



A-Antics



Birthday Party Photos

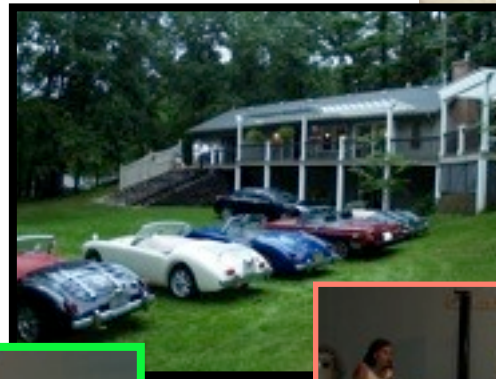
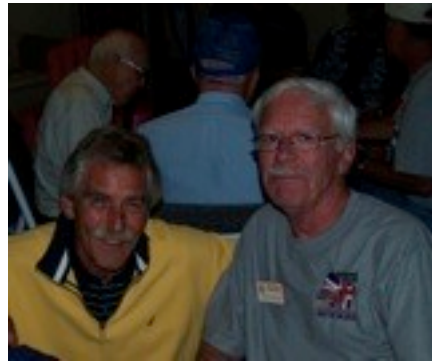
Midget's At Elkhart Lake

Technical Tips

5-Speed Conversion Article



Pictures of Rowdies Birthday Party August 20, 2011.....Herring's House



Pictures courtesy of Tracey Bird



Pictures left to right and rows from top down: Row 1-Lloyd Herring's lawn; the whole gang waiting for birthday cake; nice MGAs and Lloyd's MGB (see for sale ad). Row 2-the whole gang trying to get chairman Dave back up on his feet again; Vic Rekus and Lloyd; Todd Binsz, Lloyd, Dave Smith, Gordy Bird, Larry Pittman. Row 3- the gang going back for seconds on birthday cake; Lloyd's veranda and MGAs; Triumph GT-6 & Mazda Miata. Row 4-Chairman Dave gives the Rowdie secret salute; the gang sitting motionless after thirds on birthday cake.

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credit to both writer and the club.

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: \$20 annually (\$35 for
printed newsletter)

Nickname: Rowdies

Motto: People First!

Rowdies Site: [www.mgcars.org.uk/
michiganrowdies](http://www.mgcars.org.uk/michiganrowdies)

MG Web Site: www.mgcars.org.uk

NAMGAR Web Site: www.namgar.com

Past Chapter Chairmen:

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

MEMBERS PAGE

Members Update:

Rowdies Website: Larry Pittman, Webmaster

<http://www.mgcars.org.uk/michiganrowdies/>

Larry Pitman's Database Report:

67 Active and Paid-Up Members

Win \$50

The Rowdies will have a drawing at each meet for a gift certificate worth \$50 in merchandise from Jeff Zorn's Little British Car Co.

We hope to see some new faces at our meets and encourage you to bring a friend to join. All paid-up members are eligible for the raffle to determine each meet's winner.

Classified Ads: Personal for sale or wanted classified ads are free to all paid-up members. Commercial ad rates: Full page \$40 issue/\$200 year; 1/2 page \$25 issue/\$135 year; 1/4 page \$20 issue/\$110 year; Business Card \$10 issue/\$55 year.

Total ads may not exceed 12-1/2% (2 pgs of 16); ads accepted on first come, first served basis.

Send Email & Address Changes to Editor.

Deadline for submitting material

for the next issue is: October 20, 2011

Letters To Members At Large:

New Contact Information for John Twist and University Motors!

Want to reach John Twist at University Motors? Note that University Motors has moved...

FROM: 6490 Fulton Street E (Ada, MI - 49301)....

TO: 4571 Patterson Avenue SE (Grand Rapids, MI - 49512).

Want to visit him? He is the third building south of 44th Street on the west side of Patterson. Also, they have new phone numbers.

New Phone = 616-301-2888;

New Fax = 616-301-0880

Email unchanged: johntwist@universitymotorsltd.com

Brad Dryden writes to DQ about his 5-speed:

Howdy Dave, I would like to report that Gordie came down to GA and successfully helped me to plant a Sierra 5 speed in the Roadster. 70 MPH now brings 3K. 75MPH about 3.2K. And, I can coast to a stop sign and then throw it into first without stopping. WooHoo!

However, we did notice that I am getting some weeping at the water plug or "Welsh" plug as Gordie calls it. He said that you have a fix that you can advise me on.

Also, check out the pic in the test drive (see article). The five speed works pretty good. **Brad**

Other News From The Rowdies:

Mac McDonnell reports he located the toeboard sheet metal he was looking for. And said Many Thanks.

Roger Melton reports he successfully had his windshield replaced and proved it by showing up at Mad Dogs in a beautiful MkII.

Bruce Nichols is recovering well from scheduled back surgery. Early reports say he will have a 14" scar to prove it with 18 screws behind it. Ouch. We wish him a speedy recovery.

Gordie Bird reports he has performed surgery on his motor and everything is back together and running.

