THE JOURNAL OF THE MICHIGAN ROWDIES VOL 47, NO 3 May-June, 2022

A-Antics









Springtime at the Kimber Meet in Holt, MI. Time to get the cars out and drive 'em again! *See p. 15*









Update-Bruce & Wilma's Coupe

Update-Larry's Magnette

Who Likes Lucas?

Kimber Meet Report

Road Repair Tips

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: 61 Active and Paid-Up Members

Deadline for submitting material for the next issue is: June 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!

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Letters

Only mad dogs and Englishmen...

In tropical climes there are certain times of day
When all the citizens retire
To tear their clothes off and perspire.
It's one of those rules that the greatest fools obey,
Because the sun is much too sultry
And one must avoid its ultry-violet ray.
The native grieve when the white men leave their huts,
Because they're obviously definitely nuts!…….
The toughest Burmese bandit
Can never understand it.
In Rangoon the heat of noon
Is just what the natives shun.
They put their Scotch or Rye down
And lie down……
In Bangkok
At twelve o'clock
They foam at the mouth and run,…
The smallest Malay rabbit
Deplores this foolish habit.
In Hong Kong
They strike a gong
And fire off a noonday gun…
In Bengal
To move at all
Is seldom, if ever done.
But mad dogs and Englishmen
Go out in the midday
Out in the midday
Out in the midday
Out in the midday
Out in the midday
Out in the midday sun.

Oh How The Mighty Have Fallen

Dave Smith sends in a link from **Motor City Garage-Jan 27, 2018** about an interesting story of the British Car Industry and the Manufacture of the LBC's that we all love.:

Video: A History of the British Motor Corporation: Here's some mandatory viewing for car enthusiasts: the story of the British Motor Corporation, producer of many of the world's most beloved cars. It's a fascinating tale.

— "*There was a time when the British Motor Corporation resided at the center of the car enthusiast's universe. Created in 1952 by the merger of England's two major car makers, Austin and Morris, and their dozens of satellite companies, BMC produced many of the classic sports cars of the '50s and '60s, from Austin-Healey to MG. And there were all kinds of memorable passenger cars, too, from the Nash-badged Metropolitan to the revolutionary Morris-BMC Mini.*

It didn't last, of course. As the British motor industry descended into its long, painful decline, BMC absorbed Jaguar and became British Motor Holdings in 1966. Then in 1968, the company was merged (under government supervision) with Leyland Motors to become British Leyland Motor Combination, an ultimately fatal combination. The automaker went through several more reorganizations before it collapsed and its former parts were scattered throughout the automotive world, including to Germany, China, and India.

This short film, produced for BMC by British Pathé in 1962, captures the company when it was still the world's fourth-largest automaker. Then, Britain looked to its auto industry as a valuable source of export revenue. Note the movie's title: For the Markets of the World. And as the narrator explains, BMC was indeed Britain's largest exporter. Here's a priceless glimpse of the British car industry and auto manufacturing in the early 1960s. (And naturally, English car fans will encounter some fine automotive eye candy as well). Video follows:"

https://youtu.be/FR5Dq9TDxoE

Dave comments further "Amazing that Government Interference was able to kill a company that employed over 70 thousand citizens and brought so much trade revenue into the UK. I had that thought in the back of my mind while watching the video. Also amazing are the similarities with the GM foundry, stamping, machine shop and assembly plants that I worked in 1965-69 and then the 2000-2014 era.

I focused on how vibrant the plant atmosphere was in 1962. A very Middle Class and Union world. Also fun to see the MGA and others in some scenes."

Dave Smith

Continued next page

Jay Lenos's Garage

Hi Everyone,
Some of you have seen this video. For those who haven't, I think you will find it entertaining. The young owner tells quite an interesting ownership story of his 1958 MGA:
https://www.youtube.com/watch?v=VR1reX5-6X8

Enjoy, ***Bill Weakley***

Found On The Internet

"Not real happy with my 2016 BMW X3. It looks like I need to buy a longer dipstick because the factory one no longer reaches my oil. BMW parts aren't cheap! How long should the new one be?"



Nature At It's Best

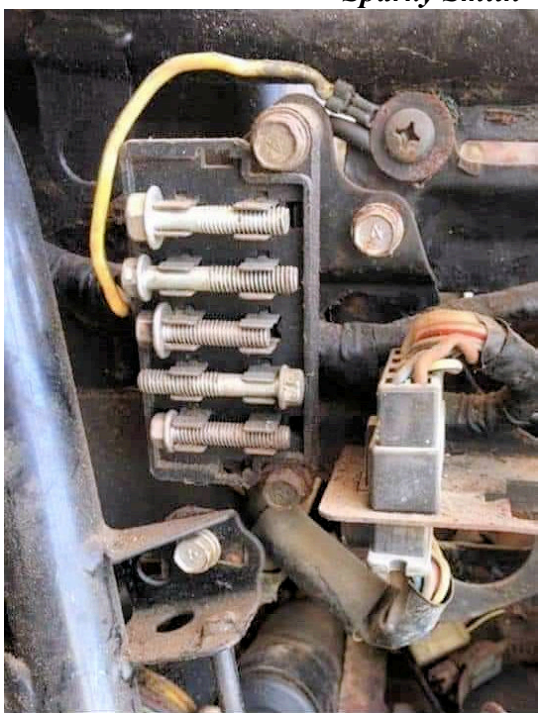


Can Anyone Help Please?

