THE JOURNAL OF THE MICHIGAN ROWDIES VOLUME 43, NO 5, SEPT-OCT, 2018

A-Antics







The Rowdies' Very Own Stephanie Smith Goes Flying High In Adrian, MI

(Story Inside)

Photos This Issue courtesy of Bruce & Willy Mann, Dave Quinn, Mary Ellen Weakley, John Alexander, Stephanie Smith, Ken Nelson, Gary Cunningham *Thanks To All!*

Mad Dogs Meet Griffins Do It Again

Rowdies Get High Waterford Hills Racing



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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: October 20, 2018

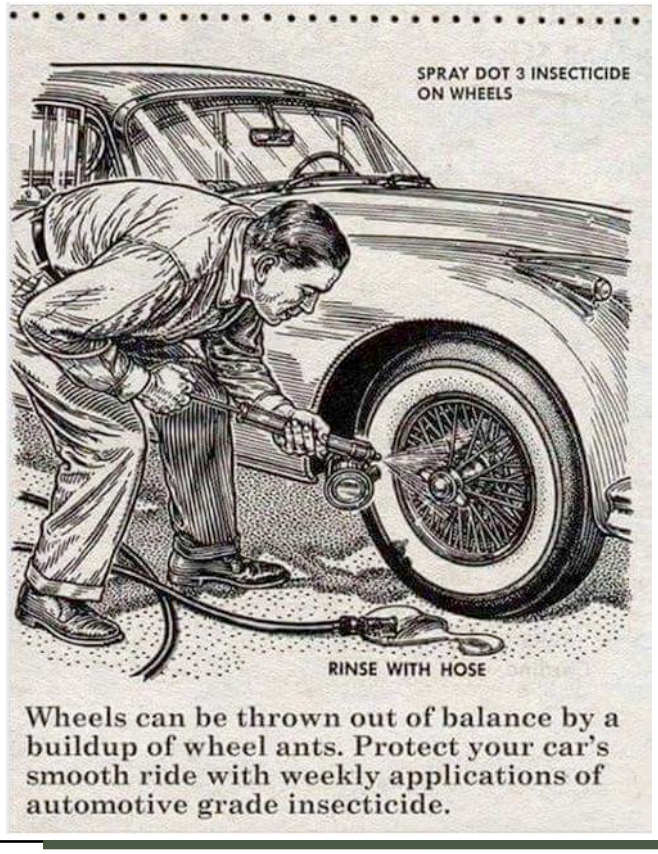
Classified Ads

Letters

Helpful Tips For MG Owners

This is one more in a series of little known but helpful tips for anyone wanting to get maximum performance from their fine British sporting machine. Wheel ants are easily overlooked and often forgotten about when it comes to the ongoing routine maintenance of your quality sportscar. Check your wheels soon!

Sir Algernon BlueBottom



Show-Offs Wanted

Attached is a photo of our youngest granddaughter, Olivia. This photo was taken at a recent cruise night in Belleville. Olivia enjoys checking out the cars, especially sitting in her Pa's car. Recently Olivia asked her grandpa, Curt Smith, "Why don't you show your engine, Pa?"

Stephanie Smith

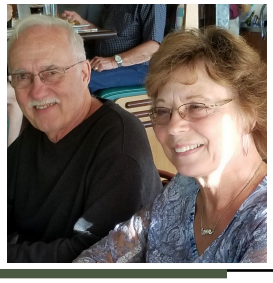


Happy Birthday To You!

Every Monday evening in Belleville, the town holds a cruise night. Recently, Thelma Griffin called the Smiths and told Curt that they planned to come out to the cruise night on July 23. Thelma mentioned it was Neil's birthday. (The Smiths recalled that indeed it was!) When Monday rolled around, Curt and Stephanie decided to ask a couple other Rowdies to join in the celebration. It was a spur of the moment get together but Dave and Donna Quinn as well as Bruce and Willy Mann joined the party. It was a great opportunity to celebrate and wish Neil a very happy 93rd birthday! ***Stephanie Smith***







(continued next page)

FOR SALE-*Price Reduced!*

Abandoned Restoration Project:

Solid car, bodywork mostly completed. Needs final paint coat. Tires with good tread-probably a few years old. Windscreen glass missing, but chrome surround excellent. New Halogen headlights included, but not yet installed. Engine with older rebuild. Low mileage, in storage for several years. Good grill, bumper chrome slightly pitted. Original 48 spoke wire wheels, no spare. Engine turned over every decade. Floorboard wood needs trimming. ~~Asking $3500 or nearest best offer~~. ***Now Specially Priced at just $2995!*** Don't wait, call today at 616-999-9999.



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

Little Known Riley Facts

Unbeknownst to many, a Riley automobile has set the world's Dragstrip Speed Record at MIS in the "Cars Made Of Wood" category, capturing the previous record from an Amish buggy-maker. The prior record was held since 1882 but surpassed by the modified nitromethane and manure fueled speedster "Old 353" recently. When later asked how it felt driving the car, the driver was quoted as saying "it goes like a thoroughbred on his way to the barn to provide stud service".



Handling such a high powered performance European machine was a treat, but protests were entered when it was realized that the steering wheel was placed on the incorrect side.

