THE JOURNAL OF THE MICHIGAN ROWDIES VOL 47, NO 2 Mar-April, 2022

A-Antics



Rowdie Business Meeting - 2-19-22 at Chelsea Depot

Events Calendar For 2022

Disc Brakes for an MGA 1500

Original MGA Twin Cam

Rowdie Business Meet Report

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
2016-	Bill Weakley

Rowdies Website: Larry Pittman, Webmaster
http://www.mg-cars.org.uk/michiganrowdies/

Larry Pitman's Database Report: 64 Active and Paid-Up Members

Deadline for submitting material for the next issue is: April 20, 2022

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



MEMBERS PAGE

Welcome New Members!

Name: Donald & Tammy Dalebout

Address: 3938 Beeman Rd
Williamston, MI__48895
Home ph: 517-204-6016
Email: don.dalebout@yahoo.com
Type of MGA: 1961 Roadster
Model: 1600 MKII

Name: Jay & Debbie Edel

Address: 3218 Turnberry Dr.
Findlay, OH 45840
Home ph: 419-957-5444
Cell ph: 419-957-5444
Email: Jayedel@aol.com
Type of MGA: 1957 Roadster
Comments: Debbie and I were married in 1980. We have two sons, who are married, and we have 5 grandchildren. In addition to the MGA, I have a 2003 Honda S2000. All original with 30,000 miles on it. I have been a member of Buckeye Triumphs (Columbus) for 10 years. I had a 1976 TR6 that I sold in 2019.

Name: Bob & Jen Horton

Address:The Old School, Church Lane
City: Riding Mill
State: Northumberland
Zip: NE44 6DS United Kingdom
Home ph: 01434 682008
Cell ph: 07808071142
Email: bob@horton.uk.com
Type of MGA: 1959 1600 Roadster
Other Cars: 2006 Limited Edition Jaguar XKR Roadster

Letters

Corrections Please

In the last issue of A-Antics your well meaning and slightly befuddled editor identified one of the people in the photo as being the lead singer of that 60's rock band **"? and the Mysterians"**. He has now been informed of his mistake, since it is really none other than Jan Nichols. Apologies offered! ***Ken Nelson***
PS Yes, you are correct, '**Question Mark'** was the name of the lead singer of the band with that great hit "96 Tears".


Bruce & John McMullan & ?

Race Team Recollections

My Race Team Recollections-***Dave Smith***
Every racing team has the same roles. No matter if it has a budget of Millions, or must divert home assets into the racer. Here is my recollection of each role in our several family race endeavors.

Car Owner: Ron Smith owned the dragster (1964) and the Classy Massey Pulling Tractor. I owned the 1965 Barracuda Drag racer and the Vintage Racing 1962 MGA Mk II. Usually the Owner paid the bills, but it was the volunteers that provided virtually all of the labor. The owner had to Balance the Logic and the emotions. All Logic would be mechanically effective but would not develop team spirit. All emotion could provide the fun factor but wastes resources. The successful team needs a balance of both to sustain, have fun, and make sound decisions. If the team meets its goals, it must be well balanced. This team balance can be tricky to maintain.

Crew Chief: Only the vintage team had a Crew Chief and that was Mark Barnhart for the entire 20 years that the team existed. The Crew Chief had to be Through, Dependable, Energetic, Creative, Team spirited and able to delegate using trust but verify. Another quality that was important was a good sense of humor when things did not go according to plan. Rowdie Racing had fun and was competitive for 20 consecutive years. Very few Pro or Amateur teams even come close to duplicating that accomplishment. Only Health issues were a bridge too far. But in our day, we could really make a good accounting at the track.

Crew: Only the Vintage team needed crew to perform the many tasks, usually with only minutes to do so. Crew Don Robinson was not only an outstanding mechanic, but a great driving coach. Tap Tapia admitted his mechanical skills were average, but he was also fearless and would assist with any job, no matter how uncomfortable or dirty. John Hulett was always willing to fill a late vacancy and perform any task assigned. He was also the team Photographer and kept everyone in good spirits. Gordy Bird was skilled and had a positive attitude. Always fun to have him on the team. **Chari was the Team Manager**, and no team had a better one. She was responsible for travel arrangements, Lodging, meals, hydration, mandatory meeting scheduling, parts chasing in unfamiliar towns and much more.

Driver: I was the driver of the Barracuda and the MG Mk II. There are two pieces that are needed to succeed. The first is Driving Skill. There are dozens of examples of Drivers that had amazing ability on Day One.

(Continued next page)

Jim Clark is a well-known example. A much lesser-known example is Willie T. Ribb's. Both racers could get into any race car and within a few laps, were going faster than that car had ever gone. Most of us had to learn the art of driving. My path was truly diverse, but I think interesting. I began driving a Model A Ford on the Family farm Circa 1958. Learning a manual shift, avoiding the use of brakes, and controlled drifts for openers. With the Dragster at speeds of 170+, I controlled the anxiety and did the split-second things to stay safe. With the Pulling Tractor I learned how to use 650 Horsepower wisely to get and keep maximum bite on dirt tracks. In the State Police I honed my skills to use extremely high speeds in traffic and sometimes with limited grip on asphalt and concrete due to weather. Lastly, I completed two Skip Barber Racing Schools, driving a formula type open wheel school car. One key piece was the advice that every lap is a blank canvas. Drive within yourself and stay composed, keep driving. In summary: Whatever skills you learn or have naturally, will always be there for you to utilize. Yes, they improve with seat time, but really like learning to ride a bike, one never forgets.

The second piece needed is Driver Confidence which is fragile. Even Jim Clark needed to become confident. I recall the son of a World Class driver that went thru the feeder series but later drove in IndyCar. In his first year, none could duplicate his lap times. Then he experienced a horrific, but nonfatal accident. After recovering he returned but was never again competitive. My racing confidence was a byproduct of the above list of skills acquisition. Also having world Class instructors at Skip Barber was amazing. They were particularly good at teaching controlled aggression. The final component for me was repetition with success. Racing #49 in 1996 and winning the SVRA National E Production Championship in my first road course year was amazing. With the racing skills, a solid and competitive car and driver confidence, a special thing can occur.

Racer Bill Milliken calls it the Physical existence separation from the cockpit of the Race Car. It is a mental separation from your surroundings that allows observation of the car's performance and detached judgement of driver inputs. While driving, one does not feel cockpit heat, driver thirst, Five-point harness, or G forces due to cornering and braking. There is no fear and little sense of speed. Everything slows down and decisions are made at exactly the right time. Every input is evaluated and stored to make improvements in the next Lap. Every adjustment, such as counter steer to catch oversteer is done without thinking. I have been told that this mental state can be experienced in Downhill Skiing. The only dreadful thing about this experience is trying to watch any Hollywood Racing Movie. The many cockpit distractions and racing rage displayed by Tom Cruise is a big turn off. The Best Racing movie for me is "Grand Prix" with James Garner.