Bill Weakley wrote:

Hi Car Nuts,

I just want to share with you that I achieved a long-held dream to drive around the Road America track yesterday. As part of the 50th Anniversary of the MG Midget celebration, we got to make 5 laps of the track with a new corvette as pace car. We were told not to exceed 70 mph and not to pass in the corners. The corvette driver said that at 70 he really would not have to slow down anywhere on the track, so essentially we were let loose on the track. It was a blast. I did get over 70 on the back straight, but I also found that my brakes are not up to racing standards. So I cooled it after that, not wanting to end up in the weeds.

Later in the afternoon, we had an autocross on the RA go kart track. It's a great place for it, just like a regular road course but smaller. I don't know how I did, but there were several race prepared cars there. Again, I didn't want to do anything too foolish, keeping in mind the 440 mile drive home.

It's beastly hot here, but we have a nice pool in the motel and good air conditioning in the room. The Midget, on the other hand, is like an oven on the highway. Here's hoping for cooler temperatures by the weekend. **-Bill**

ROWDIES 2011 CALENDAR OF EVENTS

AUG

- 7-8 **Alden Sports Car Show**
- 20 **Rowdies Birthday Party** Lloyd and Janice Herring
- 21 **Grattan Vintage Races**, Belding, MI

SEPT

- 8-11 **U.S. Vintage Grand Prix**, Watkins Glen Int'l Raceway
- ~~10 **Lemon Creek Winery British Show**~~ **THIS EVENT HAS BEEN CANCELLED.**
- 11 **Battle of Brits**, Orchard Lake
- 25 **Orphan Car Show** Ypsilanti
- 28 **Namgar Regional GT** Solomon, MD

OCT

- TBD **Color Tour** Host Dave and Donna Quinn

NOV

- TBD **Day In The Garage** Neil & Thelma Griffin

DEC

- 3 **Rowdies Christmas Party**, Jackson. Dave & Donna Quinn host

FEB 2012 **BUSINESS MEETING**


- 18 Rowdies Annual Business Meet, Holt. Dave & Chari Smith host




For Sale-For Sale 1977 MGB Roadster, Rebuilt engine and front suspension in 2011, retrofitted with twin S.U. carbs, nice maroon paint, interior great, runs strong, smooth transmission, both long and short tonneau covers, equipped with great sounding high end Pioneer sound system. Price \$6,500. Lloyd Herring (616) 566-6381



We want your MGA...
to be registered with NAMGAR!



Yearly membership is \$37.50 North America or \$52.50 International. The application form is available on-line at www.namgar.com or from: NAMGAR Registrar, 7522 SE 152nd Ave., Portland, OR 97236-4861



Members receive *MGA!* Magazine, the bimonthly magazine devoted exclusively to the enjoyment, care, and preservation of the MGA, Magnette and Variants; and an annual Get-Together in various locations in U.S.A. and Canada.

2010-11

Michigan Rowdies 2010 Regalia

Grille badge
with mounting clamp

\$25



Lapel Pin

\$5



Patch

\$5



Tee shirt

\$16



Cap

\$15



Key fob

\$5



To order: Call Phil Wiltshire @248-676-0986 or Brian Beery @ 810-488-1975 or email Phil at pwiltshire@comcast.net



SAVE THE DATE!

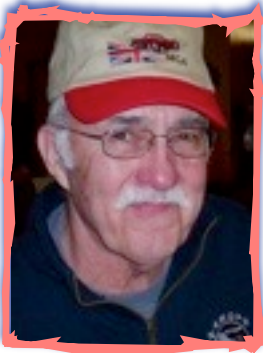
Registration form available soon

September 28-October 2, 2011

Solomons, Maryland

HOST: Mid-Atlantic Chapter of North American MGA Register

- WHAT** 2011 Regional GT of the North American MGA Register
A driving event around the shores of the Chesapeake Bay in southern Maryland.
- WHERE** Hilton Garden Inn Solomons, Dowell, Md.
- ACTIVITIES** • Visit historic and operating lighthouses. • Cruise on an 1899 oyster dredge boat.
• Calvert Marine Museum – Discover the maritime heritage of the Chesapeake Bay



CHAIRMAN'S CHATTER

Travel in the MGA is always great fun and adventure. The trip to Rockford was no exception.

The day started off with a cloudy overcast day for comfortable top down driving. The clouds in the west got darker as we motored down Belding Road. We stopped at a gas station to pick up a 6-pack and decided we might be really pushing our luck if we continued top down. Putting the top up turned out to be a very wise choice. Within minutes of buttoning things up and getting on the road we found our self in a major downpour. It was brief but nasty. Consumers Energy reported twenty-nine thousand



This leading edge is not sealed tight enough and allows water in by the bucketful

customers lost service with the majority living in the Grand Rapids area. Putting in the side curtains and eventually pulling into a bank parking lot proved smart too. A couple of weeks earlier I had the opportunity to test my top in another storm. I was heading back to Jackson after enjoying a few brews at a brewpub in Hastings. It was raining lightly and I was hoping I could get along without the hassle of raising it. When it became impossible to see, I gave into nature. What I learned was the prior owner did a really bad installation of the front lip. It sucked water into the

top of the windshield frame at an alarming rate. With this knowledge fresh in my mind I ran a strip of tape across the opening. Eventually I will have to remove the top with the frame and do a proper repair. (Ed: I also didn't make my front lip seal tight enough. I unstapled the front and redid it with the top on the car see pictures). The downpour was soon forgotten with the warm welcome at the Rowdies 35th Birthday Party.

