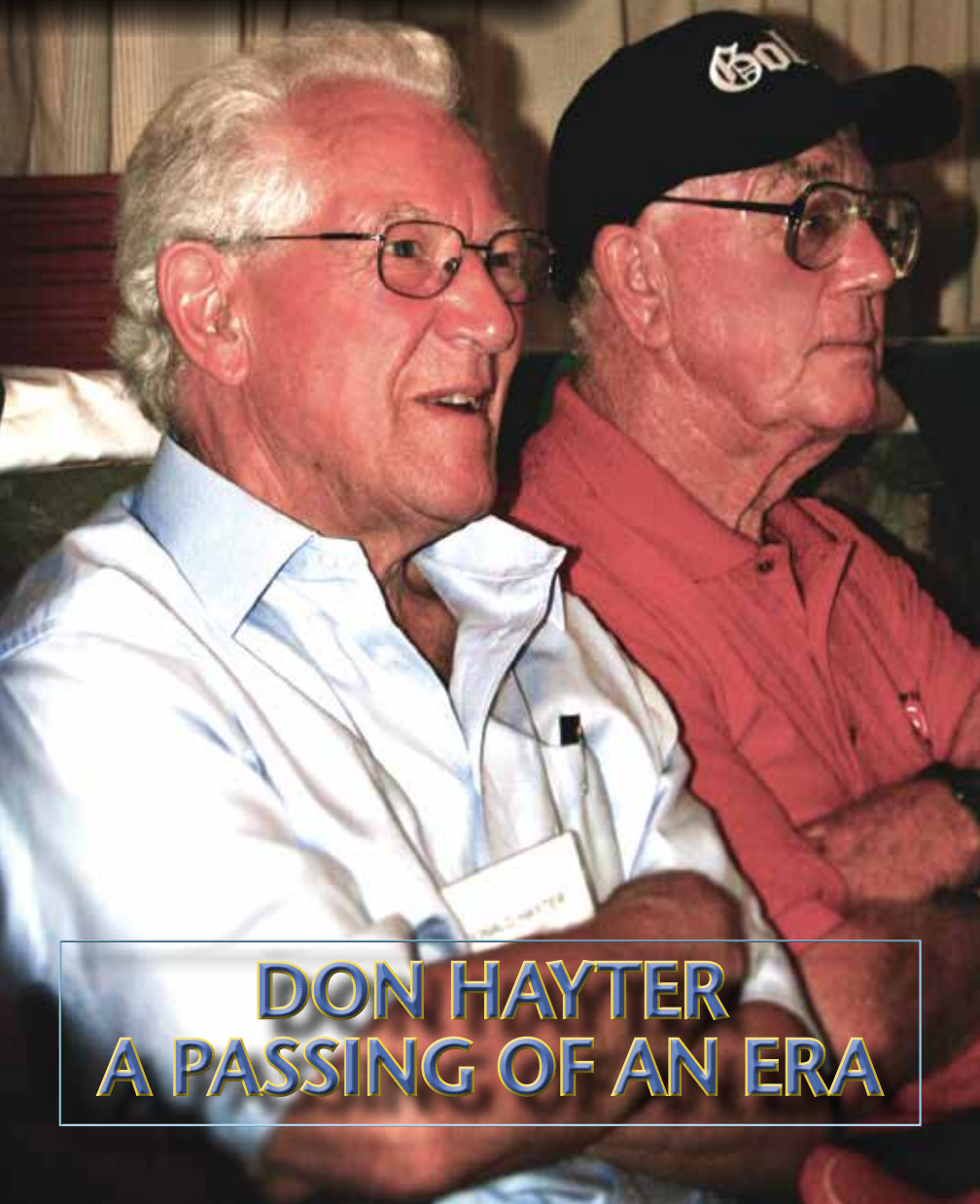


THE MG DRIVER

Journal of the North American MGB Register
Including MGC, MG Midget, 1100/1300 MG, and Modern MG

Vol. 31, No. 1

January / February 2021



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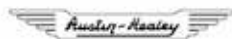
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FOR REGISTRAR INFORMATION, PLEASE SEE PAGE 64.

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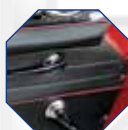
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Editor's View

Robert Rushing
Editor
The MG Driver



I'm sure most of you know by now about the passing of NAMGBR's first honorary member, the name sake of our Most Original MG award, and one of the chief stylists of the MGB – Don Hayter. Mr. Hayter was an amazing man who was extremely affable and a real MG fanatic. Like many of the other titans of MG, the cars and the people who built them meant more to him than just a job – MG was a way of life and a true passion. So, this issue is dedicated to his memory and to the happiness he has help spread by helping create our great sportscars.

Normally, this would be the Tech Issue. I've tried to squeeze as much in as I can, but this was a very packed issue and many things have had to be pushed back to future issues. I do have to say we did get some very good quality articles included so hopefully some of them will be of help while you knock out some of those winter projects to prep for driving season.

Speaking of driving, we drove out to Atlantic City from St Louis for the AGM and knocked out a few bucket-list items along

the way. We stopped at Monticello in Charlottesville and then stopped at Mount Vernon. There were several Civil War battlefields I wish we had time for, but those will have to wait till this summer for the trip to the convention. Also, if you're coming from the south, consider taking the Lewes-Cape May Ferry to get to New Jersey. It was a very nice ride and it puts you out at Cape May which is a very cool town. Make sure to make reservations early for the ferry because it does fill up. (Not to mention that Lewes has two cool British pubs – Go Brit Fish & Chips and The Rose & Crown for lunch before your trip).

Robert 



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On the Covers



Front: Don Hayter & Ken Smith • MG 2006 Gatlinburg, TN

Back: Don Hayter

Chairman's Chat

Richard Liddick
Chairman
NAMGBR



I hope you had a good Holiday season and 2021 has started off better than you expected. I am looking forward to a fabulous 2021, nothing like 2020 with things returning to normal for us MG enthusiasts.

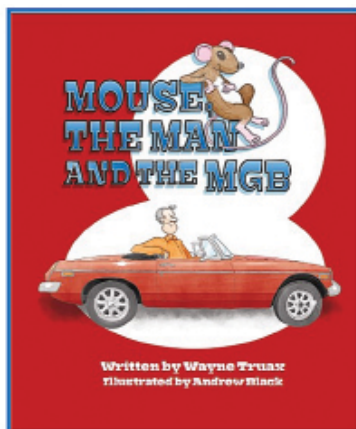
One thing is certain: MG International Atlantic City 2021 the every five years All Register event slated for June 14-17, 2021 at Harrah's Resort & Conference Center in Atlantic City, New Jersey, is going to be great. This event has been in the works since 2017 and the members (NAMGBR, NAMGAR, NEMGTR & MMR) of the North American Council of MG Registers have been working hard to make sure everyone has an unforgettable time and enjoys themselves while in Atlantic City and the surrounding area. The previous "All Register" event was MG 2016 in Louisville, Kentucky, and for those of you that attended this and past All Register events, you know how much fun they can be. The event

website should be open for registration at [HTTPS://AC2021.REGFOX.COM/2021](https://AC2021.REGFOX.COM/2021)

Something I would like the members to start thinking about, and, yes, I know we have some time to go before our next AGM, but both Karen Timian and I are term limited and we will be stepping down come October 23, 2021. This will open up the positions of Chairperson and Treasurer. Any member in "good standing" can place their name in the hat to be voted on by the chapters. If you have ever considered getting involved in the club the opportunity is available for you. If you would like to know more and how to go about getting your name on the ballot, contact me or any of the NAMGBR Officers. Don't forget, the North American MGB Register is a member run organization, we are all volunteers.

Safety Fast!

Richard



Mouse, the Man and the MGB

Paperback - Available on Amazon.

A mouse, a man, and an old car... what could possibly happen? A fun story about a curious little mouse who falls in love with an old car and the challenges he faces when he tries to help. Written as a reminder that when little ones watch from a distance, they may just be waiting to be invited to share in the very thing we enjoy.

Vice Chairman

Terry Allen
Vice Chairman
NAMGBR



Happy New Year everyone. Since this issue is packed, I will keep this article short. First, I would like to thank all the clubs who voted for me to a second term. Our outgoing secretary Larry Norton found a very easy and economical way to have our elections done over the internet and it not only saved the club hundreds of dollars in postage, it appears to have given us a record response of well over 60 clubs as opposed to maybe in the low forty's the old way.

Now onto what you pay me for, oh wait I do this for free... Its time of year for all the affiliated clubs to re-affiliate

with us. It's simple: the Chairman or President can go to our website, and under the resources column you will find the re affiliation section. We need to have this done for several reasons. We need your most recent Clubs officers' names and contact info. Without this info we lose contact with your club. And we also use it when your club sends in a request a Certificate for Insurance for events. If We don't have the re affiliation current, we cannot process the request for insurance. That's all for now.

Safety Fast and enjoy the ride!

Terry



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From the Treasurer



Karen Timian
Treasurer
NAMGBR

We've reached another fiscal year end September 30, had our Annual General Meeting at the 2021 Convention site, our accounting firm has finished its audit and submitted the annual tax forms.

The convention site was impressive as was the area around it. Being virtually on the Atlantic Ocean with the waters and marshes surrounding the area was very peaceful. The hotel, which had recently spent \$400 million on renovations, especially in the areas where our convention will be was beautiful.

Speaking of the year end, I have finished my third year as Treasurer and embarking on my fourth. Next October will be my last AGM. I'm letting you know this so that if you have been thinking of getting more active in NAMGBR, joining the Board is an excellent way of contributing. All of the positions on the board have a learning curve, so for the Treasurer's position, it would help to have some accounting background. Experience with software for small organizations is a great help. The club uses QuickBooks and has for going on 15 years so everything is pretty much set up for

you. If you have computer experience, it is easy to learn. I will be more than willing to work with anyone who takes the position.

Regarding the financial results for the last year, the Profit and Loss statement shows a loss of \$1,255, after a minor tweak was made by the auditors. Keep in mind that a one-time payment of \$1,572 that would usually have fallen in FY 2021, was pulled into 2020 to coordinate policy payment due dates. Still, that puts at about break-even when we normally might have had more positive results. Yes, the Covid-19 virus struck again. Along with the cancellation of the 2020 Convention in Calgary, related Regalia sales did not occur. Dues were down for the year, perhaps because of lost or reduced income for folks. Meanwhile, costs for printing and postage continued to increase. Still, all-in-all, not a bad year. Looking forward to a better 2021!

Any questions, please feel free to contact me. Until next time . . .

Safety Fast!

Karen

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North American MGB Register

Profit and Loss

October 2019 - September 2020

	Total
Income	
Dues	0.00
Dues - Domestic	50,585.00
Dues - Overseas	180.00
Total Dues	\$ 50,765.00
MG Convention Income	0.00
Activities	0.00
Banquet	0.00
First Dinner	0.00
Miscellaneous Income	0.00
Program/Advertising	0.00
Regalia	0.00
Registration	0.00
Total MG Convention Income	\$ 0.00
Miscellaneous Income	70.33
Regalia Sales	426.00
Back Issues - CD	75.00
Back Issues - Print	30.00
Clothing	204.28
Grille Badge	385.00
Misc	164.90
Total Regalia Sales	\$ 1,285.18
Services	15.00
Shipping	515.25
Sponsorship	0.00
Ads - MADirectory	775.00
Ads- Driver	5,750.00
Total Sponsorship	\$ 6,525.00
Unapplied Cash Payment Income	0.00
Total Income	\$ 59,175.76
Gross Profit	\$ 59,175.76

North American MGB Register Profit and Loss

October 2019 - September 2020

Expenses

Advertising & promotion		0.00
British Motor Trade Assoc.		175.00
Total Advertising & promotion	\$	175.00
AGM Expenses		0.00
AGM Awards Expenses		560.91
AGM Officer & Coord Mtg		3.63
Travel		1,137.20
Total AGM Expenses	\$	1,701.74
Bank Fees		0.00
Credit Card Fees		1,747.15
Total Bank Fees	\$	1,747.15







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Secretary's Report



Leeann Looft
Secretary
NAMGBR

Hello everyone, I am Leeann Looft! I am looking forward to ringing in a new year in 2021, hopefully a little more filled with cheer than 2020 and taking my MGB enthusiasm to the next level by becoming secretary for NAMGBR. Going into this New Year with a hopeful spirit, I'm looking forward to this new position in my life and getting to meet and become familiar with new and long-time enthusiasts. I want to give a huge thanks to the outgoing secretary, Larry Norton, for his amazing job as secretary the last four years, he has left some very big shoes to fill, and he has been incredibly helpful and kind.