*submitted by **Sir Cecil Sedgewicke** as part of his ongoing series of "Famous Performance Sports Cars In America".*

Forever Young



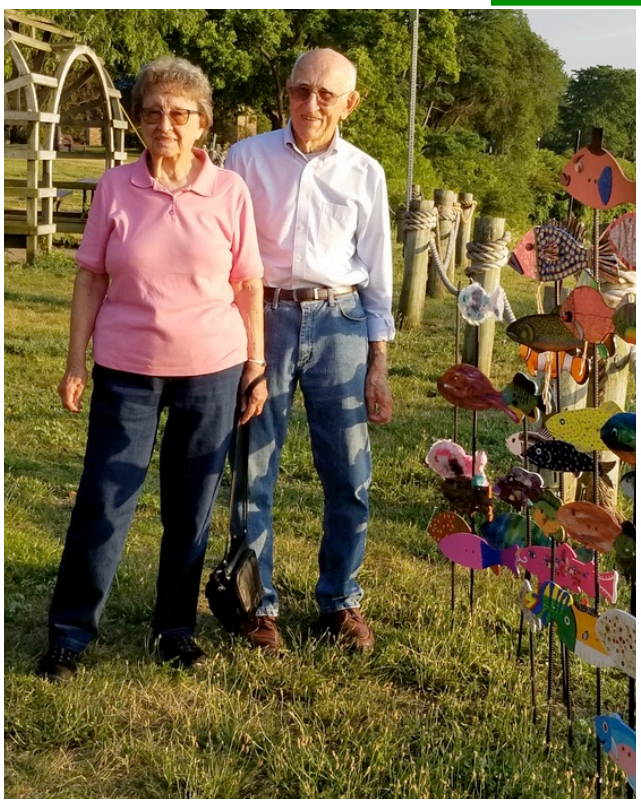
Some people just don't age. This is a photo of Neil & Thelma Griffin taken in 1978.



And this is a photo of the same Young At Heart people forty years later!

Dave Quinn

Griffins Do It Again

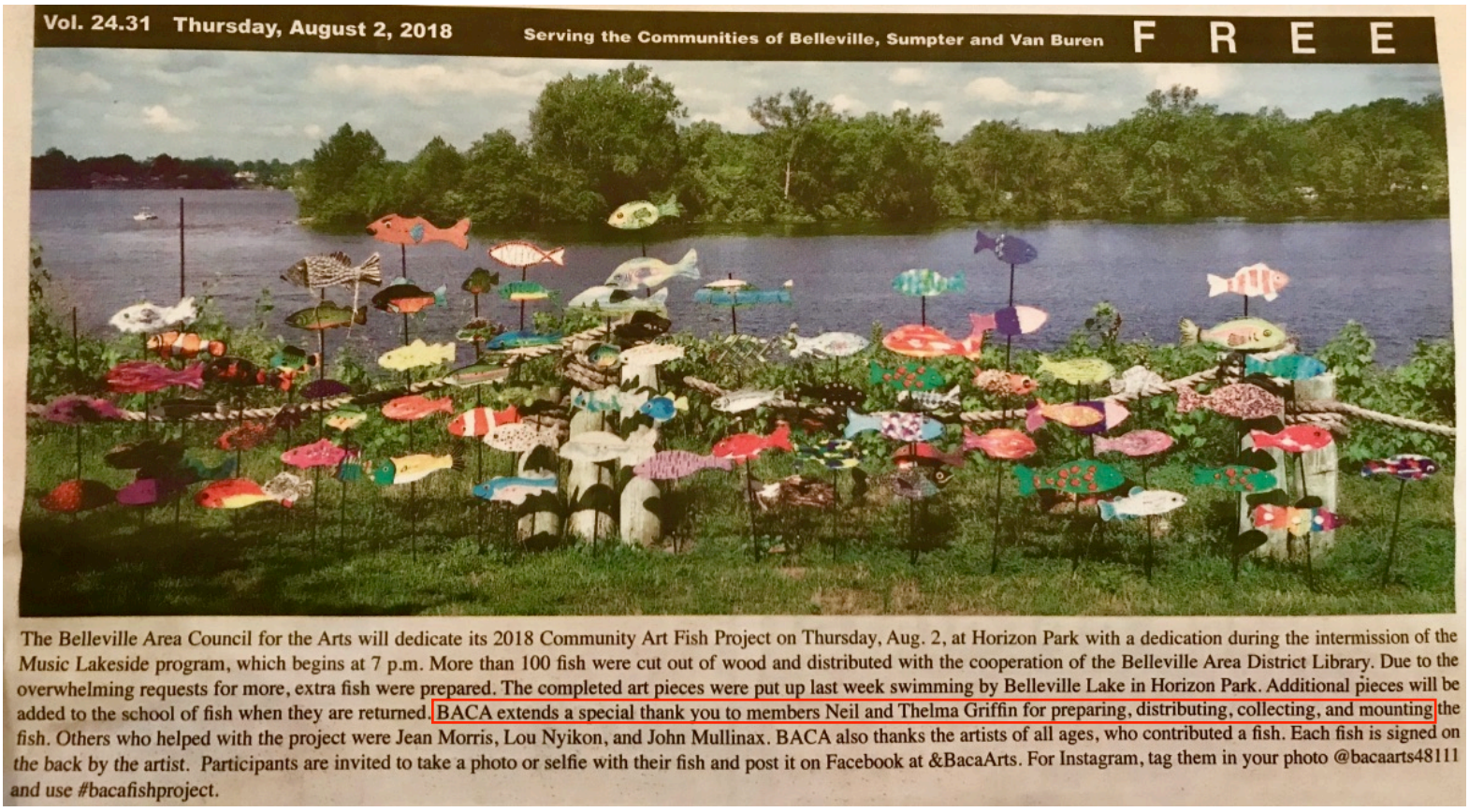


Stephanie Smith sent in this story from the ***Belleville Area Independent*** *about Neil and Thelma. It seems nothing can slow this dynamic duo down!*