It would only be proper to **Thank All of the Rowdie Racing Team** for the unbelievable honor of Rowdie Racing's induction into the **IMRRC Walk of Fame** in 2020. To join with so many men and women that have dedicated their lives into Road Racing and successfully competing at the Professional and Amateur level is amazing.Thanks All!

Dave Smith, Rowdie Racing # 49

Plastic Window Cleaning Tip

Michael Pennington wrote in the NAMGAR Facebook website on 2-18-22 about cleaning convertible windows:

"Today I was cleaning some side curtains to put up for sale and thought I would show how carb cleaner and WD 40 and 10 minutes works on old yellow plastic side curtains, also great for the yellow windows on the convertible tops. This is just a quick way I clean them you may not like it but it works great."



Before



After

Smile





(Continued next page)

ROWDIES 2022 EVENTS

April

23 **Kimber Meet-** Delhi Cafe, Holt, MI
Arrive 11:00 am, lunch 12:00, discussion 1:00
4625 E Willoughby Rd, Holt, MI 48842

May

7 **Drive Your MG Day**- Location & Time TBD

14 **Day in Garage-** Larry Pitman is hosting a garage day welding panels on his Magnette.

? **Spring Gathering- by WDMGC at Camp Dearborn**

28 **Classics at the City Club-**1830 Washtenaw Avenue, Ann Arbor. 12 noon to 3 pm

June

6-10 **NAMGAR GT-47 Colorado Springs, CO**

5 **Brits Return to Ft. Meigs**
Toledo, OH

24-26 **Mid-Ohio Vintage Races** Lexington, Ohio, Mid-Ohio Sports Car Course

26 **Michiana Brits Car Show-**10 am-3 pm
St Mary's College, South Bend, IN-across from Notre Dame

July

8 **Rolling Sculpture-**Ann Arbor-Featuring Vintage British Cars!

10 **Mad Dogs Car Show-**Gilmore Museum, Hickory Corners, MI

11-15 **GOF Central MGT Register-**
LaCrosse, WI

23-24 **Waterford Vintage Races-**Waterford Hills, MI Dave Quinn

31 **Rowdie B'Day Party-**Mac & Joni McDonnell's, 12 noon 'til Cows Come Home Rockford, MI

August

? **Alden Car Show-**Alden, MI

20 **Tom Fant's Fantabulous Beach Party!-**Portage Lake, Pinckney, MI

September

11? **Battle of the Brits-**Camp Dearborn

15-18 **SE British Car Festival-**Dillard, GA

16 **Cars on the Green-**3:00-7:00 pm Friday Dixboro, MI

18 **Orphan Car Show**-Ypsilanti, MI

20-23 **Put-In-Bay Races, OH**

October

TBD **Rowdie Fall Color Tour**-Dave Quinn

TBD **Colour Tour Weekend North-**Tom Fant

December

4 **Rowdie Christmas Party-**Chelsea, MI



'Ol' Speckly 'en' was a 14/28 used as a factory run about, noted by the special speckled fabric covering. This car eventually contributed to the name of a beer *"Old Speckled Hen"* brewed for the 50th anniversary of the MG Car Company in 1974 (and continuing to be brewed today). The flat nose radiator was introduced in 1927, and more than 1200 cars were built in five years.



'*Old Number One*', 1925

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Chairman's Chatter

It is the day after our business meeting, which we were finally able to conduct after two years of COVID-19. As for me, I am ready to resume normal activities as much as possible, albeit still wearing a mask in crowded indoor public situations. I hope we can have a full calendar of events this year. We had 29 attendees at the meeting. The weather was as good as can be expected for mid-February, making travel relatively safe and easy. The meeting minutes will have been emailed to everyone by now.

One important item that was decided at the meeting was that the Rowdies would not be volunteering to host GT-50. The new NAMGAR Vice Chairman feels that Michigan is not central enough for this milestone event and is looking at French Lick, IN as the site. If we wanted to host, we would have to make a case with NAMGAR. After some discussion, the consensus at the meeting was that no one was interested in hosting. So, we'll wait and see what happens at NAMGAR. As for the coming GT in Colorado Springs, several people plan to attend. It sounds like a great location to visit. Mary Ellen and I may have a family conflict, so we haven't made a decision about going yet.

The other big news from the meeting is that we have a new Membership Chairwoman, Willie Mann. She graciously agreed to run for the office and was unanimously elected. I'm very happy to have Willie on the board, and I'm sure she will do a great job.

I am continuing to plug away at my project MGA 1600 roadster. I have everything back from the painter, except for the bonnet. All four fenders and the boot lid are installed. I have most of the carpet installed, and I am almost ready to start assembling the dash. Once the carpet and dash are complete, I will install the doors. Everything was test fitted before painting, so I have my fingers crossed that the doors will just need a little adjustment when they go back in. The seats are completely reupholstered, but I won't put them in until all the other interior work is done. I recently realized that the car has holes in the cowl for windshield washer nozzles and a hole in the dash for the pump. I had been thinking that I wouldn't bother with the washer. I have a spare dash without the hole that I could have used instead, but I should have filled the holes in the cowl before painting. Now I will have to add the pump and bottle to my next order to LBCarCo. Lately, I usually have a new order list started before I receive my last order. Oh well, it's all little stuff at this stage. With one exception: I don't have a usable pair of side curtains. I have a set of the early style, but they would have to be completely rebuilt. So if anyone out there has an extra set of side curtains, let me know.

Restoring this car would have been a lot harder if not for having two Rowdie friends nearby. John Alexander has been a great source of information and sometimes parts. He also made a roll-around stand for working on the frame and another dolly for the center body. I have traded parts with Kevin Peck several times. He also was gracious enough to take his center body off John's dolly and loan it to me to take to the painter. The wooden frame I made was not sturdy enough to keep the body steady while sanding and polishing. Way back when I joined the Rowdies, I thought it would help me restore my '56. I wasn't wrong. I wasn't thinking about all the great friends I would make.

Stay safe, everyone. And get your MGA's ready for spring driving. Maybe the end of salt season will come early this year.

Chairman Bill





How Do YOU Break In Your Newly Rebuilt Engine?

It seems that there is a lot of advice given about the best method of breaking in a newly rebuilt engine. Whether we, as backyard mechanics, or a professional machine shop, has rebuilt the engine, most of us have been involved in starting a newly rebuilt engine for "break-in" on our MGAs. I thought I'd print something from 3 sources on the internet describing how various professional machine shops manage this, and what advice they give their customers. See what you think, and I'd like to solicit any thoughts from our readers about your experiences and personal tips, especially those "old-timers" methods of what to do to correct an engine that doesn't *want to seat its rings properly. Please send your thoughts and tips to the editor at* kenneth.nelson1@comcast.net.

From JULY-SEPT 2018 Engine Professional by Steve Scott

Regardless, breaking in the engine is critical. If this is not done correctly or completely, then the engine will most likely perform poorly, smoke, and consume oil. Often these symptoms are irreversible over time. The term, "breaking in" an engine refers to the process where combustion temperatures and operating conditions force the rings and cylinder bores to conform to each other sealing the combustion gasses within the cylinders. Idling will not produce the temperatures and forces needed.

