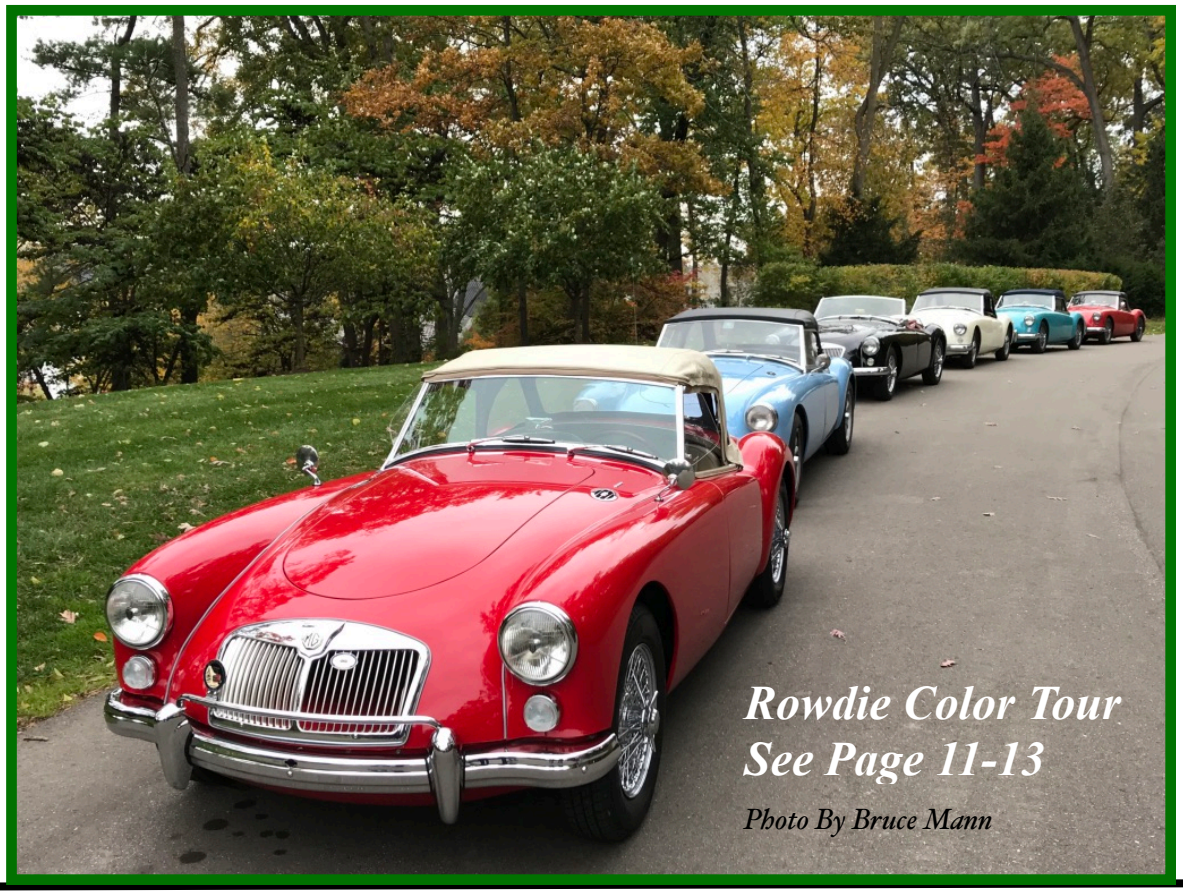
THE JOURNAL OF THE MICHIGAN ROWDIES VOLUME 43, NO 6, NOV-DEC, 2018

A-Antics



Spare Fuel Pump

Rowdie Color Tour

Member's Projects

Bonneville MG Team Flag



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.mg-cars.org.uk/michiganrowdies/

MG Car Council Site: http://www.mg-cars.org.uk/mgcouncil/

NAMGAR Web Site: www.namgar.com

Past Chapter Chairpersons:

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

MEMBERS PAGE

Rowdies Website: Larry Pittman, Webmaster

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

Larry Pitman's Database Report: 52 Active and Paid-Up Members

Deadline for submitting material for the next issue is: December 20, 2018

Classified Ads

Letters

Interesting Riley Facts



Unbeknownst to many an automobile enthusiast is the fact that Riley RM Saloon cars were the preferred get-away vehicle for the criminal element in England during the 1950s. While not the fastest car at the time, after a bank job or jewelry store heist their timeless combination of a comfortable smooth ride and prodigious fuel economy appealed to the really well-heeled criminal looking for stature among colleagues and police alike. Pictured above is the notorious ***Purple Gang*** with their favorite vehicle after robbing the Crown Jewels from the Tower of London. 'Little Joe' is in front with 'da Boys' around him. The true mastermind was believed to be a female, but she was never brought to justice and her identity remains unknown to this day. ***Sir Algernon BlueBottom***

From Andy Hoffman

Here is an advertisement for TAG Heuer watches, but it looks more like an advertisement for the MGA to me. Copy and paste this link and Enjoy! ***Andy***

https://youtu.be/ihWK-XuecOI

Namgar's Future



Mark & Cindy Michalak's Grandsons

Any Color You Want…As Long As It's Red…



In A Galaxy Far, Far Away And Long Ago…

Cars on the Green, Dixboro 9-14-18



Bill Weakley & John Alexander at Dixboro, Michigan "Cars On The Green" 9-14-18

(continued next page)

Prize Winner Award

Willy Mann won the people's choice award for the 52 TD at O'Reillys car parts show on September 8, 2018.





Tow Dolly Advice Requested!

Hi Ken, Just 2 points after reading your adventure with the tow dolly.

Any time you are towing any rear wheel drive car with an automatic transmission you need to remove the driveshaft. Any manual shift transmission car or a 4-wheel drive with a transfer case that has a neutral position on the transfer case shifter, there is no need to remove the driveshaft. Just put the transmission in neutral.

