



A-Antics



Christmas Party Pictures
Car Display at MG2016
DOT Tire Codes
John Alexander's Rebuild



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!

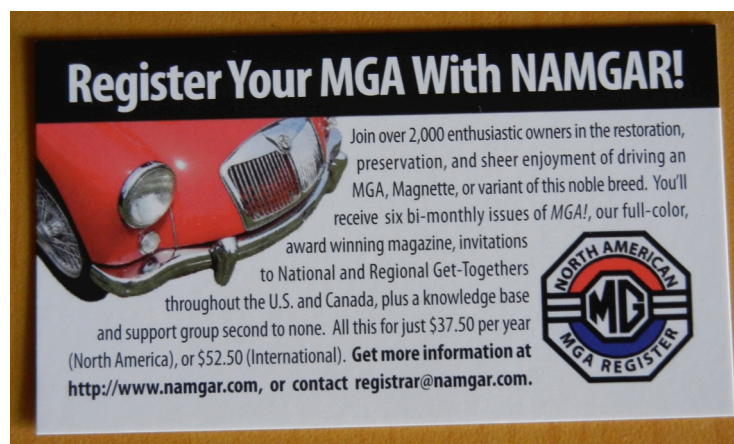
Rowdies Site:
<http://www.mgcars.org.uk/michiganrowdies/>

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



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.



MEMBERS PAGE

Rowdies Website: Larry Pittman, Webmaster

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

Larry Pitman's Database Report: 61 Active and Paid-Up Members

Deadline for submitting material for the next issue is: February 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.

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Letters

Blast From The Past

Your editor came across this article in the **Hoosier MGA Club's e_News** from July-August 2016 and thought it might jar some memories loose. Many of our 'more senior' members will remember Jack Kurkowski and Lyle York, who used to show up for many Rowdie activities back 'in the day'. Jack had his black MGA then and Lyle York was the owner of a 1960 Sebring Twin Cam racer #40.

"Jack and the EX-181: Seems we have an interesting story about one of our Club members that needs to be told. Jack Kurkowski, who founded the MGA club in the Indianapolis area and became the basis for the Hoosier MGs, shared his experiences with me that took place in

1979. The MGAs were having their first official meet at the Indianapolis Motor Speedway which included a drive around the famous track. There were 30 plus MGAs present for the event. In the picture provided here Jack's 1959 MGA was first in line at the start finish line. Now here is where it gets interesting. Seems former Hoosier A's member Lyle York had arranged for the famed MG Ex181 land speed record holder to be brought from England and put on display at the Indianapolis Motor Speedway Museum.

I tried to obtain additional information on what was the exact purpose of the MG Ex181 being at the Museum but was unsuccessful in my search online.

When the car was shipped to the United States in 1959 for the land speed record, special crates were made to hold the car and avoid damage to it. So shipping the car here again was not an easy matter and costly as well. To have the car at the Museum and on display was indeed very special. The plot thickens.

Seems Jack was able to get into the driver's seat while the car was on display at the Museum and this picture

shows young Jack Kurkowski's head & shoulders in the vehicle. Jack and one other member had their pictures taken in the MG Ex181. In the group picture in front of the MG Ex181 from left to right is: Jack Kurkowski, Lyle York, Joe Dennis & Larry Williams. More

information can be obtained about the MG Ex181 at: http://mgaguru.com/mgtech/variants/vt104_ex181.htm

Thank you for sharing this experience with us Jack. **Tim Macsay**, (Editor of The Hoosier e_News.)"



Good Intentions Are To Replace Asphalt For Road Paving

I heard on the Lansing news today you can save the 20% increase scheduled for 2017 if you renew your plates before the end of the 2016. However, you are not able to do this if your birthday falls after April 2017. If you are lucky enough to meet the criteria, as I was, you can renew on line just knowing your plate number and it only takes a couple minutes. Doing it this AM saved me \$76.

Dave Quinn (Ed. note: Too late by Now)

Don Holle replies;

And this applies how to my two vehicles registered here in New Mexico, and for which I pay a grand total of about \$100 per annum to register? You folks are getting ripped off and would be perfectly justified to march on the MVD palace in Lansing and start a few fires. But then, for your overpriced registration fees, you get smooth, well maintained highways. We hope to get Interstate 40 paved here one of these days. Only state in the Union with gravel Interstates.

Cheers and Merry Christmas to All and hope to see fellow Rowdies in California in June.

Don Holle Edgewood, New Mexico



One of Michigan's smooth, well maintained highways



One of New Mexico's Interstate Highways

The Editor & Treasurer Communicate

Hi Jeff;

The Rowdie birthday party was last Sunday and it went off well. Fortunately the weather turned out to be nice (slight sprinkles of rain for only about 5-10 minutes and sunny for the rest). The auction was "robust" as they say (latest buzz word, don't you know) and we raised \$863. The food cost for the meat was \$62.72. Hope you

and Jan are having a great summer. It's been kind of rough for me since I retired because it turns out all I have to do now is work on old cars and drink beer, drive to car meets and drink beer, sail my boat around and drink beer, and travel to exotic places and drink beer. Perhaps I should eliminate some of these tasks and just sit here and drink beer? It's a tough life, but I'm open to suggestions.

Ken Nelson

New Grill's A'Coming

I ordered one of Cecelia's new replacement grills, which I thought looked exceptional, at the GT this past summer but there's been a delay to getting it. I spoke with her today. I'm not sure if any other Rowdies have placed orders; if so, I thought I'd share our chat. She originally expected to have them delivered to her customers September 1st but it now looks like delivery will be early 2017.

The grills themselves, made in Taiwan, are ready. The delivery hold-up is due to the packaging company in Taiwan. A prototype styrofoam shipping mold (CNC computer cut) was shown at the Louisville GT along with the new grill. However, the packaging company somehow lost the computer file for the project. Cecelia had to send back her prototype before they could begin to start production.

The styrofoam packaging is needed to protect the individual grills during stacking and handling while in sea freight shipment to Scarborough Faire and in turn for UPS shipment to her customers.

She wishes all the Rowdies a Merry Christmas!

Dave Quinn

Will The Real Kevin Please Stand Up?

