



A - Antics



Christmas Party photos

Neil's Surprise Day in the garage

Business Meeting February 11, 2006

Michigan Chapter of North American MGA Register

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A-ANTICS Published every other month. Opinions expressed are those of the writer and not necessarily of NAMGAR or the Chapter. Every effort is made to use appropriate material. The editor reserves the right to edit material for length and appropriateness. No placement is guaranteed. The entire contents are copyrighted, Michigan Chapter. Permission to use is granted, provided you give credit to both the writer and the club. HISTORY The Chapter was established August 14, 1976. It was the 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 too.

CHAPTER DUES *\$18 annually*
NICKNAME *Rowdies*
MOTTO *People First!*

PAST CHAPTER CHAIRMEN
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*



Rowdies Calendar of Up Coming Events



January 21, 2006, Saturday

University Motors (31st) Birthday Party, Ada, MI
Noon -4 p.m. www.universitymotorsltd.com

February 11, 2006 Saturday

Rowdies Business Meeting, Howell, MI , Dick & Diana Grucz host. Meeting begins at 1 p.m.

February 17-26, 2006

Octagon Dreams at the the Canadian International Auto Show, Toronto, Ontario. www.autoshow.ca

June 4, 2006

The British Return to Fort Meigs, Perrysburg, OH

June 16,17 &18 2006

Stratford Festival Trip, Stratford, Ontario
Hosted by the Windsor-Detroit MG Club
www.mgcars.org.uk/wdmqcc/

June 21-25, 2006

NAMGAR GT 31 and North American Council of MG Registers, MG 2006, Gatlinburg, Tennessee
www.mg2006.com

Please visit the NAMGAR website for other MG events. www.namgar.com

Deadline for submitting material for the next issue is: **FEBRUARY 15**

Letters & E-mails:

From Phil Wiltshire:

...the attachment is a thank you note from NAMGAR. They split the \$4,800 GT-30 profits with the Rowdies. I have a cheque for Jeff Zorn for \$2,403. This should swell the

club coffers a bit. Perhaps you want to publish the thank you note in the A-Antics while on the bench.

Ed. Note: Thanks again for your great work, Phil. The letter is posted below



Philip Wiltshire
Michigan Rowdies

On behalf of the NAMGAR membership and the NAMGAR Board of Directors, I again want to thank you, the GT Committee and the Michigan Rowdies for putting on an incredible event.

The feedback I have received has all been consistent. The venue, facilities and events were great!

Job well done!

The NAMGAR Board of Directors voted unanimously to share in the proceeds from GT-31 with the Michigan Rowdies. Therefore please accept the enclosed check as a token of our appreciation for putting on an excellent event.

Thanks again and I hope you have a restful Holiday Season.

Sincerely,



George Merryweather
Vice Chairman
North American MGA Register

From Bob Sutton:

Here is a quick and easy 12 volt power supply, from Wayne Hardy of the Magnette Club. Connect a pair of 6 volt lantern batteries

taped together and wired in series for a 12 volt DC testing current. They can be used to run car accessories such as clocks and radios when they need out-of-car test power

Letters cont.

SEEMS THERE WAS A CONSPIRACY THIS FALL TO BUILD A FIRE UNDER ME AND GET MY MGBGT INTO PAINT BEFORE WINTER SET IN.

I CAN'T TELL YOU HOW SURPRISED I WAS TO FIND ABOUT 10 ROWDIES OUTSIDE MY DOOR ON A SATURDAY MORNING READY TO DO A DAYS WORK WITH SANDING BLOCKS, SANDPAPER AND ROLLED UP SLEEVES.

MY EVER FAITHFUL PARTNER, THELMA, CAME UP WITH A VERY NICE LUNCH, AND BY DAYS END THE ENTIRE CAR WAS SANDED AND READY FOR ITS FINAL SEALER. NEVER DID FIND OUT IF THELMA WAS IN ON THIS FROM THE BEGINNING.