Also if you are towing a car with knock-off wheels you need to drill a small hole on one end of the rear knock-offs and wire tie it to a spoke on the wheel. The normal inertia of the hub driving the wheel tends to tighten the knock-off but the reverse inertia of the wheel driving the hub can can unscrew the knock-off. ***Mark Barnhart***

Thanks Mark. I know there's a lot of debate about towing manual box cars with or w/o the driveshaft connected. I just decided to simplify it down to taking the drive shaft loose when on a tow dolly and not worrying about it. I've never thought about wire tying the knockoffs on the rear wheels when towing-it makes sense, but I've towed my MGA a few thousand miles without it and never had problems. I'll print this in the next Antics.

Ken Nelson

I know of 2 people who have lost a wheel that way, one on a car and the other on the back half of an MGA that had been made into a trailer.

Mark

Uh, oh. Now you've got me concerned. But I'd rather not drill a hole in my pretty new knockoffs. I suppose I could find some junk ones for towing and drill them. Is there any other way to secure the rear knockoffs without resorting to violence upon them with a drill? ***Ken***

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.**

NORTH AMERICAN MG MGA REGISTER

Rowdies' advice solicited!! Read the above emails and please write to Editor to report any episodes of wheels falling off (or not) when towing wire wheel cars, and ways to prevent this. Thanks!

(continued next page)

Great MGA Ads

Andy Hoffman *wrote in Facebook: Here is an advertisement for TAG Heuer watches. The video is a "visual poem" to Jack Heuer, Honorary Chairman of the Swiss watch brand by Patrick Dempsey.*

In the film, Patrick Dempsey is at the wheel of a red MGA, not unlike the first car Jack Heuer himself was given by his own father after he became the first in the family to graduate college – it ignited his personal love of racing. Copy and paste the link and Enjoy!
https://www.youtube.com/watch?v=ihWK-XuecOI

And ***Bill Weakley*** sent out another link to a video of an MGA 1600 and a Twin Cam. Give this one a look as well:

https://www.youtube.com/watch?v=OoIl7zTmHH8#action=share

New Badges Are In

Regalia Chairman, Bruce Mann, sent this notice about newly available regalia. See the attached photo.



Just received most recent shipment of the new Michigan Rowdies Badge for your MG, these are very good quality and the detail is excellent. We are going to put these on our website under regalia. They will sell for $40.00 plus shipping. They can be ordered via our site.

Badge Bar clips can be purchased from Jeff Zorn at Little British Car Co.

https://www.lbcarco.com/cgi-bin/or17?runprog=lbcnews&page=/mosscat.html&o=
408-567(GAC8041X)
CLIP, BADGE, 3/4 IN BADGE BAR
Retail $3.99Our Price $3.44

or from Triple C @ www.triple-c.com. Find under badge bar and accessories tab.

Bruce Mann

New Members:

Welcome our latest new members to the Rowdie MGA Club of Michigan
Name: Justin Mero
Spouse: Lori Mero
Address: 43115 Whisper Ct.
Northville, MI 48168
Home phone: (734)216-9139
Email: Grudgrime@aol.com
Type of MGA: 1960 Roadster 1600
NAMGAR Member? Yes

Christmas Is Coming

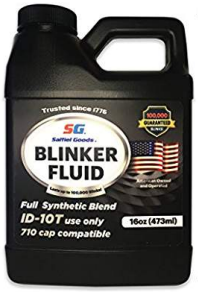
Christmas is coming and the Goose is getting fat… Even though Thanksgiving has yet to occur, it's never too early to think of Christmas shopping and buying gifts for that special MG boy or girl in your household. Here are some helpful suggestions for our Michigan members.



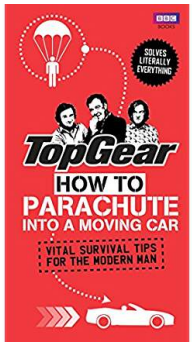














Balancing Act

From the Old Speckled Hen Club

Hi Art
I have a brand new set of 72 spoke wire wheels with tires all mounted. Any recommendation that you might have of best place to take them to have them balanced? The Belle Tire store on Kalamazoo says they have all the right equipment and knowledge, but thought I'd ask club members for their experience. Thanks and regards,

Manley Ford

Hi Speckled Hens,

I use Acme Tire and Auto, 8367 Belding Road NE, Rockford, MI 49341, (616) 874-9050.

They have balanced several wire wheels/tires for me and others and do a good job.

Are there other club members that can make a recommendation for Manley?

Please & Thank you! ***Art Lewis***

Here's A New One…

At the last Rowdie meet Bill Weakley told us of a new problem that I have not thought about ever. Some of us have occasionally struggled to release the bonnet on our MGA if the latch gets jammed, and it is a major problem to do so without destroying the paintwork. But there at least is an opening for the grill that can allow some access. How about if instead of the bonnet, it's the trunk that jams shut? Bill had his linkage come apart and faced just that situation. But now there is no opening to work through, assuming your spare tire is latched down in position. After thinking about it for awhile, Bill came up with the best solution for this problem, by drilling a hole up through the floor of the trunk and using a screwdriver to release the latch. See this picture below for his clever solution. Fill with rubber plug after. ***Ken Nelson***



ROWDIES 2018 CALENDAR OF EVENTS

2018

December

2 **Rowdie Christmas Party**
Hosts: John & Carolyn Alexander-King; Kevin & Norma

2019

Feb

TBD **Rowdie Business Meeting**
Host: Dave & Chari Smith

See the Rowdies calendar page also for details about meets:

http://www.mg-cars.org.uk/michiganrowdies/calendar.htm

Michigan Rowdies

The first chapter of NAMGAR, the North American MGA Register.

"It's the cars that get you there, but the people keep you coming back."