Our very own **Neil and Thelma Griffin** have been very busy as always. Most of the Rowdies are aware of how artistically talented this couple has always been. Recently they were on a committee to put up a display in their hometown of Belleville. Neil was the chairman. They cut out many wooden fish and primered each one. Members of the community painted the fish. Then the fish were turned back in so the Griffins could install the colorful fish on rods for display along the lake. They are beautiful and even the Griffins painted a few of them.

Stephanie Smith





Vol. 24.31 Thursday, August 2, 2018 Serving the Communities of Belleville, Sumpter and Van Buren FREE

The Belleville Area Council for the Arts will dedicate its 2018 Community Art Fish Project on Thursday, Aug. 2, at Horizon Park with a dedication during the intermission of the Music Lakeside program, which begins at 7 p.m. More than 100 fish were cut out of wood and distributed with the cooperation of the Belleville Area District Library. Due to the overwhelming requests for more, extra fish were prepared. The completed art pieces were put up last week swimming by Belleville Lake in Horizon Park. Additional pieces will be added to the school of fish when they are returned. BACA extends a special thank you to members Neil and Thelma Griffin for preparing, distributing, collecting, and mounting the fish. Others who helped with the project were Jean Morris, Lou Nyikon, and John Mullinax. BACA also thanks the artists of all ages, who contributed a fish. Each fish is signed on the back by the artist. Participants are invited to take a photo or selfie with their fish and post it on Facebook at &BacaArts. For Instagram, tag them in your photo @bacaarts48111 and use #bacafishproject.

ROWDIES 2018 CALENDAR OF EVENTS

2018

September

9 **Battle of the Brits Camp Dearborn**
Host: Detroit Triumph SCC

16 **Orphan Car Show**
Ypsilanti Riverside Park

24-27 **Put-In-Bay Road Races**
Host: pibroadrace.com

October

TBD **Rowdie Color Tour**
Host: Bruce and Willy Mann

December

2 **Rowdie Christmas Party**
Hosts: John & Carolyn; 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

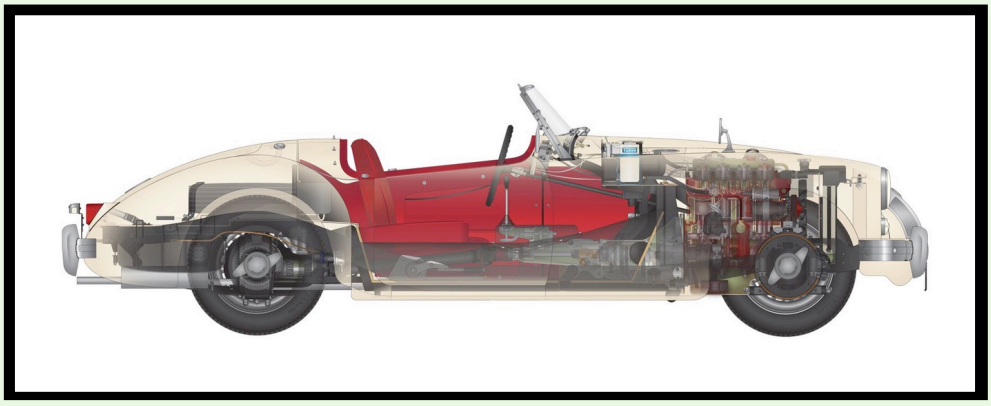
The first chapter of NAMGAR, the North American MGA Register.

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

NAMGAR Michigan Rowdies MGA

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





CHAIRMAN'S CHATTER



by Bill Weakley

As I write this on August 21st, I am still struggling with the rear seal on my A engine that seems to cause leakage rather than stop it. Detailing what I have done is getting to be a long story, so I am going to wait until I am done with it, one way or the other, and then write up the details for the benefit of others who might consider trying it.

In the times when I wasn't pulling the engine and putting it back in, Mary Ellen and I have done a bit more traveling. A little more than a week after we got home from the GT, we took the C along with friends Gene and Joan Johnson in their B for a three-day trip along the Lake Michigan shore. It rained on the way over and was hot on the way back, but we had perfect top-down weather the day we drove from Ludington to St. Joseph, hugging the shore as much as possible. Earlier this year, I had a friend in Illinois ask me where would be a good place to vacation on the west Michigan shore. My answer was, "anywhere", and I think that is true. Every little town along the shore is picturesque. They are all set up for vacationers and various outdoor activities. There are almost as many state parks as towns, and every town has a beach or two.

In July, we went to the MGC Register annual event in Pittsburgh. We had our car show at the Pittsburgh Vintage Grand Prix along with about 1400 other cars of all makes. BMW was the featured marque, and since I had four BMWs back when they were more affordable, I trekked across the park to check them out. There were at least a hundred 2002s. A 1969 2002 was my first new car, and it was a wonderful little car. Of the approximately 350 BMWs of all kinds, one in particular caught my attention. It was a BMW 507. There were actually two of them on display, but the red one with the black hardtop was my favorite. If you are not familiar with 507s, don't feel bad. There were only 252 made in the late 50s, and only 11 had factory hardtops. They have a V8 engine, a torsion bar suspension and a gorgeous body designed by Albrecht Von Goertz. Elvis had one when he was stationed in Germany. A few years ago, I saw that one had sold for $3,000,000. So there was roughly $6,000,000 worth of cars sitting in one little spot. I sat in a 507 many years ago. It was probably only a $100,000 car then.

