



A-Antics



Cecil's Birthday Meetup
Rebuilding a Rear Axle Hub
Register for MG International 2026
Changes To Motor Oils



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 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/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 Pittman's Database Report: 74 Active and Paid-Up Members

Deadline for submitting material for the next issue is: June 20, 2026

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Five decades of Rowdie GTs!!





ROWDIES 2026 EVENTS

MARCH

15 **Chicagoland MG Club Swap Meet-** Wheaton, IL

APRIL

26 **Kimber B'Day Party-** Holt, MI

MAY

2 **Drive Your MG Day-**Larry Pittman

16 **Spring Gathering - Camp Dearborn,** Milford, MI

JUNE

7 **26 Annual - "Brits return to Ft Meigs-** Toledo, OH

TBD **Motor Muster-**Greenfield Village
20 **Park Lyndon Gathering-** Near
M-52 & N. Territorial Rd.

27 **Michiana Brits Car Show-** Elkhart, IN

JULY

10 **Rolling Sculpture**

12 **Mad Dogs & Englishmen**
Hickory Corners, Gilmore Museum

18 **Tom Fant's Beach Meet-** Pinckney, MI

24-26 **Waterford Vintage Races-** Clarkston, MI

AUGUST

1 **BIRTHDAY PARTY-** Willie & Bruce Mann's

8-9 **ALDEN CAR SHOW-**Alden, MI

24-28 **INTERNATIONALMG2026 (GT-51)-** Sandusky, OH

29 **Orphan Car Show-**Gilmore Museum-Hickory Corners, MI

SEPT

13 **Battle of the Brits-**Camp Dearborn, Milford, MI

15-17 **Put-In-Bay Races-** Put-in-Bay, OH

OCT

TBD **Colour Tour-** Dave & Donna Quinn

TBD **Larry's Day in Garage-**Fenton, MI

DEC

5 **Christmas Party-**Chelsea Depot

Consider also possible Chili Cook-off, Cars & Coffee, Visit Car Restoration Shop, Glider Rides, Weekly Summer Car Gatherings, Canoe Trip, Quick Drives in Country, Days in Garage, etc.



MEMBERS PAGE

New Members

Name: Jeffrey & Sheryl (Sheri) Pulver
Address: 2373 PALM DALE DR SW
City: Wyoming
State: MI
Zip: 49519
Country: United States
Home phone: 6162188014
Cell phone: 6162188014
Email: jeffreypulver@att.net
Type of MGA: 1960 Roadster 1600
Other Cars Owned: 1968 Triumph TR250
NAMGAR Member? No
Other Comments: We have a cool car hobby garage in Holland, MI where we work on our cars and have family get-togethers. Currently restoring my MGA there. My oldest son is a licensed mechanic and we are also a licensed car dealer which helps us pay our car garage bills. I also own a 1982 Porsche 911SC.

A Tale of 2 Garages-Spot The Differences



Mann's Cave

Notes and Bits

Blast From The Past



(above from Dave Quinn)



Nelson's Nest

Mr. Safety says: Don't use these unless you are trained

(below from John Alexander)

Wise Advice For Home Mechanics



REGISTER TODAY!



Hosted by: The North American Council of MG Registers

AUGUST 24-27, 2026

SHORES&ISLANDS_{OHIO}
CEDAR POINT • SANDUSKY • PUT-IN-BAY

Sandusky Kalahari Resort



AN ALL MG EVENT



Kalahari Resort



Close to Lake Erie



Islands Cruise



Local Self Drives to interesting places

We invite the MG Family to our five-year event to celebrate "The Marque of Friendship" The link below will be open in mid-December, 2025

www.MGInternational2026.org

MG INTERNATIONAL 2026 SANDUSKY, OHIO - AUGUST 24-27, 2026

From the Council/Bruce Mann

Worried About Things To Do At MG International?? Don't Be—Read Below:

Every five years, the four primary MG Registers in North America (MMM, MGT, MGA and MGB) come together for a combined show and 2026 will be that event. We are making plans for 750 to 1,000 MGs (and other British) to make a huge appearance on Ohio's "North Coast" and at our host hotel – Kalahari Resort and Conference Center.

To kick off things, we will be offering a 2-1/2-hour dinner cruise on Lake Erie on Sunday night beginning at 6:00pm, so you might want to consider arriving early on Sunday to take advantage of this trip.

Kalahari is just south of downtown Sandusky, on Sandusky Bay of Lake Erie, then the Ohio islands are a short 20-minute ferry ride from several ferry docks in the area. You can either take the Jet-Express passenger ferry to the islands, or if you want to take your car, you can take the Miller Ferry to South Bass Island and the Village of Put-in-Bay – often referred to as "The Key West of the North". Miller Ferry offers passenger-only service too. If you take your car, we'll have lots of driving activities planned. But if you decide not to take your car, once on the island, you can rent a bike, or a golf cart, to explore the island. We even have planned an Island Scavenger Hunt, which you can do in your car or golf-cart, if that's your chosen mode of transportation. In either case, we'll have discounted tickets for both passengers and vehicles available.

Just east of South Bass is near Kelley's Island, which is slightly larger but a little quieter and has a lower key, but still very interesting. The exposed glacial grooves are huge.

For those who prefer to explore we have several drives planned to range from 20 miles to 150 miles (round trip) which include wineries, breweries, a driving tour to five lighthouses, plus several historical sites including Thomas Edison's birthplace and museum, in the village of Milan.

We also have planned a motorcoach trip to Cleveland to the Rock and Roll Hall of Fame and several mini-bus trips to some Sandusky area attractions. These include a city tour, several museums, a winery and a brewery. So, for those couples who may have different interests on a particular day, you are not grounded at Kalahari with "no wheels" to take you there. And with the winery and brewery, no

concern with enjoying yourself, then driving back to Kalahari. Most of these events will be offered over several days or evenings.

Does walking down the deck and visiting the inside of a 625-foot-long lake freighter interest you? We'll have tours to the National Museum of the Great Lakes where you can tour the Col. James Schoonmaker and the adjacent maritime museum.

