

MGA!

The Official Magazine of the North American MGA Register

Volume 45/Number 5 • May/June 2020





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NAMGAR

North American **MGA** Register



Feature Writing



Design & Layout



Grand Award Writing



Best Large Club Publication

About NAMGAR

The North American MGA Register promotes the preservation and enjoyment of the MGA sports car and its variants, encourages fellowship among MGA owners, and publishes and exchanges information to aid members in their efforts to restore and preserve these cars. It is not necessary to own an MGA to be a member of NAMGAR. Membership fee for North American residents is \$37.50 per year. Membership fee for residents of all other countries is \$52.50. All payments to NAMGAR must be in U.S. dollars. Methods of payment may be by credit card (VISA or Mastercard), personal or company checks drawn on U.S. banks, U.S. Postal Money orders, or International Money Orders. A subscription to MGA! is included in NAMGAR membership. Membership applications and renewal forms are available on-line at www.namgar.com.

NAMGAR's Mission

The North American MGA Register shall promote the preservation and enjoyment of the MGA sports car and its variants, encourage fellowship among MGA owners, and publish and exchange information to aid members in their efforts to restore and preserve these cars.

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Articles may be submitted at any time, but no later than the 1st of even numbered months. A submission to MGA! is not a guarantee of publication. Submissions for advertising to MGA! Magazine must be received by the 7th of even numbered months.

Whom to Contact

Please contact the Registrar regarding membership inquiries, new applications, change of address notices, and orders for additional copies of MGA! magazine; the Treasurer for membership renewals; the Chairman for administrative matters; the Editor regarding articles for publication, photos, and letters to the Editor; and the Advertising Manager for commercial and MarketPlace ads.

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Between the Boot & the Bonnet

Tom Medeen

Well, a lot has happened since I last wrote this column. In the last issue we were happily reporting the upcoming Board meeting in Colorado Springs and our visit and presentation of GT-45 events by the MGCC Rocky Mountain Centre. And boy did we have a productive and first class presentation by our GT-45 host committee. Plus, yours truly and the Board got some much needed business done. Don't misunderstand, we are still on for GT-45, but we are in a holding pattern as we await the latest twist in this sad saga called COVID-19.

This brings us to an unenviable position. We are faced with the known unknowns and unknown knowns that frustrate us. Of course unknown unknowns worry us all, however, known knowns give us direction. At present we are close to full registration. The event is going to be such great fun! We can only hope and pray that we get to meet in beautiful Colorado Springs.

When I wrote that first paragraph, GT-45 was still a go. How things change. As of today, the 15th of April, NAMGAR has officially canceled GT-45 in Colorado Springs. If you had reservations at the host hotel, Marriott-Colorado Springs, you've been canceled. Weeks ago, the NAMGAR Board tussled with the possibility of canceling the event. We fortunately or unfortunately had a signed contract with the host hotel.

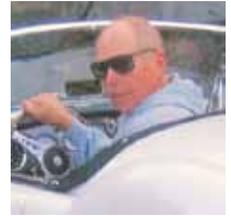
Within the "boiler-plate" wordage is the descriptive term of "force majeure." This simply binds the signed party to penalties or fees for canceling the agreed contract. From past experience with contract law, we

were obligated. If the Board pushed to cancel, we would have suffered a financial loss that spelled financial ruin for our register. Our only course of action was to wait and see if COVID-19 would limit the performance of the hotel or our registered membership from attending the event. Any communication by NAMGAR signaling our intent to cancel could have resulted in the hotel pushing for resolution.

Consequently, a wait and see approach was our only safe course. Once the pandemic daily reports stabilized, we were able to begin negotiation of either moving the dates of the GT or postponing until 2022. A lot of back and forth with the hotel management occurred and time finally worked in our favor. As of this update, a firm decision has not been made for 2022. Also, our host committee is diligently working on registration refunds and distributing any regalia that was ordered. Please allow a couple of weeks for our volunteer hosts to get this all sorted out. I personally want to thank all who participated in the planning and execution of this event. Next year is Atlantic City and perhaps Colorado Springs in 2022!

So welcome to the new reality; the "lock down, shut-in" lifestyle, reading books that you have promised to read for the last 20 years, binge watching TV, playing cards and board games, taking walks down quiet lanes with the dog picking the route? Yeah, I'm getting bored too. But there is something you can do... "MG To-Do-Lists," or you can put that nifty accessory on the MG that you always wanted! Most of our British car advertisers are still operating and I am sure these folks would love to hear from you. I would gather

that a quick spin in your MG to show off that new goodie might be in the works.

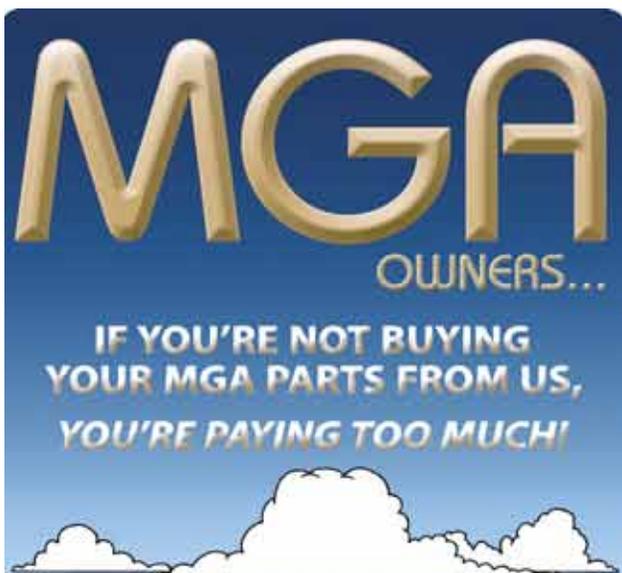


"Drive Your MGA Day" is fast approaching, as I write this, the first Saturday in May, May 2. Hopefully we will have a little breathing room by then. My local club, the MGCCNWC, has planned a drive and picnic on the mountain roads with views of Western Washington.

Our MGA Representative and Chapter Contact, Jim Sanders, has been working out a clever route incorporating prudent "social distancing" to make this day happen. Unfortunately, Mr Sanders just canceled the drive...oh well.

Please note, that the May 2nd date is not set in stone. As far as NAMGAR is concerned, working in another date and time to do this drive is okay! NAMGAR just wants you to drive that MG! Of course, we would love to hear from you on how you spent the day. And photos and a brief write up would be greatly appreciated by the MGA! Editor and staff. Man, this COVID-19 is really cramping our style. I guess we just must keep a "stiff upper lip!"

It's not a happy time. Most sporting events are now canceled. Our local chapter and many national groups have been forced to forego many events planned this year. Not every state, county, or city has the same restrictions. Please keep a positive thought about this year and may you and yours be safe and sound. We'll get through this...and have even more fun when we meet again! •



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The Editor's View

I hope that NAMGAR members around the globe are faring well in these difficult times. Life with the COVID-19 virus seems more like something out of a disaster flick than the real world. Who knew that the 1995 movie *Outbreak* would be more fact than fiction?



Although your Editor has been spared the ill effects of the current pandemic, the past couple of weeks haven't been trouble free. I was scheduled for some surgery in late March; nothing serious, just a personal plumbing issue and taking care of some recently discovered kidney stones which required an overnight hospital stay. All appeared to go according to plan until I fell (twice) at home two days later. That bought me an express ticket to the ER (do not pass Go, do not collect \$200). The ER visit extended into a four day stay at Community Memorial Hospital after testing revealed that I had a MRSA infection. It really wasn't such a bad gig. I had a sixth floor, ocean-view private room and wasn't in any great pain. The primary treatment was blood tests twice a day (starting at 4 a.m.) while they pinpointed the antibiotic IV that would best address the MRSA problem. The care was outstanding and even the food was pretty good.

I'm now home with a picc line, a type of long catheter that is inserted through a peripheral vein, in my arm, into a larger vein in my body, used for long term intravenous treatment. I'm told this may take a month or more. My wife is my home health care provider infusing antibiotics daily while Livingston Home Health Care visits twice a week with updated antibiotics based on weekly blood draws; not ideal, but tolerable.

But wait there's more. The day I arrived home the gas company was at the house turning off the gas because of a leak between our house and a small rental unit behind it... just a bit disconcerting. Fortunately, perseverance paid off. We found a plumber to reroute the gas line and a neighbor to dig the trench for the new gas line, and two days later we were back in business.

The point of this tale? Don't give up. Keep putting one foot in front of the other and take each hurdle one at a time. In the end, you'll come out on top, or at least close to the top.


 Michael Tooke, Editor

Open Fire

Letters to the Editor

Small World

There is a picture of a race car on page 32 of the last issue and I have a story about that car. In 1986, or about then,



there was the first import and kit car event at Carlisle, PA. I had started on my first restoration and needed a right rear fender for my car. I did not find one at the show, but I met a man from around Fort Wayne, Indiana that said he had one and would sell it to me for \$50.00. He said he was a race car driver and he would take the fender to the Mid-Ohio race in July and gave me his phone number. If I called him, he would take it to Mid-Ohio in July when he went there to race. I had never been to the race, but I needed the fender. I drove to the track, about 150 miles from my home to get it. When I got there I was amazed, there were a couple thousand cars and a lot more people. How was I going to find this guy? Then I remember he had shown me a picture of his race car. So I went to the track and waited till I saw his car and got him coming off the track. I was happy to get my fender and get back on my way home. I do remember the paint job on the car. I am sure it is the same car, but then again the mind is the second thing to go. I just thought you might like the story. I am getting a little cabin fever with all this distancing stuff, but we are all well in Pittsburgh. Hope all is well with you.

George Kress
Gibsonia, PA

Color Request

I'm just saying....once upon a time you produced a red MGA edition for Christmas.

I hope you will have a green MGA edition for Saint Patty's/Spring edition....and a light blue edition for summer!

Safety Fast!
Jeff Fields
LaGrange, OH

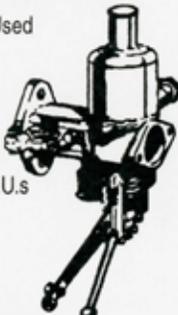
Ed. Note- That works for me!



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Side Roads

Larry Pittman

As I write this, we continue living in what has become a different world. The coronavirus sure has changed things for everyone. The experiences we're going through in Michigan are similar to most parts of the country and the world. For instance, schools are currently closed and we're hearing they may be for the remainder of the year. Likewise, all restaurants are closed with only take-out available. We're also in "lockdown" in the state, having been told to stay at home and avoid all unnecessary trips. All non-essential businesses have been asked to close. For most parts of the country, club driving events are being cancelled as are many future club meetings. The time frame for this remains very uncertain. My personal guess is that many of these issues will still be a problem by the time this is in the hands of many of you. My hope is that all of you continue to do well.

Our annual Board Meeting did occur as planned the first week of February in Colorado Springs. In hindsight, we finished it just ahead of the rise of the virus concerns. It was a good meeting and the Rocky Mountain Car Club impressed us with their updates on GT-45. I have further comments on GT-45 in this article. One of the decisions we made at the Board Meeting had to do with NAMGAR Regionals. As most everyone is aware, the number of NAMGAR Regionals has dropped significantly in recent years. Previously, we were aiming for smaller Regionals in terms of both cars and people. However, we had no volunteers coming forward. We've therefore decided to no longer put a limit on size and will allow a Regional to be held in conjunction with a larger, regular club event.

An example of that is the Regional planned this fall in Dillard, GA. However, we don't want such events to also be a Regional each time it is held. We therefore have elected to limit those types of Regionals to no more than every three years.

I suspect that Drive Your MGA Day planned for May 2nd was not something that most were able to do this year. Realize, however, that it's possible to get together anytime for Drive Your MGA Day. Many clubs already hold Drive Your MGA Day drives on days other than the "official" NAMGAR day, so certainly consider that for your own club this year. It might just be a very special day this year when it does finally happen.

Now for a few words about GT-45. The Board has been concerned about our ability to host this year's GT but like so many things these days, we can't be certain of where things are headed. Hence, the recent note that I trust everyone received in late March about our decision to continue to plan for the GT. The financial aspects of our contract with the Marriott also entered into our decision. Frankly, we expect that we will eventually have to cancel the GT due to ongoing concerns. Certainly by the time you read this, the decisions will have been made on the GT. If the GT does go forward, then I assume it will be at a time when our government and medical guidance will be that we would be free to travel and no longer practice social distancing. If so, please still plan to attend as it remains a location that should be great fun.

With all the time at home, I've been able to devote some time to car projects. As always, though, there still

seem to be other things to occupy my time.



The water pump project on the TD is complete and the new pump seems to be doing its thing. Confirmation will have to wait until driving season gets underway.

I had planned for a clutch install with friends helping, but I'll now be taking care of my engine pull alone due to the lockdown in our state. I don't expect any major issues and, if any parts needs come up, I can still place online orders. Depending on the situation with travel and so forth, the engine install may also have to happen on my own. That's usually easier with help, but I've done it before so I know it can be done alone.

Don't forget about the plans for a NAMGAR Regional in Dillard, GA, this fall. It is scheduled to be held from September 17 to 20. It's an event that the Peachtree Registry holds every other year and might be known to you as the Southeast British Car Festival. We're happy to be a part of it this year. Tim and Theresa Gaffney are putting the Regional together and have elected to highlight the Magnette as the featured car. Registration for this event is currently on hold, but you can still make reservations to secure your spot. See the article elsewhere in this issue for details.

And don't forget to let me know if you are thinking about holding a Regional or a GT in the future. I can help you get from here to there. Happy Motoring if and when you're able and above all...Stay Safe! •

Stirling Moss Passes at Age 90

British motor racing legend Sir Stirling Moss has died at the age of 90 following a long illness. He is widely regarded as one of the greatest Formula 1 drivers of all time, even though he did not win the World Championship. Moss retired from public life in January 2018 because of ongoing health problems. Moss previously spent 134 days in the hospital after suffering a chest infection while on holiday in Singapore in December 2016.

Moss' former team Mercedes said motorsport had "lost not only a true icon and a legend, but a gentleman," while 1996 F1 champion Damon Hill said Moss "launched all the other careers of British racing drivers who went on to become world champions."

Three-time F1 world champion Jackie Stewart, who came into the sport shortly after Moss' retirement in 1961, told BBC Radio 5 Live: "He walked like a racing driver should walk, he talked like a racing driver, he looked like a racing driver and he set a standard that I think has been unmatched since he retired."

Moss won 16 of the 66 F1 races he competed in from 1951 to 1961 and became the first British driver to win a home grand prix in 1955 at Aintree. Four times a runner-up in the F1 drivers' championship, he was named BBC Sports Personality of the Year in 1961 and was knighted in 2000.

Together with his fine F1 career, Moss was regarded as a motor racing all-rounder and racked up a total of 212 victories in all categories. He was an outstanding rally driver and in 1955 set a new course record in winning the famous Mille Miglia, a 1,000-mile race around Italy.

Moss was effectively forced to retire from top-level motorsport in 1962 after a crash at Goodwood left him in a coma for a month and partially paralyzed for six months. However, he continued to race in historic cars and legends events until the age of 81.

Moss is survived by his third wife, Susie, their son Elliot, and daughter Allison from an earlier marriage. •



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GT-45: What A Show It Was Gonna Be!

