

Leslie waits for Norma who reluctantly gives up the
spa set.

THE JOURNAL OF THE MICHIGAN ROWDIES

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A-Antics



Christmas Party Report
Quinn's Fall Colour Tour
Fan Fun Report
Remembering Steve



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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 MGAs. 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/mgscouncil/>

NAMGAR Web Site: www.namgar.com

Past Chapter Chairpersons:

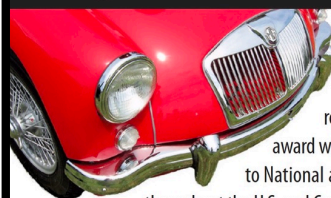
1976-1980	Bruce Nichols
1981-1982	Tom Latta
1983-1984	Dick Feight
1985-1988	Dave Smith
1989-1990	Dave Quinn
1991-1994	Mark Barnhart
1995-1995	Herb Maier
1996-1996	Tom Knoy
1997-1998	Neil Griffin
1999-2002	Bruce Nichols
2003-2004	Bob Sutton
2005-2008	Gordie Bird
2009-2015	Dave Quinn
2016-	Bill Weakley

Rowdies Website: Larry Pittman, Webmaster

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

Larry Pittman's Database Report: 79 Active and Paid-Up Members

Deadline for submitting material for the next issue is: Feb 20, 2025

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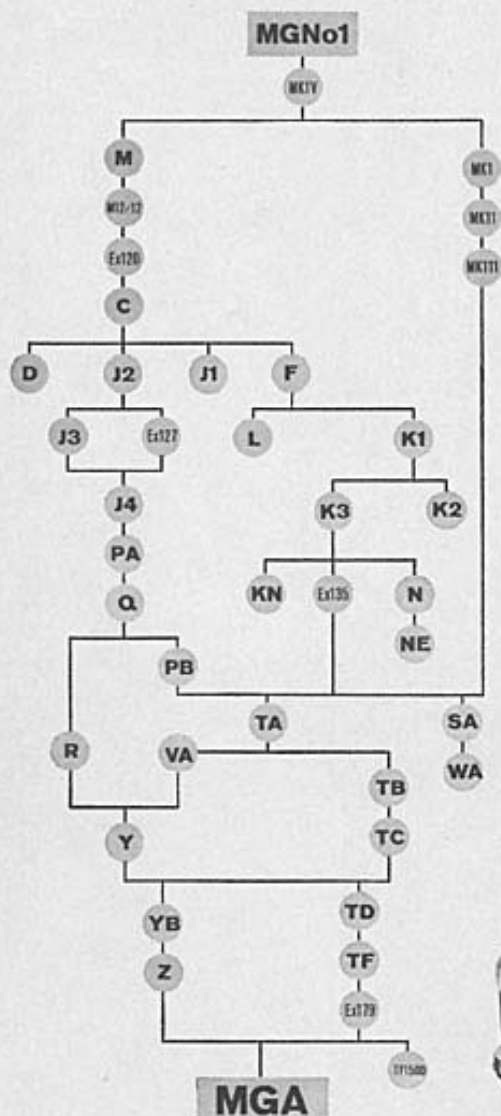
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MEMBERS PAGE

New Members

Name: Chris & Dawn Kleindorfer

Address: 6275 Stewart Lane
Ann Arbor, MI 48105

Cell phone: 513-290-7998

Email: ckeindo@gmail.com

Type of MGA: 1959 1600 Roadster

Other Cars Owned: 1979 Spitfire

Letters

Seen on Facebook



NAMGAR member Bill Marshall this year offered to help Santa Claus deliver gifts to good little boys and girls in his area. Here is his "sleigh" (car) loaded up with gifts to head for the rooftops Christmas eve and day.



Santa thanked him with an autographed picture of himself and Rudolf standing in front of the North Pole. Thanks to Bill from the boys and girls and Santa!

Santa & Rudy

More Tips From The Internet

Internet - Paul Millar 11-12-24

"I thought I would share the new and improved SU carb jet bearing kit they call 'Superdry'. This one is for my MGA. These are a very nice upgrade with special

rubber seals instead of the cork. They operate so much smoother than the double teflon or double viton seals. Moss sells these at twice the price as buying them directly from SU in England. So you can buy 2 kits for the price of one. The replacement seal kits are only like \$6 US, but will only work with this Superdry kit."

Paul Millar



Another "A" Saved From Extinction

This run of good weather allowed Kevin Peck to fog his neighborhood with primer as he gets closer to final paint on his #3 MGA. I was there when he began this journey. There is far more metal on the body than



when he started! As he has said for the last two years "In paint next week." **John Alexander**

Vagabond Travelers

This October had some tremendous days for **Los Dos Amigos** to enjoy their MGA's with other "vagabonds of the open road" also.