Piston rings are designed to apply a certain amount of tangential force outward by themselves, but compression rings rely on greater combustion pressures to force them down against the bottom of the piston ring lands and outward to the cylinder wall. Without this combustion force, these rings may not seat or seal properly.





Oil control rings regulate the amount of oil film left on the cylinder wall to lubricate the compression (top and intermediate) rings, and each compression ring removes some amount of this oil film resulting in proper oil control. It is important that an adequate load be put on the engine to create enough combustion pressure and temperatures to seat the rings. This is most critical within the first few hours of the engine's new service life.

Idling, increasing the RPM, and hauling light loads may not create enough combustion pressure or heat to seat new rings. Under load, you can obtain the pressure and temperatures needed.

Idle time and low load on a freshly rebuilt engine can result in "glazing" of the cylinder walls and prevent the rings from ever sealing correctly. "Glazing" is a condition where hard oil and fuel deposit buildup on the cylinder walls and prevent the rings from sealing properly. Once glazing forms, it can be difficult, if not impossible to remove without disassembling the engine.

The "old-timers" reading this are already thinking — "Bon Ami it." Bon Ami® household cleaner was available at their local grocery or hardware stores and was their substitute for Caterpillar's 7F5225 "Break-in Powder" (other manufacturers possibly offered something similar). Caterpillar's serviceman's reference guides gave the instructions for using their 7F5225 powder.

That's not to say that these miracle powders didn't have major side effects. Intentionally introducing abrasives into an engine sounds like fingernails on a chalkboard, as well as outdated. With the tighter tolerances, precise surface finishes, and coatings you can only imagine the amount of damage this can do to today's engines. There is no piston ring manufacturer who would ever suggest using such products for any of the current modern-day engines!

Once an engine is up to temperature and there are no leaks, rebuilders tend to have their own methods for break-in. These can range from:

• "drive it like you stole it" • "run up to the speed limit as fast as possible, and then while still in gear, let off the throttle and let it coast to the stop—repeat as often as needed"

• "use the heaviest trailer and steepest hill you can find and drive up it."

These individuals can be secretive about the processes they've worked out from years of experience, but what they have in common is they focus on getting approximately 75% of full load on the engine for three to four hours and keeping idle time to a minimum produces the results they are looking for to seat the rings.

Continued next page

From Hap Waldrop, Acme Speed Shop, Greenville, SC In **The MG Experience** 8-29-14.
Use non synthetic Valvoline VR1 20/50 Racing Oil, or any motor oil with 1200ppm of ZDDP in it or a ZDDP additive like ZDDPlus for initial break in, this is a necessity for a solid lifter engine to bed the cam and lifters. To prime the oil pump prior to initial cranking, insert a small funnel with the same motor oil as you are running for initial run-in in the rear oil fitting (MG A-series and B-series motors) this is the fitting is located on the passenger/rear side of the motor, this is the fitting that goes from the block to the oil cooler or oil filter housing depending on your car's year model. Turn the motor over by hand counter clockwise at the crankshaft balancer/front pulley nut, this will suck motor oil into the oil pump and prime it, then spin engine with the starter with the spark plugs removed until you see oil exit the fitting you removed, now re-attach the fitting, and continue to turn the engine over via the starter until oil pressure is seen at the gauge. THEN and only THEN are you READY to crank the engine for the first time. It is also a good idea to fill the oil cooler with motor before fitting (be patient this will take some time). If you have a hanging oil filter you can also pre-fill it as well. Make sure 50/50 mixture of water/ coolant has been added to radiator. After initial crank up, idle engine up to 2000-2500 rpms and run for 20 minutes or until normal operation temps has been achieved. This is for new cam and lifter bedding, if you need to run the engine more than one heat cycle to achieve the 20 minute cam/lifter bedding, then make sure you follow this instruction for the full 20 minutes. At this point I recommend you run the engine a couple more heat cycles at normal idle speeds, 800-1200 rpms depending on the camshaft in your engine, set your ignition timing, then re-torque cylinder head at recommended torque and re-adjust the valve lash warm according to cam instructions For initial driving, I would recommend short trips to begin with, of 15- 30 minutes and keep rpms under 5000 for the first 100 miles, vary the rpms up and down, try not to lug the engine. Make sure to check for leaks and not to let engine water temps exceed normal operating temps. Change oil and filter for the first time at 500 miles, then afterwards every 3000 miles, recommended oil is any high quality name brand 20/50 1200ppm ZDDP motor oil, I use Valvoline VR1 20/50 non synthetic. Never break in one of these engine with synthetic oils, it could cause your piston rings not to seat properly.



From mg-cars.net , internet forum **9-26-2009**
Dave Hedley from Fab Tek rebuilt the engine for my MGA here are his instructions:

Breaking in the newly rebuilt engine: Install all fluids and verify there are no leaks! Have Battery fully charged!

Prime the oil system:
Remove the plugs before cranking/priming. If the car has an oil cooler place the oil in the line going from the rear fitting on the block to the cooler in a 1 qt or larger can so it will catch the oil.
- Spin the engine (ignition off) on the starter until oil flows into the can. Re-hook hose to the oil cooler. If you do not have a cooler oil is pumped directly to the filter) perform this step with a short length of heater hose slipped over the block fitting then install pipe or hose to the filter fitting. With oil lines tight crank the engine just long enough to register oil pressure, you should see 30 psi plus. Note prolonged low speed cranking is very hard on the new cam. Reinstall plugs and wires you are now ready to start. Ignition starting-
Raise idle speed by turning idle screws a full turn open you may need more after starting. As soon as the engine starts raise RPM to at least 2,000rpm run engine for about 1 minute, then shut off for 30 minuets use this time to look for leaks check manifold bolts are tight etc.
This is very Important! The engine needs 30 min of cam break in at 2,000 + rpm (low speeds are hard on new cams) this should be done in spurts depending on water temp keep tempo at 200 degrees or below.

Engine brake in Driving:
Bearings do not need break in. Rings Do! First 10 miles No WOT (Wide Open Throttling) and no steady speed driving. After 10 min drive normally with periodic short bursts of heavy throttle to seat rings.By 100 miles the rings should be seated and it is OK to run steady cruising speeds Any time you "Cold Start" let the run 30 - 60 seconds B-4 Driving

Fluids and lubes:
Do not change oil until about 1,000 miles. fuel use best available (because my specific engine has CR of 10.5:1 Set total advance to 35 degrees max when mechanical advance is fully advanced . If you hear any pinging at part throttle disconnect variable advance and recalibrate you can also add 10% leaded race gas if you have access to it , but probably not necessary.

Engine oil:
You need a high zinc oil for cam Break in Some brands are Brad Penn; Joe Gibbs or Valvoline Off Road Racing Oil. Do not use synthetic oil until rings are set. Red Line oil is a good choice after break in. .....