Did you enjoy M.A.S.H. when it was on TV several years ago? Not too far from the museum is Tony Paco's, which was a restaurant that Klinger regularly referred to. There you can stop and enjoy their famous Hungarian food and gaze at all the signed hot-dog buns by hundreds of famous people. You can't miss Tony Paco's if you're this close.

John Twist is assembling a comprehensive list of tech sessions with excellent presenters, including a few by John himself, including his legendary "Rolling Tech Session" on Thursday morning.

The car show for this year's international event has been moved from the traditional Thursday to Wednesday to give us an alternate rain date of Thursday, if needed. The car show will be held within a few minutes' drive from the hotel. On Thursday afternoon will be the very popular "Talking Tour of MGs" where several MGs from each of the Registers will be on display in one of the exhibit halls and you'll be able learn about the MG Marque from the MMM's right through the post-Abingdon models, all in one two-hour session.

This year there will be an all "Hospitality Suite" where old friends can meet new friends, and enjoy time together, while relaxing and having a beverage. This will make the first all hospitality gathering at an all-mg event and represents a collaborative effort to get all the registers together for some social time.

There will also be nautical themed sessions talking about shipwrecks and recoveries in Lake Erie and other bodies of water, and a class on making nautical themed artwork with shells, glass and other items you can take home. We're also planning to offer baking classes right in Kalahari's expansive kitchen.

This is an event you won't want to miss since this only happens every five years.

The registration website is mginternational2026.org

Chairman's Chatter



Happy spring everyone. Warm weather and salt-free roads are finally here. We had good weather and a good turnout at the Kimber birthday party a couple days ago. I didn't count, but I think the Rowdies outnumbered the other two clubs in attendance. I think Ken Nelson was the only one from the Old Speckled Hens club to make it.

I didn't drive my A to the party. I took the MGC instead. When I drove the A for the first time this year, I wasn't happy with the way the engine sounded. After performing a compression check, it was obvious that the head gasket had failed between cylinders two and three. So, the head came off for a trip to the machine shop. I had the head shaved for flatness last year, so it wasn't a surprise that it was still flat. While it was there, I had them freshen up the valve seats.

While the head was off, I pulled the block to make another attempt at sealing the front of the transmission, which was showing signs of leakage. My inspection showed that the shaft seal was doing its job, but there was oil leaking through one or more of the studs for mounting the front plate. I did my best to seal all the studs and left the existing seal, which was replaced last year. I was happy to see that the seal on the rear crankshaft flange was still maintaining zero leakage. It's nice to have at least one part that doesn't leak. I did replace the front seal on the timing chain cover and added a speedi-sleeve to help it. By the way, Bob Shafto knows the part number for the correct speedi-sleeve. I did my best to center the timing cover on the shaft before tightening down the cover. I don't have hopes of achieving a totally leak-free car, but it would be nice to match my other two MGs that only leave an occasional drip behind.

Tom Borden's committee for the Rowdies' 50th anniversary commemoration is making progress. What sounded like a simple task to select a regalia item to commemorate the event, turned out to be a bit more complicated. Trying to find something that every member would enjoy and use may be impossible. We have received input from a number of Rowdies with an almost equal number of different suggestions. We are hoping to find one or more items that everyone will keep and enjoy. We are just at the start of the driving season, so I hope you MGA is on the road or ready to be.

Drive your MGA day is this coming Saturday, which will be in the past by the time you read this. I am

hoping for good weather. Larry Pittman has planned a drive starting from his home. If you don't go on that drive, I hope you can get out and drive your MGA to whatever local point of interest that appeals to you. Our MGAs were meant to be driven. They are not rare and exotic, nor are they enormously valuable. But they are beautiful and great fun to drive. We all have experienced the comments of people when we take our cars out. It is almost a sure bet that someone will come up at a gas station or store to talk about the car. I once had a lady in a monster SUV drive around to the other side of a gas station to tell me "That's the most beautiful car I have ever seen." **I wanted to tell her it was a Ferrari, but I just said 'thank you'. I think the A is the best bargain in terms of automotive fun per dollar.**

I hope to see you and your MGA soon.

Chairman Bill



Bill Weakley, Fran Lewis, Dave Smith, & Chari Smith at the Kimber Meet 4-26-26



Bill Weakley getting ready to drive his MGA on Drive Your MGA Day

Cecil Kimber's 138th B'Day Party
Delhi Cafe 4-26-26



Saturday, April 26th dawned cloudy and cold in Grand Rapids, MI. The weather prediction was for continued cold and cloudy weather with a high temp of no more than 50°F. I had my MGA and MGTD both ready for the journey from Grand Rapids to the Delhi Cafe in Holt, MI. I decided it was time to get the TD out on the road for some much needed exercise, but the top was down, and erecting it would mean a 30-minute process involving 2 people, plus extra time if I wanted to put the windows in place. I usually leave the top up on the MGA and down on the MGTD, and didn't want to change that this morning. So, what to do? The answer was to drive the 65 miles top-down wearing the winter coat and wool cap that had not been stored away for the summer quite yet. The jacket has a hood if needed, and a medium weight pair of gloves completed my driving outfit. Fortunately this snugly protected me from the weather in the open cockpit as I took off down I-96 toward Lansing, and the weather started to clear after I had driven about 35 miles down the road. By then I reached the exit for M-50 to complete the rest of the journey on 2-lane county roads. The car ran beautifully the entire trip, however I had to stop after 35 miles because I had neglected to put the cap back on the rocker cover after putting in oil. Turns out that was long enough time to pump 2 quarts of fresh Valvoline 10W-30 under the car's bonnet and undercarriage. That caused me some excitement because the dipstick barely touched the "E" at that point, and any sharp turns caused an immediate cessation of oil pressure on the gauge. The solution was to avoid turns whenever possible, and stop the engine to let oil drain back into the sump if pressure dropped. Fortunately I limped along until reaching a nearby auto parts store and replenishing the 'missing' oil.