So, in keeping with that positive spirit I want to talk about the *MG 2021 International in Atlantic City, June 14-17*. My husband, Ryan, and I were able to attend the AGM in October 2020 and let me say that the show being held at Harrah's Resort Atlantic City is one not to be missed. The resort is beautiful, filled with a casino, two fantastic pools, and several wonderful dining options. We are only three miles from the famous Atlantic City Boardwalk, which we were able to walk, and it was beautiful with the Atlantic Ocean only a few feet away. Also located at the Boardwalk was our beautiful sister hotel, Caesar's Atlantic City, where we have a group dinner planned. This five-year show is always very exciting combining all the MG registers into one event. It is quite the experi-

ence to see that many of our beloved MGs all together at one time.

In the meantime, as the weather is turning cold in Ohio, we have packed our MGs away until spring has returned. Our little cars did not get the trips this year that we had been planning on, so, finger's crossed for next season. We were lucky enough to be able to go on one trip this fall to Dillard, Georgia, it was a fantastic show hosted by the Peachtree MG Registry and held at the famous Dillard House. The show was nice and cool, social distancing was not a problem, and the food was delightful. Rumor has it this show happens every two years, so we will definitely be marking that on the calendar.


To all the NAMBGR members I want to say thank you for your vote and trusting me in the position of secretary. If I can ever be of any assistance please feel free to reach out anytime, and hope I meet many of you in Atlantic City 2021.

Cheers,
Leeann 





New Members Since Last Issue

Alan	Abrams	Oklahoma City	OK
Philip	Barnes	Toronto	ON
David	Radema her	Minneapolis	MN
Gary	Dutery	Port Charlotte	FL
Randy	Rust	Nipomo	CA
Johan	de Vicq	Arnold	MD
Charles	Pickelsimer III	Delray Beach	FL
Ian	Hankin	Huffman	TX
Jack	Gray	Lawrence	KS
Joseph	Weingardt	Pewee Valley	KY
Duncan	Taylor	Hudson	QC
William	Smyth	Pincourt	QC
Zach	Merrill	Greenville	SC
Scott	Hardy	Houston	TX
John	Hewell	Wahalla	SC
John	Giese	Lyndeborough	NH
Eric	Kerr	White Bluff	TN
Bijan	Khosrowshahi	Philadelphia	PA
Bill	Esau	Sexsmith	AB
Michael	Miller	Pendleton	SC
Ida	Hansen	Verona	WI
Paul	Howard	Manassas	VA
Howard	Diamond	Palm Beach Gardens	FL
John	Chizik	Riva	MD
Andrew	Milne	Saint-Lazare	QC
Robert	Tyzzar	Davis	CA
Louis	Belanger	Litchfield	NH
Ulysses	Navarrete	Phoenix	AZ
Ian	Worsnip	Dorval	QC
John	Cressy	Gilsum	NH
William	Stone	Henrico	VA
Bruce	Schultz	Fort Myers	FL
Rod	Young	Tottenham	ON
Tom	Whelan	Hudson	QC
Gordon	Lindsay	Middletown	OH 

MGB Registrar



Jack Long
MGB Registrar
NAMGBR



This month's column will be brief, but I'd like to share a small bit of Abingdon trivia that I discovered. Recently, I changed the license plates on my MGB for the first time in many years

after moving to a new state. When I removed the rear plate, I was reminded that I had found "A 52" written in yellow crayon on the rear license plate mount. I had discovered this when I refurbished this car in 2004, and had the foresight to clear-coat it and not repaint it. Curious about what it might mean, I reached out to Adrian Good-enough in the UK. Adrian is a former MG Abingdon employee and a wealth of information on how the MG works at Abingdon operated.

Adrian informed me that the license plate holders were attached to the body shells on the elevated trim deck, where the partially assembled MGB body shells were unloaded after being transported by truck to Abingdon. The wiring, upholstery, and other small parts were installed on the trim

deck and then the bodies were lowered down to the main factory floor for final assembly.

At that point each car was marked with the assembly line it was being lowered to, and the daily sequential number of the car. So, A 52 means that my car was assembled on the A assembly line, nearest the parts stores in the factory, and was the 52nd car built that day. In 1973, when my car was built, the Abingdon MG workers were still being paid on piecework so it was important to track the number of cars built each day.

Knowing this, I am glad that I preserved this little artifact on my car. I think of the man who wrote it and say a quiet thank you for the quality and care shown in his work. I am sure he never thought that the car he was marking would still be on the road in 2020.

Stay safe and be careful out there.

Jack 

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MGC Registrar



Bruce Fehlman
MGC Registrar
NAMGBR



Greetings from snowy northwest Montana. This is a great time of year to head out to the shop for some extended MG services. I tackled a nagging problem with my CGT. Every so often when coming up to a stop, my clutch pedal would have no resistance and no disengagement! A quick pump of the pedal brought it back, so I nursed it through the driving season.

If you have ever replaced any component in the clutch hydraulics, you know what a pain bleeding the system is. It can, in my case, stress a marriage, test the integrity of my wife's left leg, and expand her vocabulary of certain four-letter words and combinations of same!

I have found a trick that expedites making air go down into liquid as opposed to rising to the top. First, remember that the proper fluid for our cars makes a great paint remover and

is unstoppable until it reaches metal. That being said, reverse bleeding, forcing fluid with a syringe up from the slave bleeder, can be messy and cause brake fluid to go places it should not. I have found that trapping the slave piston near the bottom of its bore, with a c-clamp or clamping vise-grips, limits the movement of said piston, allowing the entire throw of the clutch pedal to move a much larger volume of fluid out the bleeder instead of moving the piston in and out, this method works well for me and my wife!

By the way the hands down winner of difficult clutch hydraulics is the Pontiac Fiero. I have heard of them going to the scrap yard for the inability of bleeding the clutch hydraulics, well that, and the fact they are a Pontiac Fiero!

Bruce



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What Is Automotive Kintsugi?

Cars that have stood the test of time.

Images and article by Clayton Kimberley

MGs are fantastic, resilient cars that have stood the test of time. The number of vehicles still on the road are evidence of this. Their owners are a diverse group who share one thing in common: keeping these cars on the road. How they do this differs. There are two camps of MG enthusiasts – the purists and the drivers.

The purists demand that every detail needs to be authentic. Perfection should not be rushed. Once everything is proper – and only then – an occasional weekend drive through country roads or to a classic car day may be in order. But only on a clear day, only under 50 miles an hour, and most certainly not over 4000 RPM – these old cars should not be pushed too hard!

The other camp are the drivers. To them, the more time spent on the road the better. The anachronism of piloting a nearly half-century-old car on modern streets amongst modern traffic just feels right.

Both of these groups are equally important. The purists preserve the

cars as pristine time capsules of their eras, and the drivers carry on the spirit of motoring – making the most of modern innovations while driving the hell out of their cars.

I'm a driver. Having a late 70s MG lends itself well to undoing British Leyland's cost-saving handiwork. Those who can keep these models original are surely masochists, but I admire the dedication.

My methodology is inspired by the Japanese art form of Kintsugi whereby broken pottery is repaired by gluing the pieces back together with gold powdered adhesive. This process provides a creative enhancement while celebrating the imperfections as part of the object's history, rather than something to be concealed.

Along with a litany of imperfections, my 1976 MGB came with a single carburetor, towering ride height, zero sway bars, and of course unsightly rubber bumpers. My first order of business was turning this runty little barge into a sports car without actually hiding its pedigree.

While many people lose the rub-



My MGB with hood pins and upgraded headlights.

ber bumpers in favor of chrome, I decided to keep the bumpers. Instead, I added a Special Tuning air dam which compliments the hulking front rubber bumper while adding high speed stability. Keeping the bumpers provides peace of mind while driving in traffic and navigating busy parking lots – one minor collision (not my fault!) cost me \$20 in spray paint for my bumper instead of thousands on chrome and bodywork repair.

The ride height was dropped back to 1960s height with lowering springs in the front and blocked leaf springs in the back. I added a front sway bar which made the car actually turn into corners instead of just bank like a Piper Cherokee. Still a bit soft for my liking, I added stiffened shock valves to its hydraulic Armstrong shocks, a rear sway bar, and polyurethane bushings all around. Finally, a sticky set of Falken Azenis tires along with sport brake pads and slotted rotors finally allowed this car handle like it deserved to. Perfect!

A dual SU carb set up returned this MG to its roots which allowed it to just barely keep up with modern traffic. A header and stainless-steel exhaust with muffler delete provided a satisfying substitute for horsepower.

Next, I had to decide on a plan to address the small imperfections – the failing speedometer, the precarious hood latch, the deteriorating seats, and the dangerously dim headlights and tail lights. I decided to use some more gold glue to fix these issues quickly, and practically.

The speedometer was bouncy from the day I got the car. Determining the true speed was matter of triangulating the center point of the needle's fluc-



Replacement speedo.

tuations. One day it finally dropped to 0 MPH while driving before miraculously coming back to life. This lasted for 10 minutes until it failed for good, never to move again.

Reading about the issue told me it could possibly be fixed by replacing the speedometer cable. Or it could be the angle drive. Or it could be the speedometer itself. It will cost anywhere from \$100 for the cable and angle drive to several hundred for a

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rebuilt speedometer. Sometimes they fail again after fixing...

Then I discovered a digital GPS powered speedometer from Intel-litronix. When turned off, the unit almost resembles a stock gauge with its chrome bezel. When on, you have reliable and accurate GPS based speed without the need for a speedometer cable. And it comes with a 0-60 timer. I avoid using that to stave off the depression.

The hood latch seemed less than bulletproof, especially during regular highway driving when I was spending more time with my eyes on the jittering hood than the road. The most appealing fix for this issue was a simple set of hood pins. The alloy hood pins pair nicely with the car's trim, and they complement the rubber bumpers in the same way that a set of classy leather straps compliments chrome bumpers.

The ripped vinyl seats and weak foam also needed work. Climbing out of the car caused me to make noises that no person in their 20's should be making. This seemed like a fun project, but new vinyl and foam

ran at least \$500. A quick browse in the local classifieds turned up an appealing alternative – a pair of surprisingly clean 1990 Mazda Miata seats for \$200. New brackets were made out of old steel and the swap was done in an afternoon. These seats add comfort and bolstering without drawing attention to themselves. As it turns out, this

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is a common MGB upgrade along with Pontiac Fiero seats.

Perhaps the most concerning imperfection was the barely visible headlights and tail lights. After a few close calls from less-than-attentive city drivers, I decided it would be more cost effective to upgrade my lights rather than having to keep purchasing new pants. Victoria British offers an LED taillight kit for under \$100 that significantly increased rear visibility while maintaining the factory look of the tail lights. After this installation, I haven't had a single close call from the rear.