Tech Tip-Repairing The Tourist Trophy Muffler

Having trouble with a noisy muffler? Mine blew out on the road to Atlantic City, NJ for GT-46 and I wrote about it in our NAMGAR newsletter. One of the readers wrote to me with a question…

"Ken, I'd been reading your column In **MGA!** for years, you always include info on maintenance to your cars. Your recent articles about about noisy Tourist Trophy muffler sounds like our problem. Your repairing a stainless steel muffler sounds like one good fix. I'd read on MG Experience a MGB fix was to add another muffler I assume underneath driver.



I wonder which is easier? Was it simple to braze it shut and leak proof? Did you take any pictures of your inside fix to muffler?
I need to fix ours and love the look from behind of the stainless steel tailpipe and muffler.
Appreciate any help.
Don Pottenger"

"Hi Don,
I would recommend fixing your old one rather than adding more confusion under the car-especially since I have seen the driver's floorboard catch fire if a muffler or tailpipe is pressing up on it. Repairing yours is quite a simple fix but brazing it after bending the 3 sided cut section back in place might require a 'backing' plate to put under the seam so the braze doesn't just drip through the pieces that are end-to-end that you are brazing. I just watched the temperature carefully and made it work end to end. I used large hose clamps to hold it in position while brazing. If you have the gear to weld stainless steel that would also work. The prettiest method might be to cut around the oval end and then braze it back in place, but cutting cleanly would be harder to go around the oval end than through the top. Also, the central perforated pipe inside would be attached to the end as well. Here are some pictures of what I did. I bought a dozen SS steel pot scrubbers to stuff in and that's probably enough. However I also added a 12"x12" piece of fiberglas muffler packing as well, but I doubt it was even needed. good luck and let me know your results.

Ken Nelson

PS The slits in the muffler were cut so that the brazing scar was hidden under the car and couldn't be seen when reassembled. The shiny tailpipe still looks good sticking out."









What Our British Sports Cars Mean To Us

The following is a reprint from the BMC November 2021 newsletter of the British Motoring Club of Mid-Michigan. It is a story of 60 years of faithful ownership of one Little British Car, and the grateful response from a thankful company to one of its loyal passionate customers. (submitted by Dave Quinn)

David Woods of BMC sent this letter to the Morgan company about Al Cafagna's Morgan. BMC is the "local" club that helped prepare Al's Morgan and we drove it over to Al' s house before the May club meeting this year, see the June newsletter.

Dear Morgan Car Company,

I would like to share a little story that means the world to Al and Beth Cafagna.

Al Cafagna purchased a 1964 Morgan +4 in 1966 from Williams Auto World to replace his 1963 Morgan that was in an accident on the campus of Michigan State University where Al was a professor.

Al used his Morgan as a daily driver until the mid 1980s-an amazing run for any car in Michigan especially in the long cold winter. Al also has been to the factory twice over the years and always was so impressed with the entire operation.

I noticed Al driving his Morgan in the year 2000 and followed him to a gas station so I could talk with him. We instantly became friends and I ended up maintaining the Morgan ever since, hard to believe I have been keeping the car in tune and performing well for 21 years now (110,000 miles).

Al didn't drive the car in the winters anymore at that point so we would tuck the car away in my pole barn in the winters and I would have her all tuned up and ready each spring for the next driving season, car shows, and club meets.

A little paint, some front end work, new brakes all little repairs over the years, one of my favorite things in spring was to see Al's face every time he would pick it up after a long winter. Could see him smiling from the end of the drive way, he was always so excited to pick up his Morgan and hear her fire up, signaling the start of the next driving season. He was always so proud of this Morgan.

Over the past several years I noticed the car had less and less miles on it when he returned it for winter, never the less I continued to take care of her. This past spring I called to check when Al and Beth wanted to pick up the Morgan and Beth (his wife) told me Al was undergoing cancer treatment and was pretty weak. I knew he had been sick the past year and could not drive any longer, but at this point he could not walk any longer.

I called our local British car club and rallied some members to come over to help me detail the car, we then took the car over to surprise both Al and Beth. As I expected, Al was glowing when he saw his Morgan and wanted in it. I told Beth even though he can no longer walk we will get him in the Morgan and take him for a ride. She was so happy to see Al's spirits so high again. It really lifted him up like nothing else in the world could do. this is one of his favorite things in the world and gave him enough energy just seeing it to give him the strength to sit upright in it to go for a ride.

I wanted to share this story with you, I wanted to remind everyone at Morgan that you are making more than cars, you are making life stories for some people. You are making other peoples' dreams come true, your passion for what you are doing seeps into the hearts of the people that drive Morgan cars, it can make people feel alive again and show them the special things in life. Although this was just a little +4, it means the world to their owners.

Please thank everyone at Morgan for their passion, their love, and craftsmanship.

My name is David Woods and I helped Al experience his passion for his Morgan once again, we are truly grateful.

Please see and view the photo and I hope you can share with everyone at the Morgan Car Company. Cheers,

David Woods



Al and Beth in 1978

David received this reply from Morgan Motors.

Dear David,

My apologies for taking a couple of days to respond to you and your most wonderful story. Thank you very much for taking the time to share it with us, I can honestly say that you were close to bringing a few members of our office to tears. Morgan is so lucky to have so many devotees to the brand and such a passion-

Continued next page

ate community of owners and fans around the world. Reading stories like yours is very uplifting for everyone here (and no doubt motoring enthusiasts in general) as it helps to remind the workforce just why all of their hard work is so worth it. At what must be a very difficult time for Al, it is so wonderful to see him smiling whilst riding in his Morgan.

If it is ok with you, we will be publishing your email and images in our latest factory newsletter so that all the staff here in Malvern can enjoy it.

On behalf of everyone at the Morgan Motor Company, I would like to thank you and your club for such a kind and generous act for Al, please pass on our best regards and thanks to all involved.

I would also ask that you pass on our thanks and best wishes to Al and Beth Cafagna, their near 60 years of Morgan ownership is a testament to the Morgan brand. Greetings from Malvern link!
Kind Regards,
James Gilbert, PR & COMMUNICATIONS MANAGER



(Continued next page)

June 6-10, 2022
Colorado Springs, Colorado

***FAMOUS FOR ITS SOPHISTICATION AND GENTEEL VIBE, COLORADO SPRINGS EARNED THE NICKNAME THE "LONDON OF THE WEST" IN THE 1800S. AND IT STILL MEASURES UP. TRIPADVISOR JUST RANKED COLORADO SPRINGS 7TH AMONG THE "TOP 25 EMERGING DESTINATIONS" IN THE WORLD. BEST GET HERE BEFORE THE STAMPEDE.**

GT-47 REGISTRATION IS NOW OPEN!