The reason the red one was special to me is that about 20 years ago, a good friend who is a model car collector gave me a BMW 507 kit because he knew it was a favorite of mine. I put it together and painted it red with a black hardtop, just like the real one. I hadn't made a plastic model since I was a teen, so it was a challenge and a pleasure. I can't drive my 507, but I don't suppose I would be driving a $3,000,000 car anyway, and I don't have to pay insurance and license for my 507.



The Real Thing- Zwei BMW 507s

We had a nice group at the Waterford Vintage races at the end of July. The weather was great, and many took the opportunity to drive the track. August 4th was the Rowdie Birthday party at Connie and Todd Binsz's house. We had good food and great company, plus a chance to trade car



Bill's Beautiful Model

parts and other treasures while making some money for the club. A week later, we were at the Adrian Airport to watch other Rowdies take glider rides. We have several pilots among our group, so I think it was especially fun for them. When this event was announced, I wondered if enough people would take the rides to make it worth doing. As it was, not everyone got to go who wanted to go, because it started to rain later in the afternoon. So it seems we might consider doing this again some time. The next event on our calendar is the Battle of the Brits on September 9th. I hope to see you there. I wish I could say that I will have my MGA there, but I am making no promises.

Chairman Bill

(*Ed note: Like Bill in his BMW 507, I managed to sit strapped into the glider but didn't get to go up due to a storm arriving. I would definitely approve of making this a Rowdie meet for next year)*



Editor Ken Strapped In With No Place To Go: Note Clouds Building In Background



ROWDIES!
Our own Andy Hoffman is helping to organize this late September car show in Ann Arbor. Let's turn out, flooding the show with MGA's, Magnettes and 4 or 5 Rileys, have an adult beverage, get your face painted and support the event.
The Grotto has a really superb jazz band which will be entertaining the crowd, too!

John Alexander,
Meets Chairman

The March To Mad Dogs-by John Alexander

The team assembled at Tom Fant's for early breakfast sustenance of Coffee and the (now forbidden to me) donut. In attendance for the 8:30 am departure


The Assembly

were
Lynn and Tom, Chairman Bill, Jeff Smith and me. Our conveyances were an MGB, an MG Midget and two MGA's

The weather was spectacular! Clear blue sky and as we went along the temperatures rose to a very tolerable cool. It had been COLD on the drive to Tom's with the top down.

Somewhere to the west of Route 127 a Rolls Royce Silver Shadow began following us. At one stop sign I, driving in tail-end-Charley position, looked into my rearview mirror to see nothing but chrome vertical slats and Eleanor, the Spirit of Ecstasy, looking down on me! She made our little group quite an impressive parade. I tried to get a photo of her in my rearview but only succeeded in pictures of knuckles. At any rate, the Rolls left us a few miles short of Hickory Corners to get petrol. That's what happens with 5 miles/ gallon engines.


Rule Brittania!

Jeff, Bill and I tried our luck at the track. None of us hit any marker cones. Enough said.

There were a number of Rowdies on the field and when most were within hailing range we burst into "Happy Birthday" for Bill Weakley's 71st birthday. We did wait until he wandered up. Was it surprise on his face or was the singing that bad?

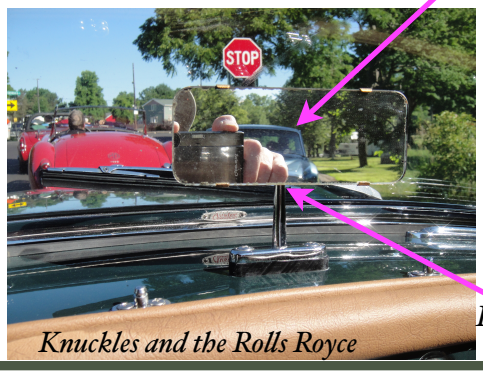
Our caravan assembled and left Mad Dogs around 4:00 pm for home. Lynn and Tom broke off for Brighton while we three MG-Ateers stopped at the Inverness Inn on North Territorial Road for a small libation to further celebrate Bill's aged-ness.

Oh my, this was a great day!


Rowdies grading the Pittman's polishing technique


Blasting through the state





Rolls Royce

Knuckles

Knuckles and the Rolls Royce

(see pictures on next page also)



Rowdies attending Mad Dogs included Dave Quinn, Bruce Nichols, Dave Smith, Tom Fant & Lynn, John Alexander, Larry & Mitzi Pittman, Bill Weakley, Mac McDonald, Jeff Smith, Ken Nelson, Lloyd & Janice Herring, Todd Binsz, Forrest Johnson, Mark Barnhart, and assorted sundry others.







Our Very Own Birthday Boy











(see pictures on next page also)



Lineup of MGAs-but wait! ...Some one snuck in here with a T-Type!



