can sense when a cylinder is not performing properly, but for our older engines, the way to check and see if the engine is compressing properly is with a compression check and a leakdown check. The compression tester is the more common of the two, and you can usually rent one at your local auto parts store's loan-a-tool program. The leakdown tester is less common, and you need to get a good one to do the test properly. ***A compression test is to determine how much pressure the engine makes, and a leakdown test measures its ability to hold pressure. BEFORE DOING ANY OF THESE TESTS, BE SURE YOUR FUEL PUMP IS DISCONNECTED AND NOT PUMPING FUEL.***

Engine Compression

Atmospheric pressure at sea level is approximately 14.7 psi. A 9:1 compression ratio cylinder is compressing the air and fuel mixture to about 132 psi at sea level ($9 \times 14.7 = 132.3$). Once the mixture is ignited, the pressure in the cylinder can increase to 1,000 psi or more. To accomplish this, your engine is relying on specific items to help hold the pressure in the cylinder until it can be pushed out the exhaust valve: piston rings, valves, seats, valve seals, and cylinder head gaskets. No engine can seal off the compression 100 percent, but when the engine is up to temperature it should seal very well.

Compression Test

The compression test works by spinning the engine through its cycles with the compression tester in place of the

spark plug in the cylinder. As the engine makes pressure, the gauge will move and hold to the highest point read by the gauge. Take measurements for all cylinders and then compare the readings to each other. A healthy engine will have a range of no more than 10 percent variance between the readings.

Hot vs. Cold test: An engine that has been brought up to temperature will be better sealed and give a more accurate reading for the normal temperature range of the engine; however, a cold engine will give you the worst-case scenario because the metal has not expanded. Also, engine compression readings can vary depending on altitude and other factors, so it is more important to compare the cylinders to each other rather than the assumed compression number.

If you find one or more cylinders are below the 10 percent range of the others, squirt a little oil down the cylinders and try again. If the pressure comes up significantly, the problem may be worn piston rings. If the pressure does not come up on retest, the issue may be with the valves or the head gaskets.

Leak down Test

The leakdown test measures how well the cylinder is sealing. This is done by inserting compressed air (around 100 psi) into the cylinder at TDC and then measuring how much is lost from the seals (there will always be some). This is done by two gauges on the leakdown tester—see the photos for more information on how to use the tester.

As with the compression test, you want the numbers to be within a percentage of each other. The leakdown test can also help you pinpoint the problem before tearing down the motor by listening for the air escaping the cylinder. Once the cylinder is pumped up, listen for air escaping from the cylinder and where the sound is coming from. Here is a list of what to listen for:

Air escaping out the PCV, road draft tube, oil dipstick, or oil cap: indicates that the piston rings in that cylinder are worn and pressure is getting past them, or that the cylinder itself is scored or damaged.

Bubbles or pressure in the coolant: indicates that the head gasket has been compromised or the cylinder head is warped or cracked.

Hissing or whistles from the intake: indicates that the intake valve seat is not seating properly or there's a bent valve.

Hissing or whistles from the exhaust outlet or manifold: indicates a worn exhaust seat or bent valve.

Sounds from a cylinder adjacent to the one you are testing: indicates a bad head gasket or warped head.

If you find that the cylinders are making and holding compression, it lets you know that your power issues are one of the basic three things needed to make power: fuel, air, or spark. These generally tend to be much cheaper than a problem in one of the cylinders, which usually leads to a teardown and rebuild. The compression and leakdown tests can tell you the health of the inside of the engine without a computer and without a teardown.

Leakdown testers are less common and more expensive*. The leakdown tester injects compressed air into the cylinder, and then it reads how fast the cylinder loses pressure as a percentage of the flow. The compression tester



inserts into the spark plug hole for each of the cylinders to be tested. Test the engine at operating temperature for the best results. Crank the engine until the pressure tops out, and then make note of the pressure and move on to the next cylinder. After all cylinders have been tested, check your readings. They should be within 10 percent of each other. If one or more cylinders falls outside the range of the others, put a couple of squirts of engine oil in the cylinder and retest. If the pressure comes up, you may have a ring issue. If it doesn't change, the problem may be in the valves. Prior to performing the leakdown test, bring the engine up to temperature and set the timing on the cylinder you are going to be testing to TDC. I start with the No. 1 cylinder and rotate through the firing sequence. Most shop manuals will show you the position of TDC for all cylinders in the rocker arm lash adjustment section. With the cylinder at TDC, open the gauge's valve adjuster and pump up the cylinder. The gauge on the right will tell you the percentage of leakdown that is occurring in the engine. If the engine is leaking too much, listen for where the air is exiting; that will tell you what the problem is with the engine.