Pikes Peak Road as seen from the 14,115' summit

January 30, 2022
Dear GT-47 Attendees:
If there is anything we can say about the last couple of years, it's that we're living in unprecedented times. You've all seen on the news how prices have gone up, and pricing from the various suppliers for GT-47 is no exception. Together with the NAMGAR board, the GT-47 Committee has worked diligently to manage these costs.
However, as we've finalized contracts, we're seeing significant price increases for food and beverage, facilities rental, regalia, and transportation. Factor in the high demand for these amenities in one of the nation's most popular go-to vacation destinations, we are forced to increase Registration Fees for this event. The GT-47 committee and the MG Car Club, Rocky Mountain Centre are going all out to make GT-47 an unforgettable event, for all the right reasons. We're excited and eager to have you with us in June. I guarantee you that you'll find it worth the effort and expense.
Jim Goodwin *All the Best, Jim Goodwin*
Chairman, GT-47

1959 MGA Twin Cam Competition Roadster

Dave Quinn sent us this article from ***Bring A Trailer (BAT)*** *of 9-20-21 offering a MGA Twin Cam for sale that he thought could be used as a benchmark of originality from the factory. See what you think. The online article documents the car below.*



This 1959 MGA Twin Cam roadster is a North American–market example that was delivered new with Competition equipment including a special windscreen and seats, and it was sold new in May 1960 by North Shore Sports Cars of Greenvale, New York. The car is said to have been moved to Quebec, Canada with its original owner in the 1960s and was stored on blocks for approximately 45 years beginning in 1970. The original owner serviced the car and subsequently exhibited it at the 2015 British Invasion car show in Stowe, Vermont, and the seller acquired the roadster in 2016 and relocated it to Washington. Finished in Old English White with a red center stripe over a black interior, the car is powered by a 1,588cc twin-cam inline-four paired with a close-ratio four-speed manual gearbox. Other features include a black soft top, a matching tonneau cover, side curtains with sliding windows, replacement 15″ wheels, four-wheel disc brakes, and a wood-rimmed steering wheel. Now showing 31k miles, this MGA is offered with its removed wheels, a BMIHT certificate, 1960 sales paperwork, partial service records, and a Washington title in the seller's name.



The car was delivered new in Old English White with a Competition windscreen and side curtains with sliding windows from the factory. A red center stripe was applied in the early 1960s according to the seller, and the car also features a black soft top, an exterior mirror on the driver side, and chrome-finished bumpers with guards. Touched-up paintwork and other imperfections are shown up close in the accompanying photos.



Ventilated 15″ steel wheels were sourced by the seller and are mounted with Vredestein tires. A set of removed wheels with Dunlop Road Speed RS4 tires that show cracks in their sidewalls also will be included with the car. Four-wheel disc brakes were factory equipment, and they were serviced in 2015 following decades of storage.



The cockpit received Competition seats from the factory, and the black covers feature white piping. Signs of age and wear are noted around the interior. A tonneau cover with a middle zipper will accompany the car.

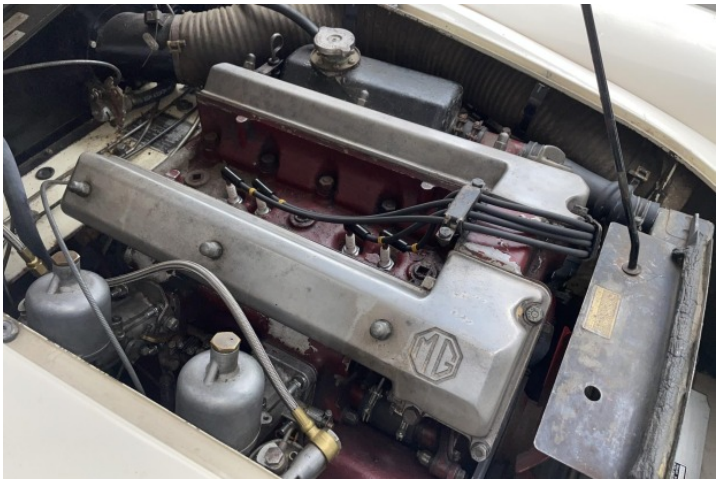
(Continued next page)

A wood-rimmed steering wheel frames Smiths instrumentation that includes a 7,500-rpm tachometer, a 120-mph speedometer, and auxiliary gauges. The five-digit odometer shows 31k miles, approximately 1k of which have been added by the seller over the past five years. The seller states that the heater box and other areas of the interior have been repainted and the driver-side



carpeting has been replaced.

The 1,588cc inline-four features chain-driven dual overhead camshafts, and 8.3:1-compression pistons are said to have been fitted under warranty in the 1960s. Service under the seller's ownership included installing Thackery washers and flexible mounts to the carburetors as well as performing an oil change and replacing the rear axle seals, exhaust, spark-plug wires, and distributor cap.

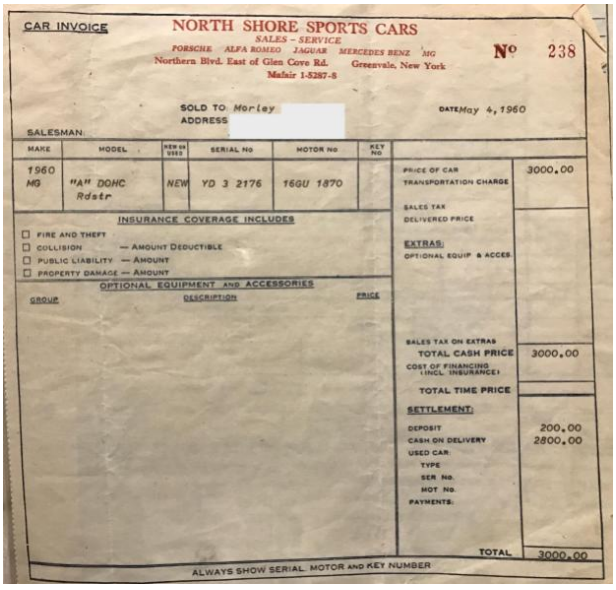


The removed cap and wires are said to accompany the vehicle.

The car was delivered new with a four-speed close-ratio manual gearbox and a 4.55:1 final-drive ratio. The seller notes oil drips when parked as well as corrosion on the frame. Additional photos of the underside are presented in the photo gallery.

Sales paperwork from North Shore Sports Cars indicates that the car was sold new on May 4, 1960 for a total of $3,000. The British Motor Industry Heritage Trust certificate provided in the gallery indicates a build date in June 1959, dispatch to the United States that same month, the factory color scheme, and factory equipment including Competition components.





CAR INVOICE

NORTH SHORE SPORTS CARS

SALES – SERVICE

PORSCHE ALFA ROMEO JAGUAR MERCEDES BENZ MG

Northern Blvd. East of Glen Cove Rd. Greenvale, New York

Mafair 1-5287-8

No 238

SOLD TO Morley

ADDRESS

DATE May 4, 1960

SALESMAN:

MAKE	MODEL	NEW OR USED	SERIAL NO	MOTOR NO	KEY NO	
1960 MG	"A" DOHC Rdstr	NEW	YD 3 2176	16GU 1870		PRICE OF CAR 3000.00

TRANSPORTATION CHARGE

SALES TAX

DELIVERED PRICE

INSURANCE COVERAGE INCLUDES

- ☐ FIRE AND THEFT
- ☐ COLLISION — AMOUNT DEDUCTIBLE
- ☐ PUBLIC LIABILITY — AMOUNT
- ☐ PROPERTY DAMAGE — AMOUNT

EXTRAS:

OPTIONAL EQUIP & ACCES.