The following electrical fuse box question was recently posted on the internet. Can anyone offer a solution?

"I'm confused, one is installed backwards! Maybe for negative ground radio in a positive ground car? Are these perhaps special slo-blow fuses as well?"

Sparky Smith



When Fresh *PotPourri* Just Won't Do-For Discriminating Drivers. Available at Local Stores Everywhere



Continued next page

ROWDIES 2022 EVENTS

May

7 **Drive Your MG Day**- meet for lunch at Jerry's Pub on Wamplers Lake by 12:30. 650 Egan Hwy, Brooklyn, MI

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

22 **Spring Gathering- by WDMGC at Camp Dearborn 11:00-4:00pm**

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

June

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

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

18 **Nashville MI Car Show**-Kathy Bertolini host with grill-out/swim party after at her house-717 Durkee St, Nashville, MI

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

13-14 **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 Imported Orphans

20-23 **Put-In-Bay Races, OH**
Featuring Rowdie #49!

October

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

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

December

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

OTHERS

Day in the Garage Pick a Weekend

Ann Arbor Cars 'n' Coffee 3rd Sat of Month (7:30-9:30 am) Zingerman's Roadhouse, Ann Arbor

Belleville Car Show Mondays 5-9 pm Belleville, MI

Brighton Street Show Sunday night Main Street, Brighton, MI



Dave Smith, back in his younger days, when a man's thoughts turned to Tractors…



Chairman's Chatter

Here we are at mid-April, and the Michigan weather is exactly as expected: 70F one day and snow the next. At least the roads seem to be free of salt. The latest snow in my area was just slush on the roads because of temperatures above freezing. I certainly hope the weatherman is right about the coming weekend. The Kimber Birthday Party is this Saturday, and warm and sunny is the prediction. It will be the first official driving event of the season, so I am really looking forward to it. I expect to see a lot of MGAs and other MGs. I have had my '56 MGA, '65 Midget and '69 MGC out on the roads, so we are ready to drive to Holt. I have had to force myself to take time away from my project car to get the other cars ready. They really didn't require much, just a little grease, fluid checks, top up the tires and get them down off the jack stands. Keeping the cars in a heated garage under covers and on battery tenders keeps them comfy over the winter. And yes, I do know that I am very spoiled having a nice, heated garage for my MGs.

My project car is nearing completion. I am struggling with reassembling the windshield frame after rechroming. You would think it would just go back together the way it came apart, but somehow the pieces don't fit anymore. I have the top frame back from the powder coater, assembled and installed. I really like powder coating the top frame. The frames get banged around, and paint just doesn't hold up the way powder coating does. After the windshield is on, I can fit the top (hood). Then the grille will be the finishing touch.

I gave up looking for a good set of used side curtains and bought a new set through LBCarCo. You might think that buying new side curtains would be as easy as taking them out of the box and mounting them on the doors. Not so. The front mounting brackets had to be bent to get them to line up with the post on the door and so the front corner of the frame doesn't interfere with the cowl. The brackets have to be taken off the side curtain before trying to bend them to avoid damaging the aluminum frame of the side curtain. It isn't easy to do without messing up the finish of the brackets and involves removing, bending, remounting, testing and repeating the process many times. Oh well, I did take on this project so that I would have something to do. So I guess that makes it a success.

I was on the MG Experience site recently and found a test report by our own Bob Shafto concerning MGA crankcase ventilation. It is very thorough and professional, and I found it very convincing. Look for it in the MGA forum. The common wisdom is that the draft tube is cut off at an angle to create a negative pressure while driving and pull crankcase fumes out, while clean fresh air is pulled in from the air filter to the valve cover. Through various tests, Bob shows that the normal flow is just the opposite with the air filter creating the most vacuum and drawing air into the crankcase through the draft tube.

Read the report. I think you will be convinced. The only concern about this situation is that the air being drawn into the crankcase is unfiltered air from under the car. Bob fitted a vent filter on his draft tub, and I have ordered one for mine. He is still doing some tests. Once he is satisfied with his tests, I hope he will provide a condensed version for the A-Antics.