Hi Ken,

I was debating whether to send you this message but Mark Twain's quote kept popping in my head - "The reports of my death have been greatly exaggerated". In your article in the Sept - Oct A-Antics on the Mad Dogs and Englishman meet, you graciously identified me at the meet as a former Rowdie and the seller of my car to a Mr. Dave Duolin. Upon reading your article and seeing a picture that could have been me, I immediately ran to my garage to see if my car was still in my possession and fortunately, it was.

It scared me as I have been known to ingest a little more wine than the AMA daily recommendation - 2 glasses/day (at present calculation, I am good until 2041) and this has led to the "nectar of forgetfulness syndrome" where I could have sold my car without remembering. I also looked at the picture, that on a good day years ago, could have been me but again thank goodness, it was not me.

(continued next page)

With all that said, I believe you need to issue a correction and an apology to the poor gentleman that you identified as me. I am sure once he and I meet that he will be justifiably upset with you for thinking that he looked like me (obviously he is much better looking and better shape than me). I would be concerned that he does not initiate a slander lawsuit against you. To set the record straight, I am still an active dues paying rowdie, with a red MGA and will be at the Christmas Party this week. Mr. Twain and myself do not take these things seriously. See you Sunday.

Kevin D Peck 2104 Rouse Creek Ct
Ann Arbor, MI 48108 734 604-6269

Your Editor Replies:

Indeed you are correct, and apologies are indeed due and granted to the twin Kevins. Mr. Kevin Smith (below left), with whom I instead offered Kevin Peck's name, was indeed a prior Rowdie. The real Kevin Peck is thus pictured below on the right:



The Saga Continues

Jerry Jesion writes in: Gentlemen, have you seen this?

"The MG Car Club is teaming up with TV's Wheeler Dealer, Mike Brewer at this year's NEC Classic Motor Show (11 – 13 November) to help Mike decide the fate of his latest purchase – a 1959 MGA roadster."

The car, finished in Primrose Yellow is a left-hand drive, US market mkl. "We did an MGA on Wheeler Dealers in 2015 and I fell in love with it," said Mike. "I think it's the prettiest car MG has ever made, and to be honest, I regretted selling it and fancied another, so always kept an eye out."

Mike found the car in California and arranged to have it shipped back to the UK to Mike's Muscle Car Garage in Welwyn Garden City for a through clean-up and once-over.

"Being a California car it's completely rot-free. It had some paint a few years back and it's stood up to the years pretty well. I've not even had the chance to drive it yet!"

While it may be free of the dreaded tin-worm, Mike's MG understandably shows some of the signs of its 55 years on the road, which leaves him with a bit of a quandary – to restore or not to restore, that is the question.

"I could happily live with it just the way it is, but at the same time the idea of restoring it has a lot of



appeal too," Mike added. "I'm in two minds, so I thought I'd get people's opinions, and the Classic Motor Show is an ideal place to get them."

With this in mind, Mike offered the MGA to the MG Car Club, with the idea of getting the Club's members and visitors to its show stand to offer their opinion.

"Mike's been a friend of the Club for the last few years since he joined as an MGLive! host back in 2015," said Club General Manager Adam Sloman. "When he asked us to help him decide what he should do with his MGA, we were only too happy to help."

The Club will be inviting people to cast votes over the weekend of the show, and will have two pots – one for green 'restore it' chips and one for red 'keep it' chips. At the end of the weekend, the chips will be counted, and Mike will find out the future of his MGA.

Convoy To Solvang?

Steve & Diane Mazurek write in about driving to GT-42 next summer.

"At the moment, we intend to leave the house, turn left on US12 and follow it to Aberdeen, Washington. Then turn left again and then hug the coast as closely as possible until we get to Solvang. On the return trip, we currently are planning to head northeast to the salt flats in Utah. US34 through Estes Park, just west of Fort Collins, looks like something that must be driven in a sports car. Then east towards home. We will travel as little expressway as possible the entire trip.

We estimate the entire adventure will take about 30 days. We think our daily average will be about 350 miles, which should allow for some sightseeing along

the way. But that becomes iffy in the West where towns with hotels can be few and far between.

We have not joined with anyone. There is an opportunity, if we time it correctly, to meet up with the folks traveling down from Vancouver. Their current route plan takes them through Aberdeen WA also. We have not received their final route, so we may deviate from them at points along the way. For example, I think they will be avoiding San Francisco totally: Diane wants to see the Marin County building (Frank Lloyd Wright architecture) which pretty much requires a route through the city. There are some nationally identified scenic roads near the CA coast that we would like to drive also.

Plans are not final, but if someone might have an interest or has questions, they are welcome to contact us.

Steven P Mazurek (224) 633-9068

John Twist Is Replaced by Beer Swilling Rusty Moose

"All good things must come to an end. After nearly 42 years in full time business at three locations, I am ceasing repair and restoration operations as University Motors in Grand Rapids, Michigan, at the end of this month, November, 2016. The remaining workload will be transferred to **Forrest Johnson's "Rusty Moose Garage"** which will continue out of the Patterson Avenue location for now but will move to Grand Haven, Michigan, in the next several months.

Forrest, who has worked for University Motors for about five years, will keep Curt Saunier in his employ. Curt has worked for UML for about 23 years. Mike Blackport will continue throughout the transition.

Forrest continues the tale: *"It was a dark and stormy night on July 27, 1955 when I was dispatched from the factory (my Mother), and earlier that same day*

was in Tyrolite green and I did not want to spend my life as a frog....."

This is only the beginning of the saga of Forrest Johnson's life or the Rusty Moose with a penchant for beer. Mr. Moose Garage offers complete restoration of your MG T-type, MGA, and MGB's as well as some bench work as well. Do your carburetors need attention? Is your alternator not alternating or your generator not generating? Give them a call, and Forrest will do his best to help! Please call to talk about your project! Read more about it at [Rusty Moose Garage](http://RustyMooseGarage.com) or contact Forrest at Forrest@rustymoosegarage.com or Ph: 616-301-2888.

He's OK By Us!

Basil Adams was a name that appeared on John Twist's listing that I (DQ) was not familiar with (see page 11) so I did a little research. Allen Bachelder is familiar with him and wrote. "Hi Dave, I just have to put in my plug for Basil. 'Just love the side cover plates he makes. Beautifully made and they do not leak! They look great too - until covered by intake and exhaust manifolds... He's a great guy to deal with too.' Highly recommended!"

