

THE MG DRIVER

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

Vol. 30, No. 2

March / April 2020



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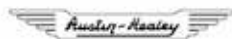
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NORTH AMERICAN MGB REGISTER

P. O. Box 876
Downers Grove, Illinois 60515-0876

Toll-free: 800-NAMGBR-1 • www.namgbr.org

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OFFICERS OF THE NAMGBR

CHAIRMAN: Richard Liddick
5237 Glen Arm Road East
Glen Arm, MD 21057
410-698-7338
chairman@namgbr.net

VICE-CHAIRMAN: Terence Allen
291 Taylor Road
Lexington, Ga 30648
484-547-3611
vicechairman@namgbr.net

SECRETARY: Larry Norton
2515 Wild Iris Lane,
Dacula, GA 30019
404-386-1151
secretary@namgbr.net

TREASURER: Karen Timian
15317 E Via Del Palo
Gilbert, AZ 85298-9754
480-899-3272
treasurer@namgbr.net

COORDINATORS OF THE NAMGBR

EDITOR: Robert Rushing
THE MG DRIVER
2530 Clifton Ave
St. Louis, MO 63139
314-614-4671
editor@namgbr.net

**ADVERTISING
& PRODUCTION
COORDINATOR** Charles E. de Bourbon
PO Box 293
Del. Water Gap, PA 18327
570-460-6370
advertising@namgbr.net

EDITORS EMERITUS: Ken Smith
Kim Tonry

**PUBLICITY
COORDINATOR:** Richard Liddick
Publicity@namgbr.net

**MGCC UK
COORDINATOR:** R. Alan Magnuson
7754 S. Waco Street
Centennial, CO 80016
303-437-0527
MGCC Liaison@namgbr.net

**CONVENTION/AGM
COORDINATOR:** Tony & Lynne Burgess
318 Hampton Park
Westerville, OH 43081
614-899-2394
conventionagm@namgbr.net

**TECHNICAL
COORDINATOR:** Dave Braun
3113 Cass Trail
Webster, MN 55088
612-237-0904
technical@namgbr.net

**REGALIA
COORDINATOR:** Connie Wyckoff
10975 Aspen Trl.
Zeeland, MI 49464
616-748-0580
regalia@namgbr.net

**WEBSITE
COORDINATOR:** Jer Kinsey
webmaster@namgbr.net

**SERVICE
RECOMMENDATION
COORDINATOR:** Bruce Wyckoff
10975 Aspen Trl.
Zeeland, MI 49464
616-748-0580
services@namgbr.net

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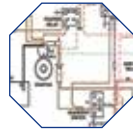
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Editor's View

Robert Rushing
Editor
The MG Driver



Congratulations to our Cover Girl contest winner – Barb & Joe Hahn! I hope you agree that their photo is just amazing! I'd like to thank everyone who submitted photos for the contest and I hope to publish some in upcoming issues.

This issue is super packed with great articles (as usual). For those of you planning to make the trek to Calgary for MG 2020, the latest info is inside plus to give you inspiration for the journey, Dennis Taylor of the North Carolina MG Car Club has written about his trips to some of the far points in the US. Reading about that

and thinking about all the great things to see along the way, makes me want to jump in my MG right now!

Speaking of travel, if you're heading to the UK, Jeremy Holdsworth shows all the fun you can have by meeting up with local MG clubs for their meetings and local shows. It's a great way to connect with others in the Marque of Friendship.

Still looking for some MGC and Midget tech articles. I know there have been some posts about MGC triple carb conversions so I'm hoping some come in soon. As always, I'd like your garage tours and readers rides!

Robert 

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On the Covers



Front: Barb & Joe Hahn image is the Cover Girl winner!

Back: What's a better place to review the Nov/Dec 2019 issue of the *MG Driver*, than the MG Showroom, Piccadilly, London?

Chairman's Chat

Spring is fast approaching and so is the start of the MG driving season for most of us. For some of us, our cars have been sleeping over the winter or perhaps they were receiving a makeover. Before hitting the road after this rest period, you want to make sure you are ready to go without encountering any problems. How old are your tires? They may look good, but if they are eight or more years old you should seriously consider replacing them. If you do long trips, look at your spare too. I've seen cars still sporting an original spare or the spare is flat or near flat.