Okay summer, we are ready for you. Let's drive. Safety fast. ***Chairman Bill***





EVERYBODY HATES LUCAS

From **COLLECTOR PART EXCHANGE**
Issue 32, Feb 14, 2022-***by Chris Bright***

If you've been around the car hobby, you've undoubtedly heard wisecracks like these: "The Lucas motto: Get home before dark." Or this one: "Lucas vacuum cleaners—the only Lucas product that doesn't suck." (Want more? Get your fill here.) No other part supplier is maligned as much as Lucas Electrical. I got to wondering, can Lucas be *that* bad, or if they're just an easy target, and perpetuating how bad they are has risen to urban legend status?

On the 150th anniversary of Lucas's founding, it has undoubtedly been one of the most successful automotive brands. Let's see how the company got started, and dig into whether Lucas lives down to its reputation.

Birmingham Beginnings

The Lucas story goes back to Birmingham, England, a city that was dubbed the "first manufacturing town in the world." Born in 1834, Joseph Lucas started out working as a silversmith. He had a natural business acumen, and set out on his own in 1860 making ordinary items like buckets and shovels. The company as we now know it began in 1872 when Lucas got into lighting, first by selling the oil to fuel them, and then expanding into building the lamps themselves.



John Lucas

The breakthrough that built the Lucas empire came when the company created the first bicycle lamp in 1878 (later earning a patent in 1880), which lit the way for high-wheeled penny-farthings. Joseph Lucas & Son as it was first known, grew quickly due to the popularity of bicycling. By 1897, it was a public company dabbling in the nascent auto parts market. Joseph died in 1902 of typhoid from drinking contaminated water while on vacation in Italy. (He was a teetotaler and refused wine.) His son Harry was thrust into Lucas' leadership. The firm grew in the early 1900s by making oil, acetylene, and electric lamps, and then expanded into magnetos, starters, and dynamos.

As the British automotive sector grew, so did Lucas, acquiring several other manufacturers. By the 1920s, nearly every British vehicle produced utilized Lucas parts. The company was the country's largest manufacturer of accessories and had a virtual monopoly on automotive electrical equipment. In subsequent decades, Lucas added many products to their line including: fuel injection pumps in partnership with Bosch, multiple designs licensed from Delco, and shock absorbers, clutches, and brakes resulting from their purchase of both Bendix UK and Girling.

The company relied on aggressive acquisition and defense of its patents. The downside was that Lucas did not rely on research and development. In the 1950s, the British automotive industry was stalling out and a lack of capital investment resulted in lower quality. Yet the company grew through the 60s and 70s, employing tens of thousands, and ranking as the 54th largest company in Britain in the 1970s.

The empire started to crumble in the 80s and 90s as growth stalled out. In 1996, Lucas was acquired by Varity, and became LucasVarity with a combined 55,000 employees. It did not go well. Only three years later, the company was acquired by TRW and was slowly broken into pieces and sold off.

The Lucas brand is now owned by the German automotive supplier ZF Group. Lucas auto parts today are now made in state-of-the-art plants under license. Items manufactured today are of top quality and sold globally.

The Prince of Darkness



The nickname most often associated with Lucas is "the Prince of Darkness." So let's just jump to the punchline: The hype is real and early Lucas components actually do suck.

The press has often cited them as the best reason to not buy a British car. It's worth digging into why this is the case because Lucas once had it

Continued next page

all and then squandered it. Here are the five main reasons:

Good Designs, Poor Quality. It wasn't that the parts had a flawed design -- many of them were identical to General Motors parts. It's that they were of very low quality. One account of this was that Rolls-Royce would buy 1,000 pieces from Lucas, test them extensively, and then select the best 10 and return the rest (which were then resold).

Their Innovation Was Cheap. Lucas mass-produced parts and rather than make them good, they focused on making them inexpensive. A 7-cent part was better than a 10-cent one, so they chose the cheapest components and had bad connectors, bad bearings, and bad materials. If there was an inferior option, Lucas opted for it.

For example, Lucas relied on a type of **electrical connector called a bullet connector**. It was somewhat antiquated but could be reliable. However, they used male-female-male connectors in a brass tube which provided a somewhat convoluted mechanical connection. This was housed inside a plastic sheath that would degrade, crack, and eventually lose contact. No contact, no electricity. This is one of many examples. Lucas did not build to last, or even work, but rather to keep the unit costs as low as possible.

Monopoly's Don't Invest in R&D. The strategy wasn't driven by competition, because they saw to it that they didn't have any. There was no reason to build a better mousetrap when no one had a choice but to use the mousetrap you gave them. Lucas had no interest in auto racing, which is shown to sharpen a company's product. They never involved themselves in such things.

Positive Ground. Many British cars used positive ground, rather than negative ground which is standard today. Positive ground runs current through the frame, which was believed to fend off corrosion, an important consideration in soggy Britain. Positive ground caused parts to corrode due to the cathodic effect, and would tend to have faulty ground connections.

What Do We Do with Lucas?

While a successful company, their lack of commitment to quality has doomed many a British car owner to chase electrical gremlins and chronic unreliability. Austin-Healeys, Jaguars, Land Rovers, and other British marques have suffered lower valuations, due in part to their use of Lucas components.