All went well after that and the weather did reach 50° and sunny. There was a good turnout for the meetup with the Rowdies, Windsor-Detroit, and British Motoring Mid-Michigan Clubs all represented. There were 16 Rowdies present by my count and each clubs' representative gave a brief presentation of upcoming events after the members

introduced themselves. During and after our meals there was plenty of opportunity to catch up on news about the progress on cars and plans for upcoming summer events. The traditional cake and Happy Birthday singing for Cecil occurred and the group retired to the parking lot to look over each others cars before setting off on a drive for home.

Ken Nelson





*Pictures
by Ken
Nelson*



The Nuts & Bolts of Threads, Spanners, and Things

From *“Wheels Alive”* online at <http://www.wheels-alive.co.uk/getting-more-enjoyment-and-information-from-wheels-alive/> Author/Source: **Dave Moss 2nd April 2018** (Words and photographs by Dave).

There’s a long, deep, and in places dark and slightly mysterious history behind the remarkable cornucopia of nuts and bolts and their threads encountered when working on old vehicles. Despite standardization efforts stretching back almost two centuries, confusion still reigns over both the fasteners encountered on vehicles built between the dawn of the motor car age and the relatively recent past – and the spanners necessary to match them. Here we look at some highlights from a lengthy story easily capable of filling a book....

The most obvious sub-division amongst automotive fasteners is between metric and non-metric based types. In both cases 150 years of well-intentioned human endeavor and the march of mechanization at very different speeds around the globe have together bequeathed us a very complicated legacy, *traceable back to four nineteenth century names* – all intent on developing their own ideas for their own reasons. Yet while their names entered the history books, they never worked alone: The ghosts of plenty of other, lesser known, engineers and academics still haunt various obscure corners of the nut and bolt universe...

The British Story

The industrial revolution saw almost literally as many types of fasteners developed as there were people building machinery, with non-compatibility issues between them coming to a head at the dawn of the railway age. Talk of standardizing industrial bolt threads began to gather speed at that stage, and in 1841 Stockport-born *Joseph (later Sir Joseph) Whitworth* came up with a specification that took his name. *It covered bolts between 1/8 inch and 6 inches in diameter, utilizing a coarse thread with a 55 degree angle, and fixed numbers of threads per inch (tpi) related to bolt diameter.* So a 1/4 inch bolt had 20 tpi, a 1 inch bolt just 8 tpi, and a mighty 6 inch diameter bolt a mere 2½ tpi.

With British skills, ingenuity and know-how fundamental to much 19th century engineering, these threads were quickly adopted as a rational way forward, finding their way into early machinery and especially railway infrastructure, locomotives and rolling stock. The design soon became familiar to engineers, and went on to appear in all kinds of major projects across the world.

Whitworth fasteners are interesting because of their seemingly over-large head and nut sizes, which have a close but slightly nebulous relationship with the diameter of the steel stock from which they are made – called the shank. Today there’s some consensus that this oversizing probably reflected both the quality of available steel and manufacturing limitations of times long past – though there has been lengthy speculation about the true nature of the designer’s original measurement intentions.

Archived size-tables reveal not-quite-identical early and later bolt head, nut and spanner jaw sizings. *“Whitworth” sizes subsequently became “British Standard Whitworth”* when national standards were first defined in the early 1900’s – 20 years after the great man’s death – so this could just be down to nothing more than successive British Standards updates. Whatever the precise reason, the Whitworth spanner jaw/bolt-head/nut size relationship is – in round terms – 1½ times the actual bolt diameter, plus something between 100 and 200 “thou” (or “thousandth of an inch”) – depending on the specific fastener, and age and source of the size table being considered. Incidentally, the “thou” was a measurement devised by none other than Joseph Whitworth in 1844, taking its place as the earliest decimal-related measurement in the British engineering vocabulary. It became a vital if slightly bizarre alien fraction of the determinedly un-metric, un-decimal imperial inch – in the days when eighths, sixteenths, thirty-seconds and sixty-fourths were taken-for-granted British engineering measurements.

For the classic car owner, there are several important matters arising from this story so far. Most important is that Whitworth spanner jaw markings (“W” “Whit” or “BSW” and sometimes only a measurement) tell you only about bolt diameters. These follow a standardized ascending order, based on sixteenths up to 1 inch, and eighths above that. So Whitworth spanner jaws marked, say, ½W, leave you utterly in the dark about the size of the nut or bolt head that particular spanner will fit. ½W is actually 0.919 inches across the flats, (AF) almost double that of the ½” AF size common on many British-built cars from the 1950’s and later.

It’s worth noting here that with one or two rare coincidental exceptions, you’ll struggle to find spanners from any other series besides W, BSW (and BSF, we’ll come to that in a moment) which properly fit Whitworth bolt heads. *Thus if you intend to work on a classic vehicle incorporating these*



fasteners, the advice is simple: Don't risk your own safety or irreparable damage to vehicle components, buy the correct tools for the job. Good quality genuine Whitworth spanners and sockets aren't quite so common nowadays, but are definitely still available.

Spanners marked only in Whitworth (laterBSW) or BSF sizes have been in circulation for almost 100 years, but genuine Whitworth-sized tools can date back to the 1850s. After the BSF standard was introduced, spanners were often dual-marked in Whitworth and BSF sizes (shown left) More recent spanners have reverted to just WW markings (1972, shown right.) It's also not uncommon to find 20th century spanners just marked "BSF." and 19th century Whitworth spanners marked only with the measurement.

Now it starts to get complicated. Early in the 20th century as Britain and other parts of the world turned to building motor cars and other machinery noticeably smaller than railway engines and suspension bridges, more finely-pitched threads than the Whitworth standard quickly became desirable – and eventually vital. What happened next, in what order, when and why, depends to an extent on who you believe, because the truth seems to have become heavily obscured by the mists of time. In Britain, sometime before the First World War, an alternative set of finer threads were added to the existing Whitworth series as "British Standard Fine" (BSF). Though otherwise closely related in general specification, one very significant change was that BSF nuts and bolt-heads were made one size smaller than the now 50 year old Whitworth standard.