How do you tell how old your tires are? On the side of tires manufactured since 2000, the week and year the tire was produced has been provided by the last four digits of the tire identification number with the two digits being used to identify the week immediately preceding the two digits used to identify the year. Tires manufactured before 2000, the tire identification number for tires produced prior to 2000 was based on the assumption that tires would not be in service for ten years. While they were required to provide the same information as

today's tires, the week and year the tire was produced was contained in the last three digits. The two digits used to identify the week a tire was manufactured immediately preceded a single digit used to identify the year. So, get out and drive your car, have fun and play it safe.



The 29th Annual North American MGB Register Convention, MG 2020 will be held in Calgary, Alberta, Canada. This year's event is hosted by the Calgary MG Car Club starting June 28-July 1. Information and online registration is available at: MG2020.REGFOX.COM/MG2020-CALGARY

Finally, it seems to happen every year, someone will approach me at the convention wanting to nominate someone for the John Thornley "Spirit of MG" Award and I have to say talk to me next year because the NAMGBR Executive board has already selected someone. So, if you know of a NAMGBR member that you feel exhibits the spirit and enthusiasm of MG. Send me their name and why you think they are a deserving candidate to receive NAMGBR's highest award for 2020 the John Thornley "Spirit of MG" Award.

Richard 




Richard Liddick
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Terry Allen
Vice Chairman
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I guess by now most of you have gotten your car projects completed and back to driving them. I have not done a lot of work or driving for that matter on any of my cars. My lower back has been painful and causes pain down my left leg. So, driving the manual shift cars any distance is next to impossible.

I would like to announce that we have a newly affiliated club, It's the *Capitol City MG Club* from Austin, Texas. I want to welcome them to the NAMGBR community. So, if you live anywhere near Austin and are not a member of Capitol City look them up. Sounds like they have a very active club.

To date I have 104 Active clubs in our database of affiliated clubs. If you are a member of your local club check with them to see if they are affiliated with us. And also, if they are, ask if they have done their annual re-affiliations with us. It needs to have been done by now.

It does not look promising for me to travel to our annual convention in Calgary this June. I hate to miss it, but life sometimes doesn't always let

you do everything. Hope many of you are planning your trip up there. You should have registered and booked your rooms by now. I hear they are filling up fast. It is a beautiful area up there and would love to see it in the summer.

Lastly, I may have the opportunity to get my 67 GT painted this spring. A friend of mine's son is going to tech school and they will have an opening in the paint booth after he is done painting his 67 Mustang. My GT was mostly the original paint until a deer decided that one side of it needs a new paint job and the insurance company agreed. Just one side got painted and the bonnet. So now I have a nice side and an ugly side. Time to make it all nice and shiny again.

Well that's all for now, happy motoring keep the shiny side up. (If it has a shiny side.)

Terry 

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From the Treasurer



Karen Timian
Treasurer
NAMGBR

Hello & Belated Happy New Year! Well I'm into my second term and 3rd year as Treasurer. Maybe it's because I'm getting older, but I thought by now I would be recognizing names as members pay their dues at their renewal date but I'm not – not even the unusual names. I guess if I haven't been able to put a face with the name, it doesn't register. You all need to show up for the next convention so I can put a face to the name. (Just kidding, somewhat.)

I can always tell when Larry Norton, our Secretary, has sent out his email blast to members whose membership date has come up. I open my email and there are a ton of emails of people who have paid their dues online for me to process. New members have been joining regularly also. Thank you to all the clubs that encourage NAMGBR membership to their members. Speaking of dues, they are

running ahead of last year (our fiscal year starting October 1st of each year. I looked back to see if there was one month that dominated, but all three months dues in the 1st quarter were ahead of last year. (Remember I am writing this in January for the March-April of *The MG Driver*.)

A while back, Larry told me the breakdown of the membership number, which I found interesting. You may have read this before but bear with me. The first two digits represent the years NAMGBR has been in existence when that member joined. The next four is the sequential number of members that have joined NAMGBR. For instance, Rich's and my membership number is 2-1157, so we joined in the second year of NAMGBR (thanks to Matt Dabney of the Southern California MG Club) and we're the 1157 member to join. We are now up to member number 30-9661. This is not an exact

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as some members may have joined/ quit/and joined again years later and were assigned a new number or a number was skipped or maybe the year overlaps because of timing, but it is a good way to remember your number.