OVER THE NEXT TWO WEEKS, JONATHAN BURCHWELL AND CURT SMITH FINE TUNED THE SURFACES, THEN JON SPRAYED ON THE SEALER AND FOUR COATS OF QXFORD WHITE. IT LOOKED SO BEAUTIFUL, I WANTED TO BOLT IT TOGETHER AND HIT THE ROAD, BUT I HAVE TWO TOUGH TASKMASTERS HERE WHO FLATLY STATED THERE WOULD BE NO BOLTING TOGETHER UNTIL THIS FINE FINISH JON JUST APPLIED IS ONCE AGAIN SANDED WITH 1500 SANDPAPER AND POLISHED WITH A BUFFING WHEEL TO A MIRROR FINISH.

I'LL BE AFRAID TO TAKE IT OUT OF THE GARAGE, I ONCE AGAIN WANT TO THANK EACH AND EVERY ONE OF YOU FOR YOUR HELP IN GETTING THIS MACHINE BACK ON THE ROAD ONCE AGAIN. WILL HAVE TO NAME IT THE "ROWDIE MOBILE".

THANKS ROWDIES, NEIL





Chairman's Chatter

by Gordie Bird

Brrrrrr, winter sure snuck up on me this year. Snow was on the ground before I

stored the summer implements and got out the winter ones. Being inside more allows me to catch up on some reading. I've run across an online magazine that seems pretty good, and it's FREE! The latest issue even mentions the MGA! When you subscribe, you receive an email telling you the latest issue is available. Download the .pdf and read it at your leisure. Subscribe at www.windingroad.com.

The snow was nice to see at the annual Rowdies Christmas Party. The Cotes' had their house beautifully decorated and even had a tree set up just for MG ornaments. Rob had 4 restored pinball machines set up for the enjoyment of the attendees. The intense look on some of their faces, as they played looked to be an indication of a misspent youth. We all questioned Jayne Pollion about her youth, as she seemed to do well at both pinball and pool! Dave Quinn turned out to be the champ at pool. It was obvious that Dave had spent many an hour in a pool hall in his younger days. This years highly sought after gift was a Norman Rockwell like ceramic statue. All the ladies kept stealing it, and many even got their husbands to get it for them. I think Debbie Tyler ended up taking it home. Mike Tyler was awarded the hard luck award. The only way he could (attempt) to hold on to a gift was to exploit his children. Pretty sad Mike. Great party Rob and Denise, thanks for hosting.

I'm hoping that by the time you read this that I will be ready for a Day in the Garage. I'll need to put my freshly painted body (MGA) on its frame and will be soliciting some local assistance.

The Rowdies Annual Business Meeting will be held February 11 at the home of Dick and Diana Grucz. At this very important event, we'll be making plans for the coming years events and activities, electing officers, socializing, and of course, eating! Now is the time to think about why you joined the Rowdies and what kind of events you would like to see. Do you like driving



Chairman Gordie takes a break after meeting the pinball challenge at the Rowdies Christmas Party. He's probably thinking how he can get all these people over to his place to help put his car back together.

events, wrench days, detailing, showing, reading the newsletter, socializing, beer, or whatever. What can the club do to provide you with more of what you enjoy about your MGA and Rowdie membership? Come to the business meeting and let us know. I've got the beer one covered! If you'd like to host an event, check out last years calendar at our website, www.mgcars.org.uk/michiganrowdies to help you decide what you would like to do. Bring all your ideas and suggestions; this is (supposedly) where the decisions are made. I'm looking forward to seeing everyone there.