Smiling faces, good conversation, great food, and wonderful bargains waited. Thanks go to Lloyd and Janice for hosting the event and to Tracey Bird for recording the sales. Nearly \$600 will go into the club treasury because the membership donated some really nice items. I announced Ken Nelson has taken the reins of the GT-40 selection committee, when Dave Smith's day job limited his time. Currently three locations are being considered – Kalamazoo, Grand Rapids, and Frankenmuth. With a show of hands and without any discussion of the pros and cons, the popular choice by ranking was Frankenmuth, Grand Rapids, and Kalamazoo. The drive home was topped off with a late Chinese dinner in Lake Odessa. It's great to be back driving the MG. If you think MGs are only fair-weather-only-cars you are missing out on a lot. Thumbs up to the Rowdies who drove their little British car to the party. Summer is drawing to a close; enjoy your MG while you can. GT-37 "The Wright Place To Be" will be in Dayton, Ohio July 9 - 13, 2012. Mark your calendars. It is less than a year away and is at our backdoor..... they don't get any closer, unless we host them. I am sure the Rowdies will be in the running for the Chapter Attendance Award.

Dave Quinn



You can unstaple the header seal wrap and pull top edge forward more to pull lip tighter against windscreen. Then restaple...

Dave Quinn's Photo Report Of Ann Arbor Rolling Sculpture Car Show



Rowdies seen at Ann Arbor show - Curt & Stephanie Smith, Tom Fant, Donna & Dave Quinn. Jeff Smith showed up later.



With an Irish pub only walking distance away, some of the Rowdies stayed until the police showed up (50's Detroit Plymouth police car).....

And Another Dave Quinn Photo Report Of Mad Dogs At Gilmore In July



A few of the A's that were there....



Larry Pitman and 'ol Black Beauty



Here's a shot of Roger Melton in his new beautiful MkII.

There was a good turnout of Rowdies at Mad Dogs. I am likely missing some but I saw the following were there: Larry Pitman, Mark Barnhart, Mac McDonnell, Rich & Jane Pullion, Lloyed & Janice Herring, Carl Young, Todd Binsz, Jai Deagan, Steve Finch, Forest Johnson, Tom Koch, Bruce & Willy Mann, Roger Melton, and one of the original Rowdies from years ago - Dick Feight.

Stratford MG Tour Report:

For the June 17, 18, 19, 2011 annual Stratford trip, we had 32 participants. And if you are one for statistics, no Canadians but 4 new travelers, plus the majority decided to make a three day weekend of it and travel to Canada on the Friday.

As you know from previous reports our weather has varied over the years. All the way from 100 degrees to 35..... This year was just about perfect.

Temperatures in the high seventies, sun and no sign of any rain clouds.

Our usual route across the top of Detroit to 26 Mile Road and Marine City was uneventful and we have a great route to traverse the way east without the hassle of the busy main roads. The little car ferry deposited us in Sombra once more and we continued the run to our host hotel, the Westover Inn, located in St Mary's about 15km before Stratford. Some of our party had elected to stay in the local bed and Breakfast's. These are a great feature of the Stratford experience. You do not have to stay in a hotel at all. There are many top quality bed and breakfasts available; these are run by the local people who are very proud of their houses and often offer specialty foods as a treat. So in the future, if you finally decide to come with us to Stratford, I am happy to point you in the direction of these fine establishments if hotel life is not for you.

In the snow at the beginning of 2011, Jan, Ailene, Doug, and I travelled to Stratford on behalf of the club. There had been comments made about using a more central hotel so that the 15 km drive each way to the theatre would be greatly reduced or even eliminated, making it a simple walk in the evening. Our verdict was that although two of the hotels were closer to the main Festival theatre, the ambience or "Englishness" was missing and they were simply cube hotels set in a puddle of black topped parking lot. The Westover Inn however, set in it 14 acres of grounds and having a long and distinguished history fits the bill well and so we are remaining there for the foreseeable future.

We arrived at the Westover mid afternoon and kicked back on the patio. I always like to drink a

locally brewed beer from a glass that has a danger level half way down it, reminding you that a refill is going to be needed very soon! We dined in Stratford and several of us went to the theatre. We saw Steinbeck's "Grapes of Wrath" which is a gritty story of depression thirties America. No happy ending here, although the play was very well done.