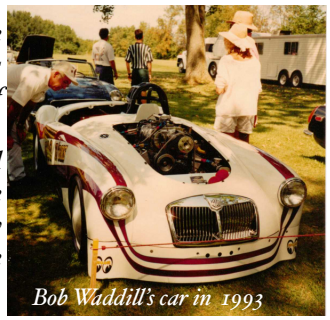
Learn more at www.mg-cars.org.uk/michiganrowdies/

The Story of Mark's MG Flag

In 1959 the factory MG EX-181 went to Bonneville Salt Flats to capture the land speed record for cars with 1.1 to 1.5 liter engines. Phil Hill set the 254.91 mph World Class F record then.

In 1998 a privately owned 1957 MGA fitted with a blown fuel injected Chevy V6 was taken to Bonneville where it set a class World Land Speed flying mile record of 243.970mph. It was owned by Bob Waddill and Mark Barnhart was there with the team. At the Waterford Hills MG races this summer Mark displayed a flag he obtained that year from another factory MG group that was unable to run their prepared MGF due to clutch problems.Andy Green, who was supposed to drive the factory EX-255, and two of the mechanics who were with the EX-255 team, gave Mark's team the flag and Andy signed one of their promotional posters for Mark. So Mark has the flag and a post card of the event that never happened (see below) although he was told they were supposed to destroy all of the literature.





Bob Waddill's car in 1993

This is an excerpt from page 70 of the book "Call It MGA" by Roger Martin and Piers Hubbard published in 2004.

"In 1998 the team made it's tenth 2000 mile trip to try again at Bonneville. Engine modifications and some aerodynamic improvements to the bodywork had been made and the car repainted red. The MGA qualified for an attempt for the class record late Wednesday but too late for the return run that day. The car was impounded for the night and the team had two hours to prepare the car for the return run Thursday morning.

That evening the team drove to Wendover to see what was happening to MG's own EX-255 record car, as the MGF derived car had not yet appeared on the salt. They found that clutch problems had prevented EX-255 from running and they were given the official tram flag to fly over their Bonneville "A" pit.

Thursday morning saw them waiting anxiously to be permitted to enter the impound lot to prep the MGA for it's return run. There were no problems, no dramas, and the car was ready to run before 8 am. It roared away, once again following the black line down the long course, achieving a clocked time of 243.97 mph. A new record was theirs."



Waddill's car in 1998 At Bonneville Salt Flats

So the Bonneville "A" finally became the second fastest MG ever, only slightly slower than EX-181 and Phil Hill's MGA Twin Cam powered speed record of 254.91 mph.

Here at right is a scan of the post card of the event that did not happen. EX-255 was kept in the hanger at Windover where the factory team worked on the car but didn't run due to clutch trouble.



CHAIRMAN'S CHATTER



by Bill Weakley

This is my eighteenth column, which I think means that I have been doing this for three years. I know that Ken has been writing a column in the MGA magazine for at least 25 years, so I guess it isn't that long. But I am a bit surprised that I haven't been kicked out of the chairman's spot yet. Especially since I am sure there are many Rowdies who are eager to take their turn at the job.

In the meantime, I have been driving and working on my A. I actually drove it (no more towing for me) to a local car show in Dixboro, along with John Alexander and his very nice A. I think the rear main seal is doing a better job now after the last modification, but it is hard to tell because the engine still has a lot of oil fumes coming out of the draft tube. With over 600 miles of mixed driving, I was hoping the rings would have seated by now. The engine runs well, has good compression, and the plugs look good. I am going to keep driving it and putting as many miles on the engine as I can before winter. My only other course of action seems to be pulling the engine and tearing it down, and I am not eager for that. It is very frustrating to have the car running and driving so nicely and still have this problem. I've never had this problem with the other engines I've had rebuilt.

I've had a couple smaller problems. The standard rear axle straps I got from Moss were split before the car ever hit the road, so I replaced them with nylon straps. I know some of you are familiar with this problem. I believe the other problem is also a case of poor quality replacement parts. When I was reinstalling the manifolds the last time, I broke two of the studs. These were new studs that were being carefully tightened with a torque wrench. The book says 25 lb-ft, but these never made it past 20 before breaking. Fortunately, I had saved the 60 year-old studs. I just hope I don't have any poor quality bolts in more critical, safety-related locations. Whenever possible, I buy from reputable hardware suppliers, but it is almost impossible to avoid Chinese made products these days. Even MGs are made in China now.

I still haven't finished the top installation on my A yet. I have recruited some help to get it finished this week, so I can have it for the color tour. I do have the side curtains adjusted and have tested the heater. So once the top is finished, I will be ready for cool weather running. I really have been enjoying driving the car. Everywhere I go, people compliment the car and take photos of it.

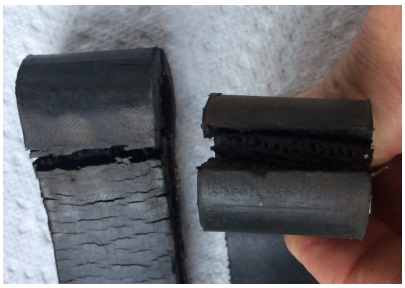
One down side of now having three MGs is not driving any of them very much. I feel like I am not doing my job when they aren't being exercised. I have been a big proponent of driving the MGs regularly in order to keep them reliable and ready to go. Now that I have three on the road and have converted them to historic plates and insurance, I don't drive them as often as I used to. Oh well, I think I will stop complaining about the problems of having three MGs now and count my blessings (1, 2, 3). After all, it isn't as if someone forced me to have three. It just sort of happened. I guess that over the years, I have just been a little better at buying MGs than I am at selling them. That being said, my three-car MG garage is now at capacity. Of course, if I had a lift, I might be able to squeeze in another one. Don't tell Mary Ellen I said that. She might be under the mistaken impression that there are better things I could spend my time and our money on.