OPTIONAL EQUIPMENT AND ACCESSORIES

GROUP	DESCRIPTION	PRICE

SALES TAX ON EXTRAS

TOTAL CASH PRICE 3000.00

COST OF FINANCING (INCL. INSURANCE)

TOTAL TIME PRICE

SETTLEMENT:

DEPOSIT 200.00

CASH ON DELIVERY 2800.00

USED CAR

TYPE

SER. NO.

MOT. NO.

PAYMENTS

TOTAL 3000.00

ALWAYS SHOW SERIAL MOTOR AND KEY NUMBER



Front Disc Brake conversion for the 1500 cc MGA - By Steve Gyles

(First published on the MGA Register website in 2005)
The MGA brake caliper adaptor is available from Moss UK. It solves the problem that had faced owners of 1500 cars wishing to convert to front disc brakes when the only option was to adapt MGB suspension and brake calipers followed by adjustments to the camber and tracking. This plate mates an MGB caliper with a1600 MGA brake disc and a 1600 MGA front hub. The work can be completed in a couple of hours at a cost of around £500.00 including the price of a pair of reconditioned MGB calipers. Most of the detail is covered in an MGA workshop manual.
Shopping List:
2 adaptor plates
2 MGA 1600 brake discs
2 MGA front hubs
2 MGB front calipers with pads
2 MGA front hub oil seals
2 MGA front hub bearings (if needed) Bolts
The following pictures show the stages of the conversion on an MGA 1500 fitted with wire wheels.



Caliper adapter plate bolted on [Note: These are Left & Right Handed]



MGA 1600 brake disc and hub bolted together ready for assembly



All the parts required to convert an MGA 1500 with wire wheels to front disc brakes



All items bolted in place.



Stripped down to the basic MGA front axle

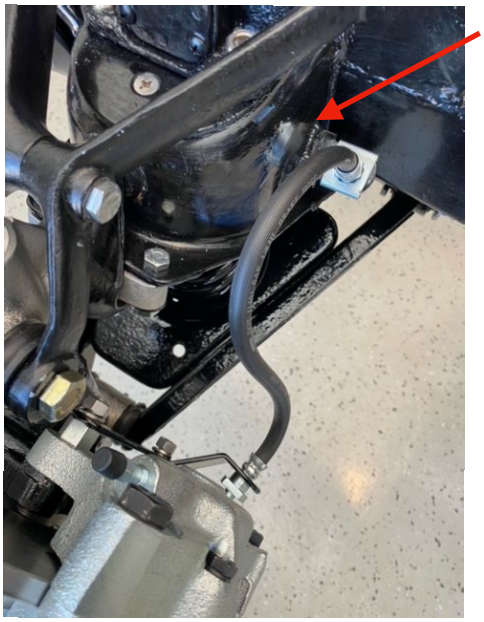
Check that the disc runs central in the calliper slot (may need to shim). Check that the flexible brake hose does not overstretch at the limits of steering lock and does not foul any moving parts. Job done. Now the other side then bleed the hydraulic system.

See Next Page For **Bruce Mann's** Pictures of Converting his drum brake Coupe to front disc brakes and some additional steps needed….

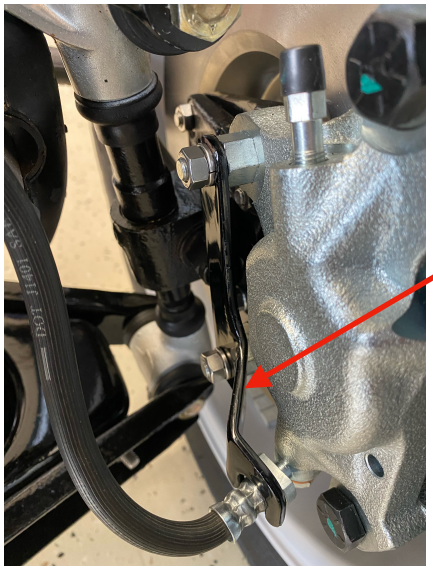
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Pictures on this page are from Bruce Mann's conversion, and show 2 things not mentioned above, namely that a Locking Plate (Moss #181-305 & 315 @ $26.99 each) is needed to lock the 2 caliper bolts and brake hose, and the mounting tab for the brake hose on the coil spring tower must be moved further back and re-welded in position. All items are available for MGA now, so there is no need to obtain used MGB parts for this conversion. Unless you have parts available, buying all items new will probably run you between $900-1000. Main parts that are needed and approximate cost for new are listed below, and except for cutting off and re-welding the hose mounting tab in a new position on the coil spring tower, this is simply a bolt-on assembly process, and does not require removing the front steering knuckle or swivel pin. Barney Gaylord in MGA Guru also recommends fitting the taller cover on your master cylinder to increase the fluid reservoir for disc brakes.

	Approximate Cost
2 MGA caliper conversion plates	$280
2 MGA 1600 brake discs	60
2 MGA front calipers with pads	250
2 MGA front hub oil seals	6
4 Stainless Steel Caliper pistons	225
4 Caliper mounting bolts	70
2 Locking plates	60
2 Brake Hoses, front	35
	$986



Brake hose mounting tab re-welded further back. Also need locking tab that locks hose to mount plate.



Brake caliper and hose locking plate











Michigan Rowdie Business Meet Yearly Report

MICHIGAN ROWDIES 2022 BUSINESS MEETING MINUTES

Saturday, February 19, 2022

Location: Chelsea Depot, Chelsea, MI

The meeting was called to order by Chairman Bill Weakley at approximately 1:30 PM with 29 members in attendance. After lunch and much visiting, Bill conducted a quiz about British movies, which everyone agreed was too hard, even for our British ringers, Philip and Jan Wiltshire.

Chairman's Report: Bill Weakley welcomed new members Jay Edel and Alan Lockwood. The paying of dues has been reinstated for the year in anticipation of a full calendar of events for the coming year. There was a discussion about how to spend club funds. A car hauling trailer was suggested. The discussion centered on how use of the trailer would be allocated, especially for group events such as a GT. Some members have already spent their own money on trailers or tow dollies. Bruce Mann offered his trailer to anyone who needs one-time use. There was also discussion of the club tool chest, which is really just club owned tools scattered among the members. It was also suggested that members could volunteer to list tools that they are willing to loan to other members. Bill will send out an email to confirm the location of club tools and loaners.

Treasurer's Report: Bill Weakley passed out copies of the financial report provided by Jeff Zorn. In spite of not collecting dues last year, the club end-of-year bank balance was $10,177.30. The largest expense was the Christmas party. The second largest was printing and postage for the A-Antics newsletter. Listed on next page.

Web Master's Report: Larry Pittman reported that we have 63 memberships, including that of Alan Lockwood who just joined that morning. Larry reminded everyone that a late fee of $5 is added to the membership fee after April 1st.

Editor's Report: Ken Nelson encouraged everyone to send in items for the newsletter. Any size submission is welcome, from one photo with a sentence of description to a multipage article with multiple photos.