All is not lost, as your English car can be as reliable as any other vehicle on the road. The lack of longevity and reliability of the period parts means they need to go. Generally, they can be switched out for another manufacturer, but using modern Lucas replacement items is a good choice as it's not your father's Lucas.

It's not just the components that need to go, it's the wiring itself. Getting a replacement wiring harness will banish those gremlins to a faraway place. In a collector car, originality is valued, but when it comes to these parts, prioritize reliability first. Being able to trust a car cannot be overvalued!

Ultimately, Lucas was always a manufacturer at heart, and was not caught up in the excitement of the automobile. Instead, they scooped up new lines of business and squashed their competitors in order to maintain dominance. It was a strategy that turned them into an incredibly successful worldwide conglomerate, but at the cost of the owners of those cars that had to endure breakdowns and niggly electrical failures. I wonder if not for the reliance on Lucas, if the British car industry could have had a more competitive product and would still be thriving today.



Vintage Lucas advertisement from 1950s.

BUT, if Sir Lucas does let you down, read the next 2 pages to see how to set him right again!

Roadside Repair Tips-from Ottawa MG-T Register

It's happened! Seconds ago you were at peace with the world driving your perfect MGA down the street / freeway / interstate and it happened. The engine coughed, sputtered and died and now you are on the side of the road. What now? You could sit patiently waiting for the highway patrol and a tow truck, or you could try to fix the thing yourself. To diagnose and repair will require a supply of emergency spare parts and tools. If you still use an original style distributor this will offer some tips. A spare coil, rotor, condenser, points, and distributor cap are good to carry, along with a spare fuel pump. Your car needs three things to run: fuel, spark and compression. Because your MG is probably cursed with the infamous SU fuel pump the logical place to start is with the fuel.

Fuel

To be sure fuel is getting to the carbs, disconnect the fuel line where it attaches to the first carb. Dangle the fuel line in a container if possible (a beer can or windscreen washer bottle will do) and turn on the ignition to run the fuel pump. If fuel is rapidly pumped into the container, then the fuel system is not the problem. Take the cover off one of the float bowls and check to see if there is fuel in the bowl. If you have a good stream of fuel at the fuel line and none at the bowl, check the screens in the float bowls and the in-line filter if so equipped. If screens and filters are clear, check out the float bowl needle valves. If they aren't shutting off properly you should see fuel running out of the overflow pipes.

Spark: Test 1

Once you are satisfied fuel is not your problem, turn to the ignition. As long as you MG doesn't have electronic ignition, usually a 1975 or earlier, begin by taking the spark plug wire off the #1 cylinder. Hold the wire about 1⁄2" from the engine block and crank the starter (ignition switch on). There should be a healthy spark from the wire to the engine. If there is no spark then you will need to test the points. To test the points, remove the distributor cap and with the points closed, and the ignition on, use a screwdriver to open and close the points while holding the center wire from the distributor about 1⁄2" away from the engine block. You should get a spark when you open the points. A good spark means a good primary circuit (small wire to and from the coil to the distributor, points and condenser) and a good coil. If you got no spark, go on to the breaker point test.

Test 2: Breaker Points

To test breaker points, turn over the engine until the contact points are open, Slide a screwdriver blade up and down making contact between the movable point and the bottom plate of the distributor. The screwdriver tip and the bottom plate are now a set of contacts. A good spark from the high-tension wire to the ground, after no spark in Test 1 means a defective set of contact points. No spark or a weak one means primary circuit trouble other than the points or a bad ignition coil.

Test 3: Condenser Test

A shorted condenser can be checked by noting in Test 2 whether the tip of the screwdriver blade sparked against the ground plate as it was slid up and down. No spark at the blade tip means either a shorted condenser or a break in the primary circuit. This can be checked further by disconnecting the condenser case where it is screwed to the distributor (don't disconnect the condenser wire lead). Hold the condenser so it's case doesn't make contact with any metallic part of the distributor. Repeat the test of moving the screwdriver blade up and down while holding it against the movable point. Be sure the points are open while making this test. A spark at the screwdriver tip, which was not present with the condenser in the circuit, means the condenser is shorted out. No spark at the screwdriver tip, with the condenser out to of the circuit, means an opening in the primary circuit. Check the small wire lead from the primary terminal to the moveable contact point. This wire lead is fragile and easily broken.

Test 4: Secondary Circuit

If the primary circuit is OK, now test the secondary circuit (cap, rotor, high tension wires). With the contacts closed, turn on the ignition switch. Hold the main high-tension wire (removed from the center of the distributor cap) 1⁄2" away from the engine. Open and close the contacts with a screwdriver only touching the movable breaker. No spark or a weak one means a bad coil or bad main high-tension wire from the coil. A good spark here (with none at the plugs) means trouble with the cap, rotor or spark plugs. It's unlikely all plugs or high-tension wires would die at the same time. To check plugs, take the high-tension wire out of the center of the distributor cap and hold on #1 spark plug. Crank the engine with the ignition on. You should be able to get the MG to run on one cylinder. It runs rough and you can't drive it that way, but will tell you the plug is OK.