John 'n' Carolyn Alexander-King, Bill 'n' MaryEllen Weakley, and Gene 'n' Joan Johnson (MGB from W/DMGC) traveled west to a cider mill south of Jackson on Oct 22 this year. There they had a light repast followed by a drive of a similar distance home.



But wait! ... because the next time they kept on going in the never-ending search for that perfect beer in all of Michigan's open Pubs. This time the journey took them to Jerry's Pub on, once again, another beautiful October driving day on 10-24-24. Jerry's Pub on Wampler's Lake is a beautiful destination to drive to in an MGA and enjoy a cold one out on the deck.



John Alexander & Kevin Peck

Colorful Colour Tour Comments

John Alexander wrote in about our color tour drive on 10-29-24 this year, saying.... "We've had some beautiful weather this October. The turnout for the Tour showed our need for "one more run" before Ole Man Winter blew into town.

I had my fun! Stone cracked windscreen, flat tire and, as I pulled into my driveway, a burst lower radiator hose! Wah wah wah. It was such a good event, I've got no complaints. Here's an opportunity for an Antics article on glass replacement sometime this winter. **John Alexander**

Remembering Halloween

Stephanie Smith wrote on facebook in 10-15-24 "The Smith family enjoyed the first annual trunk or treat tonight at the last Monday cruise night of the season! We ran out of treats so early! It was a huge crowd!"

Curt & Stephanie Smith



Until Next Year!



Tech Tip From The Internet

Paul Millar Dec 3, 2024

I ordered this air duct on Amazon for the MGA heating and air system and thought I would share it. This particular material is 4 layers and designed for HVAC applications. Air flows much better than the plain, unlined ducts sold by supply houses, and at a great price, only \$13.99 for 8' (including shipping with Prime), more than enough to finish the job in the MGA. It's also fire resistant as well.



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Duty Four-**

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JUNE 2-6, 2025**



**QUICK TO REACH
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Chairman's Chatter

OK, I surrender. Winter is here, and I have given up hope of driving my MGs any more until spring. I was hoping that I would get to drive one of them to the Rowdie Xmas party, but no such luck. The roads were paved with salt.

So, I have started on winter MG projects. My Midget is up on stands. Oil is changed, suspension greased and battery on a maintainer. I would like to improve the operation of the clutch, which engages too near the floor. The Datsun 5-speed gearbox came with a clutch slave cylinder, which may be the problem. I have tried to eliminate all the play out of the mechanical system and have bled the system, but I'm still not satisfied that it is as good as it can get.

I just pulled the engine from the A. I have in mind a number of items to do on the engine and transmission. Both are leaking some oil. The transmission was rebuilt at least 25 years ago at one of John Twist's seminars. It appears that the seal on the inlet shaft is leaking a bit. The engine is leaking some oil from the front timing cover. The good news is that the rear seal appears to be leak-free. I used the mechanical seal design as seen on Barney Gaylord's web site. I bought another seal just in case, but I think I will leave well enough alone. The main task is trying to figure out why the engine has low compression and sounds uneven under load. After removing the head, I can see that there has been some head gasket leakage between the number two and three cylinders. This would explain the low compression on those cylinders and probably the sound under load. So, the head is at the machine shop being skimmed to flatten it.

Having the engine and transmission out of the car will be a good chance to clean everything up and try to stop any leaks. Of course, tackling one project often leads to another. As I removed the stainless steel exhaust system, one half of the strap that connects to the middle hanger broke off. The strap is stainless also and is welded to the pipe. My MIG welder isn't set up for welding stainless steel, but I might consider trying it. Otherwise, I will have to modify the hanger to use a regular clamp.

The list of projects on my C was pretty short, mostly just maintenance getting ready for next year. However, I just bought a kit for air conditioning. The kit is from Vintage Air and is the one for rubber bumper MGBs. The only modification was making the main refrigerant hoses longer. Mounting the condenser in front of the radiator will take some modifications to the inner body structure ahead of the radiator. It looks like

there are several places where I will have to modify the installation. That project should keep me busy for a while.

I have often said that having a heated garage really takes the sting out of winter. All through the driving season, I make a list of car projects that can wait until winter. So, as much as I hate to see the driving season end, I am enjoying tackling my project list.

A group of us led by Larry Pittman visited the Great Wolf Lodge in October to pin down details for GT-50. The hotel management was very welcoming and helpful. The hotel seems to have all the amenities needed. We also visited Grand Traverse Village, where the car show will be held. This is the former state psychiatric hospital that has been renovated as housing, shops and offices, and is the same location used by NAMGBR several years ago. The grounds provide a nice area for the show, with access to the restaurants and shops in the Village. Surprisingly, there don't seem to be any parks or other public areas available or suitable for our show.