I recently had to take a bunch of photos of my MGs for my insurance company. While they were all clean and out of the garage, I took a group photo. It reminded me of the three bears: momma bear, papa bear and baby bear. All three are roadsters with wire wheels. Life is good.

The weather has not been very cooperative for our color tour this year, but this Friday looks OK for now. So I hope to see a lot of you at Bruce and Willi's house.

(Ed: See Color Tour Report this Issue)





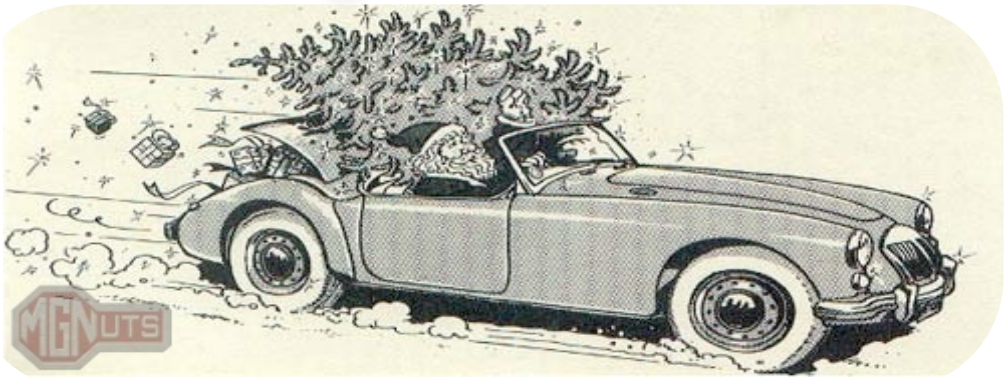


*Pictured upper left and right: Bill's '**mangled manifold studs'** and '**rotted rubber rebound straps'**.*

*Pictured above: Bill's lineup of '**bright British beauties'** shining in the sun*

Announcing the **2018 Rowdie Christmas Party** at the Chelsea Train Depot

Rowdie Party Centre
Abingdon West



"HO, HO, HO, UH-OH! NO BRAKES! BETTER CRASH AT THE ROWDIES PARTY."

SUNDAY, DECEMBER 2ND, 2018

DOORS OPEN at 1:00!

Knight's Catering will deliver our appetizers at 2:00 pm.

We will be offering, for your dining pleasure as appetizers: Stuffed Mushroom Caps, Swedish Meatballs, Basil & Tomato Bruschetta.

The Main Course will consist of: Knight's Beef Stroganoff, Broiled Lemon Pepper Cod, Au Gratin Potatoes, Steamed Veggy medley (green beans, carrots & cauliflower),Mixed Green Salad w/choice of 2 dressings, Rolls w/butter.

Rounding up the Menu will be Chocolate chip cookies & Brownies.

We will provide coffee and soda so remember to bring your own favourite beverage.

As a gift to our membership to celebrate the season, the meal is FREE!(What could be better!)

Please RSVP

Following dinner will be the famous ROWDIE GIFT EXCHANGE so all are encouraged to bring a "wrapped gift".

The deadline to RSVP for our extravaganza extraordinaire is November 23rd.



Please let John Alexander know (king_alex@msn.com) if you will be attending and the number in your party.

The **Historic Chelsea Depot**; 125 Jackson Street, Chelsea, Michigan From I-94: Take Exit 159 toward Chelsea. Turn North onto Chelsea/ Manchester Road which becomes South Main Street. Continue north approx. 1.5 miles to Jackson Street, immediately South of the railroad tracks, and turn right. You have arrived!

Ypsilanti Orphan Car Show





Orphan Car Show Mission: The Orphan Car Show's mission is to feature vehicles that the parent company no longer exist. To grow the interest in this special collection of vehicles for the next generations.

Orphan Car Show Eligibility Guidelines

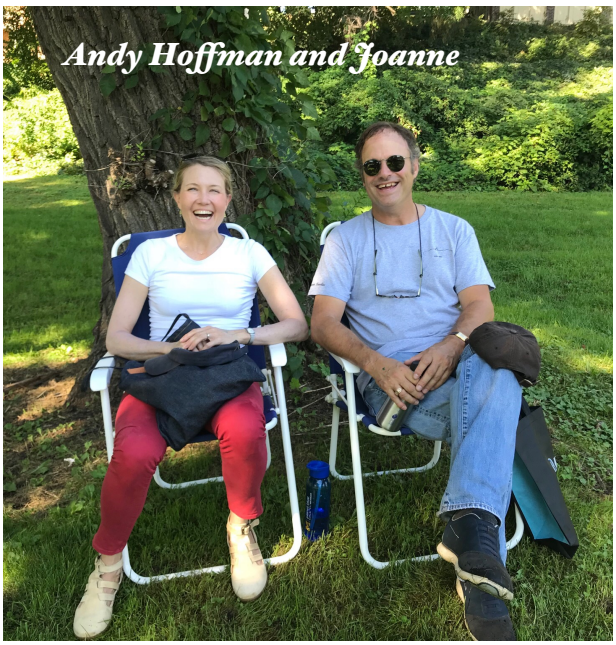
Vehicles from manufactures that no longer exist. *Examples:* Studebaker, Hudson, Nash, Packard, Kaiser Frazer, REO, AMC and Checker. Brands that were dropped in 2010 or earlier but the parent company remains in business. *Examples:* DeSoto, Plymouth, Edsel, Mercury, Pontiac, Oldsmobile and Saturn. Vehicles that were separate brands at some point in their history, in the where they were separate makes. *Examples:* Imperial (1955–1970), Continental (1956–1957). Imported brands previously sold in the US but now absent for 25 years, and still manufactured and sold in other countries. *Examples:* Peugeot, Citroen, Monarch, Skoda. Brands that are continuations of previous production cars, such as the Avanti II.

Brand Exceptions: All Corvairs are eligible because of their unique connection to Ypsilanti. Jeeps manufactured before 1988 are also eligible due to manufacture by companies that no longer exist.