Test 5: Distributor Rotor

Continued next page

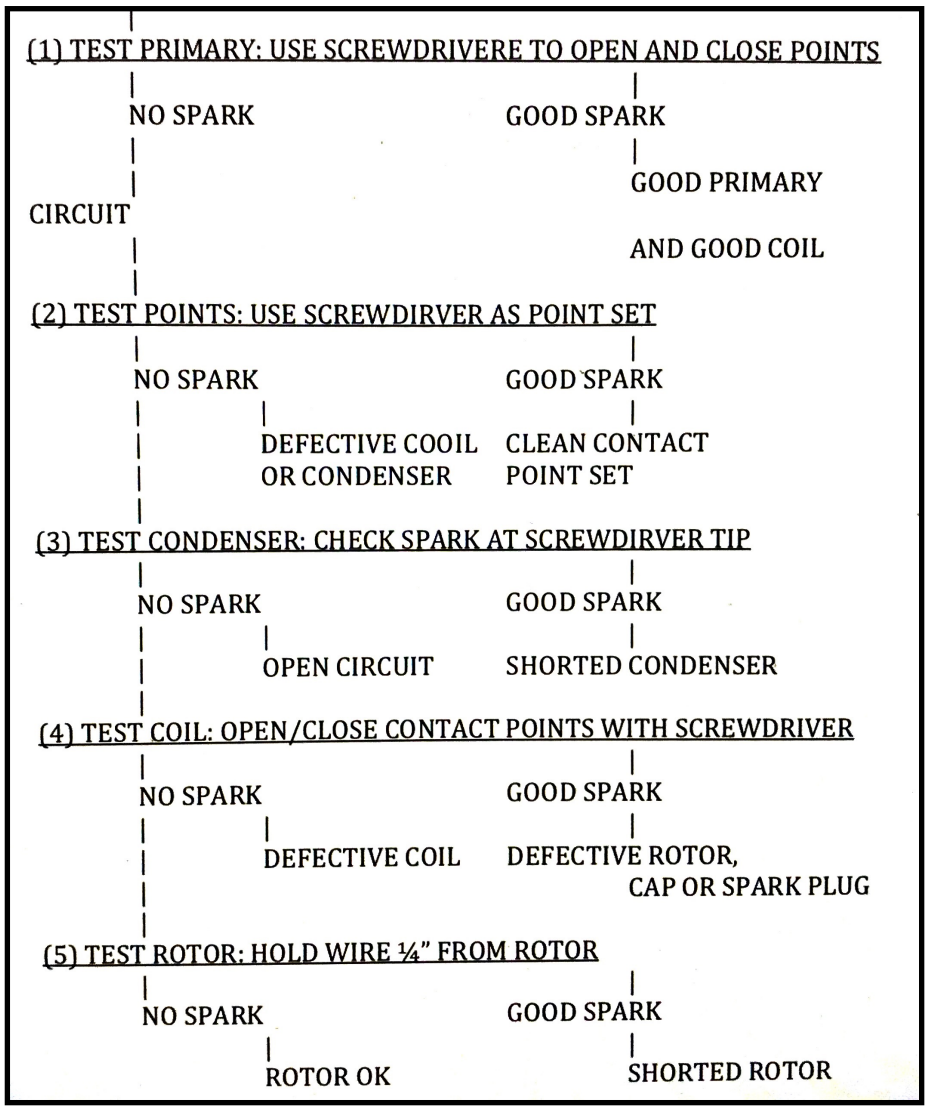
You can test the rotor by placing it on its position on the distributor shaft and hold the coil wire 1⁄4" from the top of the rotor. With the ignition on, crank the engine. If the spark jumps to the rotor it is grounded and no good. If no spark jumps, then the cap must be defective. I have used this procedure to troubleshoot an MGB that wouldn't run. The test said "defective cap". The cap looked fine, I eventually replaced the cap and the "B" ran.

Test 6: Cylinder Test

Most MGs are 4 cylinder engines and unlike the big V-8 engines won't run very well (and sometimes not at all) with even just one cylinder down. Here is how to check for a defective cylinder. With the engine idling, begin by removing #1 spark plug wire from the spark plug. Listen to the sound of the engine. If the idle speed slows down, then #1 is OK! Pull the successive plug wires, looking for a drop in engine RPM. When you can pull a wire and don't get a drop in RPM, then you have found the defective cylinder.