Saturday dawned perfect again –Greeaat! Jan navigated a convoy of us to Goderich, a coastal town, where we were lucky to see some large lake ships maneuvering in the harbor. As we walked back to the cars for a photo opportunity, a local stopped me and showed me a picture of his MGTA. As I lent on the table to see the picture on his i-Phone, he asked me to watch out for the parrot. Yes, he had taken his parrot for a walk to the harbor. We spent 30 minutes petting the bird and trying to teach him English words. After our photo op, we travelled to the Ben Miller Mill for a cool drink and snack before heading back to St Mary's for the Banquet.

Back at the Westover, the rest of our group had arrived. Our banquet went well with a unique "MG" dessert once more. Then the whole group convoyed into Stratford to see "Jesus Christ Superstar." This was a great version of the famous musical by Tim Rice and Andrew Lloyd Weber (their first collaboration). So much so that it is slated to go to Broadway once the Stratford season is finished.

Yes the weather was wonderful again on Sunday so 3 out of 3 is a great score for the event. The group traditionally splits up and heads in various directions. Jan navigated a group of us to Bayfield on the west coast where we cruised the historic high street and dined in the Red Pump restaurant. After adding some Canadian liquid gold (sorry petrol to you), we headed south and retraced our steps to Sombra, the little ferry and back across the northern 'burbs of Detroit. ***Philip Wiltshire***



MIDGET 50th ANNIVERSARY AT ELKHART LAKE-by Bill Weakley

Mary Ellen and I spent the third week of July at Elkhart Lake, Wisconsin taking part in celebration of the 50th anniversary of the introduction of the MG Midget. The event was organized by the Sprite-Midget Club USA, a loosely organized, internet-based group with no formal structure. As a matter of fact, all participants are invited to call themselves President. None the less, the event was well-organized and included some great events.

Instead of taking the ferry across Lake Michigan, we drove through the Chicago area so we could spend some time with Mary Ellen's brother and his wife in Aurora. From there it was straight north through Milwaukee to Elkhart Lake. Although we travelled only in the morning, we managed to pick the hottest week of the year, so travelling was uncomfortable to say the least. My hat is off to those brave folks who crossed the desert to Reno and back. When we arrived on Monday, we met Steve and Ruth Swarin, WDMGC members, among the group gathered at Siebkens tavern. This is historically where all the race drivers gather. After very hot opening ceremonies and introductions, we set off to find an air-conditioned restaurant.

The next day included a tour of a cheese factory, then lunch and a car show at a park. It was very cool in parts of the cheese factory but still hot outside. Fortunately, the park had many shade trees.

On Wednesday, we started with a tour around the original 6 mile street course, ending up at the race track. After waiting for some race cars to finish



testing, we were allowed five laps around the 4 mile long track. The man leading us gave us instructions to stay below 70 mph and not to pass in the corners. Now this is way more liberal than any other touring laps I have done on other tracks. Our leader was

driving a new Corvette, so one would think he would not be intimidated by a bunch of motorized roller skates.

However, there were several race-prepared Spridgets in the group, who quickly caught up to the Corvette. I guess he didn't like being pressured, so he took off, and we never saw them again. I did manage 75 mph on the back straight. That's where I learned that my standard brakes are not up to the task of repeated hard braking from high speed. After narrowly avoiding the escape road, I cooled it the rest on my laps and just enjoyed seeing the track from the inside. I have watched races there in person and on TV since the 60s, so this was a big thrill for me.

After the track tour, we had a catered lunch in the race control building while watching a few race cars on the track. Then we reassembled at the go-cart track that is inside the Carousel turn. It is essentially a small road course with multiple loops that allow many different configurations. Everyone got up to 4 runs, gathering in the shade next to the track in between runs. This was the hottest day of the week. Fortunately, we had a catered dinner in an air-conditioned building next to the go-cart track.

Thursday included a very nice tour through the kettle moraine scenery and a drag race. The drag race consisted of one person grabbing a tow rope and "dragging" a Spridget over a prescribed distance. Did I mention that it was really hot? The banquet and awards ceremony was in the air-conditioned theater of the resort hotel (cont. next page)



We left early Friday, driving through rain most of the way to Aurora for another overnight visit. Arriving home on Saturday afternoon, we found we had covered 1,150 miles during the hottest week of the year, with no breakdowns or problems besides replacing one taillight bulb. The biggest



challenge of the trip was packing 6 days worth of clothes for two in the Midget trunk. Mary Ellen never once complained about the car or the trip. What a trouper! That's better than a supercharger or any other gizmo you can add to an MG.

Bill and Mary Ellen Weakley

Battle of the Brits 2011

Dearborn Heights, Mich.—This year as for the past 29 the Detroit Triumph Sports Car Club and the Metro Triumph Riders Motorcycle club jointly host the **29th Annual Battle of the Brits – British Car and Motor Cycle Show. The event will be held Sunday September 11, 2011.**

The Venue for the Battle of the Brits for 2010 is the **Campus of Orchard Lake St. Mary's Schools**, 3535 Indian Trail, Orchard Lake, MI. 48324.

Each year over 300 classic British Cars and the same number of Motorcycles, compete for an award in various categories both judged and selected by participants. Traditionally, over 2000 British car lovers come down to the park to show, view, and meet with other "car crazy" classic car lovers.