When posting, I am always in awe when posting those members that start with 0. These are the founding members. I am really impressed with these folks!

Other than that – Treasurer-wise – all the legal filings for the year have been done, including the 1099's. We only have three this year (two normally, 1 from MG 2019) so it really is a simple task with QuickBooks. Speak-

ing of the convention again, have you all gone in and taken a look at what is being offered? I can't wait to take the tour to Banff National Park and see the Rockies. My husband and son drove through them when we moved to California, but I have never seen them. I had to fly to the new job, and we later missed the convention in Breckenridge because Rick had to cancel for work related issues. We're going a little early to visit Glacier National Park. We weren't even aware it was there when we took our vacation drive through the Northern Southwest states a few years back, but lots of people told us later the park is a "Must See." Until next time . . .

Karen 



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Secretary's Report

Larry Norton
Secretary
NAMGBR



If you are reading this and your local MG or British car club is not one of our affiliate clubs, you can check on the web site, you may want to discuss with one of your club's officers. The insurance we can provide usually saves the local club a lot of money. In addition, if any venue you use for club events needs a COI (Certificate of Insurance) we can provide that free of charge. Well worth looking into. Our Vice Chairman has all the details.

I hope some of the information provided in the last tech session issue helps you out as you are getting your car(s) ready for the upcoming driving season. I have seen a lot of Facebook posts of members getting their cars out when a nice day happens. For those of you planning on driving to Calgary

for MG 2020, note that Banff National Park and many lake/mountain drives are within a short distance of the host hotel. We have had a good start to registrations so please book early to insure you can get the events you want.

After our cross-country drive from Georgia to California for MG 2017 my better half says we are flying and renting a car. Hope they have convertibles available on the rental aisle. See you all there.

Again, one more item. My secretary's duties come to an end in Oct of this year. If you have ever considered getting more involved in the North American club, please give me a call or shoot me an email to discuss what's involved.

Larry 



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Jerry	Bletzacker	Pflugerville	TX
Brian	Boswell	Vancouver	BC
David	Clark	Naples	FL
Simon	Cox	Shingle Springs	CA
David	Graham	Ottawa	ON
Jeff	Grundhoffer	Elizabethtown	PA
Peter	Hawkins	Columbus	OH
Peter	Hayes	Unionville	PA
Douglas	Hollander	San Mateo	CA
John	Houtman	Arden	NC
Paul	King	Bismark	ND
Peter	Knight	Philadelphia	PA
Tim	Mahoney	Ardmore	PA
Orlando	Martinez	Cibolo	TX
Tom & Glenda	Medeen	Federal Way	WA
Bennett	Morong	York	ME
James	Nab	Monument	CO
Thomas	Popovich	Coquitlam	BC
Gary	Potter	Elgin	TX
Tom	Potter	Forest Grove	OR
James	Ranieri	Middleburg	FL
John	Salley	Ashland	VA
Kevin	Simonton	Vienna	WV
Andrew	Steidinger	Pinehurst	NC
Steve	Strublic	Peoria	AZ
Christopher	Swan	Santa Maria	CA
Allen	Tavss	Miami	FL
Richard	Taylor	Cincinnati	OH
Jacob	Terwilliger	Redmond	OR
Brad	Thurlow	Coquitlam	BC
Richard S	Timian	Phoenix	AZ
Ellen	Tummons	Springfield	MO
Andy	Walker	Edmond	OK
William Terry	Weaver	Pittsburgh	PA
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We hear a lot today about “mindfulness”, which at a basic level involves two things: 1) Paying attention, slowing down and noticing things in our fast-paced world; and 2) Living in the moment, stopping for a while and just enjoying what we are doing rather than rushing off to the next thing on our endless to-do list. It occurs to me that driving a Little British Car provides a great opportunity to do both.

There is nothing like an open car to experience the world beyond our steel cocoon. Modern cars insulate us from the smells of fresh cut hay, salt air, and that dairy barn we just passed. They insulate us from the sounds of the wind flapping our tonneau cover or of solid tappets banging against cam lobes. Modern cars insulate us so much from the very act of operating a machine that we no longer have to focus on what we are doing, and so we miss an opportunity to enjoy the simple acts of executing a smooth downshift or clipping an apex just right.