That's better-now it's just the MGAs again

Rowdie Birthday Party 2018-report by Bill Weakley

On August 4, 2018, about twenty Rowdies met at Connie and Todd Binz's house to celebrate 42 years of "Rowdie"-ness. There were many delicious dishes to taste along with brats from the grill. Todd had his MGA on display next to his Corvette, while the front yard was full of MGAs. Lunch was served in the basement to dodge the heat outside. Then we all adjourned to the backyard for the auction. Thanks to the generosity of our members, $412 was raised for the club, and many attendees went home with new treasures for their cars and homes.



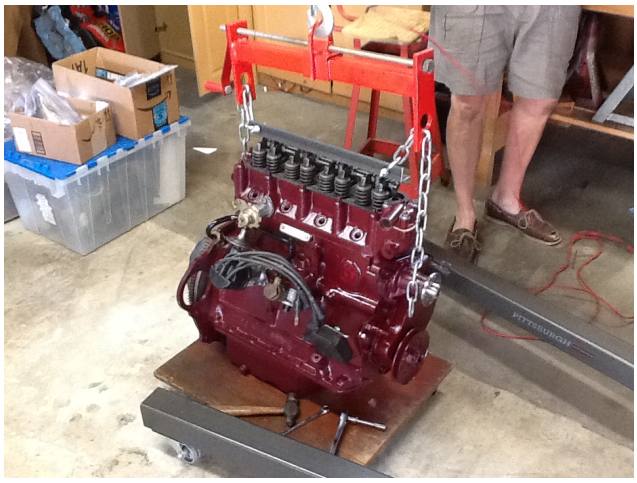
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Rowdies Hard At Work Again

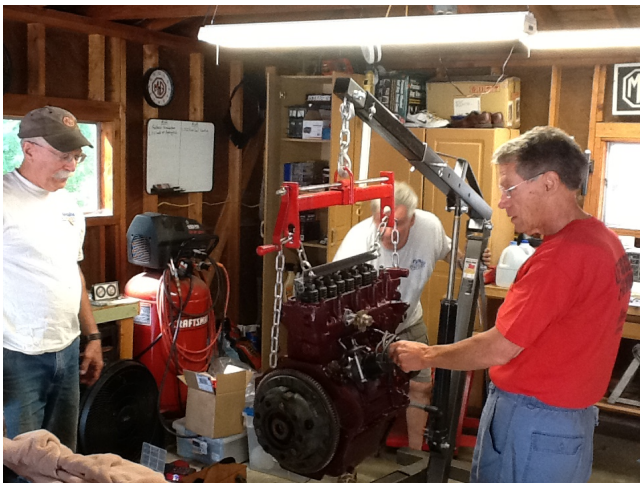
*Gary Cunningham sent this in: "*Hello Ken, Just received my copy of MGA mag, and I'm looking forward to reading your At Leisure article later tonight. A small group of Rowdies met at Tom Fant's house this morning to help install his newly rebuilt engine. Thought you might be interested in photos for the next edition of A-Antics. Photos were taken by yours truly."
Regards, Gary *Thanks Gary!*



Holy Smokes! Is this one of the pistons that I forgot to put in?









Using just two hands, a strong back, and a weak mind, Big John lifts her into position


No toes below? OK boys, let 'er go!

Rowdies Head For The Hills...at Waterford

The Waterford Hills Race meet was held this year on Saturday July 28th and this was, once again, a well-attended meet for the Rowdies at turn 6 overlooking the track. Reports and pictures are below, but Red and Olde English White were the colors of the day, with just a touch of blue thrown in for patriotism.

Dave Quinn Reports on the Waterford Race Meet

We had a huge turnout of Rowdies. There were nine MGAs, MGB, MG Midget, and a Bugeye Sprite. Those attending included:

Gary Cunningham-OEW MGA
Bob Shafto-red MGA
Mark Griffin
Mark Barnhart
Dave Smith-OEW motorhome
Curt Smith-red MGA
Jeff Smith-red MGA
Steve Holiday & friend Cat-red MGA
Tom Fant-blue MGB
Brian Berry
Bruce Mann-red MGA
ex-Rowdie Steve Finch visiting from South Carolina-red MGA
Gordie & Tracy Bird-OEW MGA
Dave Quinn-OEW MGA
Bill Weakley-red Midget
John Alexander-OEW Sprite



The Rowdies, plus Red and just a touch of Blue Cars

The weather was perfect all day. There was lots of story telling, bench racing, and general gossip in the large tent that was just a couple steps away from the car corral and beer & brat vendor. On the track in race #2 an MGTD started in last position and then proceeded to pass car after car over the 12-laps much to the surprise of everyone. He was passing much newer cars such as Sunbeam Alpines, etc.. In one of the other races Vic Skirmant, who's 74 years young, managed to show the field his #70 bath-tub Porsche can still carry the winner's checkered flag.

A large number of Rowdies took advantage of the track lap offers - a few doing it for their very first time. John Alexander rekindled his racing fever in his track-ready Sprite much to the thrill and fear of his passenger Dave Quinn who may have left finger indents in his dashboard as he prayed. There was a steady stream of on-lookers at the car corral who enjoyed seeing our British cars. Tom Fant showed off his entry for the hard luck award - a totally busted up piston; however, he reports he fired up his rebuild and with a few minor tweaks it will be on the road soon. Bill Weakley reports his engine is out of the car and has been taken apart with the hope of resolving his rear main crankshaft seal leak. Gary Cunningham reports he installed the oil diaper after reading Quinn's tech tip.