In conjunction with the Battle of the Brits Show the Orchard Lake St. Mary's Schools will host a Chili Cook-off. Chili and Beer will be available. For more details see our web site.

New This Year:

- Discounted T-Shirt available for Early Registration. \$5 (pick your size). \$15 at the gate.
 - Day of Show Registration \$25.
 - Speed Lane for early Registration vehicles. Early Registered owners can print a Window card that will immediately identify and allow entry to Speed Lane. No Stopping for direction...
 - Early Chili will be available before the Cook-Off – no waiting for great Chili
- Orchard Lake St. Mary's Schools is located at 3535 Indian Trail, Orchard Lake, MI. 48324. For more information go to www.detroittriumph.org or www.metrotriumphriders.com.



Tech Tips

SU Carburetor Leaks-By Ron

Redding. Reprinted from August 2011 "Backroads", the Newsletter of the Texas MG Register.

Carburetor problems can many times be corrected without major rebuilds. Many carburetor problems involve leaks. When fuel leaks from the overflows, either your floats aren't floating or your needles are stuck. Using the handle end of a screw driver, tap on the side of the float bowl to dislodge a stuck needle. This could indicate contaminants in your fuel and you need to be sure you have a clean inline fuel filter.

If this doesn't correct the problem, remove the float bowl lid and determine if the float is defective. If there is fuel in the float, it must be replaced.

Leaks from under the float bowl will usually require the replacement of the bowl seal. Many times this can be accomplished without removal of the carburetor but it will be easier to repair with the carburetor removed.

Another place to check for leaks is from the jet. Many of the cars prior to the '60s had cork seals on the jets. When allowed to dry out, these seals usually leak. The carb should be removed to renew these seals. After repairs are made be sure to balance the carburetors.

Positive Ground Electronic Flasher for MG Turn Signals Found

Previously Thought to be Unavailable

By Stuart Locke (Reprinted from August, 2011 Octagon)

Be bright, be safe. That's the way it is when it comes to the lights on your car – the brighter your lights, the safer you are. It is with that in mind that I went in search of brighter tail and brake lights at MG2011 in Reno.

I was told by all the experts that only negative ground was available. Kevin Gaston (TF) and I (TD) each bought the best and brightest LED tail and brake light kits from Steve of classicautoleds.com. Steve makes them up positive ground or negative ground. Sure enough, we were warned our turn signals would no

longer work after installation. LEDs don't draw enough juice to actuate the stock flasher. Negative ground MGs just need their original flasher replaced with an electronic flasher – and voila. But positive ground electronic flashers are not available at this time.

Steve said we could climb under the dash, and cut and patch in LED load resistors at the L and P terminals of the flasher. I checked this procedure online. These resistors get as hot as a light bulb, and for best results should be spliced in close to each tail light.

Unhappy, I was determined to find a positive ground electronic flasher. I called many manufacturers, and they all said it was unavailable. I spent hours searching online. Finally, success in Australia: [Tridon part# EL-13](#). I called Steve, and he said the part I found has the correct specs (and is not polarity sensitive). And what's more, it turns out they are made right here in the USA. I paid \$7.95 each at Auto Zone.

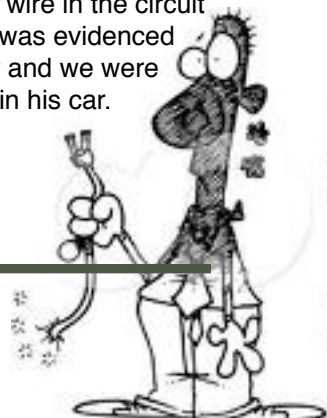
I installed the flasher. My turn lights now work. My dash turn light indicator now works. Eureka! I called Steve and Kevin and gave them the good news. Steve is going to change his Web site to include Tridon EL-13 or HD-13 in Canada. I know some people will say, we could have changed our MGs to negative ground; but then I would not be able to use my 1950s positive ground radio.

Jumper Wire-by Gordy Bird

Often when troubleshooting electrical problems in our cars we need to use a jumper test wire, generally a length of wire with alligator clips on each end. When using a test wire, it is prudent to use a wire of significantly smaller gauge than the smallest wire used in our wiring harness.

The reason for this is that the small wire acts like

a fuse. If we inadvertently short a circuit, the resulting current will usually melt the smallest wire in the circuit before it melts the larger ones. This was evidenced recently when Dave Quinn was over and we were troubleshooting a charging problem in his car.



Ford Sierra five speed install in an MGA-by Gordy Bird

Recently, when Brad Dryden (current Rowdie and my former neighbor, now living in Atlanta) wanted to have his five speed installed in his 1500, he asked me to come down and perform the operation.

Whereas the five speed kit is available in the US, it is also available directly from High Gear in the U.K. Brad has purchased one from the US and now this one from the UK. I'll explain. Brad is also in the process of building an MGA coupe and it is powered by an MGB engine with a five speed trans. I also helped install the engine/trans in the coupe. He bought his coupe five speed from Quantum Mechanics (not recommended) and the roadster five speed directly from High Gear.