*Safety Fast
Safety First*

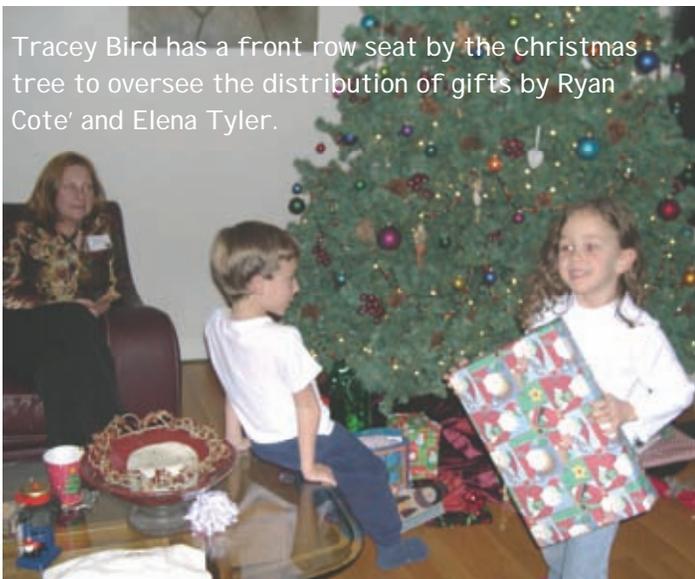
Gordie

Christmas at the Cote's

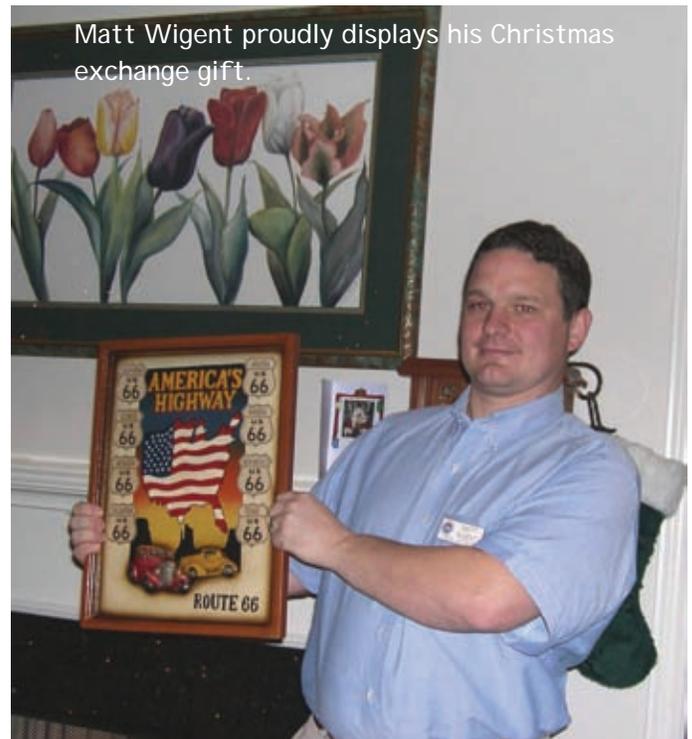
A great time was had by all !!! Of course this goes without saying when one speaks of a party and a Rowdie, all in the same sentence. The Cote's home (Rob, Denise & Ryan) was all lit up & beautiful for the festivities. The very tall x-mas tree sitting next to the cozy fire, with all our white elephant treasures under it, waiting for the fun to begin, was a gala sight to see. Downstairs was a smaller tree that everyone hung their homemade MG ornaments on, very original thinkers in this group, but I knew that. If people weren't engaged in conversation or looking around the garage, they were trying their hands at the several pinball machines. Yes I did say several. I know Gord really had a go at these, had to pry him away for the white elephant exchange, no competitiveness in him. Yeah, right ! Then it was time to gorge us, and I do mean gorge! We had enough food for the world renowned Cox's army. Everything was wonderful, and I got myself a new sweet potato receipt that is much easier than the one I always use, and just as tasty. After dinner and flavored coffee, won't let on what it was flavored with, let's just say you snooze you lose and be done with it, we began the spirited as always gift exchange. Dave Quinn was up to bat 1st, boy was he thrilled with that, he was also thrilled with his little

stuffed bear he got, just ask him. When all was said and done some folks had treasures and others, not so much. Some of the Rowdies, won't mention any names here, were implying that other male Rowdies were, how shall I say this, trying to gain favors from their wives by trading their prize for something their wife would like, Sooo, I see nothing wrong with that!! Maybe these people should learn from watching this trade off, might improve their home life a bit, but maybe they don't need any help. (Chuckle, chuckle). At the end of gift exchange Stephanie Smith awarded the hard luck award to a well deserved, Mike Tyler, for shamefully using his two sweet-faced daughters to hold on to his gift. I guess he stepped over that imaginary line they talk about. We all had a lot of laughs, good conversations, and lots of fun. In attendance, Rob, Denise & Ryan Cote, host. Gordon & Tracey Bird, us. Jayne & Rich Pollion, Matt Wigent & father-in-law, Al. Curt & Stephanie Smith, Neil & Thelma Griffin, Mike & Debbie Tyler & sweet faced girls, Dave & Donna Quinn, Philip & Jan Wiltshire and Brian Beery (his car is almost out & running). MERRY CHRISTMAS, HAPPY NEW YEAR, & GOD BLESS YOU. Tracey Bird

Ed. Note : Have you actually seen Brian's car, Tracey?