Vehicles must meet the above guidelines and must maintain an essentially "stock" appearance, as judged by the Show Administrators. ***Kit Car vehicles assembled by individuals are not eligible.*** *Example:* VW modified to resemble a Bugatti. ***Replicars modern interpretation of older vehicles, produced by a certified manufacturer are not eligible.*** *Examples:* Modern Auburn Speedster, Shay Model A Ford.

Final determination of eligibility of a specific vehicle is at the sole discretion of the Show Administrators. This determination shall be considered final without recourse.





Pictures by MaryEllen Weakley

Rowdie Color Tour Report-Oct 26th



The Rowdies met up at Bruce and Willy Mann's house about 10:30 am Friday for coffee and pastry in anticipation of another great Rowdie color tour. With wonderful companions, great little British sports cars to drive, and bright sunny skies with brilliant colors we knew this was the start of a wonderful day. OK, OK, maybe that's not totally correct, but as Meatloaf sang in his classic song 'Paradise By The Dashboard Lights', "two out of three ain't bad". So perhaps the colors were a bit muted and the light cloud cover never completely cleared, but it was still a fantastic meet.





After initial greetings, Bruce and Willy outlined a 60 mile tour along some very nice roads with 3 scheduled stops along the way. First stop was a cider, donut, and apple shop for refueling our stomachs and emptying our bladders. After that was accomplished, tour leader Bruce had us all saddle up and hit the road again for some more fun driving. No high speed chases were involved, but some nice twisting 2-lanes made for pleasant driving, and we went by many of the pretty little lakes in that part of Michigan.









We ultimately ended up at the Kickstand Brewing Co and Restaurant on Union Lake Rd where Bruce had arranged a separate eating area for our group. Food and beer were both good, but Shari Smith decided that it was time for a Bloody Mary to round out the day.



A few of the planned attendees had dropped out on the day, but we had a nice sized



Article by Ken Nelson; Pictures by Bruce Mann, Ken Nelson, MaryEllen Weakley

(Continued on next page)





group of 14 people with 6 MGAs and a Ford and Chevy to round out the American scene. The weather was indeed more suited for top-up driving, but one stalwart (Larry Pittman) made the entire trip with true top-down Rowdie style motoring panache. Dave Quinn would have approved, although he and Donna were unable to attend this year.



Our list of attendees included Larry Pittman, Tom Fant, Ken and Kathy Nelson, Dave and Phyllis Goedekke, Bruce and Willy Mann, Bill and Mary Ellen Weakley, Dave and Shari Smith, and Deb and Jeff Smith. Ken and Kathy Nelson won the Distance Award for their 150 mile jaunt from the west side of the state, and Larry Pittman won the Iron Man Award for his fearless top-down driving.



After our lunch at the Kickstand, Bruce lead us on one more stop for pictures, in front of Bob Seger's house *(see cover photo)*! He tried to arrange for Bob to serve drinks to us on the patio, but Bobby is out on tour and couldn't make it. Finally, we headed back to Bruce and Willy's for homemade Apple Pie, Chocolate Cake, and Ice Cream provided by Mary Ellen Weakley. A perfect ending to a fantastic day with the Rowdies! Who could ask for more?!



(pictures continued next page)


View from
outside looking in


View from
inside looking
out













Rowdies Hard At Work Again

Bruce Mann has been hard at work once again to finish up his 3rd restoration. Progress so far shows a nicely detailed chassis, engine, and gearbox.








And not far away, in Fenton, Larry Pittman was having his MG Magnette sandblasted at his home. He reports, "the job was done by Cliff Kintz who runs a "dustless blasting" service near White Lake, MI. The nice thing is that he comes right to your house so there's no issue with figuring out how to transport the body to a media blasting company. The down side is that you have to be able to provide a way for him to get to all sides of the car body, so I had to borrow a rotisserie to put the body on. That was my first time doing that and it was a bit difficult getting the body on the rotisserie and balanced. The media he uses is a combination of water and glass beads. He buys bags of the glass beads which are really crushed beer bottles. The glass beads are the consistency of sand and it's tough to tell that you're holding glass beads. The glass goes into a "mixing machine" which feeds the glass into the water stream on the fly.

He was anticipating a 3 hour job after he heard it was an MG. I tried to explain to him that it was a 4 door sedan, but he was still surprised with the job and it ended up taking him 6 hours.





(Pictures by Bruce Mann)

MGAs A Long Time Investment For Fun



Which Car Will Get The Most Miles Put On-Your Ferrari Or Your MGA?

Long time MGA owners know the condition of MGAs showing up at local and national car shows has never been better! What we used to jokingly call beater cars (ex., you could see the road through the floorboard when driving) all disappeared from attendance, except on the back of a tow cart with for-sale signs. MGAs that easily could have taken First Place Awards at early events are now commonplace. According to Hagerty Insurance a Concours MGA can fetch nearly $50,000. More if its super rare with a story attached. I guess anyone doing a restoration can share that with their spouse when the expenses start adding up. But most of us have a car that falls somewhere between Good and Excellent on the Hagerty value scale. That puts us in the $20,000 to $35,000 range. That is good, especially when factoring in over 100,000 sold and some 60 years past. According to the Bureau of Labor Statistics consumer price index, prices in 2018 are 827% higher than prices in 1956. The dollar experienced an average inflation rate of 2.7% per year during this period. In other words, $2,500 in 1956 is equivalent in purchasing power to $23,175 in 2018. What's my point? A little reminder that our cars should be driven and not meant to be investments. Although you might be able to make a little profit, their real value comes with the joy of the road and the friends we make along it.

Dave Quinn

So You Think You've Got Problems?







At the last Rowdie Color Tour meet up Tom Fant showed us his design for a new style piston which would allow one to instantly decrease compression in one cylinder by simply removing the top portion of the piston while on a journey as he so clearly demonstrates above. He first got this idea while driving on one of his trips to Key West Florida for the annual Conch Rebellion meet up and his MGA "failed to proceed".