Sounds like he could be a good source for someone looking for some hard to find parts.

Allen Bachelder and Dave Quinn

Be Free, Little Nuts, Be Free!

From the Old Speckled Hens and the Internet comes a cool tip on how to free up those rusted-on recalcitrant and resistant nuts. Another "trick of the trade" tech tip to make life in the work shop a little bit easier! Thanks to old hens Lee Johnson & Jeff Fields for sharing!

Requirements: one candle, one match. Watch at <http://www.chonday.com/Videos/rusnutcankj4/>



the first MGA 10101 was dispatched from the MG factory at Abingdon, England. I am glad that we were not both dispatched with the same colour, as the MGA

ROWDIES 2017 CALENDAR OF EVENTS

2017 February	Trail, Ann Arbor, MI
18 Business Meeting-	(734) 996-2524 Bring
Bill and Mary Ellen	Dish to Pass. Meet starts
Weakley 4120 Pontiac	at 1:00pm.

CHAIRMAN'S CHATTER

by Bill Weakley



As I write this on November 23rd, I am looking at a cold but clear day. The forecast for tomorrow may include snow. But I still have hope that the salt will stay away until after the Christmas Party. I have parked my Midget for the year but am still driving the MGC. In the meantime, I continue to plug away at my MGA. I am

working with my machine shop to add a mechanical seal to the rear of the crankshaft, following Barney Gaylord's plans. This will probably add several hundred dollars to the cost of the engine rebuild, but now is the time to do it, if ever. I had good success adding a mechanical seal to the Midget engine, although that was part of the 5-speed conversion process. Anyway, I am eager to get the engine back so I can assemble the drive train and start plumbing and wiring in earnest.

I had hoped that the short block would not require much work. I bought a new cam and cam bearings and new timing chain. The cylinders had been bored .030" over back in 1967 and the crank ground .010" under.

Unfortunately, the cylinders should have gone to .040" over. When the engine was originally torn down, 13 of the 16 rings were broken, and apparently those broken rings wore a few places more than others. So now my 1500 engine will be halfway to being a 1600. Do you think I need to beef up the rest of the drivetrain to take all that extra torque?

I spent a lot of time last month taking inventory of all my parts and where they are stored. So now, instead of searching through thirty-some boxes, I search through a five page list. The car has been apart so long that I can't count on my memory for anything. Over the years I have accumulated duplicates of several items. Some I will keep as spares and sell others. In some cases, I didn't intentionally get duplicates. I simply forgot what I had and bought things when they were on sale. One that I will be selling is a NOS wiring harness for a 1600. I bought it at a Rowdie Birthday Party auction without realizing the difference between the 1500 and 1600. For those of you who haven't thought about it, the 1500 has only one two-filament bulb in each tail light, so it needs a special relay to switch between brake and turn signal function. The extra bulb in the later cars eliminates that requirement along with a fair amount of wiring and a special dual relay. So after doing a point-to-point check of my old harness and testing the turn signal relay, I decided to clean up the harness and reuse it. I hope I don't regret my choice.

December 7, Pearl Harbor Day: The Rowdie Christmas Party was a big success, thanks to organizers

Deb and Jeff Smith and all those who pitched in to help at the party. There was great food, and many nice gifts were exchanged, with a few being exchanged several times.* *Rowdie! Rowdie! Rowdie!* More importantly, it was a chance to reconnect with friends we don't see as often in the winter. It was snowing lightly as the party let out, fitting for a Christmas party, I suppose. I wasn't all that pleased about it though, since I had driven my MGC. Fortunately, it was warm enough that no salt was on the roads. The next day, I took the driving insurance off, changed the oil and started putting it away for the winter. I'm going to change the head gasket and side cover gaskets, but I have until at least March to do that. In the meantime, it's back to the MGA.

I do regret not being able to drive my MGs for several months. Years ago, I drove an MG year-round, as many of you did. Driving an MG in the snow was great fun, and they performed quite well. Of course, the heater was minimal at best, but that's what mittens and boots are for. Now I console myself with the idea that winter is a great time to work on my cars. I finally have a spacious, heated garage and the time to tackle large projects. The advantage of winter car projects is that I am in no big rush to get the car back on the road. So I can put it up on jack stands and tear it apart, then decide what parts to order and do all the little jobs that I wouldn't have time for otherwise. Back when my MG was my daily get-to-work car, I had to make overnight repairs in the cold more often than I would have liked. Now I look forward to tackling my projects at a more leisurely pace.

I hope winter is kind to everyone, whether you are escaping to the south, heading north for snow sports or just staying home and keeping warm. Plan to come to the annual meeting in February, if possible. It will be at our house, north of Ann Arbor. Bring your calendars and be thinking about events for next year and which one you might want to host. See you then. **Bill Weakley**



**These are the people who each owned this fine British waste receptacle for at least a few seconds or minutes during the Christmas Party. Dave Q took it because he erroneously thought it was a giant economy sized can of English beer.*

MG's Split Personality

By Dave Quinn

Dave Quinn sent in some copies of pictures of an MGA Twin Cam, and an MGB-GT that he thought might be enjoyable for us all. Here are his comments and the pictures below.

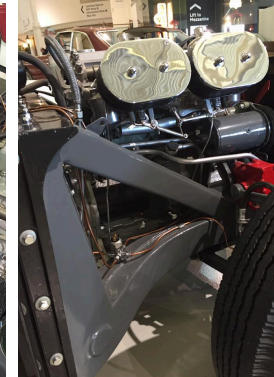
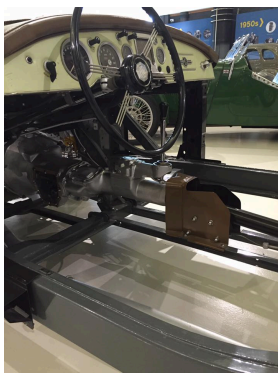
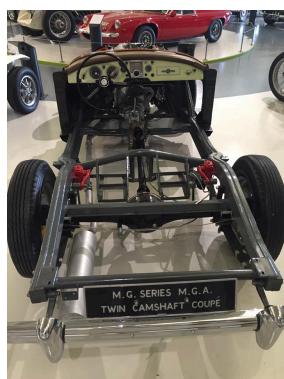
Rowdies,

I know some of you MGA lovers share garage space with MGBs and other MGs. You might find this of interest. Those that do not, might like to see what happens when an obsessive MGA lover with a really sharp saw blade decides he did not like the next version.