Coronavirus Pandemic Claims NAMGAR's Annual Get Together as a Victim

I'm sad to have to report that GT-45 has been canceled. Health risks aside, too much uncertainty remains for us to simply soldier on without considering the impact on our attendees, as well as our volunteers, vendor partners, sponsors, and tech session speakers. Planning for an event as big as GT-45 is a complex undertaking. Contracts were signed and commitments made. After several weeks of discussion and exploration of various alternatives, including postponement of the event until later in the year, we thought it would be best to cancel and think about revisiting Colorado Springs for a future GT event.

I'd like to thank all involved: our committee members, organizers, volunteers, vendor partners, sponsors, tech session leaders, and the NAMGAR executive board. Not to mention all of you who patiently waited while we collectively watched, assessed, discussed, and agonized over exactly how we could pull this thing off under these unprecedented circumstances. Lora Swenson and I can only say, "Thank You." We feel so strongly about the allure of Colorado Springs, with the sheer variety of the things to do here, not to mention the quality of the program we've put together, we very much hope we can resurrect GT-45. Maybe in 2022? Stay tuned.

- Jim Goodwin Chairman, GT-45 Steering Committee.

Some Rare Beauties Were to Grace the Marriott Hotel

Cars planned to be on display for the duration of GT-45 included: a pair of MGA Coupes, EX-186, the Twin Cam Le Mans Prototype, two pre-war MGs, and a 1948 MG TC.

Featured Car: EX-186

The EX-186, seen on the front cover of this issue of *MGA!*, is a racing prototype developed by the MG factory to compete at LeMans. Like other EX- series cars, 186 is a lightweight, aluminum bodied car featuring a design reminiscent of early MG record breakers. EX-186 is equipped with the MGA's 1588 cc, 108 bhp Twin Cam engine and a De Dion rear suspension.



EX-186 was in near finished form and had been fully road tested when word came down from senior management to suspend works racing activity. Typically, racing prototypes

were destroyed at the end of their useful lives, but EX-186 was saved from that fate by a bunch of creative lads at the Abingdon works. The car was shipped to MG importer Kjell Qvale in California under a manifest labeled "auto parts." Today, the painstakingly restored EX-186 pays tribute to those folks in Abingdon determined to save an important part of MG history. (Owners: Joe and Cathy Gunderson)

MGAs on Display

In 1955, the MGA 1500 heralded a new era for the MG sports car. Still a body-on-frame design, the MGA featured the newly developed 68bhp, 1489 cc inline four BMC B-Series engine, leaving all vestiges of the previous T-Series behind. Its aerodynamic body and superior handling was quite



Photo by Bill Marshall

the draw for MG enthusiasts wanting a modern sports car. More than 13,000 were sold in the first year of production.

1956 saw the first MGA Coupe put in production. Outweighing the Roadster by just over 117 lbs., the Coupe had an airy greenhouse featuring deeply curved front and rear windows, as well as the luxurious addition of roll up side windows.

By this time, the tweaked B Series engine put out 72bhp, and the increased aerodynamics of the enclosed car made up for its added weight, putting it on par with the Roadster's performance. More than 58,000 Coupes were produced from 1956 to 1959.

From 1959 to 1961, 31,000 more Coupes and Roadsters were produced. These were equipped with a 79.5 bhp version of the B-Series engine, capable of pushing the car to a top speed of 100.5 mph.

Featured Car: 1959 MGA Coupe

This 1959 MGA Coupe is one of the last 500 MGAs made in that model year. The MGA received a frame-off restoration by Dave Wellwood Restorations in Ventura, California in 2007. Today, the car is finished in its original factory color of Mineral Blue, and features solid steel wheels with



welded safety rims and wide whitewall tires, gray leather upholstery, and a fully carpeted interior.

Modifications include the Moss five-speed transmission, conversion from positive to negative ground, an alternator replacement for the original generator, and LED brake lights and turn signals. The engine is a 1600cc B-Series unit and features a mild road cam. Owner Larry Frakes has been steward of the car for 17 years, racking up 17,000 trouble-free miles on trips to various MG events and gatherings during that time. Larry's MGA Coupe has taken more than 20 local and national awards, and always seems to be a crowd pleaser wherever it goes.

1961 saw the introduction of the MGA 1600 Mk II Tourer and Coupe. The Mk II models featured an enlarged 1622 cc engine capable of delivering 90 bhp and 101.4 mph. The Mk IIs all featured front disc brakes and four speed gearboxes with synchromesh on second, third, and top gear. Stylistically, the cars were very similar to the Mk Is, with the most noticeable difference being the inset grille and horizontal tail lamps borrowed from the Morris Mini. 8198 Mk II Roadsters and 521 Coupes were produced from 1961-1962.

Featured Car: 1962 MGA 1600 Mk II Coupe

This 1962 MGA 1600 Mk II Coupe is one of 26 imported into the U.S. in 1962. Built in October of 1961, the car



was first registered in Virginia. Winn Vaughn, the Coupe's current owner, purchased the car from NAMGAR's Bruce Woodson in 2011, and began a frame-off restoration. Winn changed the color from its original Old English White to a modern Audi silver, and restored its red leather interior. Winn completed the mechanical restoration and bodywork repair, leaving the final paint for completion by Chief Auto Restorations of Hygiene, CO. Talk about one clean car!

Also on Display: MG Heritage Models

Featured Car: The 1933 MG Model L Special

This car is the 15th MG 'L' manufactured at the MG Works in England in 1933. The car was found in a field in Parker, Colorado in the late 1980s with a tree growing up through the frame. It has been completely restored and modified with in-period racing equipment including factory type 'Q' racing bodywork, a pre-selector transmission and a crank driven supercharger. (Owner: Bill Bollendonk)

Featured Car: 1935 MG K3/KN

This MG KN chassis is built to K3 supercharged racing specification with 1933 Mille Miglia body. The K3 is an ultimate example of highly successful supercharged sports racing cars in the pre-war era and MGs like this were raced all over Europe with great success. A land speed re-



cord car was built with a version of the engine found in this car, setting records at over 204 miles per hour in 1939! (Owner: Bill Bollendonk)

Featured Car: 1948 MG TC

Almost immediately after the cessation of hostilities in WW II, the MG Car Company began the production of the MG TC series of cars. Simpler than its predecessors, and equipped with a 1250 cc inline four cylinder engine, these models marked the re-establishment of production of lightweight sporting cars for which MG was so famous. On



May 20, 1948, fifteen MG TCs were completed, an average production day at the time. Leaving the production line, they drew their first breath of air and petrol, and defiantly

spit out their first drop of oil. This particular car, MG TC #5524, was the third car built that spring day. The TC proved to be a popular model. By 1949, MG had produced and sold more than 10,000 vehicles, establishing MG as a volume producer. Today, 72 years

and 5,000 miles from its birthplace, TC #5524 continues to offer a thrilling time machine experience for its lucky driver and passengers. (Owner: Jim Goodwin)

Tech Sessions That Could Have Been

Among all of the tours, evening events and side trips, GT-45 had some excellent Tech Sessions planned. Like...

Moss Motors: Help on the Road with Kelvin Dodd

Ever wonder how Moss Motors finds innovative solutions for our LBCs? Meet Kelvin Dodd.



Kelvin currently serves as Global Sourcing Engineer for Moss Motors. Kelvin lives outside of the Denver area on a ranch equipped with a 2,000 SF workshop. His current projects include an MGB V8, a Supercharged MGB, an MGC GTS replica, an MGB Sebring replica vintage race car, a supercharged ZB Magnette, a Land Rover 109 V8 hybrid, a Rover SD1, a Morgan +8, a Morgan +4, a couple of MGAs, and a creation he affectionately calls the "FrankenMagnette." Here are Kelvin's suggested Tech Session topics:

- Do you have questions about DOT5 brake fluid? GL5 gear oil? Electrical wiring and testing?
- What you should know about ignition systems? How about how to build a reliable long-distance touring car.
- Do you have questions about parts availability and quality?
- Come and learn stuff and find out why your feedback is important.

If you have a specific area you would like covered, please drop Kelvin an e-mail at: doddk@mossmotors.com

Strange Repairs with Martin Willis

Necessity may be the mother of invention, but it's at the racetrack where things really get creative. "Bent pushrods? Hold my beer. Cam tensioner failure? We'll fix it with parts from a birdcage (We're talking parrot. Not a Maserati)." If this



all sounds like something from an episode of *MacGyver*, you're not far off. Meet Martin Willis, Mechanical Engineer, race car driver, parts manufacturer and fabricator, suspension guru, and transmission boffin. Born in South Africa, Martin emigrated to Atlanta in 1999. He consulted with teams competing in the Speed Challenge, the Daytona 24hrs, and the Sebring 12 Hour race. He served as Chief of Tech for the Historic Sports Car (HSR) Racing series before joining DIRT Motorsports as head of Tech Operations. After gaining U.S. citizenship and moving to Colorado Springs in 2006, Martin raced Chump Cars, NASA Pro Racing, the World Racing League (WRL), and Rocky Mountain Vintage Racing (RMVR). He owns and races a Vee, an MG Midget, an F Ford, an F Super Vee, and an Audi Coupe, among others. Martin currently owns the Machine Shop, Inc. in Colorado Springs. Martin and his team make

and refurbish parts for MG, Porsche, and other fine cars for customers in the U.S. and all over the world. Join Martin for a highly entertaining look at making things work (and work very well) using the materials at hand.

Rolling Tech Session with John Twist

Talk about a man that needs no introduction! John Twist started University Motors in 1975, and has been a fixture in the MG community ever since. He has helped thousands of MG owners over the years with tech advice, hands on maintenance and repairs, as well as how-to demonstrations, both in person, online, and via his YouTube channel.



John currently provides detailed advice on universitymotorsltd.com, and hosts weekly tech sessions via his Facebook page. Put simply, John knows our cars inside and out. Got a vexing problem you've been unable to solve? Or a question that remains open after months of research? Then John's Rolling Tech Session is for you. Drive up, state your case, and turn him loose!

Head Vs. Heart: The Art of MG Maintenance with Ted Ax

Let's face it: There's a lot of emotion tied up in MG ownership. Each of us pursues perfection to varying degrees, and each in our own way. Letting your heart rule your head can lead to expensive maintenance and repairs you might not actually need. Ever been the victim of a "might as well" moment? "Now that I've replaced the radiator hose, I might as well overhaul the heater." If so, you may need the help of a hard core pragmatist, but ideally someone who understands and appreciates your emotional investment, as well as your passion for perfection.



Join us for our version of a "Ted Talk," featuring Ted Ax, owner of Ax and Allies of Denver. Ted specializes in British sports car restoration, maintenance, and repair, with a minor in Citroen. Ted's roughly 36 year automotive career began as a hobbyist and escalated into a life from which there is apparently no escape. His roots in the hobby, and years of

working at it professionally, have resulted in skills that range from the ability to come up with "cost effective fixes" while prioritizing actual maintenance needs to the pursuit of nitpicky perfection. Ted emphasizes that "it's the balance that counts" when it comes to head versus heart. His customers will happily tell you: pursuit of that mantra will help keep you a lot more sane, and a little less broke.

In his entertaining and informative presentation, Ted will provide examples of some of these extremes as well as a fun Q and A session. Also, Ted will be taking an informal poll of MGA owners regarding the configuration and operation of their turn signal switches. So please come prepared! •

Thank You MGCC Rocky Mountain Centre for All of Your Hard Work Planning GT-45!



North American MGA Register
MGCC ROCKY MOUNTAIN CENTRE

GT-45 Vendor Partners You'll Miss

These fine companies *would have been* showing their wares at GT-45.

British Pantry & Tea Room

<https://www.thebritishpantry.net/store.html>

<https://www.thebritishpantry.net/tea-room.html>

Lots of British-themed items for both ladies and gents! The store is located 5 miles from the host hotel, in the Old Colorado City shopping district, but they are bringing us special items for GT-45 attendees. The store also hosts an authentic British tea (served daily) and stocks tasty British pantry goodies.

Quality Lapel Pins

<https://qualitylapelpins.com/custom-car-pins/>

QLP from Denver, CO is manufacturing the lapel pins and grille badges for GT-45. They will bring a large variety of grille badges and pins for all different automotive makes and models to add to your collection. These are beautifully crafted items, rendered in brilliant colors and finishes. Although all that glitters may not be gold, you may still need your sunglasses while browsing.

Scarborough Faire

<https://www.facebook.com/pages/Scarborough-Faire/154246144611492>

Scarborough Faire is known as a premier provider of MGA parts and accessories.

Cecelia will bring her famous What Is It? board game with lots of small MGA parts for you to identify. This is the test to validate whether you truly know what is going on under the bonnet.

Brittrix Ltd.

<https://www.brittrix.com/>

Brittrix offers LED elements designed to fit your existing lamp fixtures and lenses, maintaining originality while optimizing visibility. Add their incredibly bright LED lamps to your MG, in order to truly be Safety Fast!

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<https://gt45.co/regalia/>

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NAMGAR Regalia

<http://www.namgar.com/store/category/accessories/>

You can never have enough MGA regalia! NAMGAR has generously donated these prizes for the GT-45 Raffle:

- A set of *Tech Sessions 1 and 2 from MGA!*
- MGA stadium blanket
- DVD: The DOHC Test Run at Lime Rock
- MGA tote bag

Hendrix Wire Wheel

<https://hendrixwirewheel.com/>

The source for wire wheels and accessories. Be sure to be around for a chance to win the knock-off hammer donated by Hendrix Wire Wheel and to get details on how to upgrade to the wire wheel MGA you've always wanted! •

Looking Forward to Better Days

Tim and Thersa Gaffney

Greetings all! As we write this article, it is the last day of March, and we are deep in isolation, practicing social distancing, and keeping our bumpers at least six feet apart. One bright spot on our horizon is the hope of the Southeast British Car Festival to be held in beautiful Dillard, Georgia, September 17-20, 2020.

This gathering is also a NAMGAR Regional Event. We are looking forward to seeing many interesting British cars, especially lots of Magnettes, this year's featured car. But most importantly, we are looking forward to seeing many of our NAMGAR friends.

Hopefully by the time you receive this, event registration will be open. Hotel reservations have opened. The host site for this event is the Dillard House, which can be reached at 800-541-0671, select Option 1 for Reservations. The Event Code is: SEBF2020MG. Rooms at the Dillard House may fill up quickly, but there are nearly 500 rooms available in the area. Please visit the links below for accommodations:

<https://www.dillardgeorgia.com/lodging/>

<http://www.rabuncountyrecreation.com/cms/uploads/file/secure/lodging-information.pdf>

Close your eyes and picture beautiful skies, large pastures with horses running around, chickens at the barn, and a large front porch with a dozen rocking chairs. There is a crispness in the evening air as summer gives way to fall, and the leaves are just beginning to turn. There is a drive-in movie to see. There is a fire burning and friends gathered round, talking, laughing, and singing into the night. There are many scenic drives to choose from. There are tech sessions. There is great food. And best of all, there is a huge car show on Saturday, with potentially hundreds of fantastic British cars. Before you know it, that dream will become a reality, and we want you to join us.



Some of the planned drives include:

- A cruise to the Tiger Drive-In Movie on Thursday evening
- There will be a choice of guided or self-guided tours to places like Tail of the Dragon, 12 Spies Winery, Crane Creek Vineyard, downtown Franklin for lunch and shopping, and a waterfall tour.
- A Fun Rally – a self-drive to find answers to questions about interesting things you will find on the designated route. And there may be prizes!