AutoBody Repair & Painting-Science, Or Skill?

Question: Someone backed into the front fender of my car. The auto body shop has decided to replace the fender. They claim to have a high-tech way to match the original paint with their paint brand. In order to make the repair they said they will have to paint some of the adjacent area like the hood, bumper and door. So if they have a high tech paint matching system, why do they have to also paint the new fender, hood, bumper and door since they are not damaged?

Answer: First a little background on how auto makers and auto body shops get their paint formulations. Auto manufacturers create a "standard" for every color that they put on their vehicles and they send that out to all the auto body paint suppliers to create a matching formulation. The individual paint companies then have to attempt to match their paint to that "standard". Car makers are not loyal to any particular paint manufacturer; instead they go strictly by price when deciding whose paint to put on their vehicles. The manufacturer will buy a certain volume of paint and when it's gone they will get new bids for more of the same color. Also worth noting is that conditions in the plant will vary from day to day temperature, humidity, how long the paint has been flowing through the system...and this will create variations in the color even in cars of the same year and paint code.

When paint companies create a formula to match the "standard" they will also create "alternate" formulas to match known variations in the paint on cars coming from the car manufacturers. Some paint codes will have many, many "alternates", while others may just have one or two. For example, Toyota's Desert Sand Mica (4Q2) has a "standard" formula and 13 "alternate" formulas.

Also, most auto manufacturers are now using water-borne paint on their cars for environmental reasons but most body shops are still using solvent-borne paints to refinish them during the repair process with the exception of auto body shops on the west coast where waterborne paint is a government mandate. The two types of paint use different pigments that also cause issues when trying to match colors.

Automotive paint will also vary in color depending on the angle it is being viewed from and the light source used. Paint will look different inside a body shop versus outside in natural daylight. Matching automotive paint is much harder than the average person understands. Silver and other similar metallic paints are the hardest paints for a body shop to match. The reason for this is because they are light colors and contain a high content of metallic flakes that give it that “bright” appearance in full sun. Replicating this exact same finish on an auto body repair is very difficult to do if not completely impossible. There are simply too many variations that can throw the match out of whack. For example, the type of paint gun used could make a difference, the mixing volume at the spray nozzle will make a difference, the angle the painter uses will make a huge difference in the way the metal flake settles. When you look at a car close up, you can only view one section at a time, especially when painting it. When you stand back or view it at an angle, the differences in the paint match are very obvious if there is a discrepancy. So in order to “trick” the eye into seeing one continuous shade of the same color, a little extra technique is involved.

An inexperienced painter can get the paint codes right off of the car, feed them into the computer and mix up a batch of paint that matches the manufacturer formulation. That same inexperienced technician can go ahead and spray the panel, bolt it on and send you on your way, but you will not be happy the first time you see your car in full sun and at a distance. An experienced technician will mix up the same formulation and will spray a card, let it dry and then take the card and car out into the sunlight to test for a match. They will note if it matches or will make slight tweaks to the formula based on color matching experience. I have personally seen painters spray a dozen or so of these test cards on a difficult color before they found a good match. Keep in mind that these alterations to the formula were made by the painter who trusted his eye and his experience to dial in the color.

The next step once the paint match is close is to blend the new color into the other areas of the car that make the new color gradually spread into the existing paint color. This technique has been done for decades and is not a shortcut method of fixing your car. What is required for a seamless color match is a seamless spray pattern and stopping the new painting short at the edge of a panel without blending into the adjacent panels would look mismatched and obvious.

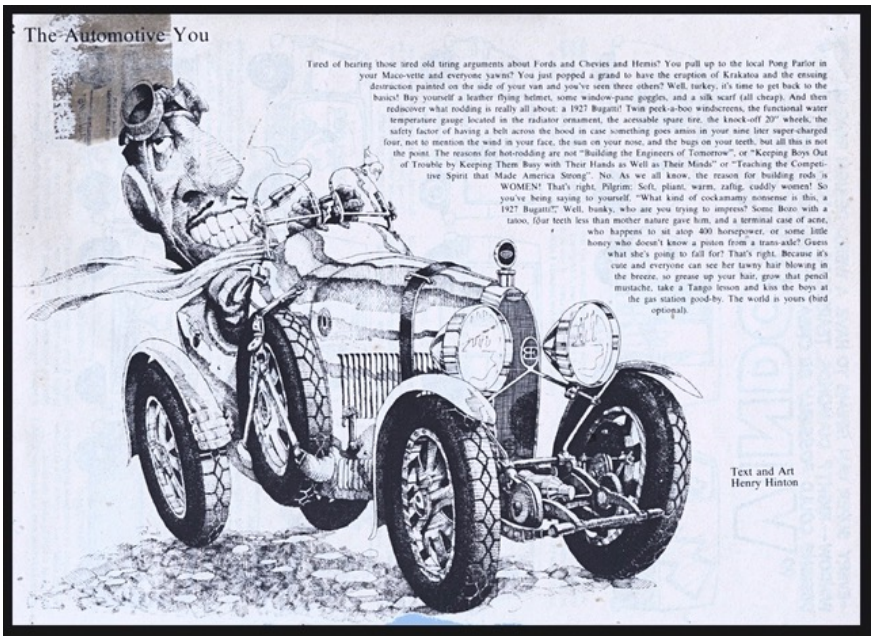
Cars have many contours which create highlights and shadows and the color never looks consistent on any single panel. When your auto painter repaints your car, they will know instinctively where to end a blended area based on what your eye will see and based on the shape of your car’s body panels. Sometimes they paint up to a certain line, sometimes they fade into the middle of a panel. It all depends, on the repair, the shape, the color and the painters preferred methods.

So in order to fully match your cars newly repaired panels to the undamaged panels, some blending must occur.