The 1929 British Standard BS193 confirms that what were by then British Standard Whitworth (BSW) nuts and bolt heads could henceforth follow BSF by being manufactured to the next lower size. As an example, this meant a tool marked say 7/16W (nominal jaw dimensions 0.820") could now be used where a 1/2W spanner (jaw dimensions 0.919") had previously been needed. The same spanners also of course fitted the "reduced head size" BSF fastener range in exactly the same way.

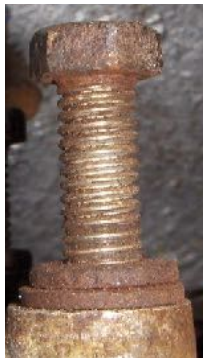
However the arrival of BSF fasteners also brought new spanner ranges, now deliberately marked one size lower than actual bolt diameter. In such cases W or BSW markings were usually replaced by "BS" or "BSF," indicating the tool was still Whitworth-based, but didn't correlate with the old, long established "spanner-size-relates-directly-to-bolt-diameter" diktat. British Standards were not then universally and immediately adopted, so individual manufacturers often plowed their own unique furrows on actual marking, and, well, rationalisation took time... As a result oddities still turn up a hundred years later, especially involving tools made outside the UK.

BSW and BSF fasteners became a British engineering mainstay, and will be familiar to anyone with a mechanical interest in British classic vehicles, especially those built any time before – and just after – the Second World War. However, one key reason why a finer thread alternative

proved necessary was that Whitworth's original coarse threads tend to work loose. Despite this they were still to be found in British vehicle applications for some time after WWII where the risk of thread stripping was high, notably involving aluminium – because coarse threads help limit that risk.

Before we move on, two classic car health warnings. First, because the formats of Whitworth and American Unified Coarse (UNC) are – with the exception of 1/2 inch – similar but with slightly different thread forms (55 degree angle for BSW/BSF, 60 degrees for UNC), fasteners from these two thread series' will generally fit together. It certainly ain't right, but they do... So, in older vehicles with a long and indeterminate maintenance history behind them, UNC components can turn up where BSW should be – bringing a range of undesirable mechanical compromises on a valuable classic car. New BSW/BSF fasteners are still readily available today – so best to ensure any maintenance or restoration replacements are the correct thread types, to avoid loosening or stripping problems down the road...

Second, on more modern British classics, there are some applications where unified coarse threads (UNC) are used despite most of the vehicle being equipped with Unified Fine threads (UNF) This is usually for the same reason as above: In aluminium alloy castings, particularly with fairly short bolt lengths, there is more likelihood of UNF threads stripping than UNC – and so UNC were often specified in key places. As anyone experienced in Mini clutch changes will know, the flywheel housing on these



Above: UNC bolt in alloy casting
On vehicles equipped with unified fasteners, fine thread UNF versions were widely used for most automotive applications. However in locations where there was a risk of thread stripping because of the high tightening torque required, load to be carried or material in use, coarse-threaded UNC fasteners are often found – as in this clutch master cylinder attachment bolt to the alloy Mini

In summary: if you're working on bolts to any thread standard which fit into aluminium alloy components of any kind, take care not to exceed maximum torque loadings...

cars is a case in point – though even with UNC bolts, it's not uncommon to find stripped threads in this aluminium alloy casting. Normal advice would be to always set the torque to the published figure, but they don't make torque wrenches in the shape you'll need to fit all the flywheel housing bolts on a Mini – and that car is not alone...

The US Story

A lack of fastener standardisation was a similar problem in the United States in the early 19th century – though Whitworth nuts and bolts were certainly appearing there by the 1850's. We'll probably never know why the new world felt the old world's fastener standard wasn't quite what they needed, but by 1860, one William Sellers – born of a line of American engineers – had begun evolving a unique inch-based American thread standard from the basic Whitworth design.

The US Franklin Institute – of which William Sellers was a member – proposed adoption of his new alternative thread system in 1864, after which its use spread rapidly in American industry. Various known as the Sellers or Franklin thread, and, increasingly, as the United States Standard Thread, (USS) like Whitworth fasteners before it in Britain, this thread form featured heavily on US railway rolling stock and locomotives, and gradually spread to other types of machinery.

As in Britain the passage of time has drawn a veil over exactly what happened next, but it seems the US "Association of Licensed Automobile Manufacturers" (ALMA) – whose relatively brief early twentieth century existence is a remarkable story in itself – eventually became involved. ALMA began the work which eventually led to three new fastener standards, primarily for US automotive applications – all heavily based on Sellers' design. These were named American National Coarse, (ANC) National fine (ANF) and National Pipe Taper when they were adopted and introduced by the fledgling Society of Automotive Engineers as SAE threads around 1914. This was the point of origin for the inch-based fastener series and across-the-flats spanner sizes later to become so familiar to those working on post-war British cars.

By the 1920s, with the age of mechanisation under way, international trade was growing steadily. Whitworth and American National threads were increasingly appearing around the world, and it gradually became clear there was much more to cross-border nuts and bolts compatibility than obvious parameters such as turns per inch, thread pitch and profile, and bolt diameter. This realisation led to considerable effort expended around the world between the wars on improving international fastener interchangeability, with relatively limited success. For Britain and the US the harsh reality of fastener non-compatibility peaked during the Second World War, which led to an international agreement on new "Unified Thread Standards." (UTS) This merged and superseded earlier USS and SAE types, and was signed by the US, Canada and the UK in Washington in November 1949.