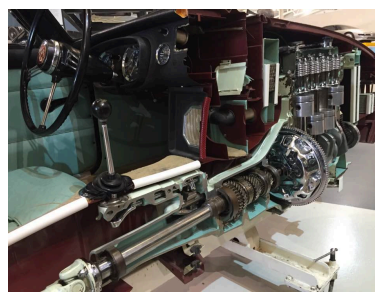
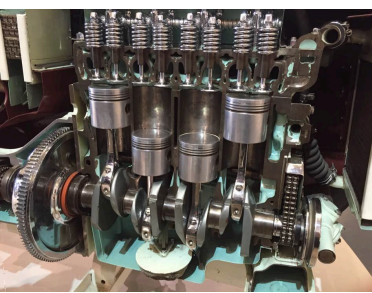
For those looking for a new project, like Bruce Mann, this could a steep challenge but there's only one.

Maybe with this detail Neil Griffin can figure out how to install air conditioning that won't leave Thelma sweating. This might encourage Curt Smith to finish up his MGB before the guy with the saw finds out he has one (ops!).

I want to acknowledge Robert McMillin in the UK who took these photos at the British Motor Museum. I thought the motor and gearbox shots were especially good. Got kids, or grandkids, you might show them what pushes MGs down the road besides your better half. I tried, mine didn't care..... something about how do you play the video game? **Dave Quinn**



MGA Twin Cam cut Away Above & Left, and MGB-GT cut away below.



Pictures At An Exhibition

By Bruce Mann

I received an email from Carol Shamonsky a couple of months prior to the All-MG event in Louisville Ky., (MG 2016) asking if I would like to put my MGA in the "Talk and Tour" event in Louisville. "Talk and Tour" was given a three (3)



hour block of time on Wednesday morning of the MG 2016 Week. NAMGAR's plan was to have the owner of each car give a 15 minute presentation relevant to the history of his or her vintage model. I graciously accepted NAMGAR's invitation.

Upon arriving in L'Ville we learned that every vintage MG would be on display in the Crown Royal Hotel Ballroom. The expectation was virtually the same for all cars. In the case of the MGA, a discussion of this model built since the final production of the MGTF Series in 1955, until the introduction of the MGB in 1962.

The ballroom had a number of vintage cars, to include the following: MGJ3, MGTC, MGTD, MGTF, MGA, MGB, MG 1100, MGC-GT, MG Magnette, and the ultimate MGA: MG EX-186!

My discussion began with the telling of the MGA sports car announcement made in Frankfort Germany at the Motor Show in September, 1955 introducing the MGA series. The MGA replaced the MG TF Midget, the end of the T-series cars. The MGA was seen with **major** restyling changes

from earlier MG sports cars. Within the "A" series the changes were very noticeable. It was very modern and sleek looking compared to the previously built T-series. Some of the more subtle changes in the boot, doors and bonnet were from



steel to light weight aluminum. Outside door handles on the T Series changed to pull straps inside the MGA's doors, thus eliminating the door handle. One of the more noticeable changes was going from a 5.1 rear axle ratio (MGTD) to a 4.3 rear end ratio on the MGA, allowing more flexible highway cruising.

The 1500 to 1600 MGA went from drum to disk brakes (front only), dual taillights, along with engine size enlargement from the 1500cc to the 1600cc, and the subsequent 1622 cc on the Mark II. Other changes were; inch and a quarter carbs up to inch and half SU carbs. Total production of the A series were just north of 101,000, compared to just over 30,000 MGTD series. About 6% of the production was for domestic use and the balance went to the export market, primarily destined for the US.

The MGA weighed in at close to 2000 pounds, and was about 13 feet long and 5 feet wide, and ground clearance was only 6 inches. It had about 70 horsepower when launched. (next page)

The preceding T-series cars were produced from 1936-1955. TA's (1936-1939) 3,000 produced, TB's (1939-1945) 379 produced, TC's (1945-1949) 10,000 produced TD's, (1950-1953) 30,000

produced and TF's 10,100 were produced (1953-1955).

With more horsepower from the "B-series" MGA engine compared to XPAG and XPEG engines in the T series; bigger carbs and the 4.3 rear end, the cars performance was improved significantly, from previous models. The MGA was considered the first true 100 mph production MG. I talked somewhat about our restoration and that we always drive our car to all the events.

The MGA was replaced with the MGB, which went into production in 1962 with over 500,000 built until 1980.

All in all a fun demonstration, and BTW they did put plastic under each car, so as not to drip, oh well you all know what!!!!!!! **ON THE CARPET.**



ROWDIES BUSINESS MEETING 2015!

SATURDAY FEB.18-12 Noon

(Alternate Date For Weather Feb 25)

Bill & Mary Ellen Weakley's

4120 Pontiac Trail

ANN ARBOR, MI

STORY TELLING, GREETING - 11AM

LUNCH - NOON

BRING DISH TO PASS

MEETING BEGINS - 1PM

QUESTIONS?

Bill & Mary Ellen - (734) 996-2524

MG Service and Parts Suppliers –November 2016 per John Twist*This is a list of suppliers and facilities recommended by John*