(Article Submitted By Dave Quinn)

In Praise Of European Sports Cars vs HorsePower

The following was found on the internet on a blog called "The Bowsing Ken" and is a 40+ year old article defending our LBCs over the chopped & channeled hot-rods of the 50s and 60s. Please accept it in the spirit of its day and as a tribute to MGs and all European style sports cars. As the author writes, "I've had this illustration in my files for probably 40 years, and I can't even remember where I got it, or what magazine it appeared in, or anything. What I do remember is that it did have some profound influence on my future automotive leanings. Cars and girls, what more would be on the mind of a 16-year old kid. Yes, the car in the illustration is a Bugatti - a French car - so you may wonder why it appears in a blog about British stuff. Well, Simply substitute a vintage - and cheap - British sports car for the Bugatti, and you will get an idea of The Automotive Me, back when I was a kid in the 1970s, and The Automotive Me that I still enjoy today." (The text on the picture below is printed alongside it). For more, go to: http://www.thebowsingken.com/british-cars/



"Tired of hearing those same old tiring arguments about Fords and Chevies and Hemis? You pull up to the local Pong Parlor in your Maco-vette and everyone yawns? You just popped a grand to have the eruption of Krakatoa and the ensuing destruction painted on the side of your van and you've seen three others? **Well, turkey, it's time to get back to the basics! Buy yourself a leather flying helmet, some window-pane goggles, and a silk scarf (all cheap). And then rediscover what rodding is really all about: a 1927 Bugatti!** Twin peek-a-boo windscreens, the functional water temperature gauge located in the radiator ornament, the accessible spare tire, the knock-off 20" wheels, the safety factor of having a belt across the hood in case something goes amiss in your nine liter super-charged four, not to mention the wind in your face, the sun on your nose, and the bugs on your teeth, but all this is not the point.

"The reasons for hot-rodding are not "Building the Engineers of Tomorrow", or "Keeping Boys Out of Trouble by Keeping Them Busy with Their Hands as Well as Their Minds" or "Teaching the Competitive Spirit that Made America Strong". No. As we all know, the reason for building rods is WOMEN! That's right. Pilgrim: Soft, pliant, warm, zaftig, cuddly women! So you've been saying to yourself, "What kind of cockamamy nonsense is this, a 1927 Bugatti?" **Well, bunky, who are you trying to impress? Some Bozo with a tattoo, four teeth less than mother nature gave him, and a terminal case of acne**, who happens to sit atop 400 horsepower, or some little honey who doesn't know a piston from a trans-axle? Guess what she's going to fall for? That's right. Because it's cute and everyone can see her tawny hair blowing in the breeze, so grease up your hair, grow that pencil mustache, take a Tango lesson and kiss the boys at the gas station good-by. The world is yours (bird optional)."

Text and Art by Henry Hinton

Technical



Guido, The Guide Dog

Guidance



Hello Everyone,

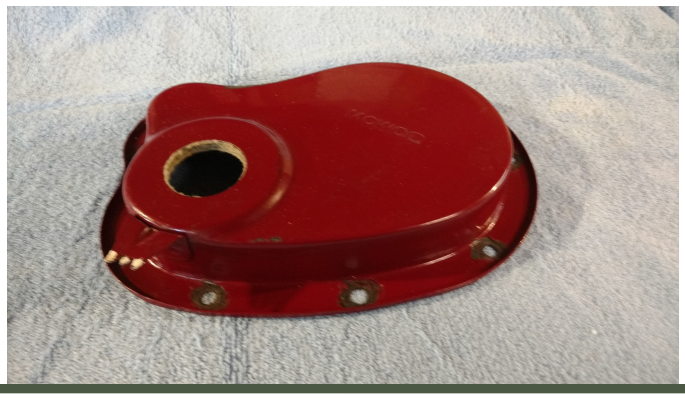
The following is from Bob Shafto.

Hi Bill,
Please send this out to all the Rowdies.
No more looking for MGB Timing Chain Cover.
I have come up with a way to convert the original felt seal on the timing cover to a rubber lip seal (See attached photos).
The seal can be replaced without removing the cover.
If anyone would like me to modify their cover, send it to me and I will convert it.
Converted and sand blasted ----------$20.00
Converted, sand blasted and paint ------$25.00
Centering tool ----------$5.00
I was able to remove my cover by removing the top four radiator bolts and loosening the bottom two bolts until they are only holding by about 6 threads. Then remove the top radiator hose at the thermostat You will lose about a cup of fluid. This allows the radiator to be tilted forward enough to remove the fan, pulleys and cover.
When replacing the cover with seal, hang the cover loosely with a few bolts then use the centering tool (or main pulley) to center the seal and cover on the crank shaft. With the seal centered, tighten the bolts then install and tighten the rest of the bolts.
Reassemble the pulleys, fan and radiator.
Thanks,
Bob Shafto
248-836-7371
linbob@comcast.net
I also have two MGB timing Chain Covers available, if anyone is interested. One has the timing marks above the pulley. These require the cover to be removed to replace the seal.
I forgot to mention, converting the original felt seal cover allows you to use the original Oil Thrower but the MGB cover require a different oil thrower.