Oncoming traffic was the next issue. Driving an MG can be like driving a motorcycle. Even during the day, people can easily overlook you amongst the chaos of the city around them. I found my solution for this on eBay – a set of LED headlights intended for Jeeps. These are bright! The cost is less than a set of Lucas replacements and the quality seems exceptional for

a Chinese product. Their black housing fits tremendously with the black rubber bumpers, but I can't say this look would work as well with a chrome bumper MG.

Since 1976, a lot has changed. This MG has been adapted to the world around it. Its imperfections have been carefully addressed while maintaining the spirit of the classic British sports car. It's not about cutting corners; it's about embracing change and imperfections. This is automotive Kintsugi.

As our classic vehicles reveal their age through countless imperfections, it's easy to see why some choose to shelter their cars from the abuses of daily driving. The restraint is impressive. The reward for this self-control can be an original, gleaming gem of automotive history. But for me, every stone chip, every modification, and every extra mile is a testament to what these cars were designed to do – to be driven fast, hard, and often.



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The advertisement features a collage of car parts including a silver alloy wheel, a black rubber bumper, a chrome bumper, a yellow air filter, a chrome grille with the MG logo, and a wooden door handle. It also includes several Rimmer Bros. catalogues for MG, MGB, and other models.

Post-Abingdon Register

Mark Jones
Post-Abingdon Registrar
NAMGBR



Freddie Test Drive

Adventures Rebuilding an MGF Gearbox

By Rich McKie

Hello NAMGBR members. My friend Mark Jones has persuaded me to write a short article about the rebuilding of my MGF gearbox. I tend to be a bit verbose, but will do my best to keep this story short, even though the process took well over a year to complete. First, a bit about myself.

I bought my first MG, a brand new MGB roadster in citron in late 1974 and that started a life-long obsession with MGs. I have also owned other MGBs, MGB-GTs, MGAs including a Twin-Cam, ZA and ZB Magnettes, and lately two MGFs (one a standard 118bhp MPI, the other my current 143bhp VVC). My latest MG is an LHD 2002 MGZT 190 which a friend imported from Holland. Other non-MG forays included a TR-7 which turned out to be a great car, and a couple of

Skodas which were unstoppable in winter rallies.

I am not a mechanic, so take that as a disclaimer that this article is just for interest, although I did spend three years working at Wembley Motor Works in Vancouver in the early 80's doing mechanical work, and later worked for Octagon Motor Group doing MG maintenance as well as full restorations, mainly on T-Series cars. I have done literally hundreds of MG clutch replacements so have no fear of pulling engines and/or gearboxes.

I have owned my current MGF-VVC (Freddie) since 2012 when he was imported from Japan for me by John Stevenson. The car is superb, rust free, and has reached the point where it is (mostly!) totally reliable. I thought my gearbox was fine, if a bit notchy until I drove a friend's VVC and was amazed

at how slick his gear change was.

In the summer of 2018 my clutch went, so I decided that, if I was going to be pulling the gearbox (not an easy job on a mid-engined car) I would go through the box and see what needed replacing. I am no gearbox expert, only having had a couple apart over the years, but I am pretty confident in my abilities and have a well-equipped garage. I was also able to find some very good How-To instructions online to help me with the project.

As mentioned, the MGF is mid-engined which makes doing major work a bit more challenging than on a typical MG. MG did provide a generous access panel above the engine so access from above is good, unfortunately you can't get the gearbox out from above. This leaves two options. The preferred method is to drop the entire rear subframe including the engine, gearbox, suspension, and wheels then roll it out from under the bodyshell. Unfortunately, I don't have a hoist and didn't like the safety aspect of raising the body at a ridiculous angle to give enough clearance to remove the subframe. Of course, the Brits routinely do this on gravel driveways in the pouring rain, but it just wasn't for me.

The MGF/TF gearbox is the standard MG-Rover PG1 5-speed manual box as used in many of their small cars as well as the Mk1 Lotus Elise (which also used the MGF's engine). It was derived from a Honda gearbox which came MGs way when they co-operated on projects in the 1980's/90's. The box is considered very reliable, and was built with various ratios for different cars. Limited slip diffs are also available but are not common. One point of concern is that most of the internal bearing races have plastic cages which can be an issue if the car has higher than normal horsepower or is used for racing.

I chose to remove my gearbox the second way which involves jacking up the car, removing the exhaust, wiring, cables, half-shafts, and the left rear suspension. You then lower

the left-hand side of the subframe to give enough clearance to unbolt the box from the engine and drag it out through the wheel-well. I had read articles by guys who managed to do this without draining any fluids or depressurizing the Hydragas suspension, but as part of my project I was redoing the cooling system and I didn't want to do any damage to the Hydragas piping, so all the hoses came off as well. This turned out to be a good move as getting the box in and out is a real battle and any extra room to work is a big plus.

Over the course of a weekend I was able to get things apart, lower the subframe and wrestle the gearbox out.



In and Out

As the engine and box share the left-hand mount the engine has to be supported by a jack. The gearbox itself weighs about 70 pounds and once it clears the clutch it has to be rotated 90-degrees to be removed. You do have to be careful not to damage the box or yourself in the process. I found it useful to take the weight of the box on a trolley jack and to lower it onto some wooden cribbing on plywood to

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protect the floor. Once out I hooked the box up to my engine hoist and lifted it onto the bench. I then gave the outer casing a good cleaning with degreasers and wire brushed before opening it up. Tip: I used a hot water heater drain pan under the box to collect the mess. This works great under the car when draining fluids as well.

The next step was to tear down the gearbox following the shop manual and an online bearing replacement how-to which was a huge help. Stripping the box was quite straightforward however there is one tricky procedure which involves removing a (very tight!) plug to expose a large circlip which secures the main-shaft. The circlip has to be opened using two screwdrivers through the hole, much like playing the game Operation. The first time is challenging, the fifth or sixth time it gets a bit easier. One critical thing while stripping the box is to be very organized as it is critical that parts go back in the same order they came out. I took lots of pictures as I went.

Once the box was apart, I cleaned and inspected the parts and found that there was wear to the teeth on the synchro assemblies, and wear to the selector forks. (These are the arms that move the gears on the shafts to change gears). I made up my parts list and searched my suppliers. As always Rimmer Brothers online parts diagrams were a great help. As well as the worn parts I also ordered all new seals, gaskets and bearings. I decided to spend the extra and ordered steel caged bearings. It turned out that everything



Final Assembly

was available except new selector forks which are now listed as NLA. I wasn't able to source used forks at the time so decided to clean up the used bronze forks and reuse them, which turned out to be a mistake.

While waiting for parts I dropped the flywheel off at the machine shop for machining along with the gearbox casing to have a persistent bearing race removed. I also took the gearbox casing in to work and bead-blasted the casing to make it look nice. One issue that owners find with the MGF gearbox is that the throw-out bearing cross shaft tends to seize in the casing so I replaced mine with an upgraded shaft incorporating a grease nipple. This modification is recommended as freeing up a seized shaft will entail removing the gearbox.

With the gearbox reassembled and the new clutch plate and disc installed using a line-up tool I reinstalled the gearbox. This turned out to be a more difficult process to do solo than removing it. After boosting the box over the subframe and rotating it so that up was up I lifted it into position using the engine



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Pressure Plate



Back in Place

crane. It is so much more difficult than lining up an MGA or MGB box as you can't get a clear view of the point where the box meets the engine. Eventually, I got it bolted up and replaced all of the ancillaries, exhaust, cooling system, suspension and pumped up the Hydragas system. The gearbox was filled with 2.4L of the proper, very specific and expensive MTF-94 fluid.

This is where the problems began. The engine started first time, but every time it fired up the starter fuse blew. I did a detailed search of the wiring referring to the MGF Electrical Manual (Yes, the electrics have their own manual!), repaired a couple of suspect wires and replaced the \$100 starter relay pack, but the problem persisted.

In spite of the issue I was able to take the car for a drive and found that there was still a problem with the gearbox as it baulked and didn't shift properly. This was pretty deflating after so much work so the car went back into the garage.

I realized that the problem must be the selector forks. Searching the UK suppliers, ebay.uk and the forums proved fruitless. Fortunately, I remembered that Mike Connolley in Alberta had stripped a crash damaged MGF, and I was able to buy the gearbox out of that car, probably the only spare box in North America. Always helpful, Mike was able to get the box to me via a NAMGBR member who was travelling my way.

The car went back up on stands and everything came apart again. Both boxes were stripped on the workbench and luckily Mike's box had perfect selector forks, the earlier steel type which are more durable.

Seeing as I had them both apart I ended up redoing the gearsets using the best parts from both boxes. This involved re-shimming the gearsets to get the proper clearances. Luckily the shims are still available in the UK. This rebuild turned out to be very interesting as the replacement box had a different final drive ratio. I



2 boxes apart



End Float

When getting ready to reinstall the box I found my electrical problem. The wire which connects the starter motor to the alternator had become trapped between the gear-box flange and the engine backplate shorting the wire. The wire is totally invisible with the box installed and would have been very tricky to find. It is amazing that the car would actually start, and nothing caught on fire.

This time everything went back together without issue, the car started and drove very well in its test drives. The gear change is much better, the car starts without replacing fuses and I am a happy camper. Hopefully I won't have to do this job again, but, if I do, I think I will drop the entire subframe to save my back. Modern MGs are more than just transportation. They are a learning experience!

was using my original diff, but didn't realize that the output shaft was also different. This didn't show up in any how-to videos or manuals. I only realized there was an issue when the gearbox wouldn't go together properly, and I found that the output shafts for the two models were one tooth different. A very careful reading of the parts lists saved my bacon here.

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WIKI.SELOC.ORG/A/SHIMMING_THE_POWERTRAIN_PG1_GEARBOX

PG1 Bearing replacement how-to:

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Wiring Damage

NAMGBR Annual General Meeting

Saturday, October 24 2020

Article and images provided By Tony Burgess – NAMGBR Convention Coordinator



Karen Timian • Richard Liddick • Larry Norton

The annual meeting was called to order at 1:07pm by Chairman Richard Liddick. Representatives from the following clubs were in attendance: MG's of Baltimore, Spurious V8, MG Council, St. Louis, SW Ohio Centre, Philadelphia, Peachtree, Keystone, Emerald Necklace, Central Ohio and the Arizona club.

Introductions of the individuals attending were completed and then we had a moment of silence for those we have lost during the year.

A motion was made to accept the minutes from last year as published in The MG Driver and the website. A second and approvals were given.

Reports were made by those in attendance for the various positions and then submitted reports were read by the officers. These reports can be seen in their entirety on the NAMGBR website. We had a 15-minute break and then resumed with Tony giving an update on MG 2020, MG 2021, and MG 2022.

New business was discussed including the election results for Vice Chairman and Secretary. Terry Allen won his second term as Vice chairman and Leeann Looft was elected secretary. Both attained over 60% of the votes with no write in candidates.

A discussion was held about the next generation and how we might get

more involvement from the younger population. Dave Pauly is our new next generation coordinator and Ryan and Leeann will work with him to make suggestions to the executive board. There was no old business to discuss.

Awards were presented as follows: John Twist Enthusiast of the Year awarded to Andy Hardie for his tireless efforts to bring MG 2020 to Calgary. For their efforts to insure a great MG2020 and their club's participation the Chapter of the Year was awarded to The Calgary MG Club. The Ken Smith Best Newsletter of the year was awarded to Monica Mills, editor for the Kansas MG club newsletter. Best Contributing Author was presented to Dave Luukkonen, "Confessions of an Unbeautiful Mind" in the May/June issue. The Good Samaritan award was not presented this year as this usually comes from adventure going to, attending, or returning from the annual convention. Since the convention was not held this award was tabled until next year. A Service Award for his four years of service as Secretary of NAMGBR was presented to Larry Norton our outgoing secretary.