SERVICE OPTIONS			
Brit Bits	Rye NH	British	(603) 433-0001
Community Auto	Grand Rapids	Foreign & Domestic	(616) 774-7048
Connell's MG Service	Indianapolis IN	MG	(317) 545-6108
Roger Deacon	Granger IN	MG	(574) 292-0004
Eclectic Motorworks	Holland MI	Eclectic	(616) 355-2850
Glenn's MG Repair	St Pete FL	MG & British	(727) 521-9890
Guy's Garage	Ann Arbor MI	British	(248) 349-3649
Rusty Moose Garage	Grand Haven MI	MG	(616) 301-2888
Northshore Imports	Lake Bluff IL	British	(847) 247-0447
On the Road Again	Morgan Hill CA	British	(408) 782-1100
Prestige Auto	Grand Rapids	Foreign	(616) 957-4661
Quality Coaches	Minneapolis MN	Foreign & British	(612) 824-4155
Sportscar Craftsmen	Denver CO	MG	(303) 422-9272
Triumph Rescue	Bally PA	British	(610) 845-8217
Verburg's Auto	Grand Rapids	Foreign & Domestic	(616) 949-2940
West Michigan Imports	Grand Rapids	Triumph & British	(616) 878-5774
PARTS SUPPLIERS			
Abingdon Spares Ltd	Walpole NH	T Series Parts	(800) 225-0251
Basil Adams		Engine Bearings	(707) 762-0974
Jim Alcorn	LaJolla CA	MGA Twin Cam	(858) 459-0806
Advanced Performance Tech	Riverside CA	Camshafts / Hi-Perf	(800) 278-3278
British Car Specialists	Stockton CA	AH Parts & Service	(209) 948-8767
British Wiring	PA		(866) 461-9050
Brown & Gammons	Baldock UK	All MG Parts	(146) 249-0049
Clarke Spares	PA	MGA Parts & stamping	(215) 348-0595
D&D Fabrications	MI	V8 Conversions	(810) 798-2491
Engle Imports	Kalamazoo MI	All MG Parts	(800) 900-2905
From the Frame Up	AZ	T Series Parts	(480) 588-8185
Kirk's Auto Refitters	Davenport IA	MGC Parts	(563) 323-1017
Moss Motors	Goleta CA	all MG Parts	(800) 235-6954
Painters Supply	Grand Rapids	Paint & Body Supply	(616) 245-2148
Scarborough Faire	RI	MGA Parts	(401) 724-4200
Sportscar Craftsmen	Denver CO	Used MG parts	(303) 422-9272
Triple C	Queen Creek AZ	Keys / Memorabilia	(480) 361-2529
Little British Car Co.	Farmington Hills, MI	British Parts Supply	(800) 637-9640

SERVICE SUB CONTRACTORS			
Advanced Distributors	Minnesota	Distributors	(612) 804-5543
All Parts	Grand Rapids	Wire Wheel Mounting	(616) 281-4907
AM-FOR	Souderton PA	Starters / Generators	(215) 723-4877
B&B Upholstery	Ada MI	Interiors / Repairs	(616) 340-6031
Berrys & Gillikins	Grand Rapids	Towing	(616) 363-9500
British Fuel Pump Resto	Copley OH	SU Fuel Pumps	(330) 666-2642
British Vacuum Unit		Distributor Vacuum	(603) 783-0566
CD's Engine Service	Hudsonville MI	All machine work	(616) 662-1553
Joe Curto	NYC	SU Rebuilding	(718) 762-7878
Damper Doctor	Redding CA	Engine Pulleys	(530) 246-2984
D&R Driveline	Hudsonville MI	Driveshafts	(616) 667-1308
Harmon Glass	Grand Rapids	Windscreens	(616) 885-6799
Koenes Auto Body	Grand Rapids	Paint & Body	(616) 949-2640
Midwest Plating	Grand Rapids	Zinc plating	(616) 451-2007
Nisonger Instruments	Mamaroneck NY	Instrument Repair	(914) 381-1952
Parker Brake	Grand Rapids	Shoe re-lining	(616) 243-7769
Paul's Chrome Plating	Evans City PA	Chroming	(724) 538-3367
Quantum Mechanics	Oxford CT	MG Gearboxes	(203) 459-9612
Radiator Hospital	Grand Rapids	Radiator repair	(616) 459-2013
Southwest Sandblasting	Grand Rapids	Sandblast/Powdercoat	(616) 243-1611
Star Auto Electric	Monrovia CA	Starter/Generator	(866) 969-7827
State Spring	Grand Rapids	Leaf Spring Repair	(616) 455-2650
White Post Restorations	White Post VA	Master Cyl Sleeving	(540) 837-1140
Worldwide Auto	WI	Dampers/Shocks	(800) 362-1025
WEBSITES			
www.mgaguru.com		MGA Info	
www.UniversityMotorsLtd.Com		MG Info	
www.MGExperience.net		MG Community	

Coming Next Issue-Dave Quinn's "Ragtop Refurbishment and Restoration Review" PLUS "Quinn's Quintessential Quips for the Questioningly Quirky" and "Tip's for the Technically Twisted Twitterers"--BE SURE NOT TO MISS IT!

John Alexander's MGA Rebuild-On Schedule

November 1, 2016

Good evening Ken. You'd think I had died or sumthin'. Not so, and here's proof! I hope this missive finds you well.

I have finally arrived at the point in my little project that I ought to let you into the fold once again.

In mid-September, there assembled here at the MGA Factory, three fellow Rowdies, to assist me own good self in the placement of the painted body onto the chassis. It seemed to go rather well. All the 31 bolt holes lined up and a new MGA was born again! I'm indebted to Kevin Peck, Tom Fant and Chairman Bill Weakley for their tremendous help.

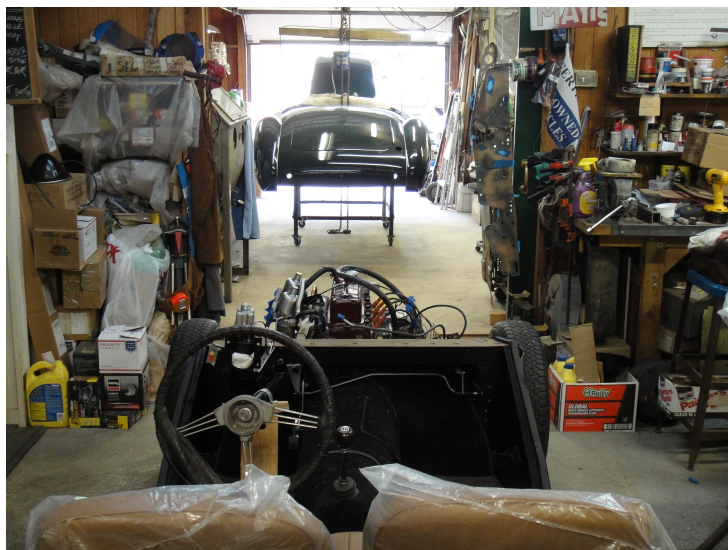
Since then, I've been chipping away at the assembly of all those parts I'd restored during the last

five years. The wiring harness is in, dash is all assembled waiting to hook up to the main harness. The cockpit surround and some of the chrome bits are in place except the rear cockpit trim, which now is 1/4" too long at both ends! My suspicion is the new aluminium rear corners are cast slightly too long. No worry, I'll just take the leathercloth apart on each end, saw 1/4" off, re-assemble same and Bob's yer Uncle. What's another few days after five years.