UTS defined thread dimensions for Unified Coarse, (UNC) Unified Fine, (UNF) Unified Extra Fine, (UNEF) and Unified Special (UNS) fastener ranges – initially from ¼ inch diameter upwards. Together these covered a

very wide range of applications, and provided some useful backward compatibility with older US thread



*UNF bolts and set screws
The most common threads found in many British-built post war cars until the 1980s were the Unified series which originated in the US. These are 5/16 inch diameter components with heads and nuts requiring ½" AF spanners. In the UK, fully threaded versions are usually described as set screws; bolts are only partially threaded – though "set screw" can mean different things in different regions...*



*UNF bolt and set screws
All the familiar common thread types remain readily available for automotive applications. Set screws are rarer in lengths beyond 3 inches/75 mm, though bolt sizes up to 4 inches/100 mm are common in light vehicles. Much longer bolts are found in larger applications, and threaded rod or "studding" is also seen in specialist or extreme situations.*



*Pair of studs, same thread both ends
These studs have the same UNC thread at both ends, but in post war engines (and in other places) it is not uncommon to find a Unified fine thread at one end of a stud and Unified coarse at the other. Take care when replacing or retapping studs to avoid damage caused by*



*Stud UNF one end; UNC the other
Until it broke (overtightening, always use a torque wrench..!) this was an exhaust manifold stud on an BMC A series engine. UNF on one end, UNC the other.*

series' – especially ANF. Britain was among the relatively small number of countries outside the US and Canada which adopted UNC and UNF fasteners.

UTS thread diameters above ¼ inch are measured in inches and fractions, with spanner sizes marked "AF" indicating across-the-head-flats-measurements, all surely familiar to anyone who has worked on post-war (but not modern) British cars. Smaller diameter UTS threads followed rather later, though in Britain they were always

much rarer in automotive applications, where BA ('British Association') screw sizes were more commonly – though not exclusively – used for fasteners of ¼ inch and smaller diameter.

However it's still worth knowing that UTS sizes below ¼ inch are defined in the relevant US standard by sequential numbers rather than fractional measurements. These numbers are unrelated to the lettering/numbering system used for very small diameter inch-based twist drills, and just to make engineering life more interesting, the two numeric sequences run in opposite directions...

UNF and UNC threads provided an easily understood fastener range, simultaneously answering UK/US compatibility problems. They made an enduring mark on the British motor industry in general, coming into use in the 1950s, and remaining the preferred fasteners for some makers until the early 1980s, and in a few cases later still. However, long before the UTS agreement was signed, a

much more far reaching post-war project was already in hand. In 1946, after a fraught period of soul searching and re-invention from pre-war roots, 65 delegates from 25 countries met to lay foundations for a new "International Organization for Standardisation" (ISO).

This was established in 1947 as a forum to reach a consensus and ultimately begin rationalising weights and measures – much, much, more than just nuts and bolts – between metric and non-metric parts of the world. It was to prove a formidable and lengthy task in the aftermath of the utter devastation resulting from the second world war – when whole regions, never mind countries, were not even on speaking terms with each other. For that reason alone the non-metric UTS agreement served a very useful purpose at a critical time. We can only guess at how many different, non-compatible types of threads and fittings might have been used in post-war British built vehicles if the 1949 Washington "Unified Thread Standard" had

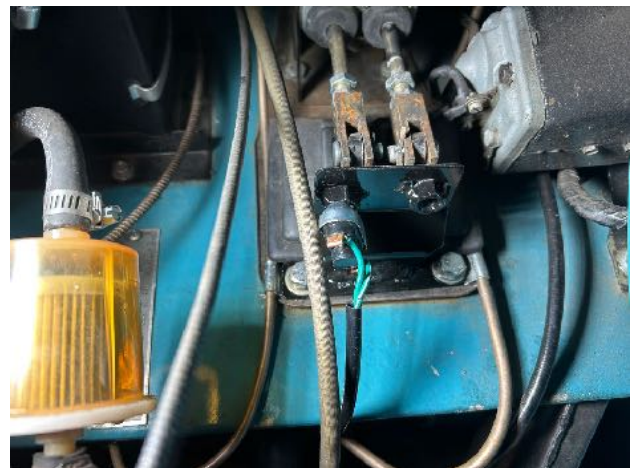
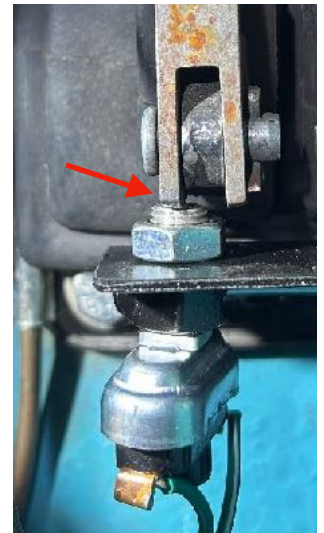
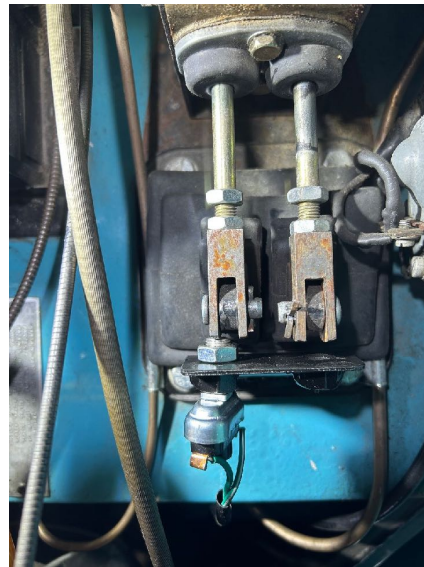
MGA Brake Switch Conversion by *Bill Weakley*

As MGA owners know, or should know, their brake lights are activated by a pressure switch on the brake hydraulic line. Some of these switches are not as sensitive as they should be, whether they are poorly made after-market units or just old and tired. I have had several instances where someone in a car behind me has made it a point to tell me that my brake lights don't work. When I checked them, they did in fact work but only with more than light pressure on the brake pedal.

MGBs use a position switch that senses movement of the brake pedal, so the brake lights come on as soon as the pedal moves. To reassure my fellow motorists, I decided to incorporate one of these position switches into my MGA. I am not the first to do this, of course.