Tracey Bird has a front row seat by the Christmas tree to oversee the distribution of gifts by Ryan Cote' and Elena Tyler.



Matt Wigent proudly displays his Christmas exchange gift.

More Photos



1



2



5

Clockwise from top left: 1. The gang watches in anticipation as Rina Tyler delivers her mom's gift. Foreground: Curt Smith, Mike Tyler, Debbie Tyler, their daughters Elana & Rina, Ryan Cote', Thelma Griffin & Jayne Pollion. Background: Brian Beery, Phillip Wiltshire, Rob Cote', Neil Griffin & Donna Smith

2. A very creative and attractive use of a manifold gasket.

3. Neil Griffin enjoys his gift as Brian, Phillip, Donna, Denise & Thelma look on. 4. Matt Wigent waits his turn in the game room while Jayne Pollion, Matt's father-in-law Al, and Rich Pollion play the silver ball. 5. Mike Tyler holds his gift high to keep it out of reach of envious Rowdies while Philip, Neil, Donna, young Ryan, Denise & Thelma enjoy the scene.



4



3

Happy New Year One and All

Well it's time to reminisce about last season and get some of the things we've been promising to do to the cars started. First off, I would like to thank all of the Rowdies who helped out this year by participating in and hosting events. With us hosting the GT this summer, there were more than enough jobs to go around. The events were all a success by any standard. We were blessed with good weather for most events this year. We partied at some different homes this year and got to see some new garages. That always sends me home with new ideas for improving my garage. We also got to kick tires and tell lies at some of the usual places. The older I get, the faster I was.

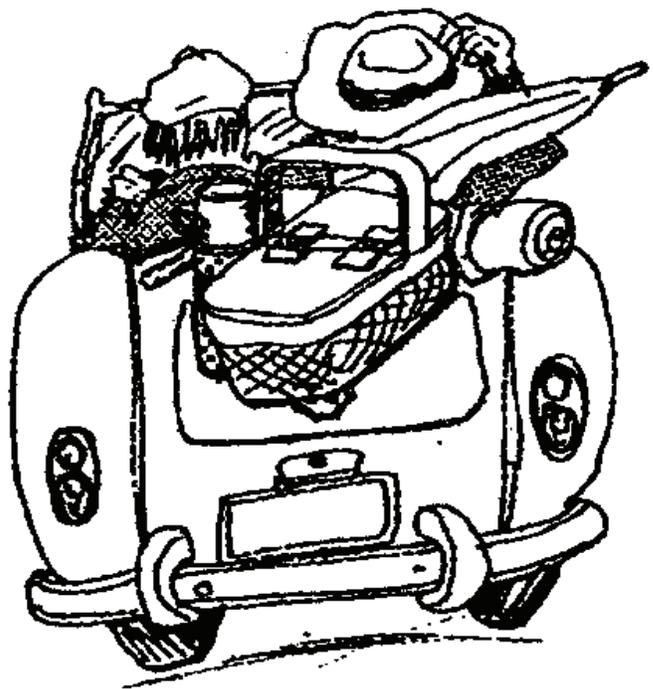
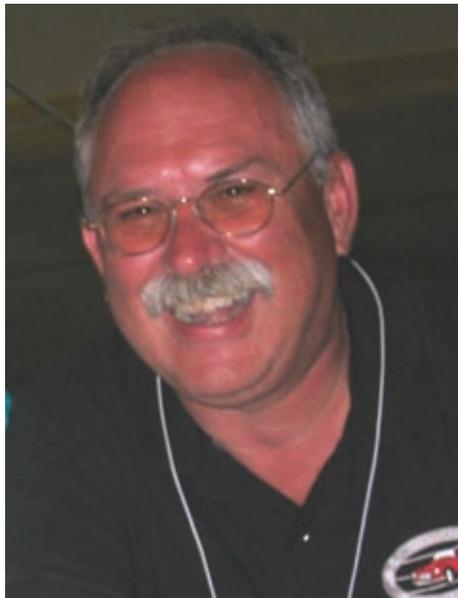
The GT took up a lot of time for a lot of us. I think more than a few breathed a sigh of relief when it went off smoothly. I was extremely pleased with the way the car show at the GT turned out. Dealing with a small town for that venue had me worried. They kept telling us all would be OK. By the time of the show, my mind had shrunk the park to about a third of it's actual size. Being from a somewhat larger and impersonal town, I had my doubts. The city came through with everything they promised and then some. All of the details had been discussed for nearly 3 years and yet nothing is certain until you see it there. I never realized how much of a GT is a last minute thing. The one thing I never doubted was the Rowdies' help and was very pleased at the turnout we had to set up the show. Once we started, it all fell into place and went extremely well. I got a number of comments from people about how nice the car show was. I f they only knew. I know Philip's blood pressure dropped about 20 points as we wrapped up the show.