Larry is leading the GT-50 effort, and we are very lucky to have his experience and ability to manage this job. We have a good working group at this point but will need more volunteers as we get closer to June. Stay tuned. I hope to see many of you at the upcoming Rowdie Christmas Party. **Chairman Bill**



The Lure of the Open Road... or Dave & Donna Quinn's Colour Tour

It's not too late. Just let me know you are coming. So far we have 16 cars and 26 people. The weather gods took pity on us and scheduled rain for 2AM. All clear for the remainder of our Tuesday with a high of 77° and dry. The color gods were in a rush this year. Normal peak for our area is Oct. 24-29. We drove the route twice yesterday and sadly had to eliminate some good roads due to empty tree branches. There is still a good deal of color, so don't fret. Top down in sunshine at the end of October. Great. We will have coffee and donuts for the early arrivals....

That's the email that Dave Quinn sent out to all the Rowdies the day before our planned annual Colour Tour Drive in the Fall of every year. This year the event occurred on



October 29th and that notice went out to 77 Rowdies. Fortunately the lure of the Open Road was enough to convince 24 of them to

head to Dave and Donna's for donut tasting and tire kicking before heading out on the colour tour. But someone always needs a little help, and this time Dave Quinn had John Alexander and Bob Shafto come over with the rest of the boys to tweak his engine timing for him. Once done, we headed for the cars and followed Dave.



We were worried about possible rain which had been threatened off and on in the days before our drive, but the weather was beautiful, as predicted by our trimester John Alexander the day before the event. Traffic was light on this weekday afternoon, so we stayed together and no-one was lost along the way. The cars ran fine, and Dave led us to a scenic



roadside park for some pictures. Most of the group drove their MGA "al fresco" (top down) so the wind could blow through the hair of those few of us with hair, and the sun could shine on other now balding scalps. There were 3 non-MGAs, Dave Anderson with his Audi convertible, Tony & Anita Dellicolli with their rest-mod Thunderbird, and Ken & Kathy Nelson with their Le Grande Rover P5 3-litre Sporting Coupe. After pictures (by Dave Quinn, Chari Smith, Ken Nelson, Bill & Mary Ellen Weakley) it was time to head to The Acapulco Cafe for lunch and a (Continued next page)



chance to visit over a cold brew and hot burrito.

Dave Quinn continues with his report of the tour..."Jackson set a new record with a high of 78°. Top-down motoring could not have been better! Attendance was excellent with two dozen people, 11 MGA's plus a Rover, Thunderbird, Audi, and SUV. Being a Tuesday the back roads were free of traffic so the large caravan could travel together without issues. Before leaving we had tech session to ensure my MG was in top form. A week prior John Alexander pulled and reinserted my PerTronix's electronic distributor as the drive was off a gear or two. My timing light died after forty some years, so Curt Smith brought his. John Alexander and Tom Fant set the timing to 32° at 3000 rpms with the vacuum disconnected. John was pleased to learn that he was within 2° when he set it by ear. As always, I am thankful for the support from the club to keep my MG on the road rather than gathering dust in a garage." **Dave Smith** also wrote..."The color outing was likely the best ever. Almost everyone drove their MGA. Perfect temperatures and decent color still in the trees. Dave & Donna planned a great route and the roads in that area were excellent. Also the Tuesday traffic was very minimal so the convoy was able to stay together quite easily." Stay tuned for Ken Nelson's A-Antics photos"



Rowdie Christmas Party Report 12-8-24

The Rowdies celebrated their Christmas Party on Dec 8th this year at the Chelsea Depot with a great turnout of members and a hearty Christmas dinner for all. Seeing and greeting old friends and new was a highlight. As usual, the gift exchange provided entertainment for all, with many gifts going back and forth several times. Nearly 40 members attended and included among them were Rob & Denis Cote, Mike & Debbie Tyler, Jerry Jeson, Forrest & Leslie Johnson, Bill & Mary Ellen Weakley, John & Gigi Somers, Todd & Connie Binsz, Ken & Melody Klemmer, Andy & Joanne Hoffman, Jeff &

Rob Cote gratefully accepts his gift of a warm blanket and promises he will not use it to mop up all the oil drippings from his new Corvette



Debbie Smith, Thelma Griffin, Dave & Chari Smith, Curt & Stephanie Smith, Carolyn King & John Alexander, Kevin & Norma Peck, Bruce & Willie Mann, Tom Borden & Cheryl Orr, Steve Holliday, Larry Pittman, Dave & Donna Quinn, and Tom Fant & Lynn Combs. MGs were in hibernation for the event, but are eagerly looking forward to the next driving season this spring Stephanie Smith writes "Hi, Ken. I have sent oodles of pics from the party. I know this is a lot. You can use some or perhaps someone else captured better shots. It was a great time. You guys were missed! We were glad that Thelma came and it was so nice to see Mike and Debbie Tyler as well as Rob and Denise Cote."