**It seems the price of these have come down quite a bit and some seem to be listed online for perhaps \$30-40 currently.*

How to Use a Cylinder Leak Down Tester

Jeff Smith Writer, **Jeff Smith** Photographer MOTOR TREND Oct 20, 2023

In the dark days of engine-building, car crafters had to rely on a compression tester to tell them if they had a weak cylinder by comparing the cranking pressures of the cylinders against each other. But this was crude and a less-than-accurate way to evaluate how well the engine was sealed up.

Today, it's common practice to use a cylinder leak down gauge to evaluate how well each cylinder performs in retaining pressure. The process is simple enough: pump a measured amount of air pressure into the cylinder, and the gauge will tell you the percentage of leakage. But there's a whole bunch more to this story than just pumping air into a cylinder. Let's take a look at how to perform a cylinder leak down test properly and what you can learn from the results.

Let's start with the leak down tester itself. There are basically two different styles: single- and dual-gauge units. The single-gauge units would seem to be a little easier to operate, but they require you to pay particular attention to the inlet pressure, as each gauge will have its own requirement. If the inlet line pressure is too high or too low, the result will probably be in error.

Regardless of which tool you use, ***the point is to use your leak down tester as a comparative tool.*** For example, your gauge might read 10 percent while your buddy's reads only 8 percent on the same cylinder. It's really not critical which gauge is correct as long as it operates consistently every time.

Procedures

The first step is to ensure the engine is warm. Because we will be pumping air into the engine, leave all the spark plugs in except for the cylinder you're testing. As an example, let's start with a small-block Chevy, cylinder Number One. Yank the plug and turn the engine over until the piston is at top dead center (TDC). If you have balancer marks every 90 degrees, this will help. Now install the air-fitting adapter into the spark plug hole. You'll also need a breaker bar or ratchet and socket for the crank nut. Remember to double-check that your gauge reads zero before you start.

The idea is to put air to the cylinder and then gently rock the piston around TDC to ensure the rings are seated. Keep in mind that cylinder pressure is used to help seal the rings to the cylinder bore, so you want to give them every opportunity to do so. Now record your leak down percentage. It's really just that simple. Test the remaining cylinders in the same fashion and you're done.

Often, the cylinder pressure applied to the piston may turn the engine over. The key is to have the piston as close to TDC as you can so the crank, rod, and piston are all as vertical as possible. Once the rod journal has leverage on the crank on either side of TDC, the cylinder pressure combined with that leverage may force the piston down the bore. This is the reason for leaving the spark plugs in the engine.

Cylinder Leak Down Test Results

Everyone wants to have a hero engine, but don't believe all the hype you hear about 2 percent leakage engines. No cylinder seals perfectly, especially if the engine is nitroused, supercharged, or turbocharged where the top and second

rings are set with wide ring endgaps. Even for normally aspirated engines, respectable leakage numbers would be anywhere from 8 to 12 percent with a variation between cylinders of 4 to 5 percent, but it's possible the variation could be as high as 10 percent.

So if you test an engine and see leakage numbers even in the 15 to 20 percent range, this is not cause for alarm. Much of your concern around an engine that needs freshening should revolve around exactly where the leakage originates. That's where we'll go next.

Always make sure to test cylinder leakage with the piston at the top of the cylinder. This is where the greatest cylinder wear occurs. It does little good to measure leakage with the piston at bottom dead center since this is not where the engine makes power.

Leak Paths

There are three major leak paths where cylinder pressure can escape: past the rings, the intake valve, or the exhaust valve. We'll ignore the head gasket for now. With each of these three leak sources, it's easy to tell where the leakage is originating with some sleuthing. If you can hear a hissing sound coming from the valve cover breather hole or from the dipstick tube, then the air is escaping past the rings. Poor ring seal on a leak down test will make itself known with a hissing sound clearly audible out of the PCV valve hole or from the dipstick tube.

If you prop open the throttle blades and hear that same hissing sound, then the pressure is leaking past the intake valve. If the air is escaping past the exhaust valve, you will probably be able to hear the air even as far back as the tailpipe.

Let's evaluate each of these leak paths separately. Say your engine measures 30 percent or more for each cylinder, and it's all running past the rings. This is a good indication that your engine is tired and could use rebuilding. But if the leakage number is under 20 percent and most of it's past the rings, then be advised that a rebuild is not going to be worth 50 or perhaps even 20 hp. As an example, on the nitrous small-block Chevy story in this issue, we replaced pistons and rings in the engine (granted the cylinder wall finish was not corrected) and picked up less than 5 hp, the equivalent of just over 112 percent gain. The point here is that even cylinders with 20 percent leak down do not represent a major horsepower loss.

The consensus among performance engine tuners for leakage past the exhaust valve is that it would have to be massive—over 30 percent or more—before it should be of concern. Flowmaster Dyno guru Kevin McClelland suggests tapping the exhaust valve with a plastic mallet to help seat the valve if you find high exhaust valve leakage. Often, this might help, but Kevin also says that cylinder pressure will help seal the valve during the compression and combustion cycles.