Without further discussion a motion to adjourn was made, seconded and approved at 3:51pm.

Pull Handle Registrar



Allen Bachelder
Pull Handle Registrar
NAMGBR

Now that we have a Pull-Handle Register again, perhaps some of us are wondering why we have a pull-handle register. What is significant about pull-handles in the history of the MGB? Is it arbitrary? Why not a metal-dash register, or a three-main register? A strap-on gas tank register, a three-synch register? Any one of these distinctions might work. But some are less obvious. After all, should individuals need to get down on the ground and look up under the rear of your car, or lift the bonnet to see if the car belongs in a certain sub-register?

I think the distinction needs to be quite obvious; that leaves us with two choices: “metal dash” and “pull-handle”. You frequently hear of people looking to buy a metal-dash car. How many people seeking pull-handle cars do we hear of? Quite frankly, that’s how I obtained my own pull-handle car. It was over 30 years ago and I was even more naïve than I am now. I just wanted a metal-dash car.

But a metal-dash registry would take in another two and a half years of MGB production and it could be argued it thus blurs the distinctions among the very early cars. Given the span of MGB production from 1962 to 1967, the change-over from pull-handles to anti-burst push-button handles at chassis #57985-6 is certainly a



significant point in the early development of the B.

I can only speculate, but perhaps the demise of the pull-handle was the first of a steady stream of design changes demanded by US safety and emissions standards that would plague the car right on up to the end of production in 1980. All the changes made during the pull-handle era were seemingly governed internally at MG. From then on, ever-diminishing R & D funding was rather strapped by ever-increasing American demands. It is a huge tribute to the MGB that the car survived all that was done to it over the years. There was a wonder and a joy – a “cheap and cheerful” perkiness – about the MGB that survived all the US Federal mandates.



Door from my 65 that is too rusted to save, but not the hole for the rubber bump stop.

Now, let’s presume I am an imposter, because a real MGB person would not think of doing what I’m about to discuss; but “Suppose I’ve heard that pull-handle cars have a higher value than later

examples, so I think I’ll just convert a push-button-handle car to a pull-handle and make some money.” OK, let’s take a look at the two handles. First, one on an original door from my ’65 model. Due to severe rust, I could not salvage this door. Not only was it

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The push button handle from my GT.

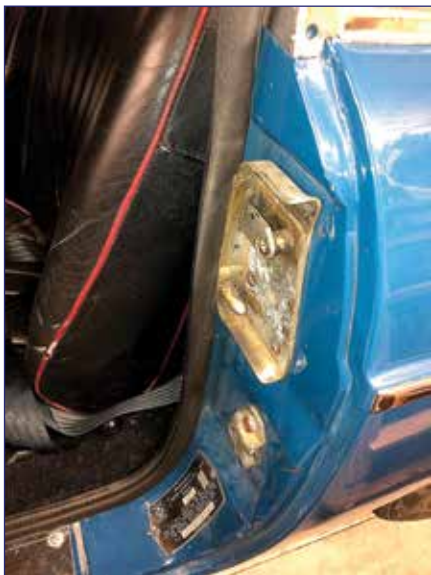
rusted through at the bottom, it had the crack of doom and the area around the crack was rusted through. Had I to do it over again, I would have saved this area of the door skin for reasons that will become clear. For starters, note that the hole for the rubber bump-stop is inside the dished area of the door skin behind the handle. Heritage door skins for pull-handles are not available. On cars such as mine requiring new door-skins, one must use the push-button door-skins and adapt the holes to fit the pull-handles.

Next, examine the fit of a push-button handle from my '73 MGB/GT. Notice that the forward end of the handle attaches ahead of the dished area under the handle. Now, when I



Compare with the original door. Here, the tip of the handle extends beyond the dished area.

restored the doors on my pull-handle car, I cut out the openings to fit the pull-handle. A good concours judge would probably catch the problem. Compare with the first picture. Here, the tip of the handle extends beyond the dished area. I have yet to drill the hole for the rubber bump-stop, but you can see it would have to be drilled ahead of the dished area. In other words, the dished part of the door skin may have been shortened to make room for anchoring the push-button handle. Had I to do it over again, I would have preserved this area of the original door skin and cut it to fit the new skin. Cutting at the trim "step" might be helpful in aligning the two



Pillar from my 1973 BGT.



Pillar from my 1965 pull-handle car.



Latch mechanism on the pull-handle door.

pieces.

Next problem: the “B-pillar” itself. Compare the following two pictures. We see the B-pillar from my 1973 BGT (blue). Notice how the contour of the B-pillar accommodates the larger striker. The other is the B-pillar from my 1965 pull-handle car (green). The



Later push-button door is quite elaborately contoured to accommodate the latch mechanism.

contour is entirely different.

Next, we look at the rears of the door frames. Once again, obvious differences are apparent. Note that the entire latch mechanism on the pull-handle door is inside the door.



VW handle that was used on early MGBs.

The two mechanisms share nothing in common. The surface meeting the B-pillar is quite flat, while the latch itself is in the notch on the inside of the door. The two flat-head machine screws near the outside edge of the door actually anchor the pull-handle itself. The later push-button door is quite elaborately contoured to accommodate the latch mechanism.

I cannot discuss pull-handles without a reference to our recently departed Don Hater, designer of the MGB. Little did I know when writing my last article for *The MG Driver* that it would attract his attention. He emailed me about the difficulties in designing the MGB windscreen and we exchanged several emails before his death. It was a stunning thrill for me. Relevant here is that Mr. Hayter also told me how he contracted with Wilmot Breeden to supply these pull-handles that were already in use on Volkswagens of the period.

Since this article was brewing before Mr. Hayter passed, it was not intended as a memorial to him. I rather hope that others who knew him much better will do that. But I must acknowledge that he was such a gracious gentleman! Taking on this Pull-Handle post gave me a priceless opportunity to get to know him just a little bit. For that, I am forever grateful.

At any rate, while a skilled body expert could certainly accomplish a pull-handle conversion, I wouldn't want to be writing the checks for it! And what for? The car would thus be a deceit. But I hope we now understand a bit more about the extensive design differences between the pull-handles and the later push-button variety.

Totally unrelated but impor-



Don Hayter and Allen at MGB 60th anniversary. Celebrations in Coventry, 2013.

tant: to bring our Pull-Handle register up to date, please, if you have a pull-handle MGB, Kindly email me:

PULL-HANDLE@NAMGBR.NET

It is my hope to rebuild the register based on the information you supply. I need: your name, your NAMGBR membership number, and the year and chassis number of your car. I am aware that there are a few pull-handle MGBs with chassis numbers later than 57985. I am particularly interested in these cars a future research project.

Alan 

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The winter season will soon be upon us and that typically means it is time to consider larger repair projects. I'm waiting for the first snow before taking anything apart. I'd hate to have my Spridget up on blocks on a warm winter day. Next on my list is an engine upgrade. It's time to replace the tired 948 and put in the big engine! For Early Spridget owners that means the ever popular 1275 A-series. I do not think the old 948 was delivering the rated 42hp anymore. Even with a stock 1275 and 67 hp, I going to see a very noticeable improvement. Constant speeds faster than 70 mph could become reality. I might even add a few extras to enhance horsepower.

In the last Early Spridget report, I shared my dilemma over the summer with chafed wire in the electronic ignition unit of my Sprite. I made a call for stories from our readers of 'weird failures' in our vehicles. One of the responses I received was from member Mark Rolison, who experienced an unexpected and unusual problem with his '62 MG Midget. Mark has a blue MG with the 1275 and disc brakes. Sounds great! I'll bet the 1275 allows him to keep up with the other vintage MGs. However, unexpected things can happen. Here's how Mark tells the story:

"A few weeks ago, my wife and I were taking a drive in our '62 Midget. Accompanying us were our friends and neighbors who were driving their '60 MGA. We were driving along a nice curving two-lane road and I was leading. Suddenly we heard a loud "bang." It sounded like a rock had



Fragmented pulley

hit the car except we were all alone on the road. It was loud enough that our friends traveling behind us heard it, too. Within seconds I detected a new noise coming from the engine compartment. I also noticed the ignition light was glowing so I surmised I had tossed the fan belt. I also noticed the temp gauge had traveled full peg to hot.

"When I opened the hood, I expected to see a shredded fan belt. But the belt was fine though no longer on the generator pulley. But about a third of the outer flange of the generator pulley had been torn away. I assumed the generator had packed it in. But I could spin the generator and there were no sounds of distressed bearings. Weird.



Fragmented pulley shown on pulley.

"The car returned home on a flatbed and I removed the generator. What could have caused this? I asked some of my sports car friends for their thoughts. Most just said the pulley was old and probably had a crack in it. Maybe. The most unique was the theory that a rock somehow was propelled from a front tire in just the right trajectory to lodge between the belt and the pulley causing the failure. That sort of sounded like the chances of a bullet hitting another bullet in flight. But to date I have nothing better.

"A couple of years ago a friend had his alternator pulley fail in his TR4. But the welds that fused the two halves of the pulley together had clearly failed. In my case, as you can see from the accompanying photo, the flange is clearly distressed. I checked my MG parts supply. I knew I still had the original green Lucas generator. But I quickly discovered I had two more generators including one brand new in the original box. The new generator is

for a negative ground application which can fairly easily be changed. My car is unchanged from the factory and is still positive ground polarity. I'll take this opportunity to have three of these generators checked out. But the mystery of the fragmenting flange continues."

I'm glad to hear the Mark has replacements! Even though winter is here, there might be opportunities to go for a mid-day drive in your MG Midget or AH Sprite. Look for clear weather and dry roads. Temperature doesn't really matter with the roads are dry and it's a great way to fight the pandemic blues. And let's get ready for a new season in 2021. Hope to see you at future events!

Please send me your stories of driving experiences and repair escapades, and information about your car.

Any ideas are welcome – send any thoughts/ideas to my email address: **MIDGET-SPRITE@NAMGBR.NET**

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Hr. Hayter was a wonderful gentleman. I got to meet him at MG 2006 and have corresponded with him many times over the past 14 years. He was the very first honorary member of NAMGBR and followed up or supplied new information on articles that we have printed. He always had kind words for our magazine and was a true enthusiast of the marque.

Here are a few of the obituaries that were written for him.



Reproduction of MGB blueprints signed by Don Hayter at MG 2006

Tributes to Don Hayter



Don Hayter and Syd Enever

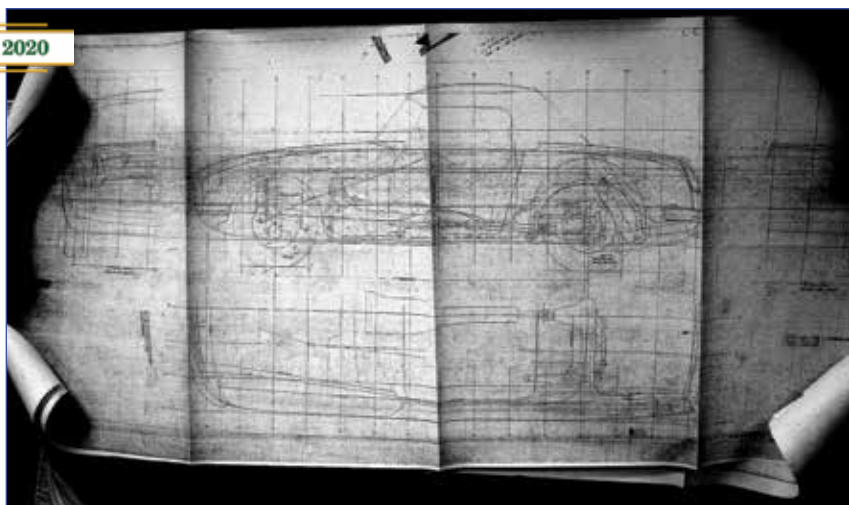
DON HAYTER: MG CAR CLUB UK

Don Hayter played a major part in designing the MGB. Don worked for The MG Car Company as their Chief Body Draughtsman from 1956, after a spell at Aston Martin. After spending some time developing the MGA Twin Cam, he started work on the MGB. Following two prototypes, the EX205 and EX214, the MGB was given the go-ahead. It was then Don's job to make the car buildable and to finalise the distinctive windscreen and hood, not to mention the dashboard design.