Rowdies enjoying the delicious dinner!



Mike Tylor, Denise Cote, Jerry Jeson, Bill and Mary Ellen, and John and Gigi Somers

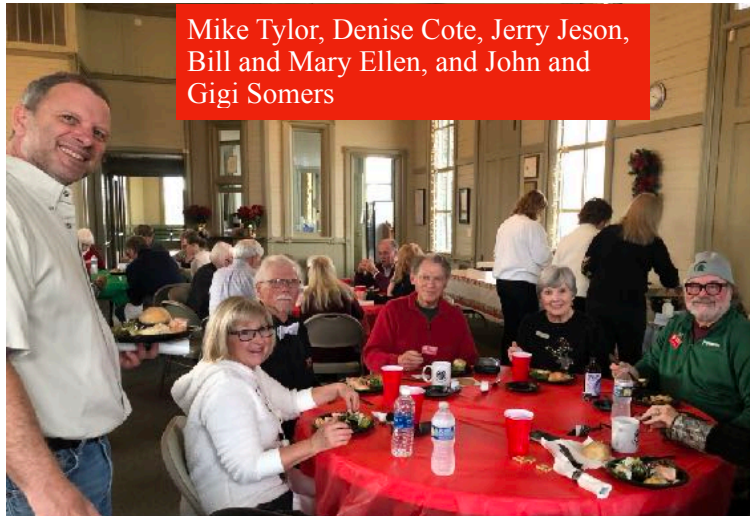
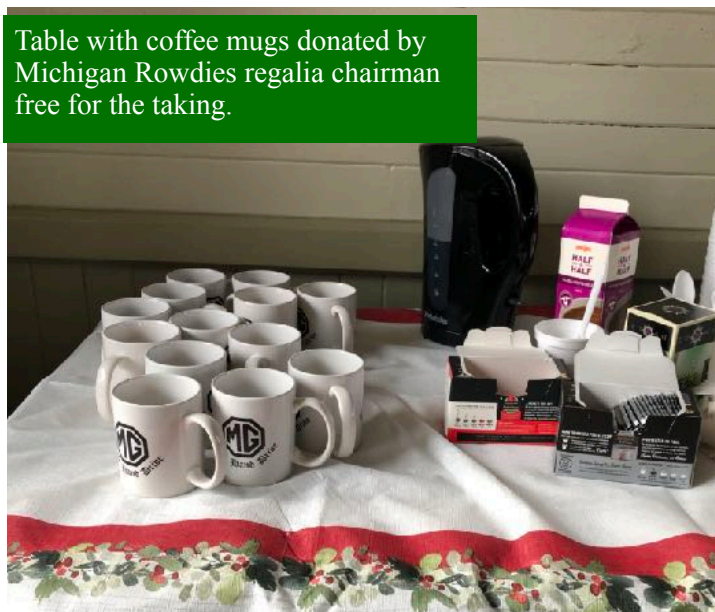


Table with coffee mugs donated by Michigan Rowdies regalia chairman free for the taking.



Jeff Smith with the first of the two bottles of Baileys



Dave Smith with the first British prototype Cell Phone. Designed by the British Leyland Corporation.



Curt Smith and Todd Binsz
Now just what are they
laughing about...?



Part one of our hosts Carolyn King and
John Alexander getting a chance to eat.



Rowdies enjoying the delicious dinner!



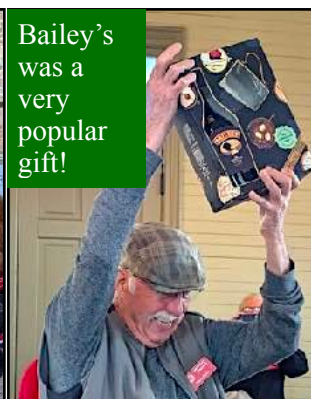
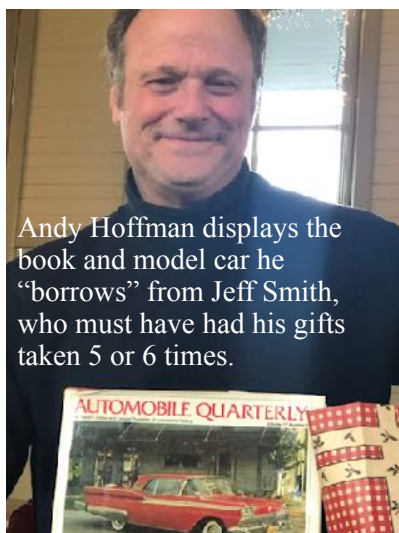
Forrest Johnson with his gift
MGA model car which would
become The Holy Grail as
John Alexander exclaimed.