Hopefully I'll be driving it before the salt gets spread this year. See you at the Christmas Party,

John

(Story Continues Next 2 Pages)



Tom Fant, Bill Weakley, and Kevin Peck Gently Drop John's MGA Back In Place On Its Frame



November 22, 2016

Hello lads. The car is coming along but not as fast as I'd like. Here's one for the books. I've been pretty careful on body assembly about dimensions. The MGA guru's say don't worry about being any closer than 1/4". Well, the door seals slid right into place but the doors wouldn't close - at all! They close now - I cut 1/4" off all the seals, which is about all the seal there was. Not my favorite way to treat \$185 seal/trim units but the doors shut now and, as Bill Weakley so thoughtfully pointed out, it's doubtful door seals matter much on a roadster! So much for being so bloody careful about how everything fits. SHEESH!

So, now the interior is complete and I put the top frame on today. Have to do a little woodwork on the header bar (wood, of course) but that will be easy. Then, I can no longer avoid it, installing the dash and hooking up all the wiring, praying to Joseph Lucas with all I've got. Probably won't get her on the road before the salt trucks - but maybe. I've got "year of Manufacture" license plates and insurance up to date.

Here are some updates of a photographic nature. Probably won't get out to the car for the next few days with Thanksgiving coming up, but I'll keep you in the loop.

Happy Thanksgiving!

John



November 30, 2016

So Close, So Close. Tomorrow, Thursday, Dec. 1st, 2016, 5 years, 1 month and 5 days after I ripped out the passenger side floorboards, I will begin connecting the main harness to the dash wiring loom. All should go smoothly but since I've made several "modifications" - ummm, who knows.... Whatever happens, it's been a real experience. The past 2 days of beautiful weather has spurred me on to get the motor runnin' so I can reveal all at the Christmas Party this Sunday. I think if the smoke gets out of the wiring, no one will see me until 2018.

Yesterday I got the heater assembly in place. Now I know what it's like to be old. Had to flip my glasses upside down so I could see to fit the #4 sheet metal screws into the demist air hose adapters to screw them onto the heater box down in the foot well. "OMG!" as my Granddaughter says. Anyway, I'm running out of parts to stick onto the car.

It turns out that I still need to restore a center rear view mirror. \$20 bucks and I could have a new one - but NO - I want to restore the OEM unit. Won't take more than an hour or so if the paint dries quickly. (Note: These ideas come to me when I want to avoid moving forward with any

particularly scary operation, namely any wiring project.) I could also put the front bumper on, then I could.....STOP, STOP, STOP, STOP!!!!

John



December 21, 2016

OK. So here is. A short toot announcing the near completion of the frosting on my automotive cake.

Tonight at 5:35 pm, on the winter solstice and after nearly 2000 recorded hours and 1910 days from when I rammed a hydraulic jack through the driver's side floorboard to start this project, I have a brand new running MGA. All the smoke has remained within her wires and most of her oil is still in the appropriate containers.

I can now put on the front valence, front bumper and the grille, reinstall the seats and go dashing thru the snow - or wait for spring. Boy, it's gonna be a loooooonng winter.

There were some teething problems at the end. New and Crappy, cheaply made t-sig sockets found their way by airmail to the far wall of the shop to be replaced by the ould OEM units ,after restoration, of course. And they work as they should.

Hydraulic brake lite switch failed with only 2 miles on it (from the "drive your MGA day" last May)! My planned mechanical brake lite switch is now wired in.

The battery got used up with electrical testing - hadn't charged it since the May outing - and now won't hold much of a charge. It was a cheap battery 3 years ago. Anyway, got the engine to sputter once before I realized the TAPE WAS STILL covering the SU intake holes! Now that's a choke. No battery left after that to fire those wet plugs. Today, engine fired up once and stalled. Carbs had black goo in the reservoirs. Removed the goo and she fired up on the first crank. Ran the engine temp to 165 before turning on the

electric fan (which replaced the engine fan due to space limitations). Saw the T-stat open at 185 and there the temp stayed so I'm hopeful the electric fan will be adequate. Guess I won't know until Cecil's B'day party in Holt next year.

So, I turned off the engine to get out of the exhaust filled inner sanctum of the factory (cough, gasp). I hit the horn button to exclaim to Carolyn that I was done. The horn had been working fine all week. No longer does it toot. Geez, does it ever end?! Am I cursed by the ghost of "old Joe" Lucas? Fer cryin' out loud! I named my black dog Lucas in his honour. COME ON!

Ah well, cheerio Lads,

John (& Lucas, my Prince of Darkness)



Pictures of Rowdie Christmas Party-
photos by Bruce Mann, Ken Nelson, Mary Ellen
Weakley, Tracey Bird (pages 16-17)





DOT Tire Codes Explained

*Submitted by Dave
Smith and Bill Weakley*

DOT Tire Identification Number (TIN)

Federal law requires tire manufacturers to provide standardized information permanently branded on the sidewalls of all tires sold in the United States. This includes information about the tire's basic characteristics, capacities and construction, as well as its U.S. Department of Transportation (DOT) Tire Identification Number used for safety standard certification and in case of a recall.

Current regulations require that Tire Identification Numbers begin with the letters "DOT," followed by eight to thirteen characters (see 12-character example in photo below) that can be used to identify the manufacturing location, tire size and manufacturer's specifications, along with the week and year the tire was manufactured. So while DOT Tire Identification Numbers are commonly but erroneously referred to as the tire's serial number, unlike the serial numbers used on most other consumer goods that identify one specific item, Tire Identification Numbers actually identify production batches.



Regulations also require the entire DOT Tire Identification Number to be branded on one sidewall while only the letters "DOT" and the first digits of the Tire Identification Number must be branded onto the opposite sidewall (shown below). Therefore it is possible to see a Tire Identification Number that appears incomplete, yet simply requires looking at the tire's other sidewall to find the complete Tire Identification Number.