Planned Friday and Saturday tech sessions with Glenn Lenhard include:

- On Friday, Glenn will talk about the latest trend in chemicals, lubricants, and improved reliability components that can be used on any and all British cars.
- Restoration techniques.
- A slide show of some of the unusual cars that have come through his St. Petersburg, FL shop.
- Front disc brake conversion on MGAs and Magnettes.
- On Saturday, Glenn will be making house calls on the show field. He will be doing his rolling inspections and impromptu tech sessions on the show field.

Additional tech sessions are in the works.

Visit the Peachtree MG Registry website, and click the "Dillard 2020" tab for updated event information. www.pmgr.clubexpress.com. If you have any other questions, contact Tim at 59mgacoupe@gmail.com.

Right now, as the world feels so crazy, we are missing family and friends, and praying for those who are affected by this horrible virus. It seems difficult to imagine being together again for a fun event such as this. But better days are coming! If we all do our part to help flatten the

curve, we will see the end of COVID-19.

Stay strong. Stay safe. And wash your hands! •

Auto Archeology 101

By Mike Jacobsen, NAMGAR Registrar

I often get requests from people trying to trace the past ownership of their MG. Sometimes they know that their car used to be registered in Texas, for example, while they're in Virginia. Other new owners are overseas, almost always in Europe, and the most they usually know is the state or province the car was exported from.

If NAMGAR has a record of the car, I send the new owner the list of places it used to live. I'll also contact any previous owners, explain that someone has their former car, and would like to find out more about it. I provide the former owners with the new owner's contact information and leave it up to them to get in touch.

Many times, though, NAMGAR doesn't have any information on the car. What to do then?

When new European owners of a North American MG learn that NAMGAR doesn't have any information about their car, their next question is often something like, "I have the Nevada license plate for the car. Can you track it with that?" The answer is no. I've learned that many Europeans, especially in Great Britain, are surprised to discover that a 60-year-old car in the United States could have had several license numbers, even if it was in only one state the whole time. In many parts of Europe, a registration (license) number stays with a car for its entire life. I explain that this is why NAMGAR and many other North American registries don't record a car's license number. It's just too transient to be worthwhile, plus there are privacy issues to consider.

But all is not lost. A state or province can track a car by its former license number. I've discovered that many states have a procedure for requesting information about a car. In California it's the Department of Motor Vehicles form INF 70, Request for Record Information. In Nevada, the form is the

Application for Individual Record Information, IR-002. Other states have similar systems. Sometimes only the accident history is available for the car, and sometimes the records simply don't go back far enough to be helpful.

For \$5 in California, you can request the car's ownership history. There's a limited number of reasons that the DMV will grant a request: court cases, insurance claims, theft, and a few others. I've sent in requests asking for past ownership information on the basis of checking for theft and performing research for a restoration of a classic car.

I recently submitted one for a member in France. He'd tried sending in the form himself, but the DMV replied that they wouldn't process it because he wasn't a resident of California. Since I live in California, I turned in the form on his behalf, including the \$5 fee, and got a reply in a little over a month. The DMV provided the names of the two immediate prior owners, but there was no contact information. The record stopped there with a note saying the car was recorded as PNO (Planned Non-Operation) at that point and was not registered.

This is definitely one of those things where your mileage may vary, depending on the DMV policies where you live and how much information you already have for the car. Feel free to try it, but keep your hopes in line.

DMV VEHICLE REGISTRATION INFORMATION 00061
N1178 PAGE: 01

010 PUBLIC / COMMERCIAL OPS
CASUAL REQUESTS / VR
PD BK 944247
SACRAMENTO, CA 942442478

LIST DATE: 05/02/20
ATTN: 17
INFO CODE: 3 H 59

DATE/TIME OF RESPONSE: 05/02/20 15:55
LIC/VIN: 1QUG803

PNO VALID FROM: 04/20/99
REG VALID FROM: 03/18/98 TO 03/18/99
LIC#:1QUG803 YRMD:61 MAKE:MG BTR :CV
VIN :A1GHN183273
SOLD:00/00/01 CLAS:AD *VW:99
TYPE:CD VEH :11 BODY:0 POWR:E LOCD:0

CURRENT OWNER:
PURCHASE/APPLICATION: 00/00/00
OWNER ISS: 05/28/99
REG ISS: 05/18/99
R/O :CHELDELIN STEPHEN M. OR DEVENPORT JENNIFER L.
CITY: C.C.: ZIP :

RELEASE OF LIABILITY (138)

SOLD ON 08/04/15 RECEIPT DATE 08/10/15 SELL PRICE 005000
BUYER: RODRIGUEZ WICK,
CITY: SELLER: SAME AS R/O ON FILE
REG STATUS:

05/18/99 PNEV LIC RD10227
PNO-REGISTRATION DEFERRED
VEHICLE CURRENTLY NOT REGISTERED

05/09/1999-ODOMETER: 6,030,399 MILES ACTUAL MILEAGE
END OF DATA

One last point. The reply came back with an official-looking stamp on it: Certified Documents – State of California – Department of Motor Vehicles. That's nice, but I don't really trust the data. That's because the last entry on the form was this:

03/09/1999-ODOMETER:
6,030,399 MILES ACTUAL
MILEAGE

We may not know who used to own the car, but we do know that it's been everywhere. Many times. •

Love at First Sight

A Familiar Love Story with a Happy Ending

by Hugo Ferlito

I was a senior in high school when I first saw her. It was love at first sight.

My dad and I were looking for a used car for me. There she was, in the back row, with the top up, almost to the side, as if she didn't belong. "Let's look at that one, the little blue one," I said to my dad. "No," he responded, "We came here to look for a car, not a toy."

Fortunately, he relented and I would go on to drive that little light blue 1961 MGA Roadster until I graduated from Dental School and sold it to a friend. I knew immediately that I had made a terrible mistake. I was finally able to rectify my lack of judgment 33 years later when my wife, tired of hearing about the old MGA, found the most beautiful 1961 MGA Roadster. I approached her carefully, solemnly, she appeared so much younger, perfect body, elegant in her brilliant high gloss red paint.

The engineer that had done the complete ground-up restoration started to have second thoughts about selling his baby. Three years in the making he told me, but I can not drive her any more, it's too hard. I knew how difficult this was for him, as it had been for me. So, I said, sell her to me and you can come visit her anytime. Do you mean that, he asked? Yes, I said. Absolutely, you have my word. And so I drove her home and yes, he came to visit.

It will soon be 18 years since I purchased her. I have shown her in several car shows including Carmel during the Concours d' Elegance in Pebble Beach.

I am lucky that I live in a part of the country that allows me to drive her year around, and I do.

The reactions are always the same, big smiles, thumbs up, and enthusiastic stories from other MGA owners. •



Fifty-Five Years With My 1959 MGA Roadster

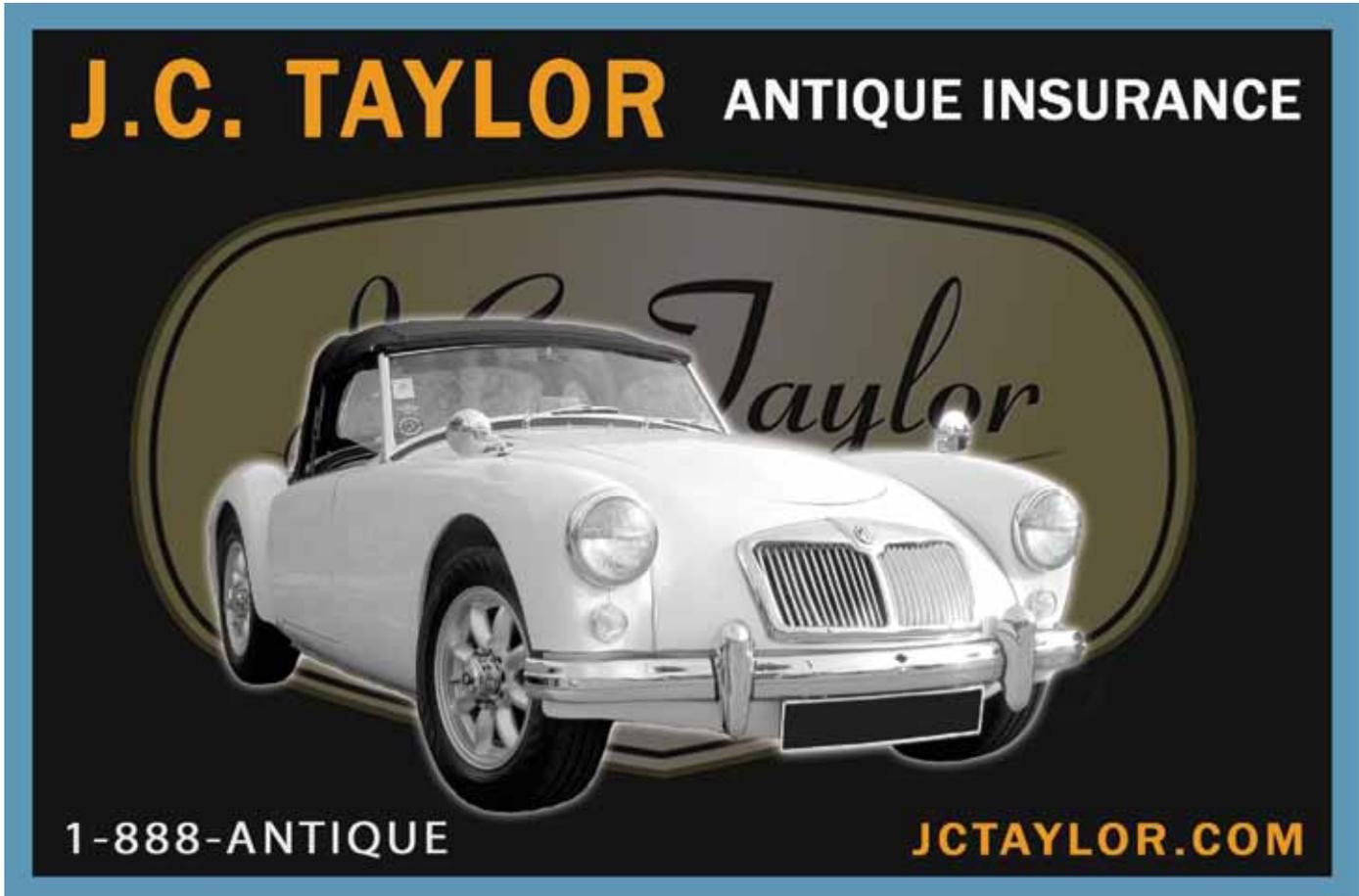
by Judy Buehler James

I purchased my 1959 red MGA in the summer of 1964 to commute to a local college for four years. My dad helped me buy the car and was paid back over three years of working summer jobs. I still have the title dated 1964 in my maiden name. He had four girls and I was his tomboy, helping him in the garage, learning my mechanical skills, and passing on his love for cars. My dad also took my high school sweetheart, who lost his father at seven, under his wing like a son, teaching him those same mechanical skills and love of cars and planes. Yes, dad was a mechanic first, then a pilot.

With my sweetheart, who then became my husband of 51 years, we enjoyed the 'A' as *She* was lovingly named. We joined a local Sports Car Club doing rallies, but that didn't work. We then started doing timed events called Time Trials or Autocrosses. This led to beefing up the tired engine, when Dad couldn't understand why the 'A' was so hard to start.

Soon *She* was off street usage, painted blue, and now just a racecar. We soon graduated to PHA Hill Climbs. Just as an aside, I was the better driver and he was the better mechanic, so we then went SCCA Club racing with many different cars. Too many awards, track records, and championships to mention, but I was the National Solo II Champion in 1976 in a Honda Civic and was awarded SCCA Driver of the Year for my NJ SCCA Club.

Having moved many times, the 'A' always went with us, being the one car that was not to be sold. When we retired in 2005, my loving husband had time to finish restoring a 1967 Mini panel van, then the frame-off restoration of the 'A.' We decided to keep her in race trim as this was how *She* was entered into many car shows to share *her* with others. *She* was always a big hit. The 'A' was invited to be shown at Cars & Coffee. Unfortunately, my beloved dad and my beloved husband are gone, but they both live on in the blue 1959 MGA Roadster. •



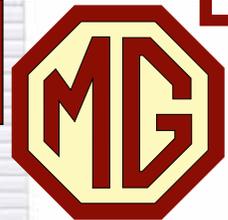
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Mike (with TD) & Paul (with MGA) outside our Ipswich premises

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The Downside of Vintage Racing

A Report from John Mackenzie

Several weeks ago some very dramatic (and alarming) photos of a vintage racing accident appeared on Facebook. Here's the story behind those images.

The MGA crash seems to have had worldwide coverage due to the dramatic pics. The car is owned and prepared by members of the Johannesburg MG Car Club Youth Group. The group was created about 10 years ago to promote classic MGs and to give younger members an opportunity to race a classic MG; the team has an MGA and an MGB.

The race in question was held at the end of January 2020 at Zwartkops Racetrack situated midway between Johannesburg and Pretoria, I was at the track but did not see the accident.

The MGA was being driven that day by a 17-year old

very, very talented driver, FJ Smit, starting midfield behind a Ginetta, a very nimble car powered by a Hillman Imp engine. Ahead of the Ginetta was a Lotus Elan. A few laps into the race the Elan spun off the track and then came back across the track. Terence Tracey, a very experienced driver who was behind the wheel of the Ginetta, took evasive action to avoid the Elan which caused him to spin and roll. The MGA was now directly behind the Ginetta and T-boned it on the underside, lifting it into the air, hence the dramatic pics of the Ginetta, a very light fiberglass car with the MGA underneath.

Fortunately there was no serious injuries, the MGA driver walked away totally unhurt, and the Ginetta driver spent a night in hospital for observation. It could have been so much worse had the Ginetta landed on the driver of the MGA. Both cars are currently being repaired. •



Photos by Paul Blackburn, Race Pics.co.za

The Honey Bee Saga-Part 1

Dave Nicholas

Last season ended with a viscous snap spin that put Honey Bee and me into a tire wall at about 60 mph. Over the winter the body was fixed, Kevin checked everything underneath, and we replaced the front suspension and had the ones that were on the car magnafluxed. We started the season at Roebing Road; a small race, but early enough for me to go and test the car. We found nothing that was so wrong it was the cause of the accident. I figured it was me making a mistake. Way back in the lizard part of my brain I was quite sure I went into those corners fast, but no faster than before. Yet the car got away from me so quickly no amount of opposite lock could catch it. At Roebing, the car was evil and uncompetitive. On my second lap of practice, in a similar set of corners, she spun away exactly as it had at The Glen. I was very careful the rest of the weekend and was expecting the unexpected on every corner and was able to correct the slides.

That day I proved something was really wrong when we took out the entire differential to find how screwed up it was. Here is a photo of what we found; four bolts that secured the limited slip together were loose and fell out, the ring gear batted them around and two were jammed between the ring gear and the LSD. Whenever the ring gear would deflect going on a right hand turn it would jam and lock. That is what spun me into the tire wall at The Glen and did the same thing at Roebing, but with no disastrous results. One competitor who was following me for a bit came over later and told me, "Man, your car is not happy."

We went to Sebring where the SVRA was kind enough to let me go out on test day for a couple laps. Things turned out okay on Saturday. For the first time in forever we did

not get a podium, but finished 4th. It was a great race regardless. Honey Bee's handling did improve with the changes we made, and although we were still not as quick as 2019, the car seemed back to normal.