We traveled with Philip, Jan, Doug, Ailene, Brad and Kathy Dryden, and Gordie and Tracey. We had a completely uneventful drive both ways. That wasn't the case during the week as Gordie's BGT decided it didn't care for that gearbox any more. We were also fortunate and lucky in that we brought both cars. Gordie still had an MG to drive all week. Once

again, our Rowdie network came into play and free transport and a car to drive home were offered up by Jeff Zorn.

A good friend and fellow MG enthusiast from further South always points out to me that we are extremely fortunate to have the network of talent, knowledge, willingness to help, and a stash of spare parts unlike anywhere on the planet. I grow to appreciate that more and more each year. I can't imagine building the A without the help and support of the Rowdies. I have a group of dear friends that are willing to entertain and "discuss" any change I might want

to make on the car. Some have even tried some of those brilliant ideas and can tell me why they didn't work. I also have the ability to pick up the phone and have a garage full of help if I need it. We are truly spoiled in having one of the best MG clubs in the states. I hope everyone has a great new year and look forward to seeing everyone at the business meeting and whatever events are scheduled for this year. Hopefully it will include some new cars being brought out, good weather for the summer, and a great trip to the GT.
Steve Holliday



For our kind of motoring -



it must be an M.G.

1955 MG Roadster
 1000 cc. 4-cylinder engine
 100 mph. 1000 cc. 4-cylinder engine
 100 mph. 1000 cc. 4-cylinder engine



1955 MG Roadster
 1000 cc. 4-cylinder engine
 100 mph. 1000 cc. 4-cylinder engine



1955 MG Roadster
 1000 cc. 4-cylinder engine
 100 mph. 1000 cc. 4-cylinder engine



Speedy fun!



1955 MG Roadster
 1000 cc. 4-cylinder engine
 100 mph. 1000 cc. 4-cylinder engine

MG Cars Ltd. Birmingham, England
 1000 cc. 4-cylinder engine
 100 mph. 1000 cc. 4-cylinder engine



1955 MG Roadster
 1000 cc. 4-cylinder engine
 100 mph. 1000 cc. 4-cylinder engine

Rowdies Business Meeting

Saturday, February 11, 2006

at Dick & Diana Grucz' Casa Cavallo Ranch

I-96 to exit 137 (Howell), North on D-19 to Marion St. (Mason Rd.). Turn left (West) to Norton Rd., turn left (South) to County Farm Rd. (South), to Jewell Rd. Turn right (West) to 2845 Jewell Rd. Ph. 517-548-1035
1 p.m. Pot Luck Lunch with meeting to start by 2 p.m



My First Car

By Dave Goeddeke

On Christmas Eve 1967, my brother Mike gave me the best gift ever, a 1959 MGA Roadster. Earlier that year he paid \$200 for the little white sports car abandoned in our next-door neighbor's back yard on Detroit's East Side near City Airport. After he had his fun, he foisted the MG on me and sought more reliable transportation for himself.