Because not all tires are intended to be imported and sold in the United States, many tires are developed and produced without being tested by their manufacturer to confirm they meet all U.S. Federal Motor Vehicle Safety Standards (FMVSS). Without conducting the tests and certifying these tires meet U.S. requirements, these tires are not allowed to be branded "DOT" and cannot be legally driven in the United States.

Mounting Orientation of Tire Identification Numbers (TIN)

It is recommended that tires featuring symmetric tread designs have their full DOT Tire Identification Number mounted outboard allowing them to be easily visible when the tires are installed on the vehicle.

Determining the Age of a Tire

When it comes to determining the age of a tire, it is easy to identify when a tire was manufactured by reading its Tire Identification Number (often referred to as the tire's serial number). Unlike vehicle identification numbers (VINs) and the serial numbers used on many other consumer goods (which identify one specific item), Tire Identification Numbers are really batch codes that identify the week and year the tire was produced.

The U.S. Department of Transportation (DOT) National Highway Traffic Safety Administration (NHTSA) requires that Tire Identification Numbers be a combination of the letters DOT, followed by ten, eleven or twelve letters and/or numbers that identify the manufacturing location, tire size and manufacturer's code, along with the week and year the tire was manufactured.

"When it comes to determining the age of a tire, it is easy to identify when a tire was manufactured by reading its Tire Identification Number (often referred to as the tire's serial number)."

Tires Manufactured Since 2000

Since 2000, the week and year the tire was produced has been provided by the last four digits of the Tire Identification Number with the 2 digits being used to identify the week immediately preceding the 2 digits used to identify the year.

Example of a tire manufactured since 2000 with the current Tire Identification Number format:



In the example above:

DOT U2LL LMLR **5107**

Manufactured during the **51**st week of **2007**

While the entire Tire Identification Number is required to be branded onto one sidewall of every tire, current regulations also require that DOT and the first digits of the Tire Identification Number must also be branded onto the opposite sidewall. Therefore, it is possible to see a Tire Identification Number that appears

(continued next page)

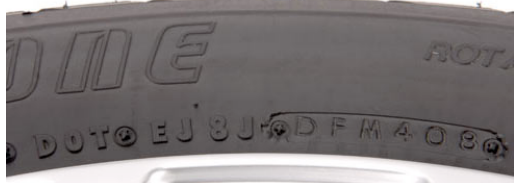
incomplete and requires looking at the tire's other sidewall to find the entire Tire Identification Number

The use of a partial Tire Identification Number on the one sidewall reduces the risk of injury to the mold technician that would have to install the weekly date code on the top sidewall portion of a hot tire mold.

Tires Manufactured Before 2000

The Tire Identification Number for tires produced prior to 2000 was based on the assumption that tires would not be in service for ten years. While they were required to provide the same information as today's tires, the week and year the tire was produced was contained in the *last three digits*. The *2 digits* used to identify the week a tire was manufactured immediately preceded a *single digit* used to identify the year.

Example of a tire manufactured before 2000 with the earlier Tire Identification Number format:



In the example above:

DOT EJ8J DFM **408**

Manufactured during the **40th** week of the **8th** year of the decade

While the previous Tire Identification Number format identified that a tire was built in the 8th year of a decade, there was no universal identifier that confirmed which decade (tires produced in the 1990s may have a small triangle following the Tire Identification Number to identify the decade).

And finally, hold on to your sales receipt. Most tire manufacturer's warranties cover their tires for four years from the date of purchase or five years from the week the tires were manufactured. So if you purchase new tires that were manufactured exactly two years ago they will be covered for a total of six years (four years from the date of purchase) as long as you have your receipt. If you lose your receipt, your tires' warranty coverage will end five years from the week the tire was produced (resulting in the tire manufacturer's warranty coverage ending only three years from the date of purchase in this example).

How to Read Speed Rating, Load Index & Service Descriptions

Using a P195/60R15 87S tire size as our example, the

87S at the end of the size represents the tire's service description. A service description identifies the tire's load index and speed rating. Service descriptions are required on all speed rated (except for Z-speed rated) tires manufactured since 1991.

The first two digits (**87**) represent the tire's load index and are followed by a single letter (**S**) identifying the tire's speed rating.

Load Index

P195/60R15 87S - The load index (**87**) is the tire size's assigned numerical value used to compare relative load carrying capabilities. In the case of our example the 87 identifies the tire's ability to carry approximately 1,201 pounds.

The higher the tire's load index number, the greater its load carrying capacity.

89 = 1,279 pounds; 88 = 1,235 pounds; 87 = 1,201 pounds; 86 = 1,168 pounds; 85 = 1,135 pounds

A tire with a higher load index than that of the Original Equipment tire indicates an increase in load capacity. A tire with a load index equal to that of the Original Equipment tire indicates an equivalent load capacity. A tire with a lower load index than the Original Equipment tire indicates the tire does not equal the load capacity of the original.

Typically, the load indexes of the tires used on passenger cars and light trucks range from 70 to 110.

Index	lbs	kg	Index	lbs	kg
71	761	345	91	1356	615
72	783	355	92	1389	630
73	805	365	93	1433	650
74	827	375	94	1477	670
75	853	387	95	1521	690
76	882	400	96	1565	710
77	908	412	97	1609	730
78	937	425	98	1653	750
79	963	437	99	1709	775
80	992	450	100	1764	800
81	1019	462	101	1819	825
82	1047	475	102	1874	850
83	1074	487	103	1929	875
84	1102	500	104	1984	900
85	1135	515	105	2039	925
86	1168	530	106	2094	950
87	1201	545	107	2149	975
88	1235	560	108	2205	1000
89	1279	580	109	2271	1030
90	1323	600	110	2337	1060

(continued next page)

When looking at light truck (LT) or newer Special Trailer Service (ST) tires, there are two load indexes branded on the sidewall, separated by a forward slash. Using an LT235/75R15 104/101S Load Range C tire as an example, the load index is 104/101. 104 corresponds to 1,984 pounds, and 101 corresponds to 1,819 pounds. So what is the true load carrying capacity of the tire? The answer changes depending on the situation in which the tire is being used.

Since LT tires are commonly used on trucks with dual rear wheels, they are branded with two load indexes. The first number indicates the load carrying capacity if the tire is installed on a truck with a single-wheel rear axle, and the second number applies when the tire is used in a dual rear application.