As it turns out, this is a fairly straightforward operation and the instructions are quite complete. The trans needs a bit of preparation prior to installation and we discovered that the unit from the UK had been prepped for installation prior to shipping (although the instructions cleared spelled out the prepping needed, whereas the US based unit had not been prepped (and cost more than the UK unit, even considering shipping). Both US and UK based kits are complete, including a new drive shaft. No specialty tools are required for installation with the exception of a Ford Sierra clutch alignment tool as the kit is shipped with a new clutch disk that fits the Sierra input shaft. It is necessary to drill four holes in the 'C' channel where the new trans mount is attached (old mount remains intact) and having the car on the highest setting possible with normal jack stands is necessary. A lift would be way better for this operation.

The new mount is not installed until the engine/trans unit is bolted together and the engine bolted to its mounts. This ensures the proper positioning of the mount. The instructions suggest the removal of the tunnel, however, we decided that it was too much work to remove the tunnel, so we were going to attempt it with the tunnel in place, and only remove the top turret of the tunnel. When the five speed was installed in the coupe, there was no interior, so no tunnel. IMHO, although more difficult to install with the tunnel in place, it is still easier than gutting the interior to get the tunnel out. Since Brad has a 1500 with the splined sliding drive shaft, it is fairly easy to remove/install the engine/trans as a unit. Those with later models and the flanged style drive shaft would have to install as separate units, unless one was willing to remove the small firewall piece below the heater shelf.

The Sierra trans has a shorter and smaller diameter input shaft than the stock MGA input shaft. To compensate,

the kit included an adapter that replaces the spigot bushing to effect fitment of the input shaft to the flywheel. Although the instructions suggest installation of the engine and trans separately, it was so difficult to mate the units on the garage floor (due to the smaller diameter input shaft), we decided to install as a unit, the same as we did for his coupe. I just couldn't imagine trying to mate the two units in the engine bay with both units 'floating'. (After completing the install, it dawned on me that I could have secured the trans by jacking until it impacted the tunnel. This probably would have worked.)

Installing engine/trans as one unit will require at least two people, especially if an oil cooler has been added and installed flush to the radiator. While jockeying and trying to get the trans tail to clear the stock trans mount, we discovered that the oil cooler would have to be loosened and tilted forward to avoid blocking the crank pulley. An oil cooler in the stock location should not require this. Additionally, it was discovered that no matter how much jockeying the tail of the trans simply would not go over the stock trans mount. What finally worked was pushing the tail of the trans to the drivers side and up as high as possible. With the additional space between the trans and the tunnel on the drivers side, the engine/trans went in without too much effort involved.

Once the engine is bolted to its' mounts, you then attach the mount first to the transmission, and I also loosely attached the driveshaft, then you are able to mark the spots to drill the 'C' channel. Make sure and use a center punch prior to drilling. This is one place where you do not want your drill to 'walk'. Also, this is a good place to practice the measure twice and drill once as you will be up the creek if the trans mount holes do not match the drilled holes.

The speedometer drive on the five speed is further back than on the stock trans. The kit includes a longer speedo cable and the instructions call for routing the cable through the interior and requires drilling a hole in the tunnel.

Also available is an angle drive similar to that used by the MGB. This angle drive fits to the transmission using a circlip. This specially made angle drive is quite pricey and depending how much you value your intact tunnel, you may not make the decision to buy it. We had the angle drive and test fitting on the garage floor was pretty easy using the proper circlip tool. Given the location of the drive and difficulty accessing the drive once the trans is installed, we toyed with attempting to install the trans with the angle drive on the trans.

Fortunately, we decided against this. Undoubtedly, one would trash this nearly \$200 part if installed on the trans prior to engine/trans installed in the car. It is a bit of a fiddle to get the circlip installed from underneath the car, but with practice on the ground and the proper tool, it's not too bad. Worse is trying to attach the stock speedo cable to the angle

drive. It fits, but has to be routed about half way up the tunnel in order to reach. Also, the installer with the smallest hands should be the one to get it started. Once started, it is not to difficult to tighten it up.

Another thing we discovered after some test drives is that the stock starter, (low in 1500) will just barely touch the toe board on the passenger side. It isn't noticeable when installing, but the resulting rattle when driving is all too noticeable.

The first solution we thought of was installation of the hi-torque starter. Since the Moss catalog doesn't show that starter for the MGA, a call to Ted Schumacher of TSI imports was in order. Ted, I believe, was the original adapter of these gear reduction starters to MG's some years ago. Ted informed Brad that a hi-torque starter would not fit the MGA 1500 with the low starter. Plan B requires that you support the trans with a jack, loosen the mount where it attaches to the 'C' channel, then slowly lowering the jack until adequate clearance is reached.

Once you reach what you feel is adequate clearance of the starter to the toe board, measure the gap between the mount and 'C' channel and fashion a couple of shims. Insert the shims and tighten back up. Although Brad will be performing this operation himself, maybe he'll write a short article as to how thick a shim is necessary.