A number of people were taking pictures - hopefully they will send you some. *(Ed: they did-see below)*

John Alexander's Saga of the Great Waterford Vintage Race Rowdie Weekend Gathering

Saturday, July 28th, dawned cool and bright, a perfect day for attending the Waterford Vintage Races. With the enticement of Dave Smith's Motor Home Villa calling the membership, Rowdies assembled at our home on Turn Six for the viewing of the racing.

What an assembly it was! All the MGA's were RED except for 3, which were Olde English White. There was also an MGB (blue), an MG Midget(red) and a Bugeye Sprite(OEW).

Dave Smith's MGVR Racers Report

The 2018 Waterford Vintage held on July 27 thru 29, 2018 celebrated the 60 th Year of Racing at WHIRRI. Amazing achievement considering how many racing venue have failed since the 1950s. The Michigan Rowdies MGA club supports vintage racing at Waterford with a car corral near Archers Corner. The gathering of MGA, MGB, and Midgets always bring folks over to visit.

The weather was perfect this year. Mid 70's in the afternoon and 60's at night. Format was Open practice on Friday from 11:00 till 5:00 Then the Fish dinner at the Waterford Sportsman club. I attended the dinner with Rick Cook and his son Rickie that campaign a Lotus 7 in group 3.

Groups this weekend were:

(continued next page)

Grp 1 with 14 Formula V featuring Lynx B, Kellison FV, etc.

Grp 2 with 17 cars U 1.5 Liter featuring 7 Spridgets, 1957 Jabro Mk 2, Sunbeam Alpine, 1951 MGTD, Alfa GTA, Lotus 7, Mini Marcos and a Austin Mini Cooper. Six cars From Canada and US travelers from Pennsylvania, Iowa, Indiana, Michigan and Ohio.

Grp 3 with 18 cars O 1.5 liter featuring 5 Lotus, 4 Porsche, 2 Ginetta, 2 Alfa, Austin Healey 100-4, Elva Courier, Volvo PV-544, and a Datsun.

Grp 4 with 13 cars Small bore open wheel Mostly Lola and Lotus and a mix of others.

Grp 5 with 18 cars A thru E Prod and A& B Sedan featuring 10 Chevrolet, 2 Porsche, 1971 Triumph TR6, Daimler SP250, Volvo 122s and others,

Saturday Races

10:00 am was qualifying by group. Then Lunch and track touring by fans in their street sportscars.

At 1:00 PM race by group

Grp 2 won by Sean Gibson in a 1959 AH Sprite at 1:24.5 best lap



2nd was Doug Elcomb in the 1969 Marcos Mini.

3rd was Nick Pratt in the 1965 MG Midget

Grp 3 won by Vic Skirmants in his 1961 Porsche 356 at 1:21.1 best lap

2nd was Dave Burton in his 1964 Porsche 356

3rd was Tim Covert in his 1965 Moodini

Grp 4 won by Steve Beeler in his 1979 Lola T-540 at 1:14.6 best lap

Grp 5 results were not posted on Saturday

Saturday Night held the Steak Fry and WHRRI awards banquet. There was also an informal Paddock Party Hosted by Don & Helen Munoz. Evening weather was Ideal and the Food & snacks (and Drinks) were appreciated by all.

Sunday Races

Began at 10:30 AM with Group 1 with typical very close competition. No results available.

Grp 2: Nick Pratt made a superb pass at the Green flag to go into P1 and held on for the group win. Doug Elcomb fought gamely for 2nd in his Mini Marcos.

Grp 3: Again Vic Skirmant was tough in his Porsche 356 but Dave Burton kept him in his sights.

Grp 5 Won by Robert Hofmann in his 2012 Camaro best lap 1:12.2 was the class car all weekend.

2nd was Kyle Bergeon in his Porsche 930 with best lap of 1:12.3



3rd was Dan Kellermeyer in his 1986 Corvette with best lap of 1:16.9

Waterford again displayed excellent hospitality to the Drivers, crews and spectators. They had a number of raffles, donation buckets etc to fund a repave the track program. Check their website for updates on this.

Reported by Dave Smith, Rowdie Racing



Beautiful weather

(continued next page)







Da Dudes



Wake me when it's over



Watch out for that pole Jeff!





Rowdies Climb To New Heights!

The morning of Saturday August 11 dawned bright and early as many a Rowdie dragged him or herself out of bed to face the new day with anticipation. For this was the day that Larry Pittman had arranged a Michigan Rowdie MGA outing to Adrian, Michigan,



Pawnee Tow Plane

home of the ADRIAN SOARING CLUB, for any interested parties to go gliding. This involves getting towed up in the air in a 2-person glider behind a funny



looking old crop-dusting airplane called a Pawnee, and being released at about 3,000 feet. Then the glider pilot tries to find thermals to climb with and stay up in the air as long as possible.

For the handful of Rowdies in the club who had been or are pilots at one time in their lives this was probably a routine event. But for those of us who have never glided in an airplane before it was to be the start of a brave new adventure. Would we all be up for the challenge, or would some of us back down at the final moment of truth? We were reassured by the pilot of the glider saying "Not to worry. We have a 100% success rate. Over 30 years of gliding and we've never left a glider up in the air yet. They've all come down eventually."