Following the success of the MGB, Don worked on other projects such as the SSV-1 safety car, the shell of the MGC GT racer, and in 1973 he was appointed Chief Engineer. Don was made an honorary Vice-President of the MG Car Club in 2001 for his incredible work that culminated in designing the best-selling MG sports car of all time.



2020



MGB blue prints

RIP DON HAYTER 1926-2020
BY GREG MACLEMAN, CLASSIC &
SPORTS CAR MAGAZINE

Don Hayter, lauded automotive designer pivotal in the creation of the MGB, died today (9 October 2020), at the age of 94.

Beginning his education at Abingdon School in Oxford, Hayter won the Bennett Scholarship to Pembroke

College before taking an apprenticeship in aircraft design at the Pressed Steel Company in Cowley, following the outbreak of WW2.

He worked on a number of aircraft including the Avro Lancaster during the wartime years before migrating to car production, having a hand in creating body panels for cars ranging from the Jaguar XK120 to the ZA Mquette.



Don Hayter shakes hands with Alec Hounslow at latter's retirement.



Aston Martin DB2-4 Mk3



Triumph Acclaim

By 1952 Hayter had taken a position at Aston Martin, contributing to work on the DB2/4, before returning to Oxford ahead of the firm's move from Feltham to Newport Pagnell, becoming a draughtsman at MG.

He arrived at Abingdon during the early years of MGA production and

began work on the Twin Cam, designing, among other things, the exhaust access panels, before being given the task of readying the Coupé's body for full-scale production.

His greatest achievement, however, was the MGB. Hayter worked on EX205/1, a fastback sitting on an MGA chassis, before tackling the monocoque EX214/1, which included a number of elements that would ap-



MG EX205



SSV1



MG EX214



MGC GT



©David Knowles

MG RV8 - Faringdon - MGCC V8R visit April 1993.

pear on the production B.

Once the car received the green light, he was again charged with making the model production ready, as well as fettling the final designs of the hood, windscreen and dashboard.

A number of other projects followed the MGB success including the SSV-1 safety car and the shell of the MGC GT racer, before he was promoted to Chief Design & Development Engineer in 1973; Hayter had been with MG for 30 years by the time the Abingdon factory closed in 1980.

Following the death of MG, he returned for a short stint at Pressed Steel to help transition the Honda Balade into the Triumph Acclaim, before retiring in 1982.

Though his work with sports cars

was done, Hayter became involved in the manufacture of medical equipment, and began putting his expertise to use designing mobility solutions for sufferers of cerebral palsy and motor neurone disease.

He remained a passionate MGB enthusiast for many years, regularly attending events in his own BGT V8 (C&SC June 2014), and becoming Honorary Vice President of the MG Car Club in 2001.

[DON HAYTER](http://DON.HAYTER.THE.TIMES.CO.UK)
THE.TIMES.CO.UK

Last December a colourful fleet of MGB sports cars drove past a care home in homage to the man inside who had played a key role in designing them.



Don Hayter and his factory built MGB V8 Roadster outside of the MGCC Headquarters in Abingdon

Don Hayter was a member of the small British team who developed the two-seater that would become a design classic and symbolise the freedom of the roads. With streamlined styling, a powerful 1798cc engine and a top speed of 107mph, the MGB became a popular model here and overseas. By 1963 the British Motor Corporation's Plant at Abingdon, in Oxfordshire, was turning out



Don's drawing equipment.

almost 600 a week.

Hayter helped to conceive, draw, plan and develop the various versions of the MGB, starting with the soft-top (the fixed roof was introduced in 1965). When safety legislation could have killed off the car, he modified its design; and when the US introduced new regulations, he again redesigned the car without losing any of its status.



Don Hayter and John Watson

Special models were built, racing cars were developed, and in 1989 Stirling Moss (obituary, April 12, 2020) drove one into third place in the Pirelli Classic Marathon.

The MGB's status was enhanced when it featured in the James Bond film *The Man with the Golden Gun* (1974). The singer Geri Halliwell spent her first pay cheque as a Spice Girl on an orange MGB roadster before eventually giving it away at a charity auction; many years later her husband, Christian Horner, principal of the Red Bull Formula One team, tracked it down and, to her delight, bought it back for her.

Wherever he went in the world, Hayter recalled his pride at seeing MGBs "in such wonderful condition",



Don Hayter with grandchildren at Harwell Feast in his V8, May 2005.



Don and Mary Hayter visiting with MG fans at the Boundary House in Abingdon.



Great times with Ken Costello originator of the MGB-V8, Robert Gloyd, Ken Smith original NAMGBR member and MGB Registrar, Don Haytor, and Barbie Smith.



Don with Tony Burgess and the only factory built V8 roadster.

adding: "They are better than when they left the factory in a lot of cases."

Donald Hayter was born in Maidenhead in 1926, the son of Edgar, a police inspector, and his wife Amy (née Brewer), who worked in a munitions factory.

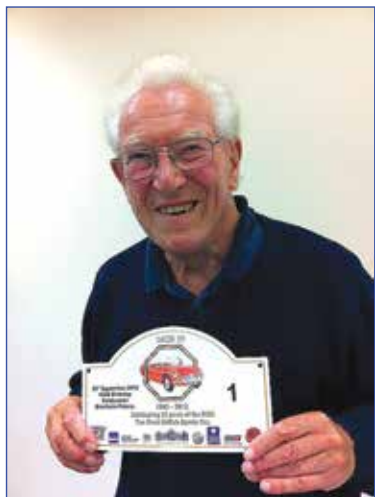
Young Don was educated at Abingdon Grammar School, Oxfordshire, and was awarded a scholarship to Pembroke College, Oxford. However, with it being wartime he instead went into an apprenticeship in aircraft design at the Pressed Steel Company in Cowley, working on several models including the Avro Lancaster. "The first curvy thing I drew was a 500lb bomb nose," he recalled.

After the war he migrated to cars, creating engineering drawings from a scale model of what would become the Magnette ZA. He drew the doors, tail-lamps and interior panels.

In 1954 Hayter joined Aston Martin in Feltham, west London, as a draughtsman. "One of my first jobs was to design a new front-end radiator shape for the DB2/4, which was to become the Mk3," he wrote. When Aston Martin

moved to Newport Pagnell in 1956, he joined MG's design office at Abingdon. As well as developing the MGB, he was also charged with making the MGA coupé's design production-ready and styling that model's final run at Le Mans. "Syd Enever, MG's chief engineer, gave me the job to draw up a lower, streamlined roof that used the same windscreen," he said. "That was the last and fastest Le Mans MGA, as driven by Ted Lund."

When Abingdon closed in 1979 Hayter returned to the Pressed Steel Company, transforming the Honda Ballade into the Triumph Acclaim, before taking early retirement in 1982. That year he married Mary (née Haythorwaite), who survives him with two stepchildren, Simon and Sue. He is



Don celebrating 50 years of the MGB.

also survived by two children from a previous marriage that was dissolved: Alison and Ian, a logistics administrator for Miele.

Hayter regularly attended events in his own racing-green MGB GT V8 and served in 2001 as honorary vice-president of the MG Car Club. He also travelled the world giving talks about the MGB and wrote *Those Were the Days* (2012), packed with design sketches, photographs and reminis-



The MGCC celebrating Don's 90th birthday.

cences of the MG design office.

In retirement Hayter became involved in manufacturing medical equipment, later learning that the Nuffield Orthopaedic Centre in Oxford needed an engineer to design products for people with disabilities.

"I designed a wheelchair installation with a foot control for a 30-year-old guy who only had motor control of his right foot," he told Hemmings Motor News. "He'd never been independent before, but once he got that chair, he wore it out in a fortnight. That was one of the best jobs you can have, helping people like that."



Photo by Malcolm Griffiths

Don Hayter 1926-2020

Tearing Down a Datsun 5-speed for a MG Midget

Article & Images by Steve Strublic, Arizona MG Club

To most of us, transmissions are scary things. They're almost made of black magic. And all those gears! But truly, rebuilding one isn't that scary of a job once you work up some courage (liquid or otherwise). I've torn one down twice now (and put one back together successfully). Though I admit to some trepidation both times, it wasn't all that bad. The teardown is fun and you learn a lot, but you have to have some good tools and be a little creative when you don't.

For this article, I'm talking about my Datsun 5-speed transmission. The Datsun F5W60A transmission is from the 1979-1982 210. It has five synchronized forward gears and one non-synchro reverse gear. It has nearly identical dimensions as the Midget 4-speed box in length, width, bellhousing shape and size, and clutch diameter.



Datsun Five-Speed 1



Datsun five-speed 2

Someone got smart and decided that this could be a swap-in to the Midget – and they were right! This is THE box to install, and it is supposed to radically improve the driving experience for the one stirring the gears. So, I got one. I paid \$300 for this from a person in Malaysia, of all places... This was about five years ago, I think, and it's sat in storage since.

Until now. Note that I have a more detailed explanation of How I Did This on my blog, starting at

[HTTPS://MIDGET.STRUBLIC ZNET/2020/03/FIVE-SPEED-REBUILD-PART-I.](https://midget.strublic.znet/2020/03/five-speed-rebuild-part-i.html)

[HTML](https://midget.strublic.znet/2020/03/five-speed-rebuild-part-i.html). There are lots more pictures and descriptive text. I'll be adding to it as I put things back together.

The teardown starts with it being drained (of course) and removing the release bearing assembly. In my case, I had to adapt the release bearing to use a different fork (the transmission was set up for a cable clutch, and this is a hydraulic system). But the transmission is able to support either, so no problem.

Next, out came the speedo gear and the reverse light switch; simple jobs, but I noticed that what dripped out of the case didn't look very good, so I investigated... and found that this transmission had been filled with ATF. ATF isn't good in manual gearboxes because the lubricating and frictional qualities are not up to snuff, especially for those synchronizers.

Most transmissions will have a front cover protecting the input shaft bearing. That is the next piece to disassemble. There is almost always a shim



Most transmissions will have a front cover protecting the input shaft bearing.



Front cover removed.



Shim that sets the endfloat for the input shaft

that sets the endfloat for the input shaft, so don't lose it!

The Datsun transmission is interesting in that it has a front bellhousing and a rear extension, with a carrier plate that holds all of the gears. For comparison, the Midget box has the bellhousing integrated with the gear train and a rear extension.

So off comes the rear extension!

Now I just need time to get started on the rebuild. Stay tuned!

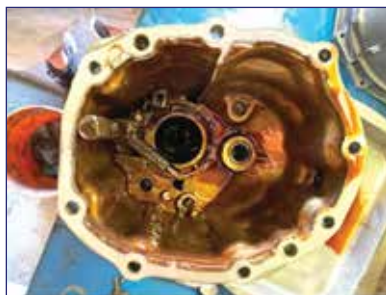


Inside the extension case.



Rear extension case removed.

And look at the inside of this thing.



Inside the extension case.

Now, the bellhousing is removed. This is supposedly as simple as removing the retaining circlip and tapping on the housing while holding on to the mainshaft, but the mainshaft is slippery, and the mainshaft bearing is stuck... so it took a few taps with a soft mallet (my Big Hammer) to finally free things up.