People who have spent their entire lives in modern cars will never experience the mindfulness of the act of driving like we do whenever we are out and about in our MGs. They are no more engaged in the act of driving than they are when pushing the floor button in an elevator. They are trapped in their sterile

transportation modules. They will never know the simple pleasure of a top-down ride down a back-country road, with the moon reflecting off the bonnet and a warm breeze wafting over our heads. Pity them.

Jack 

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MG 1100/1300 Purchasing Experience

Article & images by Tony Shoviak



My passion for an MG 1100 started growing again while visiting the Looft family in Wilmington, Ohio. In December of 2018, Terry and Carole showed us Terry's summertime eBay purchase of a 1966 MG 1100 survivor. The car was in Arizona, I think, and there was no rust and all parts were intact per factory specs. The car looked great and got me motivated to look for one as well.

A week later, while out to dinner at a local sports bar, I started searching on Google. I found one on Autotrader California that looked promising. Before our dinner arrived, I had emailed the company for more information and photos. These showed up the next day. After looking everything over, the fun really began.

First, I had to ask my wife and pulled my usual shenanigans (She said "NO" without any ("but") I thought I

heard the" but" (cough, cough) and proceeded to inquire about purchasing the 1100. Since the car was in Vancouver, British Columbia, shipping in December/January was going to be interesting along with customs, inspections, and money conversions and transfers. Once the price was agreed upon, I started researching shipping and customs requirements. I found a firm that was able to handle both. The inspection was done by Sean at Octagon Motor Group in Vancouver. Report from them showed a few issues. The body was sound with no rust but some dents and nicks. The water pump bearing was wiggly, and brakes were recently redone with a new master cylinder. The clutch master and slave cylinders were replaced at the shop at that time as there was a slight leak.

Once the purchase, inspection, and shipping arrangements were set,



I was finally able to drive the 1100 home – just a few blocks away.

Next, I had to have the VIN numbers verified at a local Ford dealer nearby. Then, to the title and license bureau at which point the car was now a legal US vehicle and Ohio resident, in Lucas County, no less.

The first issue was replacement of the tires and battery as the battery was 10 years old and the tires were 16 years old. I was able to purchase both locally and was reimbursed by the seller. Next was dealing with cosmetic issues. Headliner was replaced and

seat tears repaired at a local trim shop at a reasonable price. Next came the re-chroming of the bumpers, hubcaps, and grill bar, not cheap, but done very well. The paint job and some minor body repairs came next (which cost more than the purchase price). Again, the body was checked and found to have no rust – yea! After reading the steering wheel refurbish article in the 2019 May/June issue of *The MG Driver*, I sent my steering wheel off to Mike Ruckman in Florida for restoration. It came back like new.

Hopefully, I am done and can enjoy driving the car this year. My wife might even come along.

the car was shipped from Vancouver late December 2018. The car arrived in Waterville, Ohio, in early January. Delivery was to be on a Saturday, but there was a huge snowstorm with over nine inches of snow. I was able to talk the driver into postponing delivery till Sunday when the roads and business parking lot near me were cleared. On Sunday, the truck arrived, and the car was unloaded. It would not start. Finding the bonnet release was interesting as it was finally found on the right side of the car, not by the steering wheel on the left. The battery was dead. Then I discovered there was no gas. With a gallon of gas and a battery jumper,



1500 Midget Registrar

Steve Olsen
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The Lucas electric fuel pumps have been cussed and discussed before but let me add my \$.02 worth.

Back in the middle of the last century I am sure those Lucas pumps were the state-of-the-art. Auto makers had tried gravity systems, hand powered pumps, and vacuum powered pumps and had mostly decided mechanical pumps driven by a lobe on the cam shaft worked best. Despite the fear of electricity in close proximity to gasoline the MG designers bravely chose electric pumps. They came up with a pump that made little noise, delivered a steady supply of fuel, and consumed very little electricity. With no surplus engine power, they needed to keep generators small and that meant no component could be allowed to use any extra amps. It was a good design choice in theory. In practice it worked great until the arcing at the points burned away enough metal that contact was lost and the pump quit.