Indeed, on that positive note, not one of the participants backed out, but later in the afternoon a building storm developed that left 3 or 4 of us with our feet planted firmly (but safely) on the ground. However, 7 of our valiant group were able to take to the skies for a


Paper-mache Glider

majestic 30-40 minute flight soaring high in the sky over Adrian. One of our 93 year old founding members (Neil Griffin-who has been a pilot and who is a retired flight mechanic) went up and declared it to be "a piece of cake". Neil should know, since he has been a cake and dessert lover ever since we've known him.


OK, here we go!

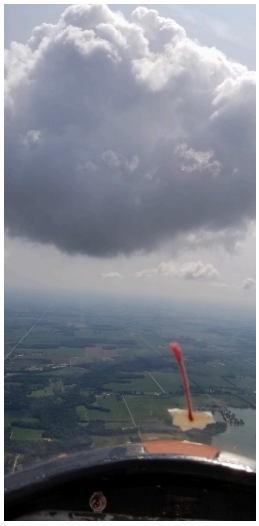


When do we release?

 (pictures & text continued next page)

The list of fliers included Gordy Bird, Tom Fant, Steve Holliday, Dave Smith, Jerry Jesion, Stephanie Smith, and of course, Neil. All declared it a wonderful experience, and we are already making plans for a repeat event for next summer's calendar. Those of us who missed out will have to wait until then to get our first experience being "high in the sky with the Rowdies." Still, driving our MGAs for a picnic and socializing with the group was reward enough in itself for all of us.







Da' Guys-Dave, Steve, & Tom



Is it a bird, is it a plane...?



RVs were great for shade





You Go First; No, You Go First



Larry Pittman, Grillmaster



Pretty good turnout

(continued next page)

Tech Tip



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Ken, these are some very good tech tips from Dave Ahrendt for testing a generator and testing a voltage regulator. They were extremely helpful in sorting out electrical issues I had. Dave gave me permission to publish them in A-Antics and I in turn told him we would run an ad for his small business in the newsletter along with the tips. ***Dave Quinn***

Is My Generator OK?

Tips for testing your generator

Certain generator failure modes can quickly destroy any solid state regulator. They will also cause a mechanical regulator to rapidly fail. If you are not completely confident that your generator is wired correctly and functioning properly perform these tests in order as presented below. Do not install the solid state regulator until all tests are successful.

1. GENERATOR FIELD RESISTANCE TEST

You will need a good quality ohmmeter to perform this test. Disconnect both leads from the generator.

Set the meter to a low ohm scale and short the two test leads together. Record the resistance displayed.

Place one meter test lead on the field (smaller) terminal on the generator and the other lead on the generator body. Read the displayed resistance on the meter. Subtract the previously recorded value to get the actual field coil resistance.

OHMMETER READING:

A. Approximately 6.2 ohms. Good. Go to Voltage Tests.

B. Approximately 3 ohms. Partially shorted field coil or a 6 volt generator. Have generator repaired or replaced.

C. 0 ohms. Shorted field winding or shorted terminal. Have generator repaired.

D. Infinite ohms. Open field winding or open terminal. Have generator repaired.

2. GENERATOR VOLTAGE TESTS

You will need a good quality voltmeter (analog preferred) to get accurate readings. Set the meter to a range that can display up to 20 volts. Meter connections depend upon whether the generator is polarized to positive or negative ground. If the generator is negative ground place the negative or black lead on chassis ground. If it's positive ground place the positive or red lead on chassis ground.

Test 1

VOLTMETER CONNECTION: Disconnect both leads from the generator. Connect one lead of the voltmeter to the D (larger) terminal and the other to a good ground. Start engine and raise speed to approximately 2500 to 3000 RPM.

VOLTMETER READING:

A. 2-4 volts at 2500-3000 RPM. Good. Go to Test 2.

B. 0 volts. Field grounded, armature or brush problem. Have generator repaired.

C. Rising voltage with speed. Internal short between D & F terminal. Have generator repaired.

Test 2

VOLTMETER CONNECTION: Connect meter as in test 1. Link two terminals D & F at generator.

Start engine and raise speed gradually to about 2500-3000 RPM.

VOLTMETER READING:

A. Rising voltage with rising engine speed. Good. Go to Test 3.

B. 2-4 volts. Open field circuit. Have generator repaired.

C. 0 volts. Grounded field circuit. Have generator repaired.

Test 3

VOLTMETER CONNECTION: Reconnect the wiring harness wires at generator. Remove all wires from D & F terminals at the regulator. Connect meter to larger/heavier D terminal wire and a good

(continued next page)

ground. Start engine and raise speed to approximately 2500 to 3000 RPM.

VOLTMETER READING:

A. 2-4 volts. Good. Go to Test 4.

B. 0 volts. Open circuit on D wire. Check D wire & connections.

C. Rising voltage with speed. Locate short between D & F wires in the wiring harness.

Test 4.

VOLTMETER CONNECTION: Leave meter connected as in Test 3. Link larger/heavier D wire & F wire together. Start engine and raise speed to approximately 2500 to 3000 RPM.