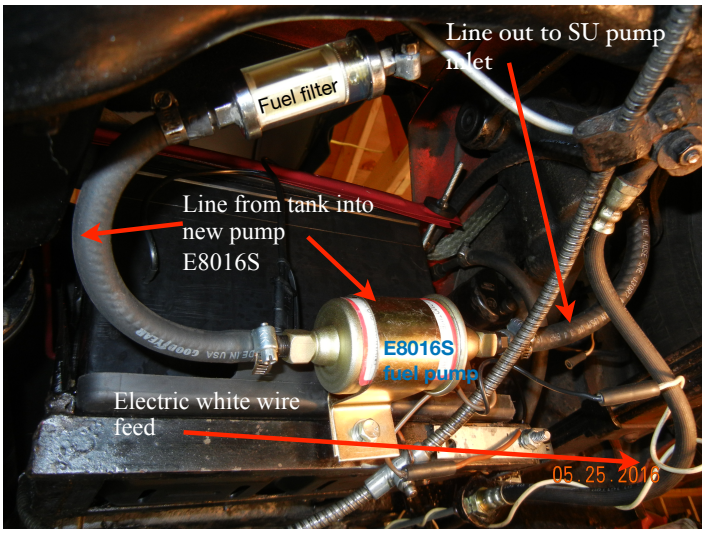


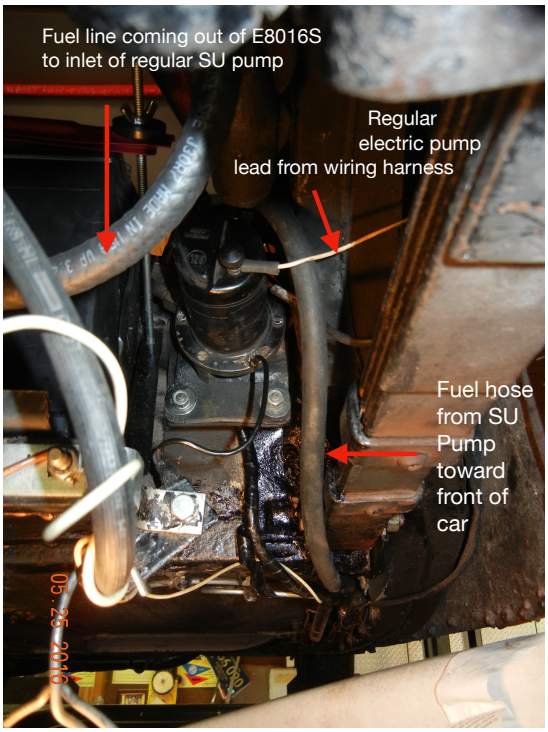


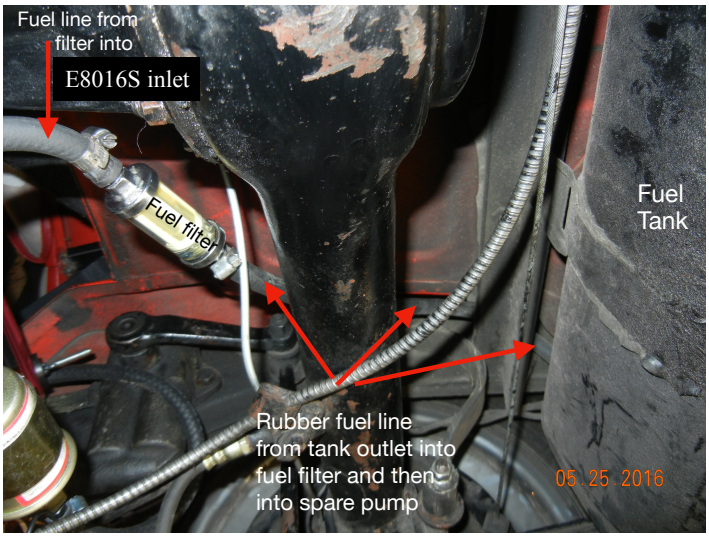
Here's an extended repeat of an article offered in the July-August 2016 "A-Antics" newsletter. The electrical toggle switch could be a 2 or 3-way one to either run pumps separately or together. It works OK either way.

MGA Spare SU Fuel Pump

Setup for a spare electric fuel pump on MGA-this requires only one hole drilled in battery box support frame, plus the use of rubber sections of fuel line from tank all the way to SU pump inlet. The SU pump outlet to front carburetors may be the usual steel fuel line. (I used 3/8" rubber fuel hose-could use 5/16" or probably even 1/4")
Rubber hose from tank outlet goes over rear axle into a clear fuel filter (with replaceable element) then out of filter into the inlet of E8016S spare pump mounted as shown. A Rubber hose then runs from outlet of spare pump into the inlet of the SU fuel pump. I let the short rubber hoses hang freely (check to be sure clear of spring and axle though).
I used regular SU screw on connectors from fuel tank outlet and to SU pump inlet, with a short cut off section of MGA steel fuel line with rubber hose clamped over it to join the rubber line to the tank and SU pump.
For electric power to spare pump I ran an additional white 16 or 18 gauge wire from fuse box into car to a toggle switch I mounted under the dash and then from switch back along the right hand frame all the way to the E8016S pump. Put an inline fuse somewhere for safety, and make sure spare pump grounds out well at mounting bolt.









(continued next page)

Mark Barnhart recently sent the following message about the spare fuel pump that Ken used as above. It may be useful and save you a few bucks next time you need a fuel pump for your MG.

"I just received a flyer from Moss motors advertising a "Lucas" branded Fuel Pump for $99.99. I have been using these pumps for over fifteen years. It is a rotary vain solid state pump."

"I buy them at Auto Zone for around $55.00 each. They are made by Airtex, Model Number E8016S and they are the correct pressure for our MG's. They have powered Dave Smiths #49 race car for 20 years. They are great pumps for the price if you buy them at Auto Zone, and if you should have a problem with one the next Auto Zone is right around the corner and with no shipping charge either. It contains all the mounting hardware as the Moss does."

Mark Barnhart



PS. Walmart currently advertises them for $33.78 online

Save the Date: GT-44



NAMGAR has announced the location and dates for GT-44. This annual event, which will be organized by the Minnesota MG Vintage Racers, will be held in the historic town of Dubuque, Iowa, from July 10-14, 2019. Located on the banks of the Mississippi River, Dubuque offers visitors breathtaking views, award-winning restaurants, charming shops, art and river history museum, elegant turn-of-the-century homes, etc.

Check **namgar.com** for updates on this event later this year.