More of that lovely fluid.
Yummy...



The result is a gear train bereft of its coverings. While they're gross with all that ATF, they look to be in pretty good shape.



Now the real fun begins – disassembling the works.



The Haynes manual (I bought a Datsun 210 Haynes manual, \$10 on Amazon if you believe that) recommends that you use adapter plate KV32100300 to mount the gear assembly for easier service. Since I don't have adapter plate KV32100300, I used the next best thing; a 2x4.

Disassembly is a pretty detailed but simple series of steps. The manual is pretty good at describing how things look and the order of disassembly, though my transmission appears to have a couple of minor deviations. There are a lot of steps here, so I'll hit the highlights to get through this before you run out of ink trying to print it.



Using a 2x4 to mount the assembly.

Out comes the shifter forks.



Off comes the mainshaft bearing.



Pulling the mainshaft bearing.

Say goodbye to the reverse and first gears andv their synchronizers.



First and reverse removed.



First and reverse gears with synchros.

And finally, remove the rear train from the carrier plate.



Removing the rear train from the carrier plate



Main shaft



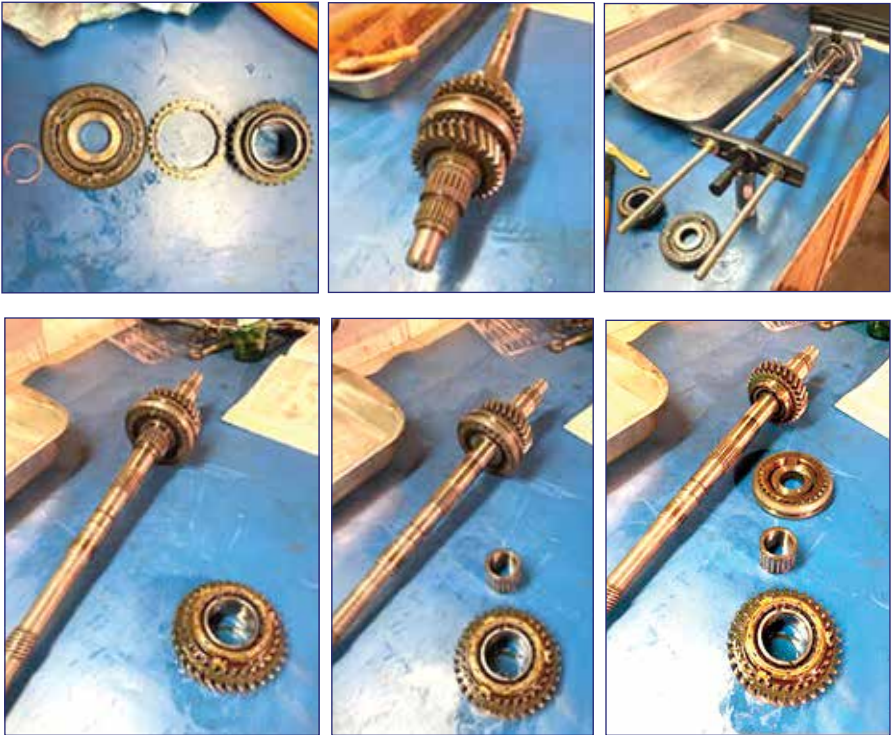
Rear carrier plate

The result of all this work is impressive.



A lot of parts!

The last bit of fun is disassembling the remainder of the mainshaft (MIDGET.STRUBLIC.NET/2020/04/FIVE-SPEED-REBUILD-PART-III-END-OF.HTML for all the details), but here are some highlights. After pulling the bearing, the remaining items just slide off.



The result: A completely disassembled mainshaft.



Main shaft with gears removed.

The last item is the input shaft, which consists of the main drive gear and input shaft bearing.

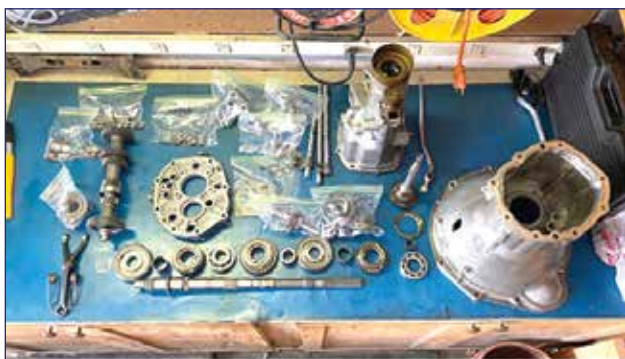


Removing bearing from the input shaft.



Input shaft bears removed.

After all of that, it's time to clean, clean and clean. Removing old ATF is disgusting. But after a can of parts cleaner and three cans of brake cleaner, everything is clean. (I wish I had a parts washer.) But it is now all clean and ready for inspection. So far, everything looks great –even the synchros have life left in them, though I have new ones. The bearings do need replacement, so I'm glad I have those too.



Disassembly and cleaning completed.

Now I just need time to get started on the rebuild. Stay tuned!

Letters to the Editor

Hi Robert,

This is in regards to a letter in vol 30 #5 (September/October 2020). At the end of the letter with Allen Bachelder and Don Hayter, you asked Don if the early windscreen frame was different than the latter ones. I can attest that is most certainly the case.

I have car #309 built in 1962. When I got the car, the windshield glass was badly broken and needed to be replaced. As you can imagine all of the screws holding the frame together were badly corroded as were the little brackets that hold the frame together. Needless to say, things broke apart as they were dismantled. Rather than go through the time and expense of drilling things out and fabricating corner brackets (at the time they were not available), I sourced an intact frame and glass from a scrapped 1964 B. When I got it home, I found there were substantial differences. Fortunately, I did not toss the original frame out. So, although I did fit the later model frame to my car, I still have the early one. It is in bad shape, but a serious restorer could repair it and refit it. Perhaps at some point I could take a few comparison pictures.

The very early B's had a number of unique differences including an 18S engine. Sadly, my car was in poor shape and some of those items are gone and of course not available from any source. But some of those items like the windshield frame, luckily, I still have. —Carl Palczewski

Carl, I know I would like to see the differences between the frames. Sometimes I think that I'd rather have a channel that is easier to put in a bottom seal on and use some kind of caulking to keep it from leaking as opposed to trying to fit a bottom seal through the newer channel that doesn't require the caulking since it usually takes three people who look like they're reenacting a Three Stooges short to get it on the frame!



4x4 Midget sent in by Steve McDowell.

Robert,

I saw this pic in a Facebook post and thought the membership might enjoy the humor. —Steve McDowell

I wonder how that Midget would do in an autocross?

Dear NAMGBR,

Thanks so much for the honor of being selected for The Ken Smith Newsletter Editor of the Year. Believe me, it's much appreciated!
—Monica Mills



"The Ken Smith Editor of the Year"

Monica – it was well deserved! John Twist always says that the newsletter editor is the soul of their club since that is how the majority of the people in a club stay in contact. You're doing a great job of getting original material and keeping it entertaining for the members of the Kansas City MG Car Club – keep up the great work!

I showed the story to a retired friend of mine, Andy, who is a graphic designer and

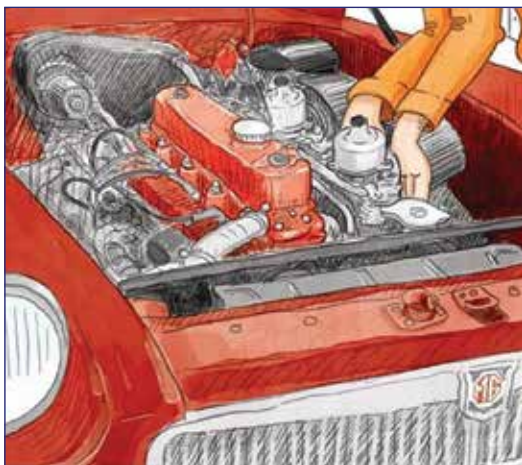
asked if we could make a book from the story. He said sure. 10 months later after lots of drafts, drawing tweaks a book was published.

Just so you know the details are very exact on the engine and car. Not cartoons. This is a real MGB engine. Planning a second book that includes "The Mouse, the Man and MGB and the...?"

I am a grandfather of eight and there is a message in this book. —Wayne Truax

Wayne that looks like a lot of fun and it sounds interesting. I can't wait to read it. I suggested that my wife get it for me for Christmas. She said, "But that's a children's book." I was like, "Yeah? Well, I'm extremely immature!"

Robert: 1; Wife: 0



Rob,

I just read Doug Pelton's "Next Generation Registrar" and by coincidence I just published "The Mouse, The Man and the MGB" a story about this very subject. I sent Chaz an ad for the next three additions of The MG Driver to make people aware of the book. Below is an overview and information on the book.

The book idea came about two or three years ago while I was working on my MGB and I felt I was being watched. I looked up and this little mouse was standing on his hind legs watching me on the other side of the engine bay. The book (inspired by true events) tells what happens next. The mouse and I crossed paths several more times and I would see him just watching me inside or outside the car. I started thinking about a story and one day in January 2020 on the train going into work (Washington, DC) I pretty much wrote the story in about 45 minutes.

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Readers' Ride

Robert & Diane Schwarzkopf



We are new members having joined in June 2020, and we have an interesting story of how we got here. Let's call it "A Tale of Two Brits" (cars).

When we were married 53 years ago, I brought a 1962 AH Sprite to our marriage. After about a year and a half the Sprite was in need of repairs and my wife was lobbying for a washer and dryer, so she would not have to spend her day off at the laundry. The Sprite turned into a washer and dryer, which gave us 18 years and three sets of diapers of very dependable service.

However, there was always the longing for the lost Sprite. Last fall I was diagnosed with two different cancers and began chemotherapy for the more severe of the two in December. As we moved into 2020 and the chemotherapy continued with only minor side effects, my son and my son-in-law decided that dad needed to get another sports car.

First of all, my cheap nature kicked in and my first thought was why would I need a third vehicle? As spring began, they started getting me to check out online sources. I found a Sprite in Pennsylvania that was in excellent condition, but was sold. I found

an MG Midget that I bid on at "Bring a Trailer", but chickened out before the last bid. My wife then joined the campaign and suggested I check with the local British car club to see if they had anything closer to home. They did and the price was very good, and the car was only 20 miles from where we live. It was romance at first sight.

It was in fairly decent shape and above all it ran well. We bought the white 1969 MGB in the picture. We are the second owners; the MGB was purchased new in England in 1969. She is not show quality, but does qualify as a daily driver. I now know why I needed a third vehicle – FUN!! We spend most evenings traveling the rural roads in Northern Illinois and Southern Wisconsin, and unfortunately, for the waist lines, we discovered several good ice cream shops we had not known about before. We are now members of the British Boots and Bonnets Club of Rockford Illinois as well as members of NAMGBR.

PS – One cancer is in remission, and the second being treated with radioactive seeds.

PPS – The dog in the picture is our church's comfort dog, she was off duty at the time.



Just Charge It

Article & Images by Tony Cohen, Canadian Classic MG Club

Now that winter is approaching, keeping your battery charged during the off-season is just good practice. Doing this for us MGB owners normally involves some yoga and gymnastics. You have to lean over the back of the right seat, unhook the six clips holding down the carpet, remove the carpet, twist open the five locking screws (Dzus fasteners) on the battery cover plate and remove it. Then, very carefully so as not to short circuit the positive pole against the bodywork, attach the charger crocodile clips to the battery terminals. If you have a fold-down soft top, this whole exercise is made even more challenging.