Some will mount the switch under the dash, requiring the fabrication of a bracket to hold the switch, along with additional wiring. It also requires working under the dash, which is not my favorite activity. I decided to mount my switch in front of the brake master cylinder to detect the movement of the master cylinder push rod.

This is a lot easier to get to and makes the new wiring shorter. I fabricated a simple bracket that mounted to the front bolts that hold the master cylinder. I welded two nuts on the bracket, one for the brake switch and one for a possible future switch on the clutch pedal. The clutch pedal switch, if fitted, would be used to cancel the cruise control system. This is not completely necessary, and I haven't fitted it yet. I decided to wire up the new switch in parallel with the old pressure switch. This gives me redundant brake light activation switches. I hope this reassures my fellow motorists.



Piggy-Back Condenser Spare

Check if the fitted condenser is faulty

How To Check Your Condenser

By Ian Ailes from the newsletter of the V8 Register of the MG Car Club

Ian says, "The spare condenser can easily be clipped to a nearby earth and the wire between the coil and distributor to check if the fitted condenser is faulty. If it is faulty the piggy-back condenser will override it and the engine start firing properly.

"Rally cars before electronic ignition would have one bolted to the inner wheel arch with an extended wire that can be clipped to the coil if the fitted distributor condenser failed. With the high failure rate of condensers, everyone should keep a spare one in the glove box. The condenser is not polarity sensitive so will work on older positive earth cars as well. It's probably worth extending the tail wire to make it easier to fit."

Apart from a faulty condenser, other problems I have come across recently which manifest the same fault are:

- Loose screw holding the condenser in the distributor causing an intermittent earth
- Internally broken tail wire due to fatigue or pinching - not visible and not always obvious
- Wire inside condenser is shorting out on the body - the sleeving can melt and short out. A piggy-back condenser won't work due to the short. Check the tail wire is not touching any metal inside your distributor.



All simple faults but a nuisance to diagnose. Link to the full article and an explanation on how to test a condenser can be found here:

Faulty Condenser

How to Test for a Faulty Condenser

By Stuart Locke, MGOC & Peninsula T Register (reprinted from past)

Picture this: Your MG is broken down on the side of the road, far from home. It is August, there are no shade trees, just the 100 degree sun beating down on you. You got all your tools and manuals out. Your head is under the bonnet and your wife keeps saying, "Is it fixed yet?" You have the distributor cap off, could the fault be the condenser?

The trouble shooting books say the way to see if the condenser is the problem is replace it with one you know is in good condition. Maybe yours is original equipment which is soldered in place (T series). Or a later one that screws in place. Maybe you didn't bring a spare condenser. Besides you are in no mood to be replacing things that may or may not be at fault.

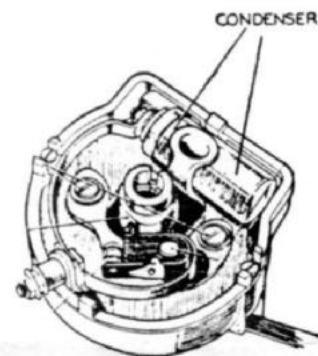
Here is a fast, simple, more direct way to quickly test the condenser without removing it, as told to me by my friend Bill Phy.

Turn over the engine until the contact points are open. Short across the points with a suitable screwdriver. Shade the distributor with palm of hand.

- 1) White to blue spark - condition O.K. (high intensity spark)
- 2) Red to orange spark - condition BAD (low intensity spark) leaking condenser

The function of the condenser is to absorb and retain surges of electricity. It prevents arcing at the breaker points and breaks the spark faster.

Ed: Sounds like Stuart has been along such a road! Unfortunately that is the fear that keeps many of our older MGs from being driven so much.



Another Road Story ***by Dave Quinn***

There are some really great people in the world, and it is wonderful to meet one. I was on my way to a sports car track event. After a half-hour of driving I pulled into a parking spot in a small town to get mints from the passenger door. Got back in to go and nothing. The battery was dead. A stranger asked if I needed help. Jumper cables would be good. When he returned we took voltage readings and confirmed the low voltage. He was a retired service manager from a local car dealership and knew his stuff. There was enough life in the battery to restart the car but not enough to risk the drive home.

I followed him to his house and put it on a battery charger. Very likely I had a bad generator or bad voltage regulator. I mentioned I carry a backup generator and fan belt. It's the world of Lucas and old British cars. He decided he would change it for me. Because I'm having issues with my shoulder (surgery is a must), I wasn't much help. After removing the original generator, he installed the new rebuilt generator. It screamed so loud we knew it was worse than the other. It was no surprise to learn later the local shop I bought it from is now permanently closed. He then reinstalled the original. By that time the battery had a full charge and we felt it could get me home if I didn't use any unnecessary electrical drain like the headlights.

Four and half-hours after meeting him I started heading home. At that very second the sky opened up and it rained so hard I could barely see the road. Of course my top was down. Then I noticed the temperature gauge climbing and within 3 miles it was at 230°. I pulled into an American Legion parking lot. While getting drenched I realized the fan belt had slipped off. It was time to call it a day. The wife picked me up, the club said the car would be ok in their lot, and my newest friend agreed.

At 7:30 AM the next day I received a text that he had fixed the belt and tested it using the car's remote starter since he didn't have the key!! Good Lord how lucky I was to find someone that was willing to help a stranger and how can you thank them? We drove back to the lot, picked up the MG, and got home safe and sound. I took a new battery as backup but thankfully didn't need to install it. I plan to run a series of tests to see why it was not charging. My new friend deserves an Award and all my thanks.



It's Always Good To Have Friends When Your MGA Breaks Down!

New Changes to Motor Oil & Effects on MG Engines

By Dan Shockey, MG Owners Club, Northern California

Motor oils continue to evolve as more testing is done and as new “boutique” oils are offered. Initial concern came about when the zinc and phosphorous (“ZDDP”) – chemicals that help protect the flat-tappets and camshafts of older engines – were drastically reduced because of their detrimental effect on catalytic converters. Machine shops started seeing much increased wear in many older engines with these oils.