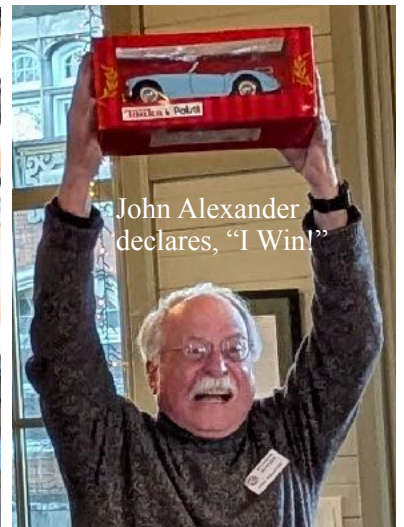
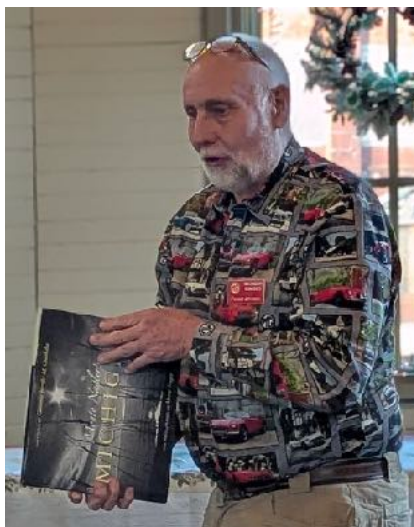


Stephanie Smith loves the
cooler and the cap.




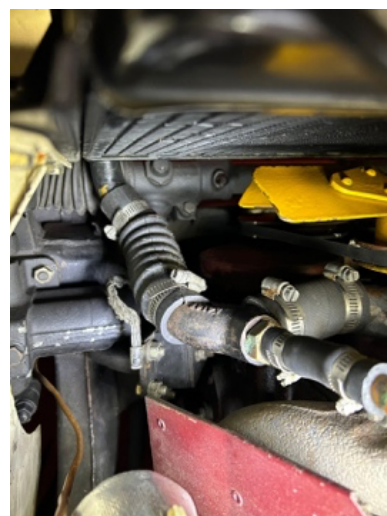
Leslie waits for Norma
who reluctantly gives up
the spa set.



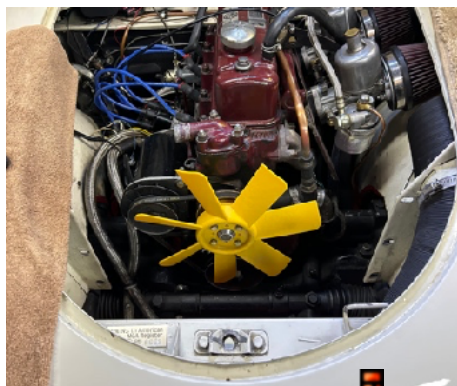


Fan Fun - by Dave Quinn

I had been putting off swapping an original metal fan for a new safer nylon one. I know two or three Michigan Rowdies that have had a metal blade break off due to its age. Yesterday I got the national magazine **MGA!** with another  article about a




break that trashed the owner's radiator. One of the Rowdies trashed his hood when his broke. Another was lucky and no harm was done, he just limped home minus a blade that somehow missed his oil lines, etc. My replacement had been on the shelf since 2019. I figured I had pressed my luck enough.



This is how I spent the afternoon. Drain the radiator. Top hose is easy to get to. The bottom hoses can be a bitch. It's easy to loosen the hose clamps but removing the hose itself can be really difficult. It's like they cement



themselves to the pipe sometimes. After a lot of swearing  I was able to get the hoses off and pull the radiator. I keep asking myself how much longer can I do this kind of maintenance with my arthritis, etc.? Not a lot of choices since most shops that used to do it are long gone and many MGA buddies are not in much better shape. Thankfully, I have a wife that keeps pushing me to **Just Do It!** The new 7-blade nylon fan is shown on the right in the pictures above.