Test 7: Compression Test

The best way to check cylinder compression is with a compression gauge that replaces the spark plug in this test. Most automakers say that the individual cylinders should not vary more than 10%. If you are on the side of the road and your MG isn't running at all or isn't running well, you can do a simple compression test by removing a spark plug and placing you thumb over the spark plug hole. Crank the engine and when the piston in the cylinder reaches "TDC" (top dead center) both valves should be closed and it should blow your thumb off the hole with authority. Check all cylinders. If you have two adjoining cylinders with low or no compression, you probably have a blown head gasket. If you have only one cylinder that tests low, you could have a valve stuck open, a burnt valve, a broken valve or a hole burned in the top of the piston.







(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

Bruce & Wilma's Project Update

Who doesn't like to see someone else hard at work on their car restoration, especially when we can sit back and just watch? Like the fun we all have when one of a group of MGAs traveling together to a meet or a GT breaks down, and it isn't our car. We can poke and prod and give suggestions all day long and don't have to worry if we're right or not, because hey, it's someone else's car isn't it, and we don't have to drive it the rest of the way home. So watching someone else's progress on a restoration can be done while casually sipping a beer and chatting. We don't break a sweat or get our hands dirty at all. So here's a virtual review of some of Bruce and Willie Mann's fourth MG restoration. Grab a beer and scan the "Pictures of Progress" below. And they're not done yet…

Making More Room In The Garage



There's A New Kid In Town



Engine's A Bit Tired



Guess Which One Wants To Fit In?



Top's Good, Are Wood Floorboards New?



(Continued next page)

The Frame's Solid







Looking Better









Bruce At Work







A Few Of The Cleaned Up Bits









And It Ain't Over Yet!

Cecil Kimber Gets A Year Older…We Celebrate!

Saturday April 23rd dawned clear and sunny, unlike the day of continual rain that we had endured the previous day. It was a good thing too, because Saturday was the day we had chosen to celebrate Cecil Kimber's 134th birthday at the Delhi Cafe in Holt, MI. This was, of course, our unofficial Season Opener meet for some of the various British car clubs in Michigan. Because of the good weather, we had a good turnout of members and their "little British cars". This included the usual MGAs, MGBs, Midgets, but also a Volvo 1800 owned by Guy St-John, a Rolls Royce Corniche, a Bentley Continental GT, a Jaguar XJ6, and a RHD MGF convertible. Perhaps a total of 20 British cars graced the parking lot of the Delhi Cafe.

We had representatives from the Michigan Rowdies, the Windsor-Detroit Car Club, NAMGAR, NAMGBR, and the British Motor Club of Mid-Michigan for approximately 35-40 participants total. There was the usual tire kicking out in the parking lot as we took a turn looking over everyone's latest project. Of course the best part was again getting to socialize with lots of people we all hadn't seen over the winter, with extra thanks to Covid as well.

The traditional birthday cake was cut, and due to our good turnout, it was quickly finished off. Dave Smith then thanked Cecil Kimber for being born and creating the MG sports car, and all of us for taking the time to hop in our British cars and take a drive on a beautiful day to come to this meet.

Missing from the event were Dave and Donna Quinn due to Dave having surgery on his ankle recently, so as a way to extend our time on the road, Curt and Stephanie Smith, Bruce and Willie Mann, and Ken and Kathy Nelson drove over to Jackson to say hi to Dave and Donna. He seems to be recovering well, and Donna is eagerly looking forward to the time when he can get out of the house more and start pulling his fair share of the household load again.

All in all, we couldn't have asked for a better day to have one of our early spring meets, and a better group of friends to share it with. **Pictures on cover and below by Mary Ellen Weakley, Barb Martell, and Ken Nelson.**















Top Row L to R: Kathy Nelson, Chari Smith; Matt & Vicke Blade; Jim & Pam Neal; Tom Fant & Lynn Coombs; Bill & Adam Weakley
2nd Row L to R: Norma & Kevin Peck; Trudy & Bill Gallihugh; Willie & Bruce Mann; Jan & Philip Wiltshire
3rd Row L to R: Curt & Stephanie Smith; John Alexander & Carolyn King (Dave Smith photobombing); ? & Richard Illman, Larry Pittman

(Pictures continued next page)


Justin & Lori Mero, with MaryEllen




Alan & Joyce Lockwood
















Dave Goeddeke




Willie, Bruce, Stephanie, Curt, & Phyllis Goeddeke



Magnette Progress By Larry Pittman

It's hard to believe….,

But I've now owned my 1959 Magnette ZB for over 5 years. I guess my original estimate of 5 years to finish is not going to happen. It's been a couple of years since I've written any kind of update – the worst news for me since that time is that my body and paint guy has dropped my Magnette project. He still works full time and the Magnette looked to be too much work for him. He did some repair work on one of the fenders, but that was about it. At first, I scrambled to find someone else but eventually made the decision to start doing body work myself. I'll still be looking to find someone to do final finish work and painting.

I've continued to work on small projects on the car. For instance, I have the 5-main engine a little further along with most exterior components now attached. I've not yet installed the carbs as I'm thinking I may hold off on them until I install it into the body. A photo is attached.