The start was hectic and sketchy. I had that very nice #3 1962 Corvette just alongside me and a red Devon Chevy behind. I understood both would cream me at the start, so I did what any good racer would do, floored it the minute I could. It helped, but both went slightly past me and tucked inside going into turn 1. I simply went around them on the outside.

We were three wide and they couldn't use their power for fear of sliding into each other. The Predator Sprite hit a beautiful yellow Porsche 356 Coupe and he started to spin. I recognized immediately what the Porsche was going to do and just went by. The others behind me slowed to avoid him and I got about a 200' advantage for either being skilled or lucky and I was able to take the fight to the two Sprites.



Then Old Dave screwed up and missed 1st going into the hairpin. The damned Devon went by and it took me almost a full lap to go back past him. By that time the Sprites were about a football field ahead and fighting fiercely. Scott Frazer in his

Sprite was the absolute class of the field and we never saw him again. The Predator Sprite was driven by Gary Hagopian, another old friend. While we seemed quick, I only got to a 1:48.0, still slower than Friday morning and not close to the 1:45s of last year. I'm putting on a new set of tires in the morning. Our Sunday race is at 9:20 and now I will be starting close to the Sprites and maybe I can get them nervous enough to make a mistake. •



At Leisure

Ken Nelson

Projects- What May The Future Hold?

Well, hello once again. It seems that since my last column, a few new developments have taken place, to say the least. I am writing this in the 3rd week of March, and COVID-19 has reared its ugly head like one of those creatures from outer space, only this one is for real, and our collective situation has been changing day by day. I know that Kathy and I and the rest of you out there, are all hoping that things get steadily better by the time you read this.

History reminds us that this phenomenon is not new: the Great Plague in the 1300s and again the 1600s, and many others before and since are realities. With everyone pulling together I trust that "this too shall pass." I suspect that this pandemic has, or likely will have, an effect on GT-45, although it is too early for me to know now. Anyway, stay safe out there, whatever it takes. Having said that, I will shift over to a happier topic, and that is about fine British motorcars, and more specifically, our MGAs.

I suppose that enforced isolation at home has, for many of us, given more time to work on MG projects. I do find that in my case, having now an excess of free time gives me more excuses to procrastinate, instead of starting off first thing in the morning on a project. Nonetheless, I do have several car tasks lined up for this summer.

First on my list is a combined project, which is to fit a new front badge/grill guard, and fog lamp mounts to the MGA. I've had the parts to do this for several years, but just haven't taken the time to try to mount them. I suppose it's time to get started on it now, and while I'm at it, I also have a headlight relay switch kit sitting in the garage waiting to be installed. I keep reading that this will increase the current flow to, and hence the brightness of, my headlights.

One site on a Magnette forum mentioned that without a relay there was a 2 volt drop from the battery to the bulb, but after using a relay it was only a 0.25 volt drop. I've already put halogen headlights in, but I wouldn't mind having a few more lumens shooting out in front of the car at night, so I'll fit the relay. Like most projects, I am prepared to run into a few snags whilst doing this, but hopefully it will be relatively straightforward.

Before I do that however, I need to mobilize the Rover P5

Coupe, which is sitting on my four-post lift with its left front forelimb (wheel and suspension, that is) temporarily amputated just before the steering knuckle and A-arm. It is waiting for me to modify the mount for the hydraulic power steering box to fit a used Volvo 164 steering box that will, with any luck, eliminate the perpetual leaks that Rover built into their own steering box design, all the way from 1958 through to 1973. One of our long time Rowdies, Neil Griffin, has often said, "When the British build something wrong they stick to it!" and this was a good example of that principle. Once I am able to mount the steering box, I have all the bushings and suspension joints to put everything together again and get the car back on the road. Then the MGA will have its time "on the rack" to be worked on. My lift has been a godsend for the past half-dozen years or so, by keeping me off those cold cement floors.



While I talk about the front headlights on the "A," I have also been watching the debate over regular tungsten Lucas tripod headlights for originality, vs. halogen, and vs. LED lights for illumination. I have already switched over to halogen bulbs, which seem brighter than regular filament bulbs, but I am unsure about LEDs. Steve Mazurek wrote a nice article in our Michigan Chapter Nov-Dec. 2019 "A-Antics" newsletter comparing his halogen bulbs with a new set of LED headlamps that he purchased from Jeff Zorn (Little British Car Co) at GT-44. He mentioned pros and cons but was overall satisfied with them, although now I see there are additional HID/Xenon systems in hugely varying price ranges to really confuse me. For now I'll probably just leave the halogens in place, based on the old "if it ain't broke, don't fix it" philosophy.

While doing all of the above, I also plan to perform a shade-tree garage front-end alignment on my MG TD this summer. The wheels may be aligned properly already, but I realized that I have never had them checked since I bought the car. It's pretty low tech, but I plan to use a string from rear wheels to the front to check things. I've done this on my MGA, and it seems to work fairly well. On my Riley I've also used the technique of measuring the distance between the middle of the front tires both in front and rear of the tires, and adjust it equidis-

tant for 0° toe-in. I see that several suppliers make devices to measure the distance between the middle of the front tires and adjust for 0° toe-in. Gunnison makes an instrument with a swivel plate containing ball bearings, which you drive over to measure the degree the tire may be pointing off center. It seems to get good reviews, but the prices for all of these implements are in the \$75-\$125 range, so I'll try the much less expensive string method first.

Then my next planned project is to experiment with swapping my 4.3:1 original MGA rear axle over to an early MGB axle with 3.9:1 ratio. I've talked to people and checked on "MG Experience" and most reports have been favorable from folks who have made this switch. One friend who has done this states that the biggest down-side is less acceleration at about 40-60 mph if you have to pass someone on the highway. Otherwise I've been told that it makes 1st and 2nd gear more 'useable' when driving in the city, as well as dropping some of the engine revs when cruising on the highway. That all sounds appealing to me, and hopefully it shouldn't be a very difficult conversion with no permanent changes to the car.

Beyond those projects, I'm hoping to be able to get my cars out on the road by sometime this spring. Our next official Michigan Chapter car meet is planned for mid-April, but I just read that it is canceled already for this year. I'll miss it, because it's always a pleasant meet for Kathy and me, with about a 45 mile drive over to Lansing, MI, where members from many of the local Michigan MG car clubs congregate for an afternoon lunch. It's a chance to meet up with folks we haven't seen over the winter, and it's a nice drive with plenty of time to make it there and back without any undue stress or time issues. There are also nice back-roads to drive on, if I want to avoid the Interstate (I usually do). Plus, it is always re-invigorating to see a lineup of nice MGs, often ranging from TCs on up to MGBs and MGCs.

When the coronavirus hit big, we were on a vacation in Costa Rica, and were due to take a tour around the country for another ten days, but that excursion was canceled. Luckily, we had no trouble rearranging tickets to get back into the USA early. Now we all have to see what turns out for GT-45. One way or another, we're both looking forward to seeing all our old friends, and making some new

ones, at GT-45. But presently it's a "one day at a time" kind of event that we are dealing with. Perhaps today, more than ever in the past, we need to pay attention to the first part of that famous MG motto, "Safety Fast (and First)," as we continue our 'social distancing.'

Take care until we can all breathe a little easier, share a glass of beer or wine together, and get back to enjoying our MGAs without any worries. Kathy and I hope to see you all soon again! •



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MGA!

May/June 2020

Dan and Sharon Craig's 1960 MGA 1600 Roadster
graces the countryside near Ozark, Missouri.



Tech Talk

Bruce Woodson, Tech Editor



Whenever you switch off your MGA or Magnette, the engine naturally comes to rest with the flywheel in one of two positions. This is due to compression building in the cylinders, which acts as a brake against rotation of the crankshaft and flywheel. Because pistons number one and four travel as a pair, they both reach the top of their



stroke simultaneously. Likewise, pistons number two and three travel as a pair, with their stroke reaching the bottom at the same moment numbers one and four reach the top (photo 1).



As a pair of pistons begin their upward stroke, one cylinder will be on a compression stroke (acting as a brake) while the other will be on its ex-

haust stroke, with the exhaust valve open and offering no braking force (other than friction). Thus, the result is the engine will come to rest with its flywheel in one of two positions each time.

While this information may not rate as earth shattering news, it does greatly affect the lifespan of one important component in your car. That part is the ring gear...which can be very costly to replace. The ring gear is attached to the perimeter of the flywheel using interference fit and serves as a way for the starter motor to transfer torque to the engine for starting purposes.

The original Lucas M-35 (S-3512) starter is of an inertia type, meaning the motor begins spinning and inertia throws the drive gear into the ring gear. This results in



clashing of gear teeth each time the starter is used... in one of two diametrically opposed areas of the ring gear (photo 2).

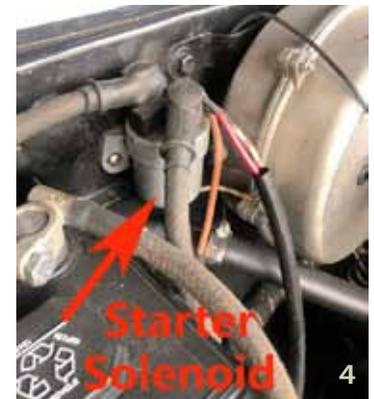
Eventually the ring gear teeth become severely worn and the starter will no longer engage. The solution is to remove the engine, clutch assembly, and flywheel. Then replace the ring gear. An alternative if your ring gear needs replacement, is to install a modern high torque or "gear reduction" starter (photo 3). This type of starter pre-engages the starter gear before the motor begins spinning. But the big bonus is that it makes initial contact with the front edge of the ring gear rather than the rear



Thus, the high torque starter will be engaging into fresh teeth and function perfectly even on a worn ring gear! Most MG parts suppliers offer a high torque starter but be sure to get a quality unit. Also note, on early "low starter mount" MGAs, clearance between the starter and frame rail can be very tight.

Installing a high torque starter is straight forward, apart from electrical connections. The modern starter has a built-in solenoid, making the original cable operated starter switch somewhat redundant, but still needed on the MGA because of the pull-cable set-up. The simple way is to leave all the car wiring as is, and just add a jump wire from the main post on the new starter to the solenoid spade terminal. (Some suppliers include this jumper wire with a new starter.) The original starter switch will be in play as original. And there is nothing polarity sensitive about fitting a modern starter. It can be used with a negative or positive ground set-up with no difference in wiring.

The Magnette utilizes a push-button starter switch in conjunction with a remote electric solenoid fitted on the firewall (photo 4).



I have always liked the elegance of this and thought it would be a nice upgrade to an MGA, in place of the somewhat primitive pull-cable set-up. So, I devised a plan and made that modification to one of my “future-restoration” cars. But not all plans are as simple as they seem...

I gathered the parts I thought would be needed (photo 5), starting with the Lucas 31253 switch as fitted to the Magnette. This is easily obtained as it fits other vehicles including the Triumph TR3 and various Jaguars. I already had a replacement MGA “S” knob, so I would use that (they are also readily available).



If you will be using a modern high torque gear reduction starter, you can bypass the original MGA cable switch and wire the new push-button switch directly to the built-in starter solenoid. If using the original Lucas starter, which I was, the popular Lucas 76464 starter solenoid as used on almost every British car of the 50s and 60s works well and has the bonus of a button (on the surface of the solenoid) to operate the starter from the engine bay.

I planned to connect the new switch with the new solenoid by running an 18-gauge wire from one post of the new switch through the old starter cable housing.

This would hide the wire as it crossed the heater shelf as well as offer a protective sheathing. I decided to mount the new solenoid on the right-hand steering column blanking plate (photo 6). I made a mounting bracket so as not to not drill any holes in the original blanking plate. This worked well. The original battery cable, the brown main feed wire, and the starter cable transferred from the original pull-starter switch to the new solenoid and reached the new location fine.



I wanted the starter switch to only be active when the ignition was switched on, so I chose to draw power from the “key-on” green wire that feeds the heater blower (The new solenoid only draws 4.7 amps). There is a Lucas connector conveniently located behind the dash, near the heater switch. I fitted a bullet connector to my length of matching green wire and linked into the heater circuit with a double Lucas connector (photo 7).

I expected the new push-button switch to be a simple installation into the dash, but found the existing hole was too small for the new switch, and the new switch had a “flat” on one side of the threaded portion to prevent it from rotating once installed. I hand filed the hole to a larger diameter with a round file and created the “flat” with a small flat file.

Next, I tried to install the “S” knob, but found the outside diameter of the shank prevented the knob from going on far enough for the spring pin to lock the knob on the shank. I ground off a little from the butt end of the knob and got the knob to lock on. But the outside diameter still prevented me from pushing the knob in far enough to engage the switch. So, I filed and tapered the stalk to a smaller overall diameter and polished it back to a high gloss.

The result was as desired (photo 8), but the modification became more complicated than I had planned. And, as a former NAMGAR

Chairman would ask, “Was the juice worth the squeeze?” In the end, it was not. The cable operated pull-start system is a simple and reliable design that helps define the MGA experience. What could be a better start than that? •



My 1958 MG Midgette

By Charles Brennan

It was a fall day and winter was rapidly approaching. My collection of British and American cars had been put into hibernation, and my mind had started to wander pondering what would occupy my time through the winter months. I had attended a car show earlier in the fall and was impressed by an MG Midgette that had been restored to original specs. It reminded me of a Midgette that I had seen 34 years ago in Fallbrook, California.

Telling a friend about this encounter, he surprised me saying that he had a Varitone that had been sold in Los Angeles in 1959 (I later found out that this car was built in late November 1958; production ended in early December). The car resided in Southern California and was parked in 1973. It then began a progression up the West Coast, transferring from owner to owner over the next few years. What restoration work that was started was mostly disassembly and removal of the interior wood parts (which seemed to disappear as it traveled north).

Larry asked me if I would be interested in rebuilding the car, as it was an excellent rust-free Midgette. I said yes, and he said come and get it. It's yours! Little did I know where this would lead me. I've restored MG TDs, a Jaguar XK-140 OTS, MGC, and several American-made cars. I've always restored to 100% original condition and have been awarded nationally for cars that I owned and still own.

As I surveyed this car, noting the good, not so good, and the bad, I decided to build a car that I could cruise in comfort and yet have it look original. With that decision made, I chose a 2009 Pontiac Solstice 2.4L engine and the five-speed automatic transmission. Using this engine-trans combination led me into a world that I was unfamiliar with: "COMPUTERS." Two for the engine, one for the transmission, computer driven instruments, navigation system, and speedometer. Much to learn!

I tackled the engine installation first. It does fit, but takes a little remodeling of some parts, reshaping others, but it does go

into a widened transmission tunnel and mounts quite nicely with less than a half inch clearance between the engine and firewall and the radiator mounted in its original position. Naturally the driveshaft had to be shortened, and I used 3.9 gears in the rear end (same ratio as the Solstice).

The front end required some outside advice as I wanted to install the Wilwood disc brake package. Kelvin Dodd, at Moss Motors, sent the installation instructions to fit the "B" spindle into the Midgette suspension. It takes some machine work and welding, but does work great when finished.

Since so much of the wood was missing, I ventured in a different direction. Built a new dash panel out of aluminum



to accommodate the "Classic Instruments," radio/navigation system, air conditioning, and a glove box. The dash curves down to the trans tunnel and accommodates various switches and controls. The Solstice automatic transmission shift selector fits in as if designed for it!