Triumph cars went another direction. They mounted the gas tank (petrol tank) relatively high above the rear axle letting gravity help feed a mechanical pump low on the side of the engine. A mechanical pump does use a tiny bit of engine power whenever the engine is running even when additional fuel is not needed. So, this is less efficient than MG perhaps. But those pumps rarely failed.

So, when the Midget adopted the Spitfire engine in the 1975 models, they also used the mechanical pump. But with the tank mounted low under the boot floor the pump needed to work harder to pull the fuel to it. A pump will push fuel a lot better than it

will pull it. And in hot weather I found the fuel would often vaporize in the line between the tank and the pump leaving me stranded till it cooled and condensed. Higher altitudes made things even worse. Eventually I gave up and added an electric pump near the tank that I switched on only when the mechanical pump needed help. With a belt and suspenders, you can be sure your trousers won't fall. At some point my mechanical pump developed a leak and I decided to just delete it and use the electric full time. I have an alternator that produces more than adequate amperage.

I could have added a Lucas pump but modern aftermarket pumps are far less expensive to buy and last seemingly forever. They use a few extra amps and make a bit more noise but you don't see my MG on the side of the road and me whacking the pump with a hammer trying to get it working again. If I needed the assurance of a hot stand-by pump I would plumb in two modern pumps and wiring to switch between them. Instead I just pack a spare modern pump that is small enough to fit into a glove box in case I should ever need it. So far that hasn't been my problem but I have used that spare pump to help more than one other MG owner get their car back on the road. If you decide to buy a modern fuel pump just be sure to get a low pressure one. Most any auto parts store will supply one. My car is built to drive and being slightly less original is a sacrifice I am willing to make. Something you might think about before you hit the long hot road to Calgary this June.



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K-series Cylinder Head Gasket~Why Do They Fail

Last time I wrote about cylinder head rebuild and replacing a head gasket. This time I would like to talk more about head gaskets. What is the most common negative comment you hear about the MGF? It's probably its tendency for head gasket failure. There are good, reliable fixes for this issue, but first, why does head gasket failure happen in the first place.

The K-series engine was a technically advanced engine, but it did have a couple issues:

Plastic dowels used to locate the head to the block. The K-series was originally manufactured with steel dowels, but bean-counters got involved and the steel dowels got replaced by plastic dowels in early 1.8L engines. This mistake was corrected when steel dowels were re-specified in 2000. Also, the elastomeric head gasket was not up to the task on the 1.8L K-series. The heat, along with the slight movement of the head (head shuffle), would cause the elastomer bead to become unbonded from the steel.

The cooling system is undersized (never a Rover strong point), which is exacerbated in the F by the engine's location (mid-engine), meaning the engine tends to run hot and no loss of coolant can be tolerated. Since the head's locating dowels are plastic, the plastic softens with heat and allows for a slight movement of the head in relation to the block,

which eventually causes the elastomeric head gasket to fail.

Many of the failures happened around about the 60,000-mile mark. The good news is that overheating is preventable.

STEP 1: INSTALL A LOW COOLANT ALARM

When the head gasket fails, it leads to coolant loss, either gradually or quickly. Unfortunately, the MGF did not come with a low coolant alarm (not factory fitted until 2005). Obviously, regular checking of the coolant level is helpful and any losses investigated immediately. However, if you spring a leak whilst traveling on the road, the smoke cloud behind you might be your first indication, and it might be too late. A low coolant alarm is the obvious answer. There are a couple commercial kits available and



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Failed SLS gasket

the one closest to the factory-fitted system is sold by Brown & Gammon, Rimmer Bros., and MGOC Spares. I have fitted one of these kits to both of our MGFs.

STEP 2: IMPROVE COOLANT CIRCULATION

On the cooling side, one of the reasons the K-series engine suffers from head gasket failure is that there is not sufficient coolant flow through the cylinder head, especially on the



Abutment before modification.



Abutment after modification.

exhaust valve side. This results in the elastomeric bead's bond failing.

Another consequence of inadequate coolant flow / poor coolant circulation is fire ring indentations in the cylinder head. Insufficient heat is removed, which causes the metal to soften and allows the cylinder liners to leave indentations in the cylinder head. The softening can build up progressively over a long period, or can be caused in a short period by sudden massive overheating caused by low coolant levels. Once the fire rings have dug into the head, coolant can leak past them into the cylinders, which may be the cause of subsequent coolant loss and further excessive overheating, resulting in head gasket failure.