VOLTMETER READING:

A. Rising voltage with rising engine speed. Good. Test completed.

B. 0 volts. Grounded F wire. Check F connections in the wiring harness.

C. 2-4 volts. Open circuit on F wire. Check F connections in the wiring harness.

Regulator Test per David Ahrendt

Temporarily remove the three wires from the regulator D & F terminals and join the ends of the three wires together with an alligator clip. Start the car and gently raise the RPM to about 2000 or so. Don't go much higher. If the light goes out the wiring from the regulator to the generator and the generator itself is probably OK. Your problem is most likely a bad regulator.. The idea is to tie the dynamo and field terminals together along with the small yellow wire running to the ignition warning light. Use anything available including just twisting the wires together. Just be sure not to short to ground. We tie the D &F together to get the generator to output max voltage. One end of the warning light is tied to the battery via the ignition switch. When the ignition switch is ON 12 volts is present on one side of the bulb and 0 volts on the other side. The bulb lights. When the engine is started the generator should start to produce voltage. Once it reaches 12 volts there will be 12 volts on each side of the bulb and it goes off. We want to monitor the voltage at the junction of the 3 wires and be sure not to let it raise up beyond 15 volts or so. Excessive voltage can damage the generator or other electronic parts in the car. If you can get 15 volts or so out of the generator then it should be OK and the trouble is elsewhere.

(*See Dave's ad above for his Digital Regulator Conversion information)*

How To Test For Silicone vs Glycol Brake Fluid

Alright, how many of you out there are willing to admit either that your memory is fading slightly with each passing year, or that you've owned your MGA long enough that you can't remember whether you used silicone or glycol-based fluid the last time you flushed your brake system? I, for one, will readily confess to this. Owning 4 British cars, and spending years going back and forth on the merits and disadvantages of both types of brake fluid, suddenly left me in a quandary when I went to top up the clutch master cylinder on my P5 Rover recently. For a time, I was planning on using silicone brake fluid in all my cars because it doesn't absorb water and possibly cause corrosion as with glycol fluid. BUT, somewhere along the line I realized that the silicone fluid was "slippery" enough that I could not prevent a minimal, but pervasive, leak from one or two joints in 2 of my cars. My MGTD has been modified to have MGA brakes, but uses the TD master cylinder, requiring a different sized union on the brake line to connect the two systems. It would just leak enough to allow the union to constantly have a sign of moisture, but not really enough to ever form a drip. So I finally left the silicone fluid in, and just keep check on it 2 or 3 times in the summer. All has remained well since then.

With my Rover, however, I did get some dripping of silicone brake fluid from a freshly re-sleeved (brass) rear wheel cylinder from White Post. When I called them, they suggested I switch back to glycol fluid for the brakes, after flushing the entire system. I did, and it now continues to work fine. When it comes to the clutch system there is a separate master and slave cylinder, and I THINK I kept silicone fluid in that system. But I wanted to just add another ½ ounce or so of fluid to the clutch master, and I wanted to not mix the 2 types. So how can one tell which type fluid is in an older system? Often the silicone fluid is purple, but it may turn more brownish with age. Fresh glycol fluid has a slight odor to it which silicone lacks, but again, this is not a particularly reliable method.

So, if you need to find out which type fluid is already in the system, here's how to do it:

1. Get a dropper (an eye or ear-dropper) and withdraw some fluid from the master cylinder.

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2. Put it into a glass jar and then add some clean water to the fluid.
3. Now put the lid on the jar and shake it well.
4. Let it stand for a few minutes.
5. If the water and the fluid have mixed thoroughly and cannot be separately identified, then you have regular glycol auto brake fluid.
6. However, if the water and the fluid have not mixed, or have formed blobs or layers, then the fluid is Silicone.

That's all there is to it. Lots of people think that you can recognize which is which by looking at the colour of the fluid, or by its odor. Don't risk it. Use the test outlined above. It's already been said that DOT 5 silicone fluid is not always purple, or that it can change color after time to a yellow that looks like DOT 3 or DOT 4 glycol fluid.

From the Internet & Ken Nelson





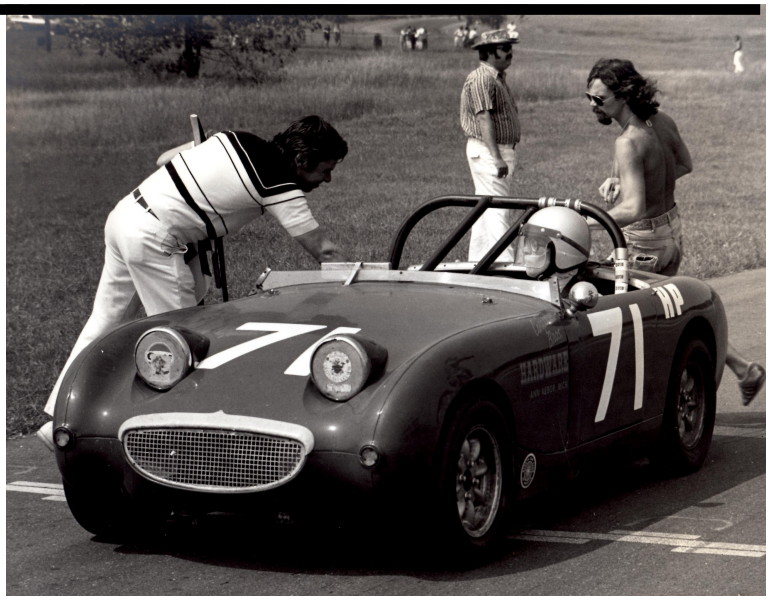
Jar on Left has Glycol brake fluid mixed with water.
Jar on Right has Silicone brake fluid with separate layers and bubbles

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.



Pictured above is a vintage photo of our very own Meets Chairman, John Alexander, showing his winning style in a racing Sprite, "back in the day". Below is a picture of John's Meets Chairman's 1st Chair for the job