I built the door window sills, dash, and tunnel cover from aluminum and had them covered with a "Liquid Transformation" process. The parts are prepped and placed in a liquid tank, a film (with the wood color and grain) is floated on top, the piece is raised out of the tank with the film covering it. Final step is a clear coat applied—you have a finished English burled walnut look.

Finally, I did the body work and took it to the paint shop, 2-1/2 years after starting the project, another six months to get the interior done. The exterior is stock with the exception of the color—my wife found the color on a Nissan Rogue, "Monarch Orange," Mazda provided the "Marble White"—exactly what I was looking for!

When we worked on the computers, the engine HP was raised to approximately 220hp. Needless to say the 2400 pound car's performance is lively. •



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The Amelia Island or Bust Tour 2020 (in an MGA MkII Coupe)

By Dan Suter

The phone rang one evening in December and it was my friend Jonathan Stein, offering me a chance to co-drive his 1962 Dove Grey MGA MkII Coupe from Gettysburg, PA to Amelia Island, FL as part of a 5-day driving tour. The tour, nearly 1400 miles, would arrive in Amelia Island on the



I arrived at Jonathan's home in Reading, PA, complete with my packed items and various spares I had gathered for my own 600-mile drive in my Magnette to GT-43 in Richmond. (The fact that we brought the spares guaranteed we would not need the spares, right?) The Mk II Coupe stood gleaming, freshly polished,

Thursday before the annual concours show held on March 8. Encompassing great driving roads, surrounded by like-minded enthusiasts, with added tours of private collections, it promised to be a great time.

First a little bit about Jonathan's Coupe. He has owned this car for 43 years. He bought it in California in 1976 and drove it cross-country back to his home in NJ. It underwent a full restoration in gorgeous Dove Grey with a correct red interior. It carries its original 1622 engine, and rides on 48-spoke wire wheels. As a bit of NAMGAR history, it won the Coupe class at GT-11 at Norwich, CT in 1986, and won Premier at GT-13 at Marietta, Ohio in 1988. He has brought it to other GTs in Charlottesville, Morgantown, and most recently Richmond. It has mellowed as a beautiful older restoration in continued excellent shape. It got a second engine rebuild about five years ago, and halleluiah, it got a Hi-Gear 5-speed conversion about three years ago.

Over the winter, Jonathan had some maintenance and upgrade work done by Ed Sweeney of Proper Noise restoration shop in Reading, PA. The resulting performance on this trip was a credit to both Jonathan and Ed.

in the garage, and I felt guilty thinking of how dirty it might get on the trip, while my MkII Deluxe Roadster and Magnette sat home safe and clean under their covers. We spent nearly an hour in 25-degree weather packing and repacking until we were at least able to get everything either in, or attached to the car in some fashion. My suitcase, only 24"x14"x10" (which I thought was small for 12 days!), would ride on the luggage rack and we quickly discovered the 10" height nearly blocked our rearward vision! At least two small bags had to ride in the footwell, while every other nook and cranny was stuffed full. Jonathan checked the pure-gas website each evening to see if we could reasonably locate ethanol-free gas each day.

Saturday, Feb 29 – Reading, PA to Gettysburg, PA

We were on the road before 9 a.m. We filled up with 93 octane, ethanol free gas in York and continued. Our first stop was a tour of a private collection of an acquaintance of Jonathan's, on the way to Gettysburg. It was a great variety of beautiful Italian, German, and American cars.

Between Reading and Gettysburg, the Coupe hesitated a couple of times—what was that? The 1622 had received

a new electronic distributor over the winter—are we in trouble already? We have the original distributor, and a spare coil all bagged and in the boot in case we need them. We figure out the miss occurs under load, when under 3,000 rpm, so Jonathan adapts his driving style to work around those conditions where possible. The 5th gear is already proving to be a godsend, enabling 70 mph cruising with perhaps 3400 rpm on the tach. I find that I am enjoying the Coupe immensely. The roll up windows and lack of drafts are quickly turning me into a Coupe enthusiast. The heater and demister are surprisingly effective and we are using them continuously in the sub-freezing temps.

We next rode to Gettysburg and pulled up to the historic Gettysburg Hotel, where we started meeting other Tour participants. Immediately, two great Austin-Healey guys, Ray and John, offered to carry my suitcase in the trunk of their modern XK8 Coupe all week. I simply brought my bag down to the driver's meeting each day, walked it out to their car, and it stayed dry all week.

Saturday afternoon featured a tour of a local private collection featuring 1930s Packards, late 1950 fuelie Corvettes with road racing history, and an incredible collection of WWII Jeeps and large Army vehicles. The gracious hosts who welcomed this big tour group to their storage and display buildings set the pattern which would follow all week. Saturday evening ended with a happy hour at the bar and then a buffet dinner. We are getting to know the other participants and are learning many are back for the third, fourth, or fifth time.

Sunday, Mar 1 – Gettysburg, PA to Staunton, VA

It is an exciting morning. The MGA Coupe starts pretty well in the 18-degree temperatures, and Jonathan moves it with the other cars to the large traffic circle outside the hotel. I have studied the thick route book and am wondering about all the pages of printed details, until event leader Dave Hord explains that he inserted features to look for just before turns, and also confirmation features immediately after turns. It turns out to be a really effective pattern, because then the navigator does not need to keep his head buried in the book reading details for the miles in between the featured items. A quick mark with the pen for the completed instructions, and we hopefully will stay on track.

I am determined NOT to get the very first instruction wrong and blast out of town in the wrong direction. Happily, there is a large bank on the corner as the first landmark and it is easy to keep on our left. We leave Gettysburg into the beautiful Pennsylvania countryside. We probably got away in the first group of ten cars, and as the country roads

start to become hillier, we are collecting a number of the rest of the group behind us. They are all keeping a good pace and we quickly decide we have to let everyone by. Our 90 bhp MGA simply can't climb the hills with the more modern Porsches, Corvettes, Jags, Lotus, and BMWs on the trip! Jonathan doesn't want to flog the car all week long trying, and I don't blame him a bit. This pattern will repeat itself after each stop on the first couple days of the trip. We pull over, a group of cars goes by, and they are soon out of sight. Tour leader Dave has suggested giving the other participants a 'thumbs up' symbol to let everyone know that our tour car pulled over does not have a problem, and we start using this to communicate with the others.

After lunch in a converted historic grain mill restaurant in Purcellville, VA, I take the wheel for the first time. I love how tight and responsive Jonathan's Coupe feels, and also how similar to my own MkII. Holding it in lower gears a bit longer keeps the sub-3000 rpm miss at bay. The terrain continues to be hilly, but we are enjoying the tour and going along at our own pace. We debate whether to swap back to the original points distributor. One element is that we are unsure of how to re-obtain registration/timing for the electronic distributor if for some reason we have to swap back again. What seemed like a simple job in my driveway on my own MkII suddenly seems more daunting in that we might disable the car right in the middle of a long trip. So, we debate some more and take no action.

We arrive in Staunton, VA to the Stonewall Jackson Historic Hotel and quickly gather for a tour of the Bruce Elder antique and classic car shop, which is within walking distance. It is situated in a former Ford dealership that was built right in downtown Staunton in 1911, and I thoroughly enjoy the presentations by Bruce and his business partner Brian, as well as seeing all the cars in the collection. We make a run for ethanol free gas and are ready for the next leg. The tour book suggests we will be going 260-310 miles per day. I make a mental note to return to Staunton to tour the historic parts another time.

Monday, Mar 2 – Staunton, VA to Wytheville, VA

Monday, we have a 1-hour drive and then arrive at another outstanding private collection. An Elva sports racer, a Lola T70, postwar Alfas, and an AC Ace are among a few of the standouts. Route master Dave has provided us with a couple of shortcuts that will chop roughly 50 minutes off the tour which we gratefully accept. Monday's journey ends as we arrive at the Bolling Wilson Historic Hotel in Wytheville, VA. (*See Amelia Island Tour, p.32*)

(From Amelia Island Tour, p.31) A Monday evening presentation by Tom Cotter, the Barn Find Hunter, had to be cancelled as Tom did not arrive home in time from his prior trip after delays.

Both route master Dave Hord and Hagerty trip leader Brad Phillips have proven to be both full of enthusiasm and energy. They are tireless and upbeat, and have made this a fun and interesting trip.

Tuesday, Mar 3 – Wytheville, VA to Clinton, SC

While packing the car in the parking lot, Jonathan and I discover that a 1960 Porsche 356 Super 90 has joined the tour, and we are secretly glad we are no longer the oldest car on tour.

The Tuesday agenda includes a visit to the Michelin Tire Proving Grounds in Laurens, SC. Michelin has established a great facility with garages and various test tracks here in rural South Carolina, tucked in behind a stout treeline. Michelin does tire development here, including co-development of tires with auto manufacturers including Tesla and Chevrolet for the Corvette. It rained in varying amounts most of the day. While the group is gathering, one of the Michelin employees takes tour members out for a test ride in a Tesla. I climb in, and he floors it while casually explaining the tour. The Tesla leaps from 0-90mph in under 5 seconds in a silent rush that pins me to my seat. He next transitions to a series of curves along the wet track (which is also being watered by sprinklers) and I watch him set the cruise control to 65mph. I'm initially fairly certain that we will spin out at this speed, but then I notice his calm and relaxed body language and ask, "You KNOW we will be fine at this speed, don't you?" and he smiles and says, "Yes." This is followed by a video and PowerPoint presentation in the conference building. After that, they lead us to the high-performance testing track where we will get to enjoy several laps in our own cars in groups of ten behind a pace car.

The track is a great mixture of sweepers and tight turns and the group moves right along. We are behind a small German roadster driven by Jeff and Christine Lane of Lane Motor Museum in Nashville. It had been repowered by a Mini 1275 engine and it readily keeps up with the group. After a barbeque dinner on-site, the co-drivers get a chance to try out the track so I climb behind the wheel for four great laps! We head for the hotel. At the gas stop, I ask for a ride in the BRG Sunbeam Tiger on the tour and so we swap navigators for the 15-mile run to the hotel. This Tiger is set up with a 302 and 5-speed and makes great

sounds to accompany the hard acceleration—holy cow is this thing fast! An impromptu social hour breaks out in the hotel parking lot, we visit for a while. Mysteriously, the MkII Coupe has stopped missing, but has started pinging a bit. We continue to buy 93 octane fuel, but wonder about the overall fuel quality. Still, it has continued to run like a trooper—perfectly reliable and not even any other worrying noises. I continue to be impressed with it.

Wednesday, Mar 4 – Clinton, SC to Beaufort, SC

At breakfast, various participants are showing the weather forecast on their phones, and it isn't pretty. A large rain storm is sweeping towards the East coast and most of our day will be spent in it. It rains *hard* for much of the morning, including during another private tour collection. It turns out that one does not stay *completely* dry in an MGA Coupe, but does manage to stay *mostly* dry. We arrive for lunch and enjoy the chance to compare notes with the other tour members.

The afternoon features a wine and cheese party hosted by the brother-in-law of one of our tour members. The art gallery holding the party is a rainy one block walk from our hotel in Beaufort, SC. At dinner that night, we talk with route master Dave who agrees about the idea of adding a simpler, shorter 'B' route to future tours to encourage some of the older classics to participate.

Thursday, Mar 5 – Beaufort, SC to Amelia Island

Today marks the end of the tour. We hit the road to get to Amelia Island a bit early, but hit horrific rains again. The MGA coupe continues without missing a beat, but we are regularly hearing pinging so are careful to avoid low rpm loads. We even continue on I-95 in the rain, and the cars and trucks are respectful of us, and we get numerous thumbs up. All our fellow travelers treated us well, and we



arrived on-time. After checking in, we headed out to find a DIY car wash. The poor MGA had an oily layer of grime all over it. After finally finding a place, we applied suds and then carefully washed the Coupe down. Hey, there is a Dove Grey car under there! We get the paint and trim looking good, but the wire wheels still want more attention that will have to wait until home. We prepped the car to be displayed at the Hagerty Motoring Film Festival with the other tour participants. After that, we use the car sparingly around Amelia, but do check fluids and get ready for the trip home. The Coupe has brought us just over 1300 miles on the tour.

On Saturday, Bruce Woodson graciously agrees to look at the distributor, and he and Jonathan disappear for a test drive. I wisely choose to sit in their car and visit with Carol and Famous Dave, since it is only 52 degrees outside. This is Florida, right? Bruce and Jonathan come back having adjusted the timing but otherwise with the decision that the electronic distributor will stay where it is.

The Dash North – The Return Trip

On Sunday, after the concours show was done, we decided to start our trek north. We only covered about 260 miles in seven hours due to heavy, sometimes stop-and-go traffic on I-95. After stopping in Florence, SC, we hit the road again by 7 a.m. on Monday and drove 13 hours back to Reading, PA.

The MGA ran with perfect reliability throughout this last leg of the trip, like the previous portions, and brings our distance total to 2250 miles, with no damage beyond a few additional stone chips. I am convinced that with preparation work, our cars can become reliable transportation on this kind of trip. The characteristics of the Coupe really appealed to me for this off-season run, and I am really glad Jonathan offered the ride to me, and that we got to attend and see all the sights on this tour. •

Ed Note: For the full story, see the Sidebar on page 34.

Every MGA Has a Story. What's Yours?

Send it to editor@namgar.com

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Sidebar: Amelia Island and We Didn't Bust

Author: Jonathan A. Stein

Date: March 26, 2020

In the spring of 1977 I answered an ad in Hemmings Motor News for a 1962 MGA 1600 Mk II in Northern California. A friend looked at it for me and I arranged to buy it then headed west to drive it home.

What followed was an epic cross-country trip with my older brother in a heavily loaded 16-year-old MGA. We faced scorching desert heat, timing issues in the Rockies, packs of the type of bikers you wouldn't bring home to mom, and a failed water pump just west of Toledo, Ohio.

Following the California to New Jersey adventure, most of my driving consisted of fairly short distances to shows, although I have driven to events all over the Northeast and mid-Atlantic region with one trip to John Twist's summer party in Michigan. None of those trips were much more than 1,200 miles round trip. In fact, I'd only put about 22,000 miles on the car in 43 years,

I first found out about the Hagerty Touring Series' "Amelia Island or Bust" tour in 2018 and I planned to participate for 2019. Well, I did participate, if only by being at the send-off dinner and driver's meeting. For the 2020 version, I renewed my vow to join the tour all the way to Florida. To prepare, I sent the car to Ed Sweeney's Proper Noise for the crew to crawl all over it. I gulped when I saw the invoice, but that was just part of the tour's entry price. I wanted to be sure the car was truly ready.

Next, I called Dan Suter and when I invited him to join me he was excited the way small children or Golden Retriever puppies get excited. He was happy making lists of all the spares we should take and planning out as many details as possible.

Ed finished the car, in plenty of time, but I couldn't pick it up because of poor weather. Once it was home, I waxed it, treated the glass with Rain-X™, pulled out my spares and started packing the interior.

Dan drove down to Reading from Rochester the day before our departure for the Gettysburg starting point. That night, we packed the spares and fluids and arranged to stop at a friend's very cool collection.

Mid-morning we departed, filled with Ethanol-free fuel, visited the collection in York and continued on to Gettysburg. Over the course of nine days, we drove the car hard, splashed through torrential rains with our laughable wipers, and did our best to keep up with much more modern machinery. We had minor issues with the new Petronix electronic distributor, but we made the entire trip without drama, unlike the Daimler SP250 that had a wheel bearing fail or the Ferrari 308 that shredded one of its belts.