Don't be shocked if you see leakage from an otherwise good-running street engine around 20 percent. You could do an excellent rebuild and still not pick up appreciable power even if the leakage was substantially reduced. The area where leakage presents the most concern is the intake valve. If you detect a significant amount of air escaping past the intake valve during the leak down test, try tapping on the intake valve with a plastic mallet to see if this will reduce the leakage. If the leak persists and is well into the 20 percent zone, it might be worth the time to yank the head and repair the problem. However, if you're looking at just one cylinder with difficulties, you can guess where we're going. As an example, we floated the valves on a 430hp small-block Chevy and tagged a valve lightly against the piston enough that the seal went away. We replaced the valve and went back on the dyno only to discover the engine generated no increased power anywhere in the power curve.

Conclusions

The overall point is that a leak down tester is a great diagnostic tool to identify real (or imagined) cylinder pressure difficulties. But don't be alarmed if you get 15 to 18 percent leak down on all cylinders. If the cylinders perform within a couple of percentage points of each other, it's time to look elsewhere for major power gains.

Performing a Head Gasket Leak Detector Test

There are various techniques that can be used to determine a blown head gasket. Be very careful when performing these tests, when a vehicle has a blown head gasket, the engine can overheat quickly. The cooling system can also build

excessive pressure which could cause the cooling system to rupture. Even a very small breach in the head gasket (often the diameter of a paper clip) will allow exhaust gases to enter into the coolant system. If exhaust gases are present, a head gasket repair will be required. A very common method to test for exhaust gases is a block test kit, which can be purchased for around \$50 or most auto parts stores will provide the kit on a “loaner” basis. You will usually have to purchase the test fluid, the price is around \$10.

Steps to perform a Head Gasket Leak Test:

1. Remove the pressure cap from the radiator or expansion tank, check to see that the coolant level is low enough to prevent any coolant from getting into the test equipment (approx. 3” below the fill hole). It may be necessary to drain enough coolant out to prevent the contamination of the test fluid.
2. Warm the engine, and allow it to idle during the test. Coolant must be circulating so the exhaust gases can enter the cooling system while this test is in process.
3. The color of the test fluid before pouring it into your test equipment should be blue. If the fluid is green or yellow, the fluid is too old and should be replaced with blue test fluid.
4. Pour test fluid into a glass tube to the fill line.
5. Insert the cone of the test instrument onto the neck of the radiator or expansion tank, ensure there is a tight seal.
6. Insert the squeeze bulb into the top of the test instrument and squeeze it for about a minute to pull radiator gases through test fluid. If exhaust gases are present, the test fluid will “sniff” the gases as they are pulled through the fluid. If the blue fluid turns yellow or green, exhaust gases are leaking into the coolant system, and a head gasket repair is required.
7. If fluid remains blue, exhaust gases are not present in the cooling system.
8. If a blown head gasket is suspected, but the block test passes, it is possible that the head gasket breach is between the cylinders. Sometimes a vehicle can still have a blown head gasket without exhaust gases leaking into the coolant system. A compression test will be required.



9. A video of this test can be found at <https://www.youtube.com/>

June 17-22, 2024-NAMGAR REGIONAL MEET WITH GOF CENTRAL

The Ohio Chapters of the MGTs and the BuckAyes of NAMGAR invite ALL MGs and their owners to have an Octagonal Time in the Heart of Ohio at the **Cherry Valley Hotel in Newark, Ohio June 17th-21, 2024.**

Why will it be an Octagonal time? One reason is that the hotel has been built in the shape of two octagons, our favorite shape!

The Cherry Valley Hotel is located between Newark and Granville; it is in the Best Western Premier Collection.

These small communities are surrounded by many superb MG roads, including Athens County’s Windy 9, meant to be driven by our MGs.

During this event, the NAMMMR will hold its national meet and NAMGAR will hold a regional meet.

Please join us in this last month of the centenary celebration of Marque of Friendship!

<https://ohiomgt.wixsite.com/gofcentral/copy-of-home-5>

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**36TH ANNUAL BRITISH CAR SHOW
JUNE 23, 2024 • SAINT MARY'S COLLEGE • NOTRE DAME, IN**



Event Details:
 Location: Saint Mary's College, Notre Dame, IN
 Multi-Marque British Car Show hosted by the Michiana Brits car club
 The Featured Marque this year is British Right Hand Drive Vehicles.
 Judging will be by popular vote, with awards given for each class and Best in Show.
 Pre-registration fee is \$25 per vehicle or \$30 day of show entry.
[Click or touch here for more information.](#)



Congratulations to our new NAMGAR Chairman Bruce Mann (above) and Tech Editor Bob Shafto (seen below). Both are proud Michigan Rowdies



Whether You're Driving Your Car There or Not, Be Sure To Register for GT-49 Today!