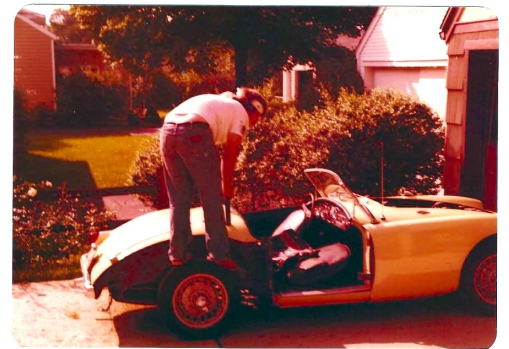
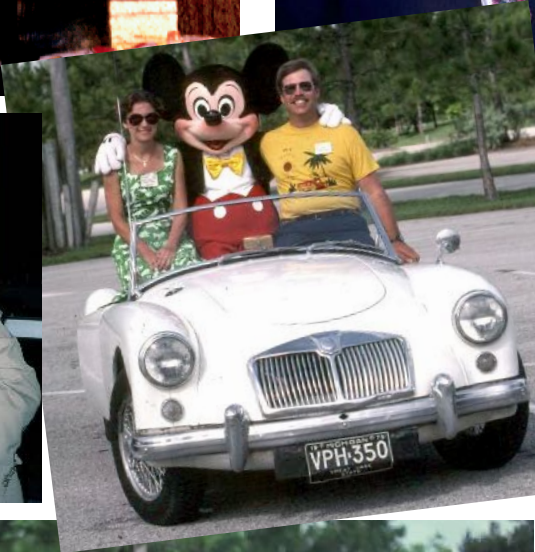
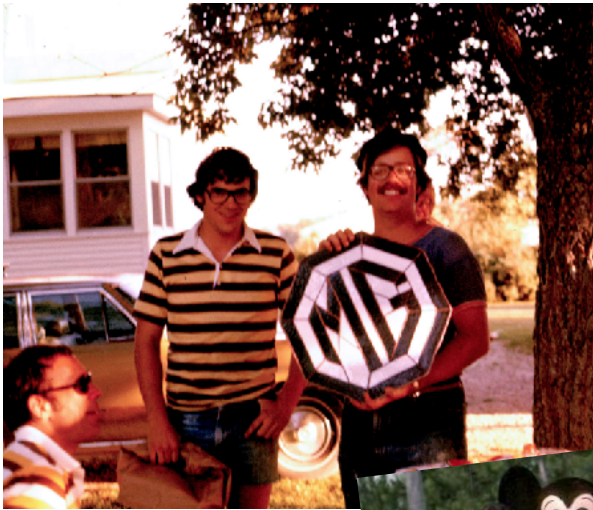
It requires screws 1/4" longer than original. Then reinstall of the radiator and hoses is not an issue till you try installing the lower hose. It's near impossible to install it without some help. That came in the form of **Sil-Glyde** silicone being spread over both ends of the hose and both pipes where it attaches. **Sil-Glyde** is water resistant, won't harden, and works well with rubber. When everything is tight, add the new coolant. I use **Prestone** concentrate and mix it 50/50 with distilled water. Allow that about 15% of the original coolant is still in the block unless you drain it as well. Like 3-point seat belts, this is a safety feature that needs to be considered. **DLQ**

Remembering Steven Mazurek (1949 - 2024)

Steve and Diane Mazurek were early members of NAMGAR in 1976 and attended GT-1 at Harper's Ferry, VA in June 1976, originally as guests of Bruce and Jan Nichols. The Nichols and Mazureks formed "NAMGAR's First Chapter" that year with a regional meet at Dearborn, MI and you can find their ongoing story at "Black MGA Adventures" (<http://adventures.blackmga.com/gt01/gt01-page.shtml>)

Steve was also an accomplished musician studying and teaching accordion. Enclosed are some photos of Steve from the early days of NAMGAR and the Michigan Rowdies.





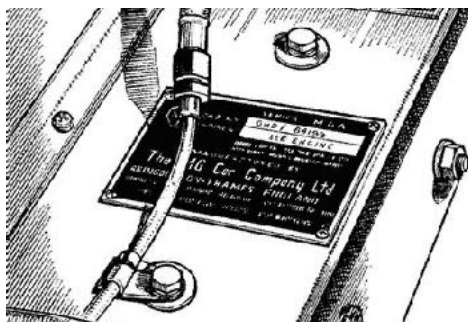
MGA Chassis (VIN), Engine & Body Numbers

This updated column is a reprint of an article that first appeared in the March/April 1991 issue of MGA! by then **Registrar Bill Gallihugh**, and then subsequently reprinted in MGA! an additional 3 times over the years. *Bill's statistical data was used in the book Original MGA by Andres Clausager, and was reprinted in Safety Fast in a June 1991 article. It has also been reprinted in Dutch and appeared in an article there. This article may help to educate and inform many who have questions of the correlation between VIN Numbers, Engine Numbers and Body Numbers.*

As Registrar, I received about two questions a week regarding serial numbers: "Is my engine original? How can I tell if my ID plate belongs to my MGA? I have only a partial chassis number, how can I determine the proper number?"

All of this relates in one way or another to the relationship between the **three primary serial numbers found on an MGA: the Chassis Number, Engine Number, and Body Number**. (For simplicity, I shall refer to the Chassis Number as the Vehicle Identification Number, or VIN.) Apparently, Abingdon did not bother to help us out by keeping track of any number other than the VIN. So how do we determine the association between the three?