I decided that enough is enough. There has to be a better way. I found that there is a gap between the top of the battery box and the underside of the back shelf, and, looking under the boot, I found a hole with a sealing plug in it at the back. I figured that I could run a conductor from the battery into the boot and arrange a connection to my charger from the boot. So, I went out and bought 5ft of 12-gauge two-conductor cable, two 5/8" ring terminals, two 3/16" ring terminals, and a two-



wire quick disconnect. Total cost less than \$10.00.

First move was to solder the 5/8" ring terminals to the conductor. I placed this end of the conductor in the battery box without connecting it to the battery terminals. I then threaded the conductor through the gap at the back and up into the boot, removing the plug and replacing it with a grommet. I attached one side of the connector to the conductor and connected the 5/8" ring terminals to the battery. Next was attaching the 3/16" ring terminals to the other side of the connector.



In order to maintain proper social distancing between the positive and negative clips on the charger, I made a spacer out of Perspex acrylic glass. Any non-conducting material would work. #12 machine screws at least an inch long through the ring terminals and acrylic make good connection points for the charger clips.



What I Did on My Coronavirus Vacation

Article & Images by Bobby Petersen, San Diego MG Club

As you all well know, with the worldwide shutdown of pretty much everything, we all (well, most of us anyway) have some extra time on our hands. So, I decided to take care of something on my 1963 B that I had wanted to do for a while.

Mechanically, it is in fine shape, but cosmetically, it could use a little refresh. The issue is the door cappers, those padded trim pieces that cover the top of the interior door panel where the window retracts into the door.

They were worn out, shiny smooth with age, and with tears and holes in the upholstery so that the wood beneath and the foam inside showed through. Unacceptable, especially since I had recently replaced all the interior panels with a new set from Moss.

Looking at the Moss catalogue, I see that for ONLY \$500+, I can get a brand-new pair. Cool, I say, I can order them online (which I am an expert at, if I may say so) sit at home for 4-5 days til my UPS buddy (never thought I'd say that, since I was a FEDEX driver) shows up and I can swap em out! Easy-peasy, but I'm out \$500+, and Susan has been looking at shoes, and purses, etc. LOL.

I AM a big-time DIY type guy, and they say: Happy Wife...Happy Life! So, I figured... let's see what I can do with this here project? I took pics before, during, and after for reference, of course!

Starting with the driver's side door, I removed the





four screws (two on each chrome end trim piece), removing the door capper. On the workbench, I removed the two trim pieces, and the fuzzy felt window strip. I then loosened and removed the six recessed nuts and washers that hold the padded rail to the wider, flat main piece. Early MGBs up to 1966 had this extra padded rail. 1966 and later have only the flat upholstered door capper.

Looking closely at the two main parts that are upholstered, I noticed the many (many!) staples used to complete the job the last time it was done. There must've been 60-80 total. In two small pcs of wood. A little overkill, I think! With a small, flat blade screwdriver, I began to pull them out, one by one. Eventually, I got them all out and was able to remove the old material from the two pcs of wood.

After disassembly, there are nine parts to each door capper, quite different from the later models. They are: two chrome trim end pieces, two pieces of wood, one piece of foam padding, one piece felt window strip, and three pieces of upholstery.

With the two pieces of wood. I sanded, puttied, and sanded again to fill in all the old holes, blemishes, and cracks. Luckily, no breaks or structural damage to be seen. The piece with the padded rail has six pre-set screws embedded in it that I removed, cleaned, lubed and reattached for reassembly.

I had set aside the old

padded rail foam. (luckily it was in one piece) so I could replicate it with new foam. The window felt strip was reusable as it was undamaged after removal. I had the upholstery material on hand (the black leather-like material) as I had previously purchased the Moss interior panel kit, which had a large piece of bulk material and it also had the red colored beaded strip included in it.

I needed contact cement, some small staples, and foam to complete the job. I found the cement at Walmart for \$5. The 1/4" Arrow staples I got at Dixieline for \$5. I already had the stapler. The foam was a bit of a challenge. I couldn't find the right firmness or density required anywhere. Eventually, I found a local auto upholstery shop whose owner recommended using Landau Foam. Landau foam can be sanded and shaped. He said go to "Keyston Bros", a long-time San Diego supplier of foam for all uses. They are in Kearny Mesa on Aero Dr. They carry it in sheets of varying thicknesses up to 1" thick. I purchased the minimum of 1 sq yard of 1/4" thick foam for \$20.

I cut and glued together four strips (1" w x 29" l) of foam, making a 1.25" thick piece which I then glued to the thin strip of wood (w/ the six screws) and after letting it sit overnight, I then sanded and shaped it to match the old foam piece I had removed. I then cut a piece of the black material to reupholster it with. I also cut a piece of material for the larger wood piece so I could re-cover it.

Using my Arrow stapler and the 1/4" staples, along with some contact



cement, I reupholstered the larger wood piece, and after leaving it overnight I attached the two chrome end trim pieces. With the same process I redid the padded rail, letting it sit overnight. I used well less than 50 staples for both pcs.

The next day, I cut a 32" piece of the red beaded strip and attached it to the top edge of the padded rail, trimming away any excess. I now had the two main parts of the door capper done, and it was time to put them together. Using an awl, I punctured six holes in the material covering the larger wood piece where the six screws would go. Carefully matching the protruding screws with the holes, I put the two parts together using the six pairs of washers and nuts I had saved at disassembly. They fit together perfectly and looked great. The last step was attaching the window felt strip to the inside of the unit. I installed the capper to the door to make sure exactly where the felt should go, then removed it and installed the felt with small brass brads.

Reinstallation followed, for a final check, and it all looked and worked as it should. Success!

The passenger side capper was identical, although more difficult due to the large flat wood panel being cracked and broken into two pcs at the aft end near the door lock. I had to repair it with wood glue before reupholstering. Also, the thin wood strip with the foam was in really bad shape. It needed repair with wood glue and putty to make it strong enough to be used (This piece of wood would be easy to replicate new if needed, just save the six pre-set screws).

The interior of the car looks so much better now with the doors complete. All in all, I learned a lot about another part of these special cars and had a great time doing it. Not to mention the money saved! 🍷



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We expect the event website WWW.MG2021.ORG to be operational by year-end 2020.
More Info? MG2021INFO@GMAIL.COM



Including NGC, MG Midget, 1100/1300 MG, and Modern MG

Workbench Ideas

Article & Images by Rick Mills, Kansas City MG Car Club

I was tired of constantly getting grease and dirt onto the surface of my workbench. I came across an old vinyl banner from a local garage (in this case a NAPA Brake banner). The banner was made from a plastic/vinyl-type material so it's pretty tough. I just cut it to fit and then taped it down. They work great for your bench top – it's nice and smooth, plus it reflects light, not to mention that it is a lot easier to keep clean!



MG News

After more than 30 years, Victoria British Ltd., a division of Long Motor Corporation, has decided to pass the baton to Moss Motors Ltd. (Moss Motors) to carry on the tradition of supplying car parts and accessories for British car owners around the world.

President of Victoria British, Becky Hanrahan said, *"It was not a decision that we made lightly. We were Victoria British before we were LMC Truck, but we know we have not been giving the British market the attention it deserves. We feel our customers would be better served by a company whose primary focus is the British car market."*

Victoria British has for many years been a key resource for British sports car owners and their mission to "Keep'em On The Road®." The Moss



Motors acquisition of Victoria British is aimed at maintaining the same spirit of supporting the British sports car industry and community.

"As a long-standing name in the British sports car community, we recognize the rich history of Victoria British and will do our best to carry on their legacy," said Ed Moss, President, Moss Motors. *"It's an exciting chapter for Moss Motors and we look forward to bringing together the best traditions of both companies to continue serving the industry by supporting car owners, restoration businesses and British sports car enthusiasts alike."*

In the coming weeks, both companies will be posting news and reaching out to customers, suppliers, and other contacts regarding the details of the transition.

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*See Ya in
Atlantic City!*

From the Garage



Dave Braun
Technical Coordinator
The MG Driver

Before there were MGs in my life, there were Spitfires. I can remember my first test drive in an MG in the mid-70s, and honestly? Even after owning Spitfires, it seemed so... foreign. I can hardly remember why, but that overall initial feeling has stayed with me. I was young, I had gone through my share of American Muscle, and my Spitfire did not feel unusual to me. The MGB was another thing though. It had a much more notchy gear selector, the clutch was more refined, the larger engine was very gutsy and the simple suspension rode like it was on rails without the gimmicky IRS and oversized front anti-sway bar of the Spitfire. My friend didn't buy one that day, but I could tell there would be one in my future.

Fast forward a few years and a few Spitfires and at 23 years of age, my MG TD came into my life. I did little more than drive it for several years until one day it almost wouldn't run at all. That was the day I decided to learn as much as I could about British preventive maintenance and proper yearly storage and care because the Spitfires were always driven year around and were treated differently. (Hint: the points, which my Spitfire lacked, were no longer opening and closing – and all it took was a matchbook cover and an experienced eye to set it all straight.)

Fast forward again, and Diane, a friend, had always wanted an MGB. We looked at several together before she settled on a Green over Black 1970 Tourer. Diane, new to the MG world, drove the car alone into Gatlinburg, got on a shuttle bus and sat next to a very kind Barby Smith, whose husband Ken was on the opposite side of

the shuttle sitting next to a cheerful gentleman named Don Hayter. The three explained to her how to register and welcomed her to the convention. Her introduction to MGs was complete. Diane drove “Maggie” for several years aided by occasional repairs and preventive maintenance by yours truly. Then one day a rock went into the windscreen, and the brakes failed leaving the dental office, and she had always wanted wire wheels. I was preparing to do an MGB GT at the time, but when she said “I’ve always wanted a white MGB with a red interior” the restoration was on. Since the suspension and wire wheels were already done, it was a bottom up affair.

This year the MGB, affected by the pandemic, sat too much. I know I drove the TD way more than Diane drove the 'B, and neither were driven enough to contaminate the oil with excessive moisture and combustion byproducts that turn into acids and eat the inside of the engine. After careful inspection, both cars were placed in their storage positions with little more than Stabil in the gas tanks and a fresh charge on their batteries.

The airplane is in the best shape of my ownership, both MGs are quietly resting, and the restoration of the Spitfire, which has been delayed by four or five years, is overdue. The engine is set up like a European car with twin SUs and high compression. A later OD gearbox is in place, and Diane, now my wife, has given me clearance to place an inexpensive lightweight vinyl interior in it rather than the leather and luster she prefers for the other cars. “What do you intend to do with it?” she asked. “I want to drive him, fast,

and for that I need him light.” “Then go light, just try not to make it ugly... but at your age do you really think you need to drive fast?”

I didn't need to answer because she already knows what I would say.

And now a few questions for our Brain Trust, and John Twist as well.

Dave-

I have noticed that on every SU HS4 and HIF4 carburetor that I've observed, the gusset on the neck of the vacuum chamber of the front carburetor will point outwards toward the air filter, while the gusset on the neck of the vacuum chamber of the rear carburetor will point towards the front carburetor. Why this 90-degree change of orientation? —Steve

Hi Steve,

The bodies are 'handed' front and rear (or left and right depending on your perspective) and Suction Chambers are not. The three mounting lugs are not evenly spaced, they form an isosceles triangle (two sides equal). You end up rotating the Suction Chamber that much to align the lugs with the body. The gussets, incidentally, are where the reference vent would be drilled with dust-less suction chamber damper caps. But in the HIF4 and the HS4 these are typically not drilled and the caps are vented instead.



HIF bodies showing the mirror image of the lugs for securing the suction chambers.

And as always, John Twist solved quite a few problems. We appreciate John's willingness to share them on a regular basis!

Hi John,

My question is: Can I replace the standard alternator on my 73 Bee with a new 18acr without any modifications?

Cheers —Dave Hornby

Dave!