Membership Chairman's Report: There was no report due to Bruce Nichols passing.

Meets Chairman's Report: John Alexander provided a list of planned and potential events, some with undetermined dates. John encouraged members to plan a day in the garage. Larry Pittman said he is hoping to have one this spring.

Regalia Report: Bruce Mann brought a selection of Rowdie goodies.

Officer Election: ***Willie Mann*** was nominated and approved unanimously for **Membership Chairman**. She then delivered a stirring acceptance speech. All other officers continue in their positions.

New Business: Larry Pittman talked about planning for GT-50. The Rowdies have hosted every tenth GT. However, the current NAMGAR Vice Chairman wants to have a more central location and is currently proposing French Lick, Indiana. After some discussion, no one expressed a desire to host the event. It is possible that the Rowdies might assist the Indiana club.

NEW BUSINESS ITEMS

Tracking participation in events. Encourage wearing nametags. Rowdies Tool Chest.

GT-47:Who is going: Bruce & Willie Mann, Larry Pittman, Tom Fant & Lynn Coombs, Ken & Kathy Nelson indicated they would be going. Forrest and Leslie Johnson are believed to be going. Others unknown for now. When? Route? Unknown for now.

Submitted by: ***Chairman Bill***



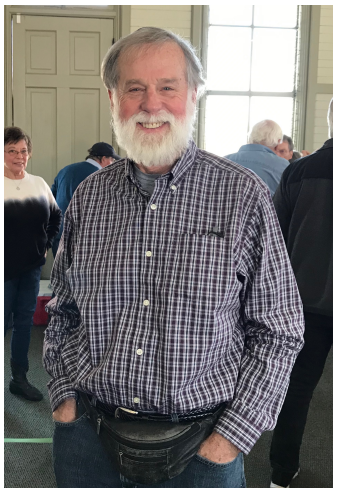
Willie Mann with her Campaign Manager Dave Quinn



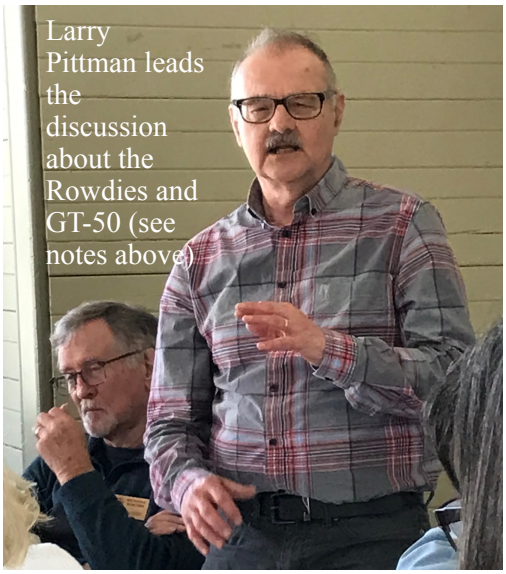
Willie Mann gives a rousing acceptance speech thanking all who supported her through the arduous campaign of shaking hands and kissing babies, and thanks her husband Bruce for "standing by" his woman through this hard fought campaign.

(Continued next page)






Pictures Above, L to R: Bruce Mann does his traditional victory dance in honor of Willie's victory; lovely ladies Jan, Trudy, & Kathy enjoying the meeting; new member Tom Borden; new members Alan Lockwood & Jay Edel are introduced and welcomed to the group.



9:31 PM
01/28/22
Accrual Basis

Michigan Rowdies
Balance Sheet
As of December 31, 2021

	Dec 31, 21
ASSETS	
Current Assets	
Checking/Savings	
53 Bank	5,877.66
Total Checking/Savings	5,877.66
Total Current Assets	5,877.66
TOTAL ASSETS	5,877.66
LIABILITIES & EQUITY	
Equity	
Opening Bal Equity	3,390.54
Retained Earnings	5,892.76
Net Income	-3,405.64
Total Equity	5,877.66
TOTAL LIABILITIES & EQUITY	5,877.66

9:31 PM
01/28/22
Accrual Basis

Michigan Rowdies
Trial Balance
As of December 31, 2021

	Dec 31, 21	
	Debit	Credit
53 Bank	5,877.66	
Bank Account Transfer	0.00	
Peoples	0.00	
Accounts Payable	0.00	
Opening Bal Equity		3,390.54
Retained Earnings		5,892.76
Auction		263.00
Membership Dues		245.00
Tech Manual - A-Antics		386.00
A-Antics Newsletter	1,631.15	
A-Antics Newsletter:Postage	332.50	
A-Antics Tech Manual Costs	26.21	
Christmas Party	2,187.89	
Meeting Expense	80.45	
PAYPAL FEES	18.85	
Postage and Delivery	6.83	
Reconciliation Discrepancies	15.76	
TOTAL	10,177.30	10,177.30

9:30 PM
01/28/22
Accrual Basis

Michigan Rowdies
Profit & Loss Prev Year Comparison
January through December 2021

	Jan - Dec 21	Jan - Dec 20	$ Change	% Change
Ordinary Income/Expense				
Income				
Auction	263.00	0.00	263.00	100.0%
Membership Dues	245.00	1,615.00	-1,370.00	-84.8%
Regalia Sales	0.00	96.00	-96.00	-100.0%
Tech Manual - A-Antics	386.00	252.00	134.00	53.2%
Total Income	894.00	1,963.00	-1,069.00	-54.5%
Expense				
A-Antics Newsletter				
Postage	332.50	368.85	-36.35	-9.9%
Printing	0.00	1,820.55	-1,820.55	-100.0%
A-Antics Newsletter - Other	1,631.15	0.00	1,631.15	100.0%
Total A-Antics Newsletter	1,963.65	2,189.40	-225.75	-10.3%
A-Antics Tech Manual Costs	26.21	17.84	8.37	46.9%
Christmas Party				
Misc	0.00	32.52	-32.52	-100.0%
Christmas Party - Other	2,187.89	-150.00	2,337.89	1,558.6%
Total Christmas Party	2,187.89	-117.48	2,305.37	1,962.4%
Meeting Expense	80.45	30.43	50.02	164.4%
Name Tags	0.00	30.00	-30.00	-100.0%
PAYPAL FEES	18.85	57.26	-38.41	-67.1%
Postage and Delivery	6.83	0.00	6.83	100.0%
Reconciliation Discrepancies	15.76	0.00	15.76	100.0%
Regalia	0.00	0.00	0.00	0.0%
Total Expense	4,299.64	2,207.45	2,092.19	94.8%
Net Ordinary Income	-3,405.64	-244.45	-3,161.19	-1,293.2%
Net Income	-3,405.64	-244.45	-3,161.19	-1,293.2%

A Day In the Garage (or maybe a bit longer)- by Philip Wiltshire

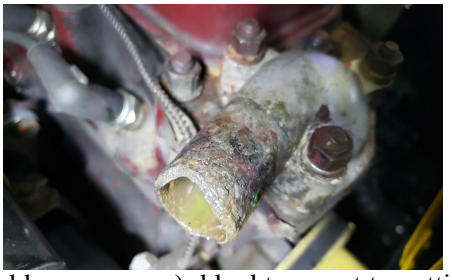
The MGA was starting to run hot, so l thought it was time to overhaul the cooling system.