It occurred to me some time ago that with over 4,200 MGAs and Variants now registered with NAMGAR, we should be able to get printouts from the NAMGAR database that would lead to some useful conclusions – or at least some generalizations. When I finally set myself to this task, it turned out to be rather more difficult than I had imagined. It took quite a number of programs to extract the data in a meaningful way, and to do the necessary calculations. Then there was a lot of pencil work to collate, plot, and categorize the information so that a few rules might be established. Following are the results of that effort. It is not necessarily intended as interesting reading, but rather as a future reference source to answer questions such as



those raised above.

First a few ground rules. The best way to deal with the serial number relationships is to use the VIN as the base number,

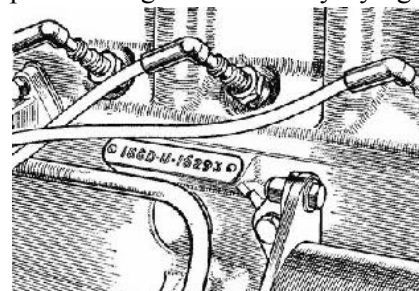
and think of the engine and body numbers as running so much higher or lower than the VIN number. For instance, if we say the engine numbers are running at

-9000, we mean that for the range of numbers being investigated, the engine number will average 9000 less than the VIN. If the VIN is 55000, the engine number would be approximately 46000. To go the other direction, just reverse the sign. And speaking of 'approximately,' I'll be using that word a lot. Please accept that some of the number range limits in the tables below are guesstimates.

Engine Number

A few general observations about engine numbers:

1. Coupe engine numbers seem to run in the same range as Roadsters. In 1600s and Mk IIs, the average Coupe engine number runs about 150 below that for the average Roadster, but this could be due to a sampling error because of the limited number of Coupes registered. In any event, I won't complicate things even more by trying to separate Coupes from Roadsters.
2. Mk II Deluxes do not show a significant variation in engine number sequences from the standard 1500, 1600, or Mk II.



Now for the meat of the data. First of all, it is quite obvious that there is not a strict one-for-one relationship between the VIN and the engine number. That is, the engines were not placed into the waiting chassis in numerical order according to the engine number. One might imagine a room full of engines awaiting installation, and whichever one was closest to the door got installed first. But within this chaos a general pattern exists, and the engines are, if one squints rather hard, in some kind of overall numerical order. That order is sufficient to make some generalizations based on the following analysis:

After eliminating engine numbers from apparent replacement engines, it is fairly simple to determine the average differential between the VINs and the engine numbers. (As in the example above, the average differential might be -9000.) The big question is how much deviation is there from this average difference, and how can we quantify it.

If one examines and plots these deviations from the average, a "bell curve" is established. At the apex of the curve is the average VIN/engine number differential, and the slope on either side depicts the percentage of engine numbers that are either higher or lower than the standard average. Most engine numbers fall within a range of about 400 numbers, or +/- 200 from the average differential.

If you add or subtract (as indicated) the average differential from/to the VIN, the probability of hitting the actual engine number can be represented as:

- 38% probability of being within +/- 50
- 64% probability of being within +/- 100
- 85% probability of being within +/- 200

Before listing the computed average differentials, one additional item that came to light should be discussed. In 1500s with GB engines, the differential starts at about -9900, and ends up (at VIN 61503) at about -9700. This means that over this range of 51,402 MGAs, approximately 200 engines (or at least engine numbers) did not find their way into an MGA. To allow for this, I've divided 1500s with GB engines into three sub groups to get a more accurate average differential. As an example for using the table, if you have an MGA with a VIN of 94355, we can see that your engine if it is to be original be a type GA (16GA), and must be in the range of 101 to 31660. More specifically, it will most likely be approximately 25655 (94355 minus 68700). In actual fact, this is my 1600, and the actual engine number (which I think to be original) is 25389, a difference of 266. That makes it in the 15% that falls outside the 200 range indicated above. Applying this test to my Mk II, the computed engine number is only 71 off the actual, making it in the 64% probability range.

Average Differential Between VIN and Engine

Model	VIN # Range	Eng # Range	Avg Differential
1500 GB	10100 27100	101 17200	-9900
1500 GB	27101 44100	17201 34300	-9800
1500 GB	44101 61503	34301 51767	-9700
1500 GD	61504 68850	101 7543	-61300
1600 GA	68851 100351	101 31660	-68700
MK II GC	100352 109070	101 8846*	-100200
Twin Cam	501 2611	101 2280	-350

*Some factory data I've seen shows that the last GC engine was 8618. However, this is apparently wrong as we have several Mark II's registered with numbers higher than this – including the very last MGA ever produced – VIN 109070, Engine number 8846.