The 1968 MGB uses a 15AC alternator with an external 4TR regulator. Following that are 15 ACR (internal regulator), 16ACR, and finally an 18 ACR. They are all interchangeable, EXCEPT for the plug variety. There are two varieties of the three wire plugs: narrow-wide-wide and narrow-extra wide-narrow. Of course, you can change the spade terminal configuration by soldering different sized spades onto the wires. The outside wire is BROWN/YELLOW, the center wire is the heavy gauge BROWN, and the inside wire is a sensing/feeder also BROWN. Some owners have adapted a Saturn alternator which can produce 100 amps (you do NOT need 100 amps and even if you did, the wiring cannot handle it).

Hello John,

I have an Austin-Healy Sprite that I rescued out of a field and am slowly bringing it back to life. Right now, I am starting work on the transmission (I honestly thought that I would just be cleaning, draining, and refilling with fluid). When I went to run through the gears, I could hit every gear and input and output shafts worked as expected (transmission is separated from motor so I'm turning by hand); however, it was extremely difficult to get out of 1st gear and semi difficult to get out of the other gears. Before I tear into the transmission, what advice do you have? I am unfamiliar with these transmissions; do they have some detent balls

*and springs that are accessible from the outside that might cause this issue?
Thanks in advance —Chad Eastin*

Chad!

“Difficulty” getting the gear lever to move is not a good description as what’s difficult or easy for one might be different for another. I can tell you that there is a massive difference between having it on the bench and having it in the vehicle where it is unmoving. That said..... You can flush the inside of the box with diesel fuel / mineral spirits – something akin to that – and then fill the box with engine oil (20W/50 or straight 30 weight non-detergent) and see if it’s easier. The side cover is easily removed for inspection, but you’ll want to have another gasket available to reseal the side cover when you reassemble. The inside should be free of rust. Also, when you remove the side cover the detent springs are released so shifting should become “nearly effortless.”

Hi John,

I have a Chrome bumper factory V8 which I’ve had from new. May I ask your advice about steering column problems? The steering is very heavy, two buddies made the same comment. Clearly, it’s been in contact with the chassis bracket, so I raised the front of the car and turned the steering wheel full left and right but there was no load on the steering wheel or rubbing noises. I don’t know what to do next. Any suggestions would be most welcome. —Geoff

Geoff!

The only thing that is different between being on the ground and up in the air is the position of the front crossmember. You didn’t mention whether you had the jack stands behind the engine on the frame rails, but I’m “assuming” that you did. That allows the front crossmember to fall down away from the body and reposition the pinion in relation to the hole in the engine bracket where the pinion has been chafing. If this IS the case – that the front crossmember is loose from the chassis frame, then you’ll need

to replace the thick, heavy rubber pads between the chassis and the crossmember. The rear two are a dream to do. The front two are a nightmare! You have to drop the coil spring to get to the bottom of the stud.

And THEN – if you wanted to go for it, you can purchase the anti-caster shims to make steering a bit easier. The downside of the caster shims is that the MGB doesn’t track down the road quite so easily (the more the caster, the more the car wants to run straight).

John,

I have cleaned and am rebuilding my Zenith carb on my 1976 MGB (many parts damaged before I bought the car). Everything is going well but I have one question:

When I reinstall the air valve piston, how should it be oriented (the two bottom holes toward the intake, toward the engine, or one on each side)? I don’t want to rely on how the butcher assembled it and I haven’t found a video that helps with that. Thank you so much! —Larry Jones

Larry!

There are little tabs on the rubber diaphragm – one on the inside diameter and one on the outside diameter. These fit into slots in the air piston and the carb body. Correctly placed, they ensure that the two air holes are closest to the ENGINE.

Hi Dr. John,

My name is Aron and I’m from Jerusalem Israel. I have a 76 MGB imported to Israel from Germany, so it’s a factory dual carb with euro spec rear lights and older style gauges and no smog. I’m currently using a Lucas 41418 with points (I know I should get a 40897 but this is what I have and it’s only 11-degrees of mechanical advance and seems to work great. I also installed a 12h2709 head.) I’ve disconnected and plugged the vacuum advance manifold intake port.

I found that using the manifold port actually works as a retard and is no good. So, for now I’m just running with no vacuum. I would like to know if making a ported pick up on the HIF44 would

give me any more fun, and how to do it. I couldn't find a picture of video of how to do that. I would also like to know the model number of the vacuum advance unit you recommend. Really appreciate your time and advice. You're a real inspiration to me and the MG club here in Israel.

Best regards, —Aron Sokol

Aron,

The original distributor for your MGB may have been the 41427 which has the same advance curve as the 40897. The 41427 is a 45D and the 40897 is a 25D body. Both require ported vacuum. I cannot find a reference for a 41418 in my tech information so I cannot tell you anything about it. There is a vendor here in the USA who can drill YOUR HIF so you can get it set to ported vacuum. His name is Rob Medynski. He operates a firm "British Vacuum Unit" in New Hampshire. Please contact Rob.

That eleven degree advance will work just fine without a vacuum unit. Set it either at: 10 BTDC static (engine not running) or at 32 BTDC at full mechanical advance – up around 3-4000 rpm.

John,

I have a couple of questions. I own a 67 B (original owner). I did a complete restoration that was completed in 2016. I did most everything except the engine and gearbox. The gearbox was rebuilt by a club member that has done several over the years. Question 1. When cold (first startup of the day) I can't shift into 2nd gear. If I try, it grinds. After the car warms up it shifts fine in all the gears. This just started after about 8k miles.

Question 2. When hot, after I park the car, sometimes it will not re-start. It will turn over pop and the starter will disengage. This will happen three or four times then it starts and runs great.

Any suggestions? —Ron Stone

Ron!

Congratulations for maintaining the breed for all these years! Gearbox: You must mean second gear only. If the clutch was failing to thoroughly disengage then you wouldn't

be able to shift it into any gear. There are two synchro ring / gear assemblies. They cannot be swapped, gear for synchro, or there's no synchro action at all. Both the brass (early) and the steel (late) synchronisers must be lapped to the speed gear for good operation. This didn't use to be the case with factory parts, but this is what you must do now. You might change the gearbox oil to ensure it's 20/50 or 30 (non-detergent). Beyond that, I don't have much of an idea. The solution probably lies in another gearbox disassembly.

Hot Restart: Everyone is experiencing this problem to some degree or another. The cause is alcohol in the gasoline which allows it to boil at a much lower temperature than pure gasoline. So, the percolating disturbs the air/fuel mixture. A better/larger heat shield is the one thing that can offer minimal relief. Some owners use their choke; some hold the throttle wide open (choke off) until it starts. Then it always runs poorly for half a minute or so.

Here in the States we can purchase non-alcohol gasoline. Find those stations on www.pure-gas.org. Glenn Lenhard was having this problem with an MGC in Florida in the hot weather. The engine would quit at a stop light and not want to restart. Glenn found that premium gasoline in Florida, that season, had no alcohol. The real answer remains elusive. Everyone seems to have found something that sort-of works.

Hello John,

I picked up a used overdrive unit to install in my 1977 MGB. Gears look excellent in the gearbox and the gearbox turns smooth through the gear patterns when I turn the input shaft. I will change the front and rear main seals plus O/D filter. There is a cover plate missing from the O/D unit and what I think is from MOSS parts catalog the coil assembly. I'm not sure if it's stuck up in there from the pictures or all missing? If stuck how would you remove it? See pictures

Please fill me in on what you know. I can make the cover plate out of aluminum from a new gasket used as a pattern.



Missing Solenoid from OD Gearbox.

Throw in any other suggestions. Oh, is this a drop-in replacement for my old 4-speed? Regards —Fred

NAMGBR Technical co-coordinators: John Mangles, The 'MG-Doc'; Pete Cosmides of the Motorcar Garage; Jeff Schlemmer of Advanced Distributors; Glenn Lenhard of Glenn's MG Repair; Dan Craig of Mother's Automotive Services; Kelvin Dodd of Moss Motors; Paul Dierschow of Sports Car Craftsmen; and Bill Hiland of On the Road Again Classics.

Fred!

You'll want to purchase a new solenoid assy. It's available from Moss #80 on page 41 – 466-375. Remove the remainder of the solenoid assembly with a pair of needle nose or duck bill pliers. The piece you're trying to remove looks like a top hat and you're looking at the bottom of it. I'd clean out the overdrive and replace the O-rings right now while it's out.

Oh – if it's a top fill gearbox, then it's probably set up for 1280 turns per mile on the speedo cable; if it's a side fill gearbox, then it's probably set up for 1000 turns per mile. You want the later, 1000tpm for your car, or the speedo will read 25% fast.

Except for the wiring, it's a straight drop in. Make CERTAIN you check the 4th gear switch about 20 times. After installation it's the least accessible electrical component in the vehicle. It's at the right

front of the top of the remote-control assembly.



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michaelcuomo5@gmail.com NC

010220

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111220

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050619

3.5L Rover V8 engine - complete. Has all ancillaries - starter motor, alternator (looks new), distributor, carburetors, flywheel, air cleaner etc. Was running perfectly fine when taken out of a 1989 Land Rover Defender. Replaced by a later fuel injected engine. I have a freight account so shipping is reasonable. Make offer. Contact Bill at WLD3RD@gmail.com or 801 860 6975, UT

070819

Motolita steering wheel with hub (with MG center). 15"od flat; hub with 7/8" od spline (previously on an MG TC). Complete and in good, used condition. Asking \$200, includes shipping in lower 48 states. Contact Robert Montgomery at Rmontunion@gmail.com CT

010221

MGB LE Wheels - four (4) MGB LE wheels including center caps, lug nuts, and lug wrench \$500. Air Conditioning - dealer installed contoured to fit under dash of 1977-80 MGB \$650. Photos on request. Bill Holmes (970) 485-9734 or ahfanatic@gmail.com CO

010221

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Hardtop Seals: Looking for new rubber seals for a 1967 MGB hardtop (snug top). Please contact Gary Cooper, (805) 302-2513 orcoopcoop02@yahoo.com

090108

Early MGB - Long-time MGB nut wants to purchase an original preserved steel-dash MGB roadster. It can have some needs and/or not be operational, but originality is my main concern. A car that has had some restoration is fine, as long as the work was sympathetic to originality. I am willing to travel for the right car. Please contact Don Scott at (707) 321-0274 or tartanredmgb@gmail.com. Looking for new rubber seals for a 1967 MGB hardtop (snug top). Contact Gary Cooper, orcoopcoop02@yahoo.com (805) 302-2513

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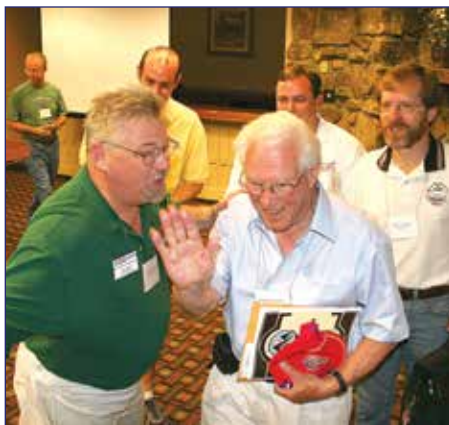
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Please check for up-to-date information before departing to the meet. The Register encourages local groups and clubs to submit their MG events to *The MG Driver*. Information must include date, location, and contact phone number. Please submit events at least 3 months in advance to *The MG Driver* Editor, 2530 Clifton Ave, St. Louis, MO 63139 or e-mail editor@namgbr.net and post your event on our website; <https://namgbr.org/event-submission>

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- June 14-17 **MG 2021, Atlantic City, NJ** • www.MG2021.org
- Sept 21-24 **Put-in-Bay Races**, Put-in-Bay, OH • www.pibroadrace.com
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North American MGB Register

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