This lowering of the tail may aid in the fitment of the shifter to the tunnel turret. You see, the shift lever on the Sierra in stock form is too far forward for the MGA tunnel turret. The kit compensates for this by installing a short shift kit that effectively adds a horizontal flat piece of steel to move the shift lever rearward and place it in the proper location.

This works well except that the flat piece of steel prevents full engagement of third gear by impacting the forward edge of the tunnel turret. Although popping out of third gear is not uncommon in the MGA, it is not desirable and the instructions call for removing metal from the tunnel turret to allow full movement of the shifter and allow full engagement of third gear. On Brads' car, this required removal of about 4" of metal, which then presents another problem...how to cover this open area as a normal boot would do.

Barney Gaylord, on his website, mgaguru.com suggests the use of a later, larger MGB shift boot, and screwing it to the tunnel turret. We are still undecided as the best way to approach this, but lowering the tail of the trans slightly can only help. Personally, I think fashioning a shim(s) to go between the turret and the tunnel might be the way to go.

Time wise, it took about two days (specifically a Thursday afternoon, all day Friday, and a Saturday morning. We had the advantage of two of Brads

Peachtree Registry friends help on Saturday morning , otherwise it probably would have taken us most of Saturday to button everything up.

The gear ratios are very close to the MGA and it has the necessary advantage of a syncro first gear. I say necessary as second gear is just different enough to make using second difficult in situations where one slows way down and, instead of fully stopping, tries to place it in second and avoid the full stop (ie; the stop sign where no traffic is visible for miles).

If anyone is contemplating installation of the Sierra five speed into their MGA, please don't hesitate to contact me or Brad. **Gordy Bird**



Legislative Alert: House Approves SAN Supported Measure to Suspend EPA E15 Program; Senate Action Next.

The U.S. House of Representatives has approved a provision to prevent the U.S. Environmental Agency (EPA) from using Agency funds to permit an increase in the amount of ethanol content in gasoline to 15% (E15). The SEMA Action Network (SAN) requested this action and worked hard to secure the vote. When signed into law, this timely legislation will protect automotive enthusiasts and consumers from misfueling and other unnecessary harm.

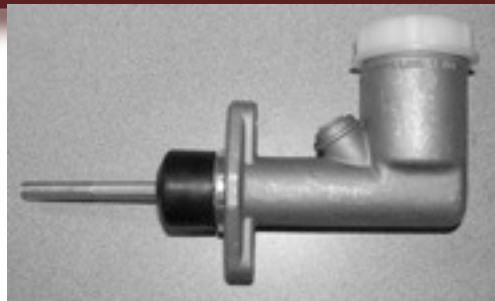
On behalf of millions of auto enthusiasts across the country, SAN applauds the House of Representatives for acknowledging the need for more unbiased and independent testing on the impact of E15 on vehicles and engines. The provision suspends EPA's premature efforts to permit E15 in the marketplace in fiscal year 2011. The SAN is now working to help pass a newly introduced bill (HR 748) to repeal the EPA E15 program altogether.

The SAN will continue to take proactive steps in Washington, D.C. to oppose E15 until there are conclusive scientific findings that demonstrate that it will not harm automobiles of any age as a result of corrosion or other chemical incompatibilities.

From 'eChatter; The Official Publication of the Emerald Necklace M.G. Register, Inc.' June 2011



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Goleta, CA 93117
Technical Services
805-681-3411



Notification of A Voluntary Recall of Brake Master Cylinders

This voluntary recall applies ONLY to the brake master cylinders listed below:

Item Description & Application

180-791 Brake Master Cylinder for Nash Metropolitan Clutch Master Cylinder for MGA Twin Cam and MGA MK II Deluxe

513-319 Brake Master Cylinder for Austin Healey BN7, BT7, BJ7 (Cars without a brake servo)

Clutch Master Cylinder for Austin Healey BN4 from CE 48863, BN6, BN7, BT7, BJ7, BJ8

without a brake servo

581-101 Austin Healey 3000s (BN7, BT7, BJ7, BJ8) with power brakes.

581-011 Triumph TR3 from TS13046 through TR 3B

581-032 Triumph TR4 from CT5784 on and TR4A. (Girling brake system)

581-512 Brake Master Cylinder on Austin Healey BN4 to CE 48862.

Clutch Master Cylinder on Triumph TR4-4A.

The Moss Technical Services department has determined that between approximately March 1, 2010 and February 1, 2011, we received, and sold brake master cylinders from a single manufacturer under the brand name Classic Gold (with one exception) with an internal design element that may fail in use. Specifically at issue is the foot valve. Although no one had reported a foot valve failure in an installed

master cylinder, it had been suggested that because the foot valve design differed from an original Girling design, it was suspect. There are many different foot valve designs, so the difference in appearance or design is not, in and of itself, a cause for concern. However, the manufacturer of the master cylinder did not have test data on this particular valve. We suspended sales and arranged for the brake master cylinders to be tested according to SAE standards by an independent automotive testing laboratory to determine if there was a risk of foot valve failure in use. Foot valve failures were experienced during the extreme pressure test at 3,000 psi and after 10,000 cycles at 248° F during a heat durability test. The pressures and temperatures used in the tests far exceed the pressure and temperatures you would experience with the master cylinder installed in a car, but the failure of a foot valve is serious because it closes off the port to the brake fluid reservoir when you step on the brake pedal. If the foot valve fails to close, the pedal will go to the floor without putting any pressure on the brake shoes or pads. In other words, Your brakes could fail, with the potential for serious injury.