Body Numbers

Establishing the relationship of body serial numbers to the VIN is far more complicated and uncertain because the method used by Abingdon to assign body numbers to Twin Cam Roadsters and all Coupe bodies made a mess of the system. Basically, what they apparently did was to periodically reserve blocks of 1000 numbers from the main sequence of 1500 and 1600 body numbers – and then assign them to the Twin Cams and Coupes. If one studies the tables below, one can see the missing body number blocks from the 1500/1600 Roadster sequences, and then find them reappearing again as Twin Cam and Coupe body number ranges.

As a result of all this, it is even more problematic to establish VIN/body number relationships that with VINs and engine numbers. You can use the Average Differentials listed in the tables below to go from VIN to

body number (or visa versa), but the results are even less certain. For my 1600, with a VIN of 94355, we would subtract 66769 and end up with a predicted body number of 27586. In actual fact it is 25389. Close.....

A couple of general notes: 1) Deluxes tend to have a body number about 2000 higher than standard Mk IIs for the same VIN range; 2) the "B" prefix on some body numbers does not effect the number sequences.

VIN # and Body # – ROADSTER

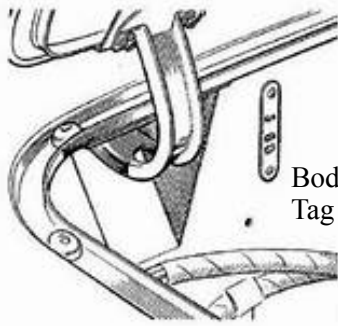
Model	VIN # Range	Body # Range	Avg Differential
1500	10100 22300	20001 31999	9917
1500	22301 32700	33000 41999	10553
1500	32701 35100	43000 44999	10086
1500	35101 39100	46000 48999	10343
1500	39101 44000	50000 53999	10286
1500	44001 50500	55000 60999	10534
1500	50501 57600	62000 67999	10649
1500	57601 62200	69000 72999	11012
1500	62201 64500	74000 75999	11655
1500	64501 66850	77000 78999	13282
1500	66851 68850	200 1900	-66769
1600	68851 69900	101 999	-66796
1600	69901 76500	2000 7999	-68184
1600	76501 87460	9000 18999	-67928
1600	87461 100351	20000 31999	-67942
Mk II	100352 109070	32000 40650	-68233
Tw Cm	501 770	61000 61299	60495
Tw Cm	771 1340	68500 68999	67691
Tw Cm	1341 2200	76000 76700	74583
Tw Cm	2201 2611	1600 1999	-643

VIN # and Body # – COUPE

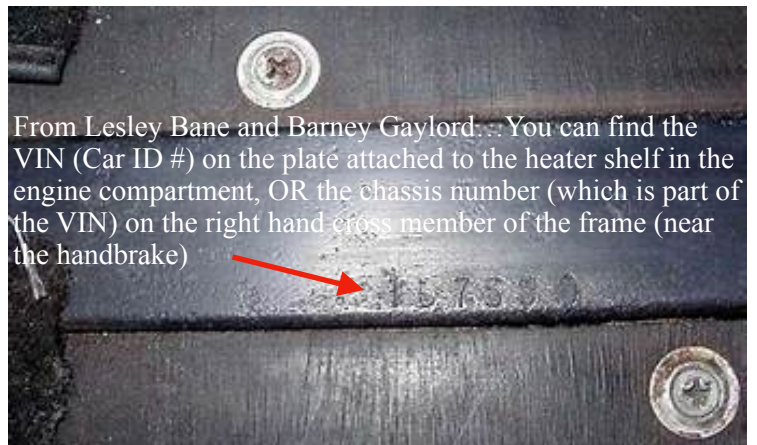
Model	VIN # Range	Body # Range	Avg Differential
1500	22301 31100	32000 33000	9616
1500	31101 34300	42000 43000	9975
1500	34301 38600	45000 46000	9809
1500	38601 44000	49000 50000	9656
1500	44001 56700	54000 55000	9941
1500	56701 61300	68000 68500	10591
1500	61301 68850	73000 73600	11047
1600	68851 74830	1000 1500	-68186
1600	74831 86000	8000 9000	-67209
1600	86001 97000	19000 20000	-67639
1600	97001 100351	28560 28700	-71500
Mk II	100352 103800	28700 29000	-74200
Mk II	103801 109070	37000 37200	-64104
Tw Cm	501 2611	61700 62000	60430

Author's Postscript:

In 2013, with over 8100 MGAs now registered, I reprocessed the numbers to see if I could refine the above conclusions somewhat. While I was able to get closer on some of the ranges shown (particularly for body numbers), the (apparently) haphazard manner in which MGAs were assembled means that even with the larger sample base now available, we are left with the unavoidable conclusion: Given one, or even two, of the MGA serial numbers will not lead you definitely to the third. Sorry.....



Body Number. Stamped on a plate secured to the right-hand side of the dash panel



THE ROAD IS NEVER LONG
BETWEEN FRIENDS.