I've also managed to finish the heater which is fairly complex compared to the MGA. That took me a fair amount of time . Disassembly was difficult with several small components being difficult to remove intact. In fact, I badly damaged one part and had a friend who's a hobby machinist (and former British car mechanic) make a new part. I've included a photo of the finished heater. You can see how much more complex the heater is. The heater box sits in the interior of the car, but the blower motor is in the engine compartment. The two will be connected during vehicle reassembly. The possibility of installing A/C in the car remains, and if I decide to go that way, the heater may not even be used.



The Magnette has inner fenders which were common with other British saloons of that era. Both of them had damage at the lowest area at the front of the car, most likely due to exposure to the elements. I've managed to repair them with my meager welding skills. The photo shows one of the inner fender repairs with the original piece above the repair. I didn't make much progress on the rest of the body during the winter months, but I've now started work on other parts of the body again. There's lots of rust damage that needs to be cut out and repaired. My primary focus has been to work on the right side of the car first since it is in worse shape than the left side. My thoughts have been that I can use the left site for reference when questions come up. I've welded a couple of pieces of metal on the right side to reinforce the body as I remove metal. I've also added more reinforcement to support the center hinge pillar and a raised section between the front and rear floor pans. A photo of the reinforcement pieces is attached.





I've recently been advised that I should install the doors and trunk to monitor their gaps while I work on the rockers. I hope to get that done soon.

Areas I've tackled so far include:

Removal of the right front floor pan and portions of other panels forward of that floor pan. The right rear floor pan will be removed soon. I've been stopped while trying to figure out what some weld nuts on the bottom of that floor pan were for. I've just learned that the nuts were added to several cars by the competition department at Abingdon. They were intended for attachment of either Bureuful Rods or Johnson Bearings. Those are new to me but it also means that I won't be welding new weld nuts to the replacement rear floor pans. Removal of the Front Reinforcement Extension Panel, also on the right side. That part is on the bottom of the car just under where the passenger's feet would be. Turns out that part acts as the attachment for a front suspension rod. The hidden part of that attachment location has quite a weave of hidden parts which I think are intended to strengthen it against front suspension movements. Of course the replacement panel

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has none of the strengthening pieces, so I'm left with figuring out how to duplicate that on the new panel.

A portion of the right side splash plate has been cut away where it was badly rusted. It's curved and no new panel is available, so I'll be left with figuring out how to weld in a replacement. A photo of the left side splash plate and rocker is attached since I've already cut out the right side.



I'm currently working on removing the right side rockers. The Magnette has an inner and an outer rocker similar to the MGA, but it also has what they call a body side member that is the most inner part which fits between the floor pans and the rockers. A good portion of that part on the right side is in poor shape so I'll probably end up replacing most or all of it. A photo of the right side rockers with most of them removed is included.

There are several other areas of the car that are further down the list but also in need of repair. Those include parts of the battery box, an area just above the battery box, the areas where the front of the leaf springs attach, both front and rear fenders, and so on.