I purchased all of the parts, including a new radiator, and set about dismantling the car.



Did l mention that l've owned the car 32 years and never had to take the cooling system apart except for regularly changing the main hoses and a radiator?

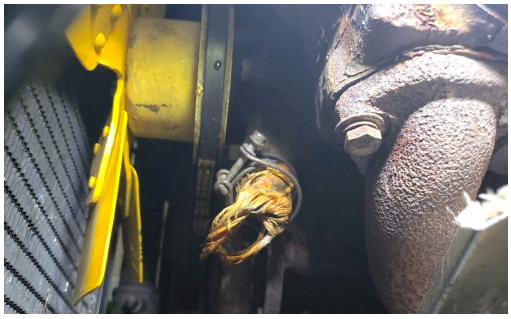
So there goes the first alarm bell. Yes, it began ringing pretty loud when l attempted to remove the thermostat housing. The clue is all of the corrosion shown in the picture. Despite every method available



(and l mean every), l had to resort to cutting it off one little piece at a time. In one of the pictures, you can see where one of the studs had bonded to the aluminium in the housing. Nothing would budge.



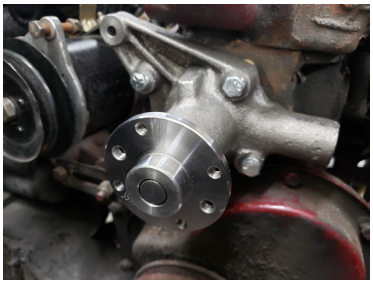
Then l removed the small length of hose for the bypass for when the 'stat is shut. It had totally degraded and had plugged up the inside diameter of the hose. More horror pictures here to show that to you.





Eventually all was removed and replaced with nice, fresh parts.





Moral of the tale; regularly change ALL hoses, not just the ones that are easy to get at!

Philip Wiltshire



The MORRIS GARAGES MARQUE of CARS (MG): CENTENARY YEAR

For many years across the MG community 1924 has been taken to be the year when the first MG cars were made and sold. Some have put the case for recognition in later years – 1925/6/7 – and have given reasons for doing so. In the main though, 1924 has been the accepted year and has been the basis of past anniversaries which have been celebrated by both MG clubs, and the various parent manufacturers of MGs.

The 1924 date has been based upon the modified 'Bullnose' Morris Oxford cars of 1924 which have been known as the 14/28s and accepted as the first 'MGs'. It has been known for a long time that a car prior to the 14/28 was commissioned by Cecil Kimber – founder of MG, and from early 1922 manager of the Morris Garage in Queen Street, Oxford. Kimber ordered six Morris Cowley chassis from the Morris works, had some modifications made to these chassis at the Alfred Lane workshop in Oxford, and ordered bodies from Raworth & Co. based in St. Aldates, Oxford. None of these six cars have survived, and nor – until 1998 – had details of the alterations made to these cars.

The MG community tended to be divided on the Raworths between those who felt the 14/28s and the 1924 date was the correct one, and those who believed that the Raworths should receive recognition as the first MGs – in concept, if not realization. The 14/28 school had the advantage of surviving cars which could be compared to the standard Morris versions and the modifications identified, along with the very different Kimber-inspired bodies. The 14/28 school were reluctant to acknowledge the significance of the Raworths because there was an absence of evidence that they were more than bespoke-bodied Morrises. The 1923 view was not helped by the fact that the Raworths were a commercial failure, unlike the 14/28s.

It has become apparent that this difference over the Raworths vs. the 14/28s can now be resolved due to the considerable efforts of *The Early MG Society* and in particular researches in the Oxford County and City archives by the late Robin Barraclough and by Phil Jennings. Of the twenty-one mechanical differences between the standard Morris Oxford chassis and those sold as Morris Garages Sports (14/28), there is general agreement that the significant differences were in the lowering of the rear springs and the alteration of the angle of the steering column by relocating the steering box. In themselves these alterations do not appear very significant, but crucially it meant that the chassis sat lower, and the driver sat lower and further back. This in turn enabled the bodies to be different from anything currently available in the Morris Motors catalogue.

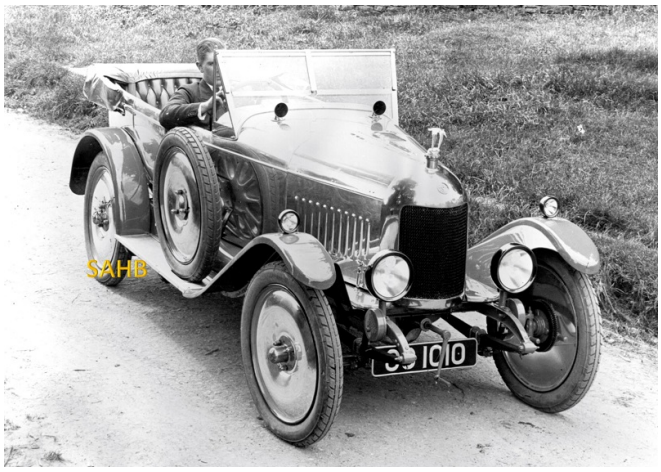
Research in the Oxford City and County archives, especially microfilm copies of newspapers and magazines – finally revealed some of the alterations which had been made to the Raworths prior to their bespoke bodies being manufactured. The crucial changes, which have allowed the 14/28s to be recognized so far as the 'first' MGs, were, it has been shown, made also to the Raworths a year earlier. The documentation supporting this had lain in the archives for nearly 75 years. The Raworths were overpriced, lacked sufficient distinction, and were a commercial failure, but they were Cecil Kimber's first attempt – along with the support of his employer Sir William Morris – to create the first MG.

The current governing Board of the MG Car Club (UK) has made a careful and thorough examination of the evidence, and arrived at the conclusion that the year 1923 can indeed be regarded and celebrated as the founding year of the MG marque. While the available evidence is not absolutely conclusive, the first Raworth MG was most likely registered on 1st June 1923 with the Oxford authority as FC5581. It is also recognized however that 1924 was the year when the first successful MG was manufactured – the 14/28. Without the success of Cecil Kimber's second attempt at a sports car his employer, William Morris, would not have provided the £16,000 necessary to build the first bespoke MG factory in Oxford (Edmund Road) and ensured the future of the marque. It seems entirely appropriate therefore that the 14/28 and 1924 should also receive celebratory recognition.

With these two aims in mind it has been decided that the centenary year should start in June 2023 and last until June 2024. In this way Cecil Kimber's vision as well as his successful realization of the MG are both recognized. **Peter Cook**

MG Car Club U.K., Overseas Director 11/12/2017

This summary is a brief overview of a far more detailed paper. Anyone who would like to read the full paper should contact me: – petercookdr@btinternet.com.



1924 M.G. 14/28 Super Sports