To this rambunctious high school senior, the distinctive little English sports was an exciting and unpredictable adventure from the beginning. I was thrilled by the tight, road hugging suspension, rack-and-pinion steering, and four speed manual transmission, but confounded by the positive ground electrical system and dual SU carburetors. It was the perfect first car; a

totally fun ride, and a great teaching tool for auto repair and maintenance. Fortunately, I could push start the car by myself, and when it didn't start, I could push it to a safe spot and find the loose wire or fix the broken linkage.

The Summer of 1968, after graduation from De La Salle, was great in the MG. We cruised Gratiot and Lakeshore Drive, and hung out at the 'Grassers' at Chandler Park and Belle Isle.

By the end of Summer, I picked up a 1960 Chrysler New Yorker for \$100 to provide more dependable transportation, but the MG was still first in my heart. I worked at the Plymouth/Dodge Lynch Road Assembly Plant and built 'Detroit Iron' by day and drove the exotic European stuff at night!

In 1969 I wanted to tour the country, so I dumped about 1200 hard earned dollars from busting concrete and raking cement into an engine rebuild and complete body restoration. Now I had a candy apple red-hot MGA with a full 75 horsepower! All I needed was a break from school and a draft deferment.



For several months during the restoration, I was appealing before the draft board for conscientious objector status, and successfully gained W-4 status in September and was deferred from the draft lottery. I took a semester off from Eastern Michigan University and headed West.

The first day out of Detroit, the floorboard started on fire. A pop can wedged between the exhaust pipe and the wood floor solved that problem, but on the second day, near Billings, Montana, the electrical system shorted out and the battery died. When I got to Seattle, my brother Vince discovered and replaced a worn tail light wire. A week or so later, in San Francisco, my headlights failed, and after a couple of days I found a loose ground wire behind the grill.

On the way from Albuquerque to Colorado Springs, the MG could barely make the climb through the Raton

Pass, and when I got to my brother George's in Denver, I had to have the carburetors tuned for the higher altitude. By the time I got to St Louis, I had most of the car problems solved, but then I was out of money! I slept in the car for a couple of nights (lousy!). After visiting my sister Joyce in Atlanta, I drove

through a monsoon on the way to Virginia Beach, and as much water came through the floor as through the top and side curtains. In December, while visiting my sister Carol and my brother Tom in the Big Apple, the little MG fit into the smallest parking places, but the chrome land cruisers of the 60's could never find it in their rear view mirrors, and it picked up a few dents and a broken headlamp. After 6,500 miles, I finally returned to Detroit by Christmas, exhausted and broke! I drove the MG regularly until 1971, when I parked it indefinitely in my Dad's garage on Kilbourne Avenue.

Ed Note: This is the unedited version of an article from the August 20, 1998 edition of the Detroit Free Press

Tech Tips

From Mark Barnhart:

Well, I stayed in Michigan just long enough to get to see the first snow; Bah Humbug!

Just wanted to pass along a couple of tech notes if you want to use them:

Notes on modern gas with some form of alcohol added.

1. It's safe to use it in cars designed for it with 100% hard plumbed fuel system. Any form of alcohol will cause rubber to deteriorate. In any older car with rubber gas lines and older style seals in the carburetor, you run the risk of gas leaks and fire. If you remember the Earnhardt Jr. fire with the Corvette, alcohol laced fuel had rotted the foam in his fuel cell in one weekend. They were racing in California and CA law required corn gas, even in racing.

2. Alcohol burns cooler than gas. What makes horsepower?

Heat. So you lose gas mileage.

3. In today's gas market, you are not going to be able to totally avoid having to use gas with some alcohol added. So if you drive an older car you need to re-plumb your fuel system with all steel lines if possible. I have not seen any yet, but have heard they have developed a special material flexible fuel line that will resist alcohol deterioration. If you can find it you could

use it in the place of rubber lines.

4. Ethanol costs more to make than gas, so once they get the public to accept it, hang on to your wallet if you think gas is expensive now. It also takes more energy to make ethanol out of corn than the ethanol contains after it has been made. I don't know how the green heads figure that is helping anything. I believe it's a political thing to help subsidize the farmers.

5. Ethanol burns cleaner than gas.

I'm sure everyone has heard about the Delphi bankruptcy and how they are going to screw all of their employees and retirees. But did you realize that if this badly mismanaged company ends up going under it will effect you and your MGA. Here is a photo of just two items I recently purchased for an MGA. They have the name Lockheed and Borg & Beck on them but in larger print they both say Delphi.