Though it may seem counterintuitive that a tire is rated to carry less weight when working in tandem with another tire in the dual pair, the purpose is to build in additional reserve capacity should one of the two tires fail, leaving the sole remaining tire to carry the load normally handled by two tires.

Speed Rating

In Germany some highways do not have speed limits and high speed driving is permitted. Speed ratings were established to match the speed capability of tires with the top speed capability of the vehicles to which they are applied. Speed ratings are established in kilometers per hour and subsequently converted to miles per hour (which explains why speed ratings appear established at "unusual" mile per hour increments). Despite the tire manufacturer's ability to manufacture tires capable of high speeds, none of them recommend the use of their products in excess of legal speed limits. The maximum operating speed of a vehicle must be limited to the lowest speed rated tire on the vehicle.

Speed ratings are based on laboratory tests where the tire is pressed against a large diameter metal drum to reflect its appropriate load, and run at ever increasing speeds (in 6.2 mph steps in 10 minute increments) until the tire's required speed has been met.

It is important to note that speed ratings only apply to tires that have not been damaged, altered, under-inflated or overloaded. Additionally, most tire manufacturers maintain that a tire that has been cut or punctured no longer retains the tire manufacturer's original speed rating, even after being repaired because the tire manufacturer can't control the quality of the repair.

Over the years, tire speed rating symbols have been marked on tires in any of three ways shown in the following examples:

225/50SR16; 225/50SR16 89S; or 225/50R16 89S

Each of these was an acceptable method of identifying

speed ratings. Early tires had their speed rating symbol shown "within" the tire size, such as 225/50SR16. Tires using this type of branding were not to have been produced after 1991.

Beginning in 1991, the speed symbol denoting a fixed maximum speed capability of new tires must be shown only in the speed rating portion of the tire's service description, such as 225/50R16 89S. The most common tire speed rating symbols, maximum speeds and typical applications are shown below:

L	75 mph 120 km/h	Off-Road & Light Truck
M	81 mph 130 km/h	Temporary Spare Tires
N	87 mph 140km/h	
P	93 mph 150 km/h	
Q	99 mph 160 km/h	Studless & Studdable
R	106 mph 170 km/h	H.D. Light Truck
S	112 mph 180 km/h	Sedans & Vans
T	118 mph 190 km/h	Sedans & Vans
U	124 mph 200 km/h	
H	130 mph 210 km/h	Sports & Coupes
V	149 mph 240 km/h	Sports & Coupes

When Z-speed rated tires were first introduced, they were thought to reflect the highest tire speed rating that would ever be required, in excess of 240 km/h or 149 mph. While Z-speed rated tires are capable of speeds in excess of 149 mph, how far above 149 mph was not identified. That ultimately caused the automotive industry to add W- and Y-speed ratings to identify the tires that meet the needs of new vehicles that have extremely high top-speed capabilities.

W	168 mph 270 km/h	Exotic Sports
Y	186 mph 300 km/h	Exotic Sports

While a Z-speed rating still often appears in the tire size designation of these tires, such as 225/50ZR16 91W, the Z in the size signifies a maximum speed capability in excess of 149 mph, 240 km/h; the W in the service description indicates the tire's 168 mph, 270 km/h maximum speed.

225/50ZR16 in excess of 149 mph, 240 km/h

205/45ZR17 88W 168 mph, 270 km/h

285/35ZR19 99Y 186 mph, 300 km/h

Most recently, when the Y-speed rating indicated in a service description is enclosed in parentheses, such as 285/35ZR19 (99Y), the top speed of the tire has been tested in excess of 186 mph, 300 km/h indicated by the service description as shown below:

285/35ZR19 (99Y) in excess of 186 mph, 300 km/h

As vehicles have increased their top speeds, the tire speed ratings have evolved to better identify the tire's capability, allowing drivers to match the speed of their tires with the top speed of their vehicle.

A Little Of This, A Little Of That...



Pictured above is the Chelsea Depot with the Rowdie Christmas Party Tree & Decorations & Presents. Thanks to Jeff and Deb Smith for all their hard work making it happen!

To the right and clockwise is Santa taking RUDOLPH for a ride; the next anniversary gift from Bruce Mann (her Knight) to Willy; Santa making his deliveries with British horsepower instead of Reindeer; a current picture of a main street in Downtown Havana in December 2016 (!) with deja-vu 1950's American Detroit classics; and "how to spot a flood damaged classic vehicle" (look for Barnacle Bill in the Boot).



Neil Griffin's Parts Sale-New, Unused Moss Parts-Call:(734) 697-7419**MGA Misc.Parts**

Moss Part Number	Part Description	Price New	Price For Sale
280-760	Shift Lever Boot	7.79	7.00
460-950	Water Pump	48.00	42.00
165-708	Twin Horns	100.00	88.00
377-040	SU Fuel Pump-Pos Grd.	190.00	168.00
	Exhaust Pipe-SS 2 Piece		100.00
499-560 905-635, 454-338	Moto-Lita Steering Wheel Ring Kit, Adaptor Hub	389.99 32.00, 110.00	467.00 for all 3 total

MGA Trans Parts

121-100	Seal	3.90	
190-310	Clip	1.19	
413-040	Mounting Bushing	11.79	
120-400	Seal	8.79	
461-280	Shim .002	10.00	
120-300	Seal (3)	4.80	150.00 for All Trans Parts
121-000	Seal	75.00	
461-360	Layshaft	40.00	
296-440	Gasket	4.50	
461-010	Seal	1.89	

MGB Misc. Parts

454-310	Bumper OverRider-2 Frt.	80.00	70.00
453-428	Body Molding Trim Kit	135.00	119.00
453-100	Rear Bumper	179.95	160.00
244-121	Badge Bar	169.95	150.00
457-680	Rear Valence	199.95	175.00
641-920	Seat Bottom Foam (2)	89.50	65.00

MG TD Parts

454-010 MG TD Part	MGTDBumper OverRider (4)	Ea-62.00	Ea-55.00
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***The Road Never Ends When
Traveling In Your MGA...
Off For The Next Adventure!***



Picture submitted by Dave Quinn



Bruce & Willy Mann's MGA

Picture submitted by Bruce Mann