Moss is therefore voluntarily recalling the brake master cylinders listed above because they share this particular foot valve design.

*Sincerely,
Michael Grant*

Product Manager, Moss Motors Ltd.

COLOR TOUR 2011

WATCH FOR THE DATE



Neil 1992 Color Tour



Gordie 2008 Color Tour



Dave's 2011 Color Tour

Based on popular vote (19 yes, 3 no, 2 abstain) we will try something new this year. The club will announce the color tour date using the Rowdies web site, plus an email, at least two days prior to the date selected. We will try to pick a day when both colors and weather are predicted to be good. It will occur during the first two weeks of October. Saturday's fall on 1st, 8th, or 15th but Sunday is an option too. If you don't have Internet access, let Dave know and he will place you on a call list.

Host: Dave & Donna Quinn, 517-782-9749.

Starting point: We will meet up at McDonalds restaurant parking lot, 1105 North West Ave., Jackson, MI between 10:00 – 10:30 am for hello's, coffee, a light breakfast if you wish, and a potty break.

Directions to McDonalds: From the intersection of US 127 north and I-94 (Exit 138) go south two red lights; it's on the left. If you need gasoline, please fill up at one of the two gas stations on West Ave before arriving.

The driving tour will have lots of trees, plus some of the curves and hills in the local area. Along the way we will be stopping at a park for a group photo. The small park is the only section of road that is not paved.

Our second stop will be at a small but unique winery at a private airstrip. It includes a short tour, optional wine tasting, and entertainment.

Our last stop will be for lunch, where you will order from the menu.

RSVP- when the date is announced the Quinn's would appreciate knowing if you are planning on attending. The winery needs a rough idea on how many are coming.



The 2011 Ypsilanti Orphan Car show will be held Sunday Sept. 25 at Riverside park in Ypsilanti Michigan. www.ypsiautoheritage.org/contactus.htm is contact information site to request information to register. All cars MUST be PRE REGISTERED! No day of show registrations. Registration deadline is August 31, 2011. All registered vehicles must be factory stock unmodified , and in reasonable condition. Its a real fun day with fantastic selection of car, featuring Orphan Trucks this year. Always a big group of Hudsons in attendance. Direct questions to Jack Miller.



For Sale-1959 Austin Healey Sprite-*complete Restoration* For details call John at 734-665-0682

From this 1970's era race-car tub....

To this restored warrior of the highway!!!



Restoration of old H Production race car tub – a three year odyssey!

Operations performed: 1098 cc engine (std. rods, mains and pistons, boil block & head, magnaflux crankshaft, block & head, resurface head, install bronze guides, hardened seats with 3 angle cut, hand seat valves.) Rebuilt S.U. carburetors (HS-2's), new chrome air cleaners. Tube type Exhaust header, Carter electric fuel pump and fuel filter, New slave cylinder, clutch disc, T.O. bearing and pressure plate, rebushed clutch arm. Rebuilt transmission (all new bearings, rear seal), New Spicer u-joints in driveshaft, Rear axle (all new seals, wheel bearings), New trailing arm bushings, rear springs dismantled, cleaned & reassembled with new Silentblock bushings). Brake hydraulics rebuilt, front brakes converted to disc brake (spindles rebushed, new kingpins, fulcrum bolts, bearings, seals), Rebuilt master cylinder. A-arms reconditioned with new threaded fulcrum pivots, New A-arm inner bushings & trunion bushings, Reconditioned heater core, heater box and blower, Electric tachometer, Push button start, Relays for headlamps, Lucas alternator (replaced the generator). Amazing 2 speed windscreen wipers with electric washer squirter, "Painless Performance" 7 circuit fuse protected wiring harness, New light switch and key lock tumbler ass'y. New battery, Reconditioned wheels (5) with new Kumho 758 tires (4) (155/80 R13). Reconditioned tub (replaced several areas of rust, repaired body flaws, epoxy primer base then painted w/acrylic enamel).

I have a photo diary of the restoration and parts list which probably shows the operations I've not included above. I have renewed or repaired all the systems in this car and, although it is not a concours restoration by any means (electric starter button, etc), it is a "better than solid" driver (due in part to the re-inforcements made to the tub during it's racing life).

I am asking \$15,000 for the car. John Alexander (734) 665-0682





Pictures from the Ohio Third Annual Put-In-Bay Reunion Races held June 27-29, 2011. Dave Smith raced his red Midget in these events. He's pictured 2nd from the right with his red Midget in the picture of cars and drivers above. Dave Quinn's white MGA is featured prominently in other photos-can you guess who took the photos?