Along the way we toured private collections, a classic car dealership and the amazing Michelin Test facility near Greenville, South Carolina. We even had the chance to drive the the track, before having one of the best meals of the trip.

We finally made it to Amelia Island with a filthy car and damp carpets. During the entire round-trip journey of some 2,300 miles, we added a single quart of oil and washed the car once. Most importantly, though, Dan and I took away a fantastic memory that we're going to cherish forever, and, we're still speaking to each other. •



The Financial State

A Report from NAMGAR Treasurer, Dave Gribler

I just received the news flash that GT-45 is now cancelled and am making a mad dash to revise this piece to make the ever-fluid deadline for this issue of *MGA*! Lois and I are extremely disappointed that the GT will not take place. Lois is even more disappointed (much more than I!) that we will not be driving the MGA twenty-four hours non-stop to get there. The hotel's decision to cancel the event comes as a relief as NAMGAR could not just simply abandon the contract. NAMGAR would have been responsible for contracted hotel rooms, food and beverage to the tune of many tens of thousands of dollars – enough to put us in a dire financial position. Since the hotel blinked first, we're off the hook, free and clear. In any case, this is the right decision as the world has to work its way through this crisis and establish some normalcy.

As you are reading this, I've held the office of NAMGAR Treasurer for a bit more than nine months. My predecessor, George Kress drove from Pittsburg, PA to Vandalia, OH to make the official transfer on August 1 last year. After lunch, George handed over two file boxes and a memory stick, gave a brief tutorial on the things he did to execute the duties of the office, then headed out to visit a brother-in-law who lives in another nearby suburb of Dayton. Thank you George for serving as Treasurer for the last seven years!

Since that day I've managed to make both heads and tails of NAMGAR's financial operations. I've participated in the financial closing of last year's GT, provided required financial reports to the Board, attended the annual Board meeting, produced the 2020 budget, and am currently preparing information for our tax accountant for his use in preparing our IRS return. There has been a lot to learn but fortunately, it is only rocket surgery and not brain science. I don't have to remember how to add and subtract since the computer does that part for me.

The Board has been discussing the desire to have the capability to process credit card payments on-site at the annual GT. We actually had that capability at one time, long before magnetic strips. Remember the old credit card imprint machines? Somewhere, a past treasurer has one of those things, probably buried under a box of old car parts in the corner of the basement. My most recent credit cards have been issued without embossed numbers, so it appears that the imprint machine will not be of much use in the future, even if it could be located. In any case, we are again able to process credit card payments at events, thanks to smart

phones, bluetooth and the internet. In recent years there has been very little (call it zero) need to accept GT registration payments at the GT. However there is definitely a need at the NAMGAR Regalia table, so the card reader will be passed on to our Regalia Coordinator, Greg Eroe.

Without question, the biggest part of the Treasurer's workload is processing dues payments. It is also the most mundane part of the job, but it still has to be done carefully to make sure the accounts are balanced and memberships are properly credited. Registrar Mike Jacobsen and I are still handling things much the same as when our jobs were passed on to us. So, whatever the past Registrars and Treasurers had to go through to figure out how to make this work smoothly is appreciated by both of us—it still works!

One item to address with the membership pertains to those of you who use a payment service for your membership dues renewal. It seems that details for any payments you make are memorized and faithfully duplicated the next time you make a payment to the same payee. That works pretty well most of the time, but George is no longer the Treasurer, so occasional stray membership renewals he receives are forwarded to me. If you use a bill pay service, please review your payee information to insure the address has been updated. I would also recommend using only "NAMGAR" or "North American MGA Register" for the payee. If you put my name on the payee record, you'll have to make another update when the next Treasurer comes on board in a few years. It also does no harm to include your NAMGAR member number on the memo line as the bill payment service is unable to return the stub from the renewal notice you receive. We have a surprising number of members who share names, but no one shares their member number. The member number is the eight character string that begins with a "7" and has the first letter of your last name in the fourth position. It is not the number assigned to your car, which is either four digits for MGAs or V followed by three digits for Magnettes and other variants, although if you provide your car number, we can usually figure out who you are!

We'll figure this COVAD-19 thing out eventually, so stay tuned. There will be another GT. Problem is, we don't know where or when just yet. Until then, let's be careful out there! •

The Honey Bee Saga-Part 2

By Dave Nicholas

It took a lot of work, a lot of thinking, cross checking, more work, more thinking and we finally got it right. Early a.m., drinking coffee and watching our breath condense in 40 degree temps, work started. Kevin had the car up and started looking for anything that seemed wrong. He found a brake line that was not where it was supposed to be, he found the LR bolt holding the front of the leaf spring very loose. I figured we could do the final Sunday race on our old tires despite the fact we had all new ones waiting. Further inspection revealed that the old tires were not race worthy. Some last minute maneuvering got the tire issue resolved thanks to our SASCO buddies and we made it to the grid in the nick of time.

On the pace lap the car instantly had more grip. With the new front tires, she actually turned when I moved the wheel. We had some brake fade after the race on Saturday but they were strong this morning. I again simply floored Honey

Bee when we came out of the last turn and kept pace with the big motor folks all the way to turn 1. Had a good corner, same for 2 & 3 and we were out on the curving straight to the hairpin in good shape. Andy MacClean in the blue Sprite was ahead of me and was being held up by a beautiful yellow/white Porsche 356 Coupe. He got by,

I challenged hard, but did not get by. Off we went. The car was Honey Bee of old and just handling wonderfully. I could still see Andy in second place and realized that we had left the Predator Sprite and the other Fraser Sprite far back and were up to 3rd. I simply knuckled down, turned some fast clean laps and brought her home. What a treat to get back into the winners circle and on the podium. Best was how fast we got. I turned a 2:45.0 and a couple other 2:45s and 46s which meant we finally found our sweet spot and were as fast as we have ever been at Sebring.

What a wonderful day. We'll sleep tonight at the track and start our way north to the Amelia Island concours tomorrow.

I could not be happier. As mentioned it took a lot of head scratching and work and we found a lot of "little" things and one big differential problem, but got our grand old race car back to herself. The motor ran superbly every day, the

trans is working well and I am now making every shift without the clutch (except for that damned hairpin) and we are closing in on those Sprites. My old buddy Pete Uzdivinis will come to haunt me at Road Atlanta and both Frazer men will be there and worse, Todd Crews will return with his rocketship. Why don't they just go away and leave me alone? •



What Does S.U. Stand For?

Simple Stuff from Bob Vitrikas

S.U. = Skinner Union. That's the simple answer, but wait, there's more! So where does this odd name come from? For simplicity's sake, let's drop the periods and simply call them SU carburetors or SUs since most of our LBCs have more than one SU. Moving right along, the "S" stands for George Herbert Skinner, who invented the SU carburetor in 1904. More accurately, the SU carburetor was a family affair involving Herb and his brothers Thomas Carlisle (Carl), John H. and a fourth as yet un-named (possibly "W. B.??") brother. So the term "Union" refers to the union of the Skinner brothers' minds to come up with the collective best overall design and management of its manufacture. Because there was ultimately more than one Skinner involved, perhaps that explains the common use of the title "Skinner's Union."

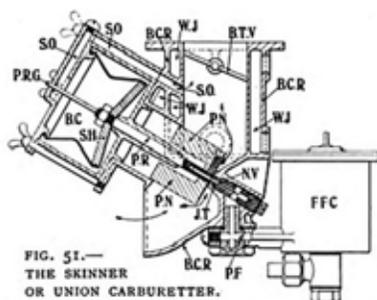


FIG. 51.—
THE SKINNER
OR UNION CARBURETTOR.
(B.C) Bellows. (B.C.R) Body of carburettor. (B.T.V) Butterfly throttle valve. (F.F.C) Float feed chamber. (J.T) Nozzle. (N.V) Taper needle. (P.F) Petrol duct. (P.S) Flag. (P.R) Spindle. (P.R.G) Spindle guide. (S.H) Head of bellows. (S.O) Communication between mixing chamber and interior of bellows. (W.J) Hot jacket.

While we are on the subject, I noticed that my spelling checker is going nuts trying to correct my spelling of the word "carburettor," or is it "carburetor" of maybe "carburetor?" Hmm... the "Grammarist" explains that the North American spelling is "carburetor" and the British spelling is "carburettor," but is silent on use of an "e" or an "o" at the end of the word. Notice that on the patent drawing it is spelled with an "e."

Skinner patented his carburetor design in 1906 and production started in 1910. The first SUs had goatskin kid leather bellows sewn by Herbert's wife! No doubt the choice of leather was influenced by Herbert's job as Director and Divisional Manager of the shoe company Liley & Skinner. Sensibly, the leather bellows later gave way to a brass (and later aluminum) piston sliding in what is now commonly referred to as the "dash-pot." The carburetor design is referred to as a constant-depression type. If the SU carburetor is constantly depressed, is that why they are so troublesome?

Initial sales were sluggish and World War I slowed production to a crawl. When the "war to end all wars" ended, Skinner's younger brother Carl sold the struggling business to their main customer, W.R. Morris a.k.a. Lord Nuffield - founder of Morris Motors, Ltd. Morris was a very successful entrepreneur and by 1925 Morris Motors production represented 42% of British car manufacturing including M.G., Morris, Riley, and Wolseley. With its acquisition by Morris, SU production exploded, and eventually SU carburetors were used on Rolls-Royce, Bentley, Rover, Turner, Austin, Jaguar, Triumph Austin-Healey, Volvo, Saab and many other car manufacturers. Beginning in 1932, SU carbs were also used on airplane engines. In order to meet tightening emission regulations, electronic fuel injection replaced carburetors and in December 1994 the S.U. Carburetter Company Limited was liquidated. Fortunately for us, in 1996 Burlen Fuel Systems Limited acquired the name and rights and continue SU carbureter (and fuel pump) production to this day.

Skinner or Skinner's, hyphenated or not, carburetor or carburettor or carburetter, let's just simply say "SU carb" and be done with it!



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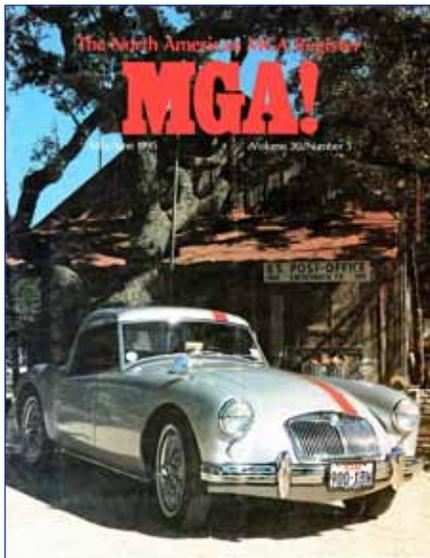
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Looking Back Twenty-Five Years Ago



Dan Suter, NAMGAR Historian



On the Cover – Silver Longhorn 1600

Kicking off our May/June 1995 issue was a silver Texas-registered MGA 1600, captured in front of the Post Office in the historic downtown of Luckenbach, TX, which is northwest of San Antonio. The MGA, also featuring a hardtop, red racing stripe, chrome wire wheels, and one-inch whitewall tires, was owned by Don Baugh of Junction, TX, who had made the 70-mile drive to Luckenbach. Don is a current member of NAMGAR as well. The photo was credited to Steve Johnson.

MGA Coupe and NZ NAMGAR Members – Open Fire

Among the letters to the Editor this month, we had one from Tennison Keeler of Corpus Christi, TX. Tennison shared a photo of his restored signal red 1958 MGA Coupe that accompanies his black with red interior '58 MGA Roadster. Along with his restored '67 MGB, Tennison was considering either a similar vintage B GT or

possibly a ZA or ZB Magnette to complete his collection. Also, member Bill Newman of Deaver, WO shared a photo of Zena Lothar, of Auckland, NZ with her RHD MGA 1600 at the National MG rally at Blenheim, NZ. Zena and her husband Simon were members of NAMGAR as well.

At Leisure—Ken Nelson Shows his Creativity

With the arrival of spring weather, Ken noted the competing needs of home repair projects and MG projects calling from the garage. He immediately put his thinking cap on and noted the need in several critical home projects to have *much* practice under his belt, to insure only the highest quality work on the home projects.

For instance, Ken felt strongly he should practice tightening the full set of MGA floorboard screws before attempting the coffee maker screws. He selflessly suggested to sand, prep, and practice paint the MG TD before daring to use the sprayer on the house stain for the exterior shingles. Lastly, Ken proposed a thorough study (conducted under the TD) to insure there were no Whitworth bolt heads on the outdoor grille, since the grille appeared to have an English name. It was this unselfish and thorough approach that he brought to all his 1995 home chores!

Final Updates for GT-20

A four-page spread for GT-20 was included in this issue. Host Thomas Knoy of the Michigan Rowdies gave some last-minute tips for arrivals and

activities. Ken Nelson encouraged chapter groups to bring their banners for display and a competition for most innovative and creative designs. A final recap of planned events closed out this update.

Looking Back Twenty-Five Plus Twenty

To celebrate the 20th Anniversary of NAMGAR, Editor Frank Tarpley started a new column called “20 Years Ago” where he chronicled the start of NAMGAR from July, 1975 onward. The newsletter initially wasn't even called MGA! – it simply carried the name ‘The North American MGA Register.’ First Chairman Mac Spears used his first column to lay out the goals of NAMGAR, “... that the register should offer MGA enthusiasts tangible and intangible benefits.” These collectively included exchange of hard to find parts, imparting technical information, keeping members up-to-date on future events, and personal accounts of MGA related experiences such as obtaining MGAs, restoration, and trouble shooting.

The very first issue also contained a Tech Section written by John Wright, and the Marketplace want ads. Several ads encouraged members to attend the first GT event at Harper's Ferry, West Virginia. Thus, NAMGAR was up and running in 1975!

State of the Register

Registrar Don Holle announced that the NAMGAR Board approved the creation of a directory of members who volunteered to assist other

members needing help while traveling in their vicinity. Well over half of the NAMGAR membership surveyed said they would volunteer to be in the directory and would even purchase the directory to help defray costs.

Don also provided a summary of his State of the Register that he presented at the April 1995 NAMGAR Board meeting. At that time, NAMGAR had 1861 active members, with 209 joining in the previous year 1994, 2706 cars owned by then-current members, and 5198 total cars registered since the start of NAMGAR.

I will spare you the break down by model, so you'll have to look up Vol. 20 No. 5 to get the details!

Tech Session—MGA V8s and Front Suspension Rebuild, Part I

Tech Editor Mike Ash shared some correspondence by Bill Zesbough of Tacoma, Washington regarding the possibility of installing a Rover aluminum 3500 V8 into an MGA.

While not endorsing such a swap, Mike did point out that the MGB V8 group had several members who had done successful and high-quality conversions, in both cases starting with derelict MGAs, and was able to point Bill to those that could share their experiences following this path.

Mike's main topic for this issue was the start of a two-part article on MGA front suspension. He started with principles

of operation, and next covered which parts are replaceable wear items.

The balance of this month's installment was a thorough description of safe disassembly of the front suspension. A front suspension coil spring has tremendous potential energy and can maim or kill if this energy is not released safely. Mike's discussion was accompanied by high quality drawings from the factory service manuals. It should be noted this covered the MGA 1500 front drum brake and 1600 and MkII disc brake hub versions, but not the Twin Cam or Deluxe models. Mike planned to cover clean up and reassembly in subsequent issues.