Delphi now owns or controls many of the suppliers that make parts for our cars. By the way, all of these companies they own is who they are in debt to according to their creditor list in the bankruptcy filing.

Don't you wish you could file bankruptcy for being in debt to yourself?



Mark Barnhart contemplates the future of MG fuel & drive systems.



Whitworth and BA wrenches on the MGA

Submitted by Gordie Bird

Recently, I helped someone on the internet with a wrench size problem on his MGA. He was working on the oil cooler flare nuts. He discovered that a 1-1/16 inch wrench was too small and a 1-1/8 inch too large. He didn't know if a 1 3/16 inch size existed. A quick check of a chart I had made up showed that a 5/8 Whitworth is sized between 1 1/16 inch and 1-1/8 inch.

In the oil cooler problem, finding a loose 1-1/16 wrench might fit as would grinding open the jaw gap. As for the closed end of a combination wrench, cutting out part of the ring, would make the wrench into a flare nut wrench. At the same time, perhaps the cutting would make the closed end loose enough to fit as part of one side is now open.

I also know that some of the smaller components such as the distributor and carbs still used BA fasteners. I put together the following charts from several pieces of information I found showing the jaw sizes of SAE, Metric, and Whitworth wrench sizes.

WRENCH JAW GAPS

Jaw Gap (in)	Wrench Size	Jaw Gap (in)	Wrench Size
0.250	1/4 in AF	0.686	11/16 inch
0.276	7 mm	0.709	18 mm
0.313	5/16 inch	0.710	3/8 Whitworth
0.315	8 mm	0.748	19 mm
0.344	11/32 inch; 1/8 Whitworth	0.750	3/4 inch
0.354	9 mm	0.813	13/16 inch
0.375	3/8 inch	0.820	7/16 Whitworth
0.394	10 mm	0.866	22 mm
0.433	11 mm	0.875	7/8 inch
0.438	7/16 inch	0.920	1/2 Whitworth
0.445	3/16 Whitworth	0.938	15/16 inch
0.472	12 mm	0.945	24 mm
0.500	1/2 inch	1.000	1 inch
0.512	13 mm	1.010	9/16 Whitworth
0.525	1/4 Whitworth	1.024	26 mm
0.551	14 mm	1.063	1-1/16 inch, 27 mm
0.563	9/16 inch	1.100	5/8 Whitworth
0.591	15 mm	1.125	1 1/8 inch
0.600	5/16 Whitworth	1.181	30 mm
0.625	5/8 inch	1.200	11/16 Whitworth
0.630	16 mm	1.250	1-1/4 inch
0.669	17 mm	1.260	32 mm
		1.300	3/4 Whitworth
		1.313	1-5/16 inch
		1.390	13/16 Whitworth
		1.417	36 mm
		1.438	1-7/16 inch
		1.480	7/8 Whitworth
		1.500	1-1/2 inch
		1.575	40 mm, 15/16 Whitworth
		1.614	41 mm
		1.625	1-5/8 inch
		1.670	1 inch Whitworth
		1.688	1-11/16 inch
		1.811	46 mm
		1.813	1-13/16 inch
		1.860	1-1/8 Whitworth
		1.875	1-7/8 inch
		1.969	50 mm
		2.000	2 inch
		2.050	1-1/4 Whitworth
		2.165	55 mm
		2.362	60 mm

Some tool manufacturers have begun

Cont. pg 14

Wrenches cont.,

making their sockets and closed end wrenches with "flank drive." Sears calls theirs "head lock." This type of construction allows more space where the corners are so the wrench applies its force a little off the point. If you can get combination wrenches and sockets with this type of design, it would be easier to grind them open some. You could then make Whitworth combination wrench or socket from a SAE or metric combination wrench or socket.

The BA sizes presented a bigger problem. I spent some time on the internet and was able to locate the dimensions for some of the sizes. I then remembered that my brother had some BA wrenches and sockets. I borrowed these and measured them. Arranged below is a chart showing the measured sizes of these tools, stated sizes of BA, SAE, and metric wrenches. Also listed is the maker of the tool. Terry's Tools is/was an English company. These wrenches are stamped from sheet steel and difficult to measure. They were purchased by my brother to help machine and assemble a model steam engine from castings.