To counter that effect, oil providers introduced oils that still contain the protective elements, though the amount required was still debated. These oils should not be used with catalytic converters. Much depends on the use of the engine and whether it has already been broken in with those chemicals in the oil. Racing engines often use high-lift camshafts and high valve spring-pressure that put a lot more stress on the valve train components. The high “ZDDP” oils cost more than regular motor oil and have been hard to find at times. Some folks resorted to using diesel truck oil – trucks lack catalytic converters so their oil can contain more of the key protective chemicals. However these oils contain very high detergent levels and now the protective elements (ZDDP) have been greatly reduced in these oils for emissions improvements. In addition, high detergent levels tend to strip away the ZDDP components. Recent testing has determined that too high detergent levels are very detrimental to all engines, especially the level of calcium. As a result the latest oil specs have significantly reduced calcium (detergent) levels.

Because of that and due to further testing, some oil experts have claimed that the newest “standard” automotive motor oils are suitable for older non-race engines once they have had the higher levels of “ZDDP” during a break-in period. Note that while calcium has been reduced by about 40% in these new oil formulations, the magnesium has been greatly increased, from a negligible amount to 30x that amount.

Magnesium is a more expensive additive than calcium (as you might guess!) so economics plays a role in this evolution as well. It is important to understand that testing is long, rather difficult and

expensive, and influenced by what applications are being tested, and what oils are being tested. It has literally taken decades to get to where we are now with understanding of what is best for our older non-race, “flat-tappet” engines – i.e. MG engines.



The oil I have found most available at popular prices is Valvoline Racing Oil. It is available at O'Reilly's off the shelf and at some Walmart stores. You can get it in 20W50 and other weights, including straight 40W. I just got some 40W to try in my 1935 MG. O'Reilly's did not have it in stock but got in for me in 2 hours. It was \$6.99 per quart.

Castrol and Mobil1 now offer motor oils for classic cars. I have heard good things about both of these. Some folks have had good results with the full synthetic oils like Mobil1. These results include reduced oil use and emission smoke. Most of these “classic” and “racing” oils now have reduced, better balanced levels (Calcium vs. Magnesium) of detergents based on the new knowledge from further testing.

The new standard motor oil with reduced/balanced detergents is Spec “SN+” or “SN plus.” The spec level of oil will appear on the container. This should give you more options for motor oil, like when you need some on the road, especially as more oils transition to the latest spec level. These results include reduced oil use and emission smoke. Most of these “classic” and “racing” oils now have reduced, better balanced levels (Calcium vs. Magnesium) of detergents based on the new knowledge from further testing.

Perhaps not so critical to our street MG engines, calcium has primarily been reduced to lower pre-ignition, i.e. pinging. This is the primary benefit in the desire to reduce calcium.

They call it ‘LSPI’ – Low Speed Pre-Ignition. This factor is most important in turbocharged and supercharged engines, not just for high

performance but also for efficiency in fuel economy and longevity in engine wear. Preignition can be very damaging to engines. Oil truly is the life-blood of engines, doing much more than just lubricate and cool. Oil plays a big role in the health and longevity of the engine in your MG.





- *“Extreme Wear Protection: Specialized additives containing high Zinc and Phosphorus for extreme wear protection*
- *Minimal Foaming: Minimal foaming and high resistance to thermal degradation*
- *Fuel Compatibility: Compatible with gasoline and alcohol based fuels*
- *Engine Restrictions: *NOT FOR USE IN MODERN ENGINES WITH CATALYTIC CONVERTERS OR WET CLUTCH APPLICATIONS*
- *API SJ Specification: Meets API SJ specifications*
- *Classic Car Formula: Specially formulated for classic/collector cars, muscle cars, hot rods, and race cars”*



Who You Going To Call? *by Ken Nelson*

This last fall Kathy and I moved to a somewhat smaller house, so we've (read Kathy) been doing a lot of work getting things organized and put away. However, I uncovered a problem on the right rear wheel of the MG. When I looked at the wheel and tire I found them covered in oil as well as the hub and brake backing plate. I needed to fix this problem before organizing the garage and basement. Unfortunately, though, this has been a record severe winter for us in Michigan. With temperatures below zero much of the time, and record snowfalls, my progress has been slowed enough that I thought I'd document what I have been doing to fix the problem. First of all, it didn't take a seasoned sleuth to find out the source of the oil covering the rim and rear tire. You simply follow "Sutton's Law" and go where the money or in this case, the oil, is kept in our cars. That means the rear axle and leaky oil seals. Sure enough, taking the hub off showed oil in plentitude around the rear axle and onto the tire. This area, in my estimation, has long been an "Achilles Heel" on post-World War II MG sports cars. My MGA is a mid '56 or early '57 model and was built before they even thought to put a rubber O-Ring on the hub surface, so it simply has a paper gasket sandwiched between the hub and the axle flange to seal the outer side of the hub, with a rubber seal pressed into the hub on the inner side.

To remove the hub, I first took the oil-soaked brake shoes off and used a gear puller to take the hub off by pulling against the center of the axle (1). Then you can determine which of the three style hubs you have. The early 1500 cars have no groove for the oil ring (2), later 1500 cars have a 3-sided groove machined just outside the bearing (3), or a later 1600 style having just a step-down for a 2-sided groove (4). Moss supplies the O-Ring, inner bearing seal, paper outer gasket, and bearing as a kit (5). Then it's time to push or pound out the bearing from the hub using a socket that will fit on the outer race (6). I used a bearing press kit, but sockets work well. After that, the hub inner bearing seal has to be driven or pulled out with some care to avoid gouging the hub. After cleaning it up, I first pressed the new rubber seal in the hub (7). Note the correct orientation with the open side facing in and followed by the bearing pounded in with hammer and socket again. The O-Ring appeared too small at