Our back cover image was a repeat of the Regalia offerings from the back of the previous issue. •

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MGA Jammers at the Sea- "A" - Tac Race

Jim Sanders, MGA! Washington Rep

Life was a bad COVID-19 dream. The official Seattle "Drive Your MGA Day" in 2020 was canceled. But, a large group of diehard MGA members felt they had to carry on. Carry on they did.

Was it the news about Cannonballers that raised their spirit? Those highspeed drives coast to coast in less than 27 hours. Was it the empty highways, or could it just be the warnings to stay home? The wild race of MGA cars took place against all warnings. This is the stuff of legends. Beginning at Seattle's Safeco Field stoplight, MGA cars were driven recklessly at high speed to Tacoma's America's Car Museum, 31 miles away. This was serious driving; 31 miles, with no mechanic, no water breaks, no toilet stops.

Because of the facemasks, big goggles, minimum 6 foot spacing, daytime racing pajamas, and bedroom slippers; it was impossible to tell who was taking part in this risky high speed challenge. It had to be members of the MG Car Club NW Centre. A black MGA 1500 with white wall tires looked familiar, but the driver wore Santa pajamas, and co-pilot had on a ruffled Christmas night cap. Another driver could have been NAMGAR President Tom Medeen

in his white 1600, except the wind shield had been removed to achieve higher speed, and the driver had crouched low in the cockpit. Each time the stoplight turned green, another streamlined MGA took off with screeching and smoking tires. Frightening howls came from the old gears and fear was everywhere. Cars leaped forward, skidded onto the empty freeway, and rocketed out of sight. This was insane racing. It took death defying courage and required a superior racing machine like the "MGA."

Normal driving time required for the 31 mile trip is 31 minutes. Most of the racing "A's" were doing the trip in 20 minutes. Red MGAs were the fastest and completed the 31 miles in just over 15 minutes! Timing was done by government officials, so it was exact. What an incredible accomplishment! Crowds cheered.

Tow trucks and ambulances that had lined the freeway were never needed. Only the gigantic crowds of masked, and cheering, people remained along the miles of freeway.

And then, the dream ended. It was 7:00 a.m., the government timing was exact. Only the pajamas remained. •

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Members

The People of NAMGAR

New Members

Phil Anderson, Hovland, MN
#8241 1958 1500 Roadster

Brian Bennett, Newtown, PA
#3405 1962 Mark II Roadster

Thomas Borden, East Lansing, MI

Paul Burdette, Cordova, TN
#8233 1958 1500 Roadster

Mason Daring, Marblehead, MA
#V242 1959 ZB Magnette Sedan

Donn Detzler, Indianapolis, IN
#3068 1957 1500 Roadster

Daniel Dillon, Williamsburg, VA
#4368 1962 Mark II Roadster

Bill Epolito, Daytona Beach, FL
#5200 1957 1500 Roadster

Patrick Finney, Shoreline, WA
#8242 1962 Mark II Roadster

Michael Goes, Westport, MA

Elayne & Steve Gunder
Dublin, OH, #7422 1956 1500 Roadster

David Heye, Algona, WA
#8238 1959 1500 Roadster
#8239 1959 1500 Roadster

Stephen Kennedy, San Luis Obispo, CA
#8231 1962 Mark II Roadster

JC Leveque, Mercer Island, WA
#6096 1962 Mark II Roadster

Peter Limoges, Suffolk, VA
#8243 1959 1500 Roadster

Greg Metzler, Lovettsville, VA
#4783 1961 Mark II Roadster

Peter Riess, The Villages, FL
#1626 1960 1600 Roadster

Tim Risinger, Fairfax, VA
#8229 1959 1500 Roadster

New Members

Bill Robbins, Portland, OR
#8235 1959 1500 Roadster

Lawrence Tinker, Gainesville, FL
#8234 1961 1600 Roadster

Alan Tomasi, Los Angeles, CA
#3147 1960 1600 Roadster

Kurt Vincent, Nassau, NY

Tom Wilber, Albuquerque, NM
#8237 1959 1500 Roadster

Brian Woods Westbank, BC Canada
#8230 1962 Mark II Roadster

Current Members/New Cars

Carl George, Brentwood, TN
#8228 1958 Twin Cam Roadster

Robert Holmes, Apache Junction, AZ
#8244 1958 1500 Roadster

Patrick Kondrat, Longboat Key, FL
#8232 1960 1600 Roadster

Tom Hollington-Sawyer, Kemptville, ON
Canada
#8236 1958 ZB Magnette Sedan

Dan Suter, Penfield, NY
#V275 1963 Elva Courier Fastback

Bobo Tanner, Nashville, TN
#8240 1956 ZA Magnette Sedan

Anniversaries

45 Year Members

Mike Hughes, Alexandria, VA

Billie Spears, Waxahatchie, TX

40 Year Members

None for this issue.

35 Year Members

Roberto Otero, Olympia, WA

30 Year Members

Lindsay Coleman, Blacksburg, VA

David DuBois, Kingsland, GA

Betty Howe, Amarillo, TX

Marilyn Knak, Burtchville, MI

Bob Mariconda, Pompton Lakes, NJ

Charles McCall, Tryon, NC

Garry Michael, Regina, SK, Canada

Paul Pasternack, Voorhees, NJ

Eric Russell, Mebane, NC

Thomas Storey, Chardon, OH

25 Year Members

George Goeppner, Orland Park, IL

20 Year Members

Allen Bachelder, North Street, MI

Thomas Cangelosi, Dresher, PA

Craig Challgren, Lafayette, IN

Chuck McCallum, Plainfield, IL

Frank Pecorella, Huntington Station, NY

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Arizona

The Arizona MG Club
Dave Boyer; 3480 W. Kent Drive, Chandler, AZ 85226; 602-403-8110; yooperdave@me.com
www.azmgclub.org

California

MG Owners Club - Northern California
Mike Jacobsen; 320 B Monterey Blvd., San Francisco, CA 94131-3141; 415-333-9699; mikesmuseum@yahoo.com; www.mgocsf.org

Paradise British Car Club

Lorin Cuthbert, 1061 Olympic Way, Nipomo, CA 93444; 805-929-0087; lorin.louisa@sbcglobal.net; www.paradisecarclubhome.com

Sacramento Valley MG Car Club

Val Howard Hogue, 2120 Duponte Dr., Placerville, CA 95667; 916-616-8583; val@zetabroadband.com; www.svmgccc.org

San Diego MG Club

Jay Flynn, 10691 Rookwood Dr., San Diego, CA 92131; 858-382-4370; jayflynn345@yahoo.com; www.sandiegomgclub.org

Southern California MG Club

Matt Dabney, 1535 Orange Ave., Costa Mesa, CA 92627; 949-646-2031; matt@mhdabney.com; www.socalmgclub.org

Colorado

MG Car Club - Rocky Mountain Center
Joe Gunderson, 6160 W. Lakeside Ct., Littleton, CO 80125-9645; 303-791-4902; j-cg@juno.com; www.MGCC.org

Connecticut

Connecticut MG Club, Ltd.
Phil Brown, 24 Woods Rd., Bloomfield, CT 06002-1121; 860-242-8625; 60mga@att.net; www.ctmgclub.com

Florida

All British Car Club of Volusia County Florida
Steve Bradley, 745 Lakeview Dr., Orange City, FL 32763; 386-775-9558; sbradley5@cfl.rr.com; www.volusiaibritishcars.com

Florida Suncoast MG Car Club

Roberta & Bruce Rauch, 8632 18th Way North, St. Petersburg, FL 33702; 727-576-9474
brauch1@tampabay.rr.com; www.fsmgccc.com

MG Classics of Jacksonville

Bob Wrenn, 1471 Mallard Lake Ave., Fruit Cove, FL 32259; 904-568-7512; mgowner@bellsouth.net; www.mgclassics.org

Key West British Car Club

Tommie Camblin, 17810 Hidden Valley Rd., Independence, MO 64067; 816-210-7250; tcamblin@att.net, www.KWBCC.org

Suncoast Classic MG Club & Nature Coast English Car Club; Dave Houser, 14341 Hunt Club Lane, Brooksville, FL 34609; 352-796-0782; Mgs4dave@tampabay.rr.com; www.britishcarclub.net

Georgia

Peachtree MG Registry
Tim Gaffney, 12 Falling Waters Lane, Murphy, NC 28906; 678.986.8465; 59mgacoupe@gmail.com; www.peachtreemg.com

Illinois

Chicagoland MG Club
Russ Mehaffey, P.O. Box 455, Addison, IL 60101; 630-858-8192; namgar@chicagolandmgclub.com; www.chicagolandmgclub.com

Illinois Flat Land British Car Club

Alan Kleinschmidt, 10858 Jane Lane, Bloomington Illinois 61705; 309-824-6490; alankleinschmidt@yahoo.com; www.lflbcc.club

Indiana

Hoosier A's
Fred Ulery, 1080 Locust Dr., Martinsville, IN 46151; 765-606-7680; mgahotwheels@gmail.com; www.hoosiermgs.com

Maryland

MGs of Baltimore
Randy Kegg, 4304 Meadowcliff Rd., Glen Arm, MD 21057; 410-592-3733; randell_kegg@msn.com; www.mgsofbaltimore.com

Washington, D.C. Area

(See Virginia Mid-Atlantic MGA Chapter)

Massachusetts

Cape Cod British Car Club
Ellen Riboldi, 257 Gurnet Road, Duxbury, MA 02332; 781-837-8568; gunga1961@verizon.net; www.capecodbritishcarclub.org

Bay State MGA Club

Paul Robinson, 19 Wintergreen Lane Plainville, MA 02762-2097; 508-699-7255; paulrobinson.bb2@gmail.com; bsmgac@bsmgac.org; www.bsmgac.org

Michigan

Michigan Rowdies
Bruce Nichols, 56343 Buckhorn, Three Rivers, MI 49093; 269-273-3118; bruce_nichols09@comcast.net
www.mgcars.org.uk/michiganrowdies

Windsor-Detroit MG Club

Jeff Zorn, 29311 Aranel, Farmington Hills, MI 48334; 248-489-1855; jzorn@mg-cars.org.uk; www.mgcars.org.uk/wdmgccc

Minnesota

Minnesota MG Group
Gene Cooper, 15625 Woodland Circle NW, Prior Lake, MN 55372; 612-310-1167; mgbcraz@gmail.com; www.mn-mggroup.org

Missouri

MG Club of Saint Louis
Robert Guinness, 199 Long Blvd. Elsberry, MO 63343; 636-947-7711; robert@guinness.pro; www.stlouismgclub.com

Kansas City MG Car Club

Robin Camblin, 17810 Hidden Valley Rd., Independence, MO 64067; 816-795-9628; president@kcmgccc.com; www.kcmgccc.com

Nevada

Reno British Car Club
Ric Yocke, 10528 Rue St. Raphael, Reno, NV 89511; 775-848-0464; wyocke@att.net; www.renoallbritish.org

New Jersey

British Motor Club of Southern New Jersey
Ed Gaubert, 13 Fox Hollow Dr., Cherry Hill, NJ 08003; 856-751-7773; mggarage@comcast.net; www.bmcsnj.org

MG Car Club Central Jersey Centre

Eliot Ganek, 125 Rynda Rd., S. Orange, NJ 07079 973-762-8116; ejganek@yahoo.com; www.mgcnj.org

New York

Eastern New York MGA Club (Covering NY and NJ)
Steve Trovato, 269 Barger St., Putnam Valley, NY 10579; 845-528-6451; strovato@optonline.net
www.enymga.org

Buffalo Octagon Association

Jim Borkman, 4892 Winding Ln., Clarence, NY 14031; 716-812-4801; mg@borkmantech.com; www.buffalomg.com

European Motor Club of Central New York

Don Nelson, P.O. Box 1666, Cicero, NY 13039; 315-422-5326; donald.nelson.syr@gmail.com; http://cny.mgcarclub.com

North Carolina

North Carolina MG Car Club
Kimi Cousins, P.O. Box 12273, Raleigh, NC 27605; 919-859-2992; NAMGAR_Contact@ncmgccc.org
www.ncmgcarclub.org

Ohio

Ohio State BuckAyes
Jeff Fields, 14430 Meadow Creek Lane, La Grange, OH 44050-9504; 440-355-6464; drivesmgs@gmail.com

MG Car Club Southwestern Ohio Centre

Dave & Lois Gribler, 2228 Settlers Trail, Vandalia, OH 45377-3260; 937-898-9928; drivesmgs@yahoo.com; www.mgcarclubswohio.com

Oregon

Columbia Gorge MG Club
John Dutra, 3105 SE Washington St., Milwaukie, OR 97222; 503-786-0851; dutraj@juno.com; www.columbiagorgemgclub.org

Pennsylvania

Lanco MG Club
Charlie Baldwin, 1209 Glendale Road, York, PA 17403; 717-586-6897; mgcharlie@comcast.net; www.lancomgclub.com

Keystone Region MG Club

Thomas Brobst, 2523 W. Walnut St., Allentown, PA 18104; 610-462-5039; thomas.brobst@gmail.com; www.keystonemg.com

Delaware Valley Classic MG Chapter

Pat & Patty Cawthorne, 268 Bloomfield Avenue, Warminster, PA 18974; 215-672-5289; pcawthorne@comcast.net; www.dvcmg.com

Greater Pittsburgh MG Club

Don Stewart, 324 Canterbury Dr., Pittsburgh, PA 15238; 412-963-1893; britcardon@verizon.net; www.greaterpghmgclub.org

Philadelphia MG Club

Jim Schulte; 771 Moccasin Dr., Harleysville, PA 19438; 215-802-1974; schultejim@msn.com; www.phillymgclub.com

British Car Club of Northeastern Pennsylvania

Normand Bourcier; 1017 Sleepy Hollow Road; Clark Summit, PA 18411; 570-357-7305; nb2466@aol.com; www.bcncpa.com

Tennessee

British Sports Car Club, Ltd.
Hiram H. Shepard, 7870 Cross Ridge Dr., Germantown, TN 38138; 901-754-0538; hishep@aol.com; www.memphisbritishcars.com

Southern British Car Club

Gil DuPre, 2249 Tristram Rd., Chattanooga, TN 37421; 423-892-7247; gilmg@epbf.com; www.southernbritishcarclub.com

Texas

Texas MG Register
Greg Poffenbarger, 308 Rocky Ridge Terrace, Lake-side, TX 76108; 607-972-9252; poffny@gmail.com; www.tmgm.com

Houston MG Car Club

Ron Redding, 33803 Pecan Hill Dr., Brookshire, TX 77423; 281-346-2417; ron@5restorations.com
www.houstonmgccc.com

Virginia

Central Virginia British Car Club
Kyle Leatherwood, 2838 Madison Place Drive, Powhatan, VA 23139; 804-307-2228; kyle_leatherwood@hotmail.com; www.britishcarclub.com

Mid-Atlantic MGA Chapter

Bill Marshall, 9308 Mathis Avenue, Manassas, VA 20110; 703-393-9308; manassasmga@gmail.com; www.mga-midatlantic.org

Tidewater MG Classics

Mike Ash, P.O. Box 1357, Eastville, VA 23347-1357; 757-678-0963; mikegash01@gmail.com; www.mg.org