MEASURED JAW GAP

(vs. stated size)

Jaw Gap (in)	Wrench Size	Tool Measured
0.155	8 BA	Terry's Spanner
0.1563	5/32 inch	
0.1575	4 mm	
0.177	7 BA	Terry's Spanner
0.1773	4.5 mm	
0.1875	3/16 inch	
0.1970	5 mm	
0.201	6 BA	Terry's Spanner
0.203	1-13/64 inch	
0.2167	5.5 mm	
0.2188	7/32 inch	
0.224	5 BA	Terry's Spanner
0.2344	15/64 inch	
0.2362	6 mm	
0.2500	1/4 inch, 4 BA	
0.252	4 BA	Terry's Spanner
0.2756	7 mm	
0.2800	3 BA	
0.2813	9/32	
0.285	3 BA	Snap On Socket
0.3125	5/16 inch	
0.3150	8 mm	
0.324	2 BA	

Jaw Gap (in)	Wrench Size	Tool Measured
0.330	2 BA	Snap On Socket
0.331	2 BA	Terry's Spanner
0.3438	11/32 inch	
0.3543	9 mm	
0.3650	1 BA	
0.369	1 BA	Snap On Socket
0.370	1 BA	Snap On Wrench
0.3750	3/8 inch	
0.3937	10 mm	
0.4130	0 BA	
0.416	0 BA	Snap On Wrench
0.4330	11 m	

How is this helpful? Based on these numbers you can probably find a metric or SAE wrench to fit those BA sizes. Some of these sizes aren't very common, but I found them listed as individual items in Sears's Industrial Tool catalog. If you want to put together a dedicated set of BA tools without going to a specialized source, you could buy the needed sizes from a discount store, grind off the existing numbers and label them using an etching tool. I have a tool that runs from a 12 volt battery and "etches" by burning with electrical arcing.



Members Page

Rowdies Website—Steve Mazurek, Webmaster
URL: <http://www.mgcars.org.uk/michiganrowdies/>

Mac McDonnells Database Report
10 new members since January 1, 2004.
115 Active and paid-up members.
74 % NAMGAR members.

E-mail's being returned
Please keep your emails up-to-date.

Classified Ads

Personal for sale or wanted classified ads are free to all paid-up members. Commercial ad rates: Full page \$40 issue/200 year; 1/2 page \$25/135; 1/4 page \$20/110; Bus Card \$10/55. Total ads may not exceed 12-1/2% (2 pgs of 16); ads accepted on first come first served bases.



Above: Dave Smith Gives Brian Beery a hand refilling the transmission fluid in Brian's beater after the Rowdies Birthday Party.

Below: Neil Griffin, Herb Maier and Cathy Holliday relax in Neil's parts store at the University Motors Summer

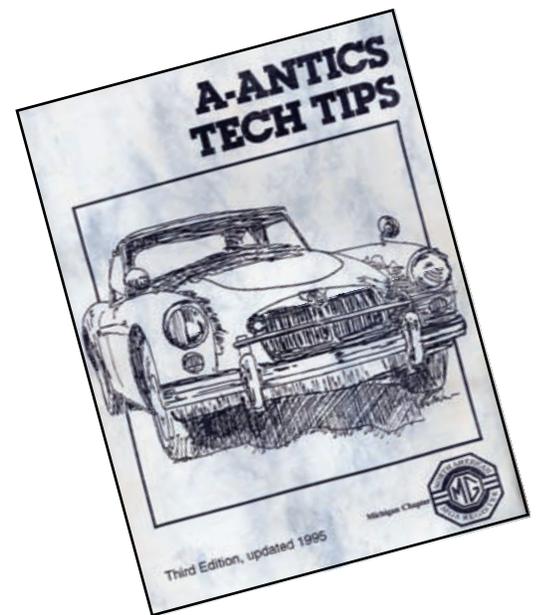


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Mark Barnhart starts 'em racing young out there in the sticks. Brett Barnhart waves from the MG with a creative farm sculpture in the background.