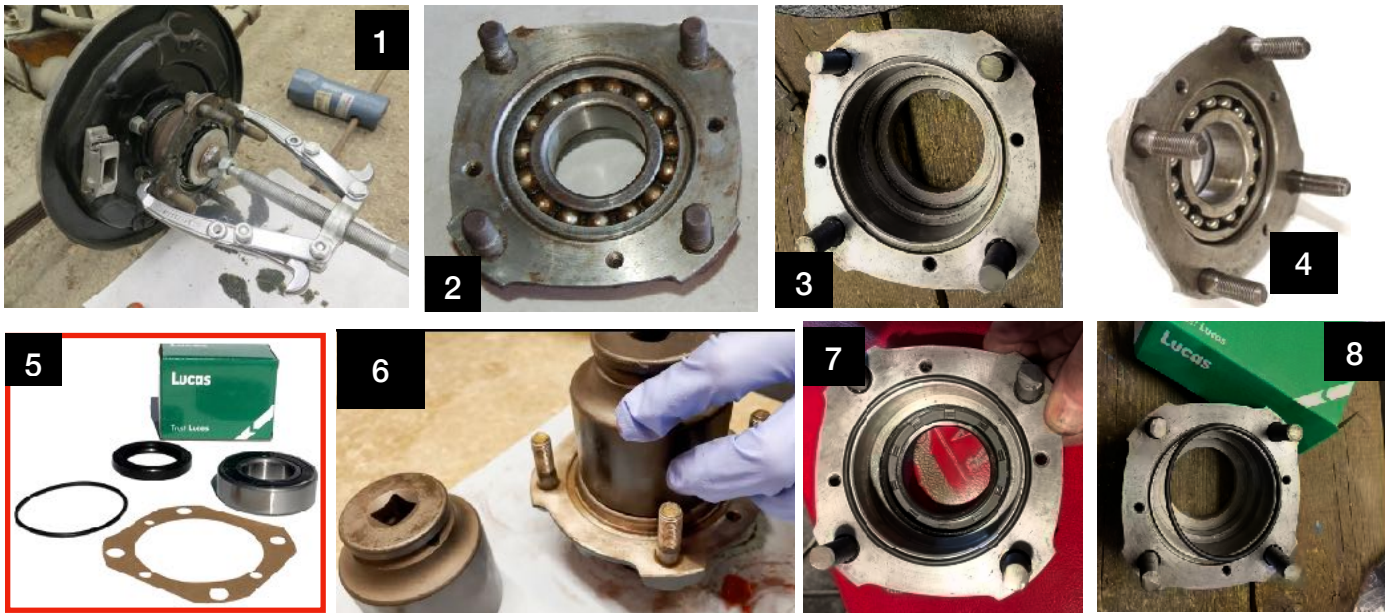
first, but with persistent stretching, twisting, and pushing it did work and stay put (9, 10). Finally, the hub is ready to go back on the axle and be bolted on (10).

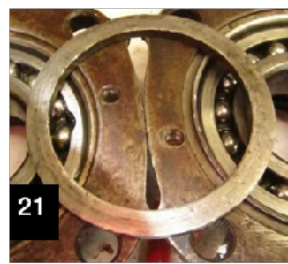
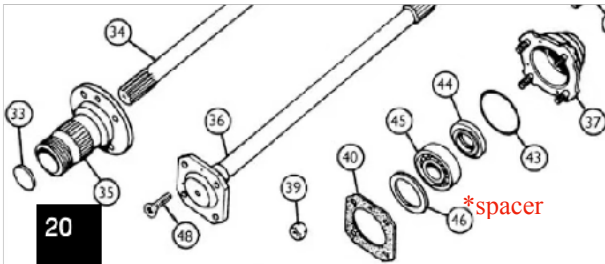
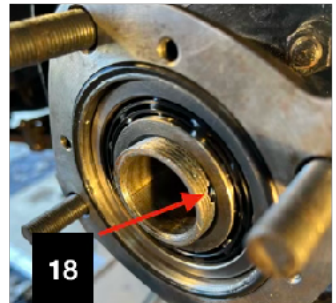
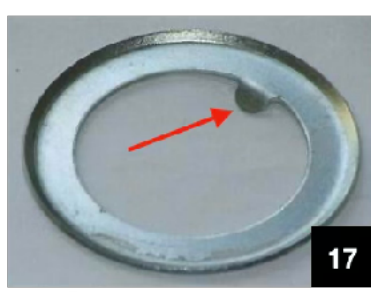
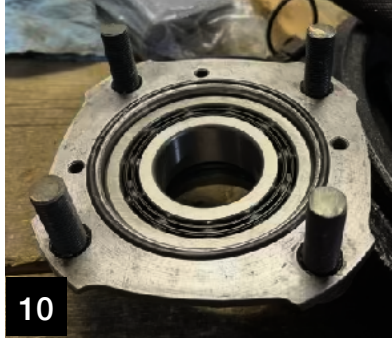
But first you have to inspect the surface of axle that the bearing seal rides on. If this isn't smooth or has pitting or a line worn into the surface from the edge of the old seal, you'll need to remedy this to avoid the same oil leak returning. In my case there was pitting and a line worn in that would catch your fingernail rubbing over it and likely was the cause of most of the oil leak (11, 12).

You can try to smooth this all out using emery cloth, but I chose to use a Speedi-Sleeve made by Chicago Rawhide. The correct number is 99193 for 1.934" to 1.940". It is carefully pushed on over the original surface and the back strip is removed leaving a new stainless steel smooth surface (13,14,15). I used a little Loctite Instant Seal under it. Then the hub assembly is gently pushed or lightly pounded onto the end of the rear axle tube (16) and the hub nut is tightened to 140 ft/lbs or whatever you can get. Don't forget to 1st put the locking washer on with its tab in the axle hole and then bend it over the nut locking everything solidly in place (17,18,19).

Before sliding the axle shaft into the tube, if you have a disc wheel car don't forget to put the spacer (#46 in picture 20, & 21) on, then the paper gasket with a thin amount of gasket sealer, and then slide the axle shaft into the differential putting in the small countersunk holding screws.

Finally put the brake shoes back on with the brake drum and bolt everything together. Job done (22)!! *(pictures on next two pages)*







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