Washington

MG Car Club Northwest Centre
Jim Sanders, 2506 5th Avenue W, Seattle, WA 98119; 206-817-7529; jsandersfaia@comcast.net; www.mgcnwcc.org

Wisconsin

Milwaukee & Great Lakes MG Motorcar Group-MGMGMG
Dave Hanson, 2124 N. 74th St., Wauwatosa, WI 53213-1702; 414-257-3028; dahanson@wi.rr.com; www.mg3club.org



Announcements

Canada



Alberta

Edmonton Classic Sports Car Club
Frank French, P.O. Box 53062, Glenora RD, Edmonton,
AB T5M 4B5, Canada; 780-451-0808; moutard@mac.
com. www.edmontonclassicsportscarclub.com

British Columbia

Canadian Classic MG Club
Peter & Anne Tilbury, 17240 26A Ave., Surrey, BC
Canada, V3Z 0E6; 604-535-0648; Fax: 604-535-9851;
patilbury@shaw.ca; www.jaguarmg.com

Victoria MG Club

Russ Cape, 3923 Onyx Place., Victoria, BC, Canada
V8P4T4; 250-721-4605;
russcape@shaw.ca; www.victoriامجclub.ca

Ontario

MG Car Club of Toronto
Johan Petersen, 364 Old Kingston Rd., P.O. Box 97505,
Scarborough, ON, Canada M1C 4Z1
jypetersen@msn.com; www.mgtoronto.com

SW Ontario Hoser Ehs

Tim Coyne, 97 Huron Street, London, Ontario, Canada
N6A 2H9; 519-777-5572; timothym.coyne@gmail.com

Ottawa MG Club

Andy Bounsall, 19 Aleutian Rd., Ottawa, Ontario
Canada K2H 7C7; 613-721-1132; namgar@omgc.info;
www.omgc.info

Norway



The MGA Register of the Norsk
MG Klubb, Hans Lovdahl, Hansnesveien 67, Arendal,
Norway 4839; Tel: 011 47 61 12 33 71; hans_lovdahl@
hotmail.com; www.nmgk.no

Interest Groups

MGA Coupe- Jonathan A. Stein, 7450 Valley View
Lane, Reading, PA 19606; 484-824-2660;
mgacoupeguy@aol.com

MGA 1600 Deluxe- Jim Brown, 1915 Old Concord Rd.,
Salisbury, NC 28146; 704-633-5996;
jbrown388@carolina.rr.com

Z Magnette Group (ZMG)- Allen Bachelder,
3330 Deerwood Drive, North Street, MI 48049;
810-824-4188; bachldrs@comcast.net
www.mgcars.org.uk/magnette

Elva Courier- Silas Kinsey, 98 Kinsey Rd., New
Hartford, CT 06057; 860-489-8654;
kinmoses@gmail.com; www.elva.com

MGA 1800- Steve Chaffee, 21672 High Country Dr.,
Trabuco, CA 92679; 949-858-3406;
SL.Chaffee@yahoo.com

MGA Twin Cam- Dennis Scanlan, 324 Redwood
Forest Ct., Manchester, MO 63021; 314-795-4651 or
636-230-6509; mga_coupeman@sbcglobal.net;
www.mgatwin.cam.homestead.com

MG Vintage Racers- Chris Meyers, 55 Belden Rd.,
Burlington, CT 06013; 860-675-0719;
mgameyers@att.net; www.mgvr.org

Many events including GT-45 have been canceled!

STILL ON THE CALENDAR!

The 36th Annual Dayton British Car Day, the Midwest's Best British Car & Motorcycle Show will be held on Saturday, August 1, 2020 from 9 a.m. – 4 p.m. At Eastwood MetroPark, 1385 Harshman Rd. Dayton, OH. Participant's choice car show, vendors & swap meet, full service concession stand, dash plaques to first 300 entrants, and as always, spectators are admitted for free. Registration: \$18 in advance includes free BCD T-shirt if received before July 18, 2020; \$20 day of show, Vendors; \$25. Registration open 9 a.m. until noon. Show runs rain or shine! Special Awards: Longest Drive, Ranger's Choice & Best of Show. Register online at www.britishcardaydayton.com

The Southeast British Car Festival returns to Dillard, Georgia September 17-20, 2020. The event is sponsored by the Peachtree MG Registry and will continue to feature MGs along with all British marques. Additional information will be forthcoming. If you have any questions, please contact Tim Gaffney at 59mgacoupe@gmail.com. (See page 15)

The 30th Annual Rio Grande Valley Regional Rendezvous British Car Meet New Mexico, September 25-27, 2020 includes a car show, road rally, tours, and a banquet with awards. Located in picturesque New Mexico. This year, the venue is subject to change, considering the present public health situation, but mark your calendar. Please monitor www.baoa.org for updated information, registration form, and hotel accommodations. Contact Steve Schwartz (100.steven.schwartz@gmail.com) for further information.

For the latest information on NAMGAR activities and upcoming British car events, check the website at <http://www.namgar.com>.

Send announcements to editor@namgar.com for listing in MGA! magazine, but make sure to send them in early as this is a bi-monthly publication with long lead times!



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Member's Rides

1960 MG MGA 1600 Roadster

Owner: Alan Tomasi
Car # GHNL 85925
Body # B17507
Engine #16GA-U 17316



Iris (her original factory color is Iris Blue) has been mostly restored and modified to handle modern free-way traffic. Though engine displacement is close to stock, here are the changes:

- Pertronix Ignitor II & Flamethrower Coil-S.
- Replaced generator/regulator system with alternator, converted to negative earth system.
- Rebuilt radiator - two rows 5/8" MX core, 3/8" @ center - 16 fins per inch.
- New fan shroud and oil cooler.
- Engineered stainless steel header and exhaust, Cap's ceramic coated.
- Replaced intake header and carbs with MGB HS-4 complete kit - rebuilt by SU CARBS.
- Speed Specialties, San Diego, milled 0.04 off and flowed the head.
- All ports matched, MGB valves, springs, guides and hardened seats.
- Bench test: Intake - 36% improvement, exhaust - 39%.
- Compression 150 lbs. each cylinder.
- New 19 lb. flywheel & ring gear.
- Moss Motors cold air intake in front of radiator w/ K&N filter.
- Re-curved distributor by Advanced Distributors.
- New rocker arm assembly.
- New APT B performance camshaft.
- Complete engine overhaul and balance.
- Ottoco steel head gasket.
- APT head-studs.
- Spin-on oil filter.
- Replaced original transmission with five-speed fully syncro Ford Sierra with a MGB clutch.
- Front springs 1" shorter than stock.
- 3/4" front sway bar.
- Rear 'tube type' shocks.
- Silicone fluid brake system.
- LED tail lights.

Iris has two windscreen options:

- A stock windscreen unit (and for inclement weather an optional Stayfast fabric top and Plexiglas sliding windows); or
- A chopped 6" high 1/4" Lexan windscreen.

Both options have custom side Lexan wings. •

MarketPlace

The MGA! Classifieds

FOR SALE: Series MGA original Workshop Manual and Operations Manual. Workshop Manual dated Issue 3, 98043 - 12/55. Original yellow three-ring binder, about 1 inch worth of pages. Both items as is, well used condition. \$100 plus shipping. Contact Kurt at kvincent1@nycap.rr.com. Additional photos available. Nassau, NY. (1)

FOR SALE: 1956 MGA 15GB10509 Numbers matching car. Restored 2 years ago, excellent runner, tonneau, side curtains, gray with red leather interior. \$15000.00. Located in central Florida. Contact Ron at ron24513@netscape.net (1)

FOR SALE: TWO primo MGA Roadsters with different owners located in same town one mile from each other in Eastern Iowa. Both cars fully restored and have original engines & drivetrains. Both cars NAMGAR award winners. Car #1; 1960 beautiful black with tan interior, 60 spoke chrome wheels. \$29,900. Contact Gary at 563 940 7440. (1)

Car #2; 1962 MkII, 24K original miles. Bright red with tan interior. No blemishes. \$39,900. Ph. 563 343 6085. Both cars are kept in climate controlled garages & run perfectly. Photos available on request. Contact Gary at 563 940 7440. (1)

FOR SALE: Four 15" - 48 spoke wire wheels and tires for an MGA. Spokes and splines in excellent condition. Pirelli Cinturato Radial 165 SR15 tires in good condition with 8/32" tread remaining. Photos of wheels and tires are available. Asking \$750. Reason for selling - these tires came as "spares" with a 1961 MGA I recently purchased. Contact Ed Rushbrook, Gilford, NH, 603-393-8996. (1)

FOR SALE: 1956 MGA. Numbers matching car (15GB10509). Restored 2 years ago, excellent runner, tonneau top, side curtains, gray with red leather interior. \$15000.00. Located in central Florida. E-mail: ron24513@netscape.net (1)

FOR SALE: 1961 MGA Mk1 Roadster. Owned it since 1973. My daily driver in the 70s, stored ever since. Stalled restoration, 0 miles on major body restoration (app \$9,000.00) in 2003. low miles on 1600 engine. Lots of new parts ready to install (s.s. exhaust, new interior, chrome etc.) Call for more info. Only offers above 9K considered. Car in WA state. Contact Steve at 360-223-7089 (2)

FOR SALE: 1958 MG Magnette ZB. Green with a light tan interior, formerly owned by Bill Shamonsky with MGB engine, T-9 five-speed, 3.9 differential and MGB front disc brakes. Needs a new caretaker. Car has been in dry storage since acquisition from Bill's estate. Space limitations and a downsized lifestyle force me to sell. \$25,000/offer. Hank Mauel, 530-488-0582 or whmauel@wavecable.com. Auburn, CA (2)

FOR SALE: 1961 MGA Roadster 1600 Mk II. Iris blue, black interior, wire wheels. New white top and tonneau. Stored inside in central Texas. Photographs on request. \$16,000. Contact Louise at 254-562-5206 or lm@hollowaymartinlaw.com (2)

FOR SALE: Beautiful and rare MGA Mark II Deluxe. One of only 290 built with the competition package. This MG is original and well maintained throughout its 50,000 miles. California car, no rust and in excellent mechanical condition having recently undergone new tires and trued, powder coated wheels; new clutch, master cylinder, slave cylinder, and transmission main seal; new shocks; new wiring harness and repair of all gauges; new disc brakes and new main cylinder; new starter, alternator and voltmeter; new fuel pump, valve cover gasket, and door cables. Radiator flushed and repaired. A very collectible and fun to drive MGA. \$49,500 or best offer. Call Mike Smith at 206-551-5611 or email at msmith4021@gmail.com (2)

FOR SALE: 1958 MGA 1500 Coupe in very good restorable condition. Many new parts (not installed), including pillar assemblies, misc. body repair panels, bumpers, valance, repair panels, wiring harness, etc. Also many older spare parts too numerous to mention. Need space. Asking \$2,000 OBO. Pictures available on request. Serious inquiries only. Contact Bob Lord, rbl5169@ptd.net or phone 610-927-7642 (Reading, PA) (2)

.....



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MarketPlace

The MGA! Classifieds

Hey NAMGAR Members! When you sell a car, submit the new owner's name and contact information to Mike Jacobsen at registrar@namgar.com and you both get a free six-month membership to NAMGAR. Is that a great deal or what?

FOR SALE: Series MGA (Twin Cam) Operation Manual [ADK 879/Moss 210-420 \$57] like new and Series MGA (Twin Cam) Driver's Handbook [AKD879B/Moss not listed] like new. For both asking \$80/obo plus shipping. Series MGA (Twin Cam) Workshop Manual [ADK 926] in BMC binder, original. Asking \$100/obo plus shipping. Contact Jeff Fields, phone 400-355-64364, e-mail drivesmgs@gmail.com.

FOR SALE: An original Vanden Plas aluminum hardtop for the MGA. Professionally painted and ready to be reassembled. All the attachment hardware for front, sides and rear are included. All new front, side and rear seals. New headliner and rear window seal. Original rear window in good condition. Asking \$2900 or best offer. Buyer pays shipping or pickup in Seattle. Email with questions. Joe Beck beck5390@gmail.com. 425-319-1659 (2)

FOR SALE: 1961 MGA 1600 Roadster. Body off restoration-frame powder coated. Motor, transmission, and rear end rebuilt. New top and side curtains. Red exterior/tan interior. \$23,000. Phone Ralph at 905-270-1839 or email gillfish7@hotmail.com. Mississauga, Ontario, Canada (2)

WANTED: Foreign Sports Cars - MG-PA, TA, TC, TD, TF, A, Jaguar, Austin Healey, Triumph, Morgan, Aston Martin, Rolls Royce, Bentley, Porsche, Mercedes, Ferrari, Lamborghini, Alfa Romeo in any condition. Top price paid. We will pick up anywhere in the U.S. Contact: Peter Kumar; Phone: 800-452-9910; Email: peterkumar@gullwingmotorcars.com

BRITISH FUEL PUMP RESTORATIONS AND SALES: MG T, MGA, and MGB Series; Austin Healey; Jaguar. Contact: Tom Ball; phone 330-666-2642



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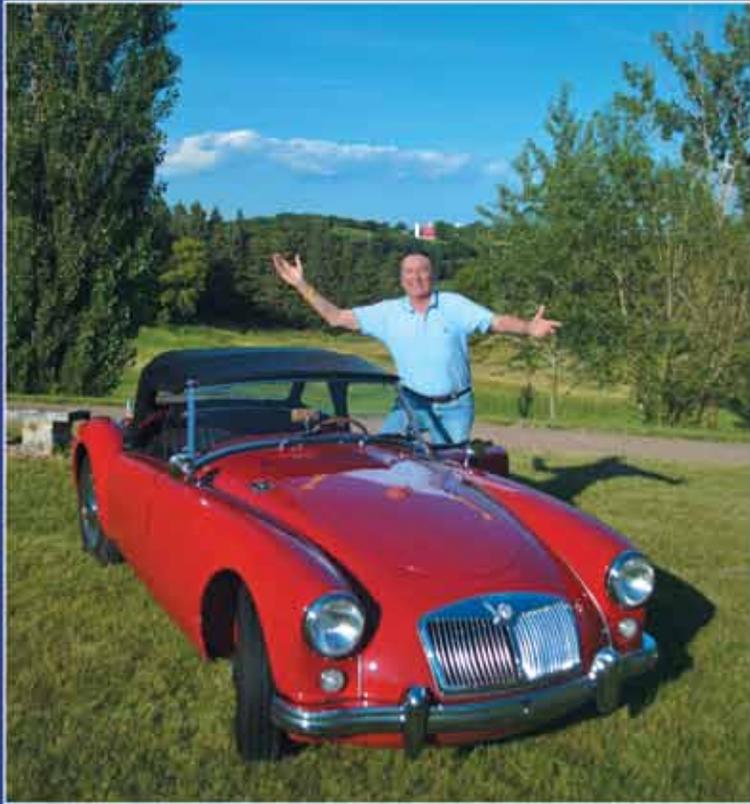
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Brit Bits	P. 40	Mercer & Woodson	P. 23	
British Car Specialists	P. 29	MG Council	P. 363	
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SUNBEAM



The Parting Shot

Photos Recently Submitted by NAMGAR Members



Top Row (l-r): Dan Craig, Andy Hoffman. Second Row (l-r): Bruce Mann, Ken Morton.
Third Row (l-r): Elliott Davis, Richard Farwell. Bottom Right: Richard Farwell