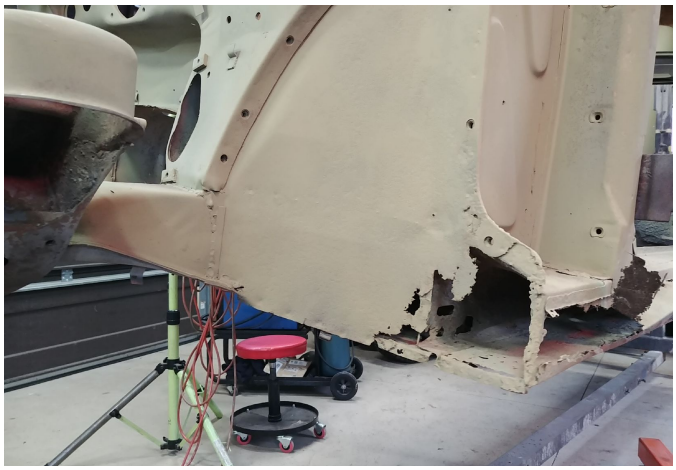


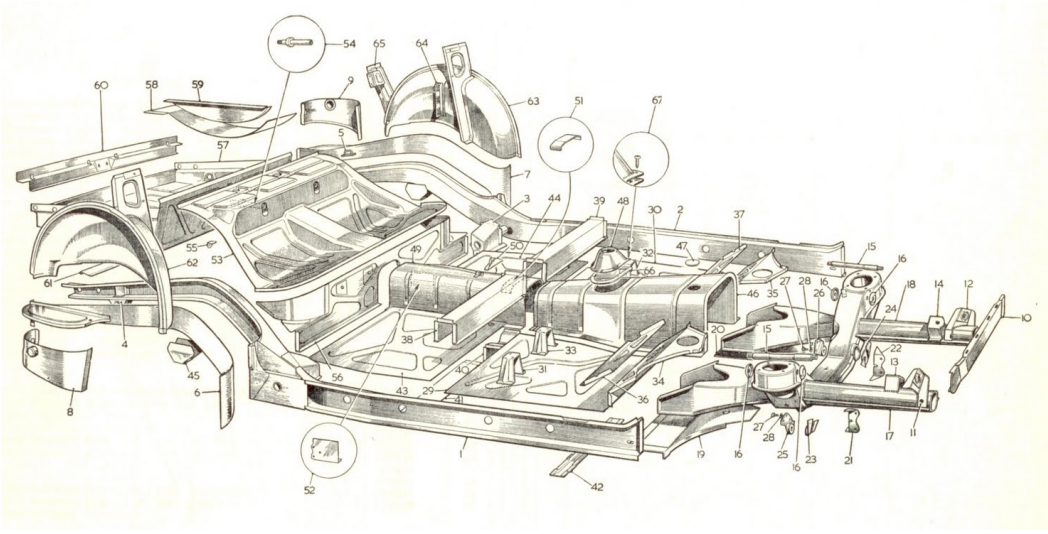


One of the things I plan on doing is to coat the inner surface of the rockers where they won't be painted. On the MGA I used POR-15. It looks like Black Epoxy Paint is now a popular covering to use. I'll be deciding that soon.

I've continued to have many parts powder coated. Most are exterior parts including engine compartment parts. I've even had the steel wheels powder coated and I'm hopeful they'll work out with the powder coating. The wheels are very similar to the wheels used on T series cars. Some people have added Wire Wheels to their Magnette, but I don't plan to do that.

All of these repair needs are why I've scheduled a Day in the Garage on May 14th starting at 10am. My hope is that I can get help with some welding. I hope to concentrate on the rockers and floor pans, but there are enough areas that need work to keep many of us busy. Depending on where I'm at, there might still be some panel cutting needed, too. If you are able and especially if you want to see what a Magnette body looks like (it's a uni-body – no frame), be sure and stop by. ***Larry***





Rowdies

Official Event Alert!

Saturday, 18th June

Nashville, Michigan Street Car Show

with

Afterglow Party at Rowdie Kathy Bertolini's home.

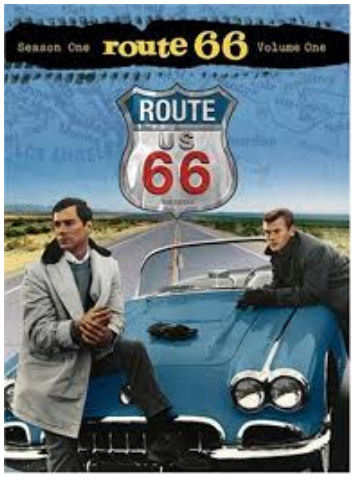
(**717 Durkey Street, Nashville, MI**) ph: 701-429-7008

Assemble at Kathy's house in the late morning to set up for a mass caravan arrival onto the streets of Nashville. What is more impressive than two dozen MGA's in a line? They're bound to bring the awed crowd to their feet.

After the show, we'll retire to Kathy's home for a grilling extravaganza and a swim, as there is a pool available for that sort of thing! (Note: The weather is gonna be hot!)

It'll be an awesome day to "get your kicks on Route 66"!*

(*Michigan Rt 66 that is)



"Where the heck are we Buz?"
"I don't know Tod, somewhere near Nashville, MI I guess. Let's head to Kathy's for the party."

MICHIANA BRITS™ British Car Enthusiasts

North American MGB Register



June 26, 2022 -Saint Mary's College, Notre Dame, IN - Michiana Brits Annual British Car Show – FUN EVENT FOR THE ENTIRE FAMILY - contact Jim Betz (574) 298-5735 - the Michiana Brits British Car Enthusiasts Club invites you to join them at their Michiana Brits 34th Annual British Car Show. This highly popular all-marque show is on the beautiful campus of Saint Mary's College on the north side of South Bend, IN, across the street from the University of Notre Dame. The Featured Marque is the MGB Chrome Bumper Roadster. Judging will be by popular vote, with awards given for each class and Best in Show.

The entry fee is $25 per vehicle, and for club members who have their Michiana Brits membership affiliated with their NAMGBR membership, the fee is $15 per vehicle. Vehicles may arrive after 8:30 AM, judging from 11 AM - 2 PM, awards shortly thereafter. Goody bags and collector show pins for the first 100 vehicles. Food sales (credit cards accepted) by Saint Mary's College, air-conditioned indoors area & restrooms.

Open to the general public 10 AM - 3 PM, free admission & parking. Bring a can of food for our "**Help Michiana Brits Drive-Out Hunger" donation to the Food Bank of Northern Indiana**.

Entrants may register at the show or pre-register at the Michiana Brits website, www.michianabrits.com. Check the website for updates on changes due to weather, roads, etc.