To improve coolant circulation through the head, open up the cylinder head's coolant passages using a Dremel tool and carbide-tipped bits as mentioned in my earlier article. I found that each of the coolant passages on the new cylinder head I bought had casting flashings (so did the head I removed). Two of the openings were almost completely flashed over. When NAC/SAIC took over production the K-series, they enlarged these openings and they improved quality control so that they are consistently open.

Another reason for insufficient cooling is due to changing from a wet liner design to damp liner. This happened when Rover expanded the K-series capacity from 1.1L and 1.4L engine (wet liner) to a 1.6L and 1.8L engine (damp liner) by using larger diameter cylinder liners (changed from 75mm to 80mm).

To improve coolant flow around the cylinders, Roger Parker, MGOC Technical Contact, suggests cutting a notch in the block's cast buttress between the end of the block and front of the number four cylinder liner to help coolant get by those larger cylinder liners.

Coolant flow in the damp liner engines has free coolant flow from the water pump outlet, around the back of

the block, and then to the end gallery next to number four liner. Coolant to the front of the block has to squeeze between the liners, not an issue for the pre-1994 wet liner engines where the 75mm bore liners had greater space between them for greater coolant flow, but all 'damp' liner blocks from 1994 used the same liner OD, so whether it was internally bored to 75mm or 80mm makes no difference, they are all as restrictive. Cutting this groove (made by a 10mm diameter cutter, approximately 6mm deep) opens up a path for much greater coolant flow from around the back of the block into that frontal area of the block and front faces of the liners.

STEP 3: MULTI LAYER STEEL HEAD GASKET

If you find that the head gasket has failed, there are two different types of head gasket to choose from: the single layer steel (SLS) with elastomeric or a multi layer steel (MLS) gasket. There are two types of MLS gasket: the MLS plus shim developed by Powertrain or SAIC's 6-layer MLS. For both gaskets, it is recommended that you install the uprated oil rail and use the uprated head bolts. According to Ian Pogson, last Chief Engineer on the MGTF program, and who worked at MG Rover Powertrain at the time, they were half a test away from fitting the MLS gasket to all engine when MG Rover went into administration. The SAIC 6-layer MLS was used in the SAIC produced N-series engine (essentially a K-series) and there are no known head gasket failures on an N-series engine.

You would think that the obvious choice would be to fit the MLS but the MLS gasket requires that the cylinder liners be proud of the block by at least 0.05mm (0.002") in order for the MLS gasket to properly seal the cylinder head to the block, otherwise use the elastomeric type. The SLS gasket available today has been improved from the original one by making the elastomeric bead larger and bonding it through holes in the gasket. If you do find that



Fire ring indentation - head harness too soft.



MG Rover MLS with head saver shim.



Non-Head Coolant Loss - Dripping coolant from head gasket on exhaust side 1.



Non-Head Coolant Loss - Dripping coolant from head gasket on exhaust side 2.

one or more of the cylinders is less than 0.005mm proud of the block, and you want to use an MLS gasket, you can buy cylinder liner shims that are installed between the bottom of the cylinder liner and the block.

There is a different head bolt torquing sequence for the two different types of MLS gaskets, which you will not find in the workshop manual: MG Rover MLS - 20Nm + 180 degrees + 180 degrees; SAIC MLS - 20Nm + 180 degrees + 135 degrees.

There are definitely things that can be done to minimize the change of our F's blowing another head gasket and if you are lucky, the F you buy will have had some of the preventative measures already installed.

NON-HEAD COOLANT LEAKS

Because the radiator is in the front and the engine is near the back, there are many pipes and hoses used to transport coolant back and forth from the engine to the radiator, there are lots of potential leak points.

Shortly after I bought my car, I discovered that the coolant system was losing liquid. My newly installed coolant alarm was constantly going off and I was continuously topping up the coolant tank. Given where the engine is located, I found it difficult to see coolant leaks. To make it easier to find the leaks, I bought a coolant dye kit. Coolant dye makes the coolant glow bright green under ultraviolet light. Over the course of two months I found and repaired many coolant leaks. Most fixes were as simple as tightening a hose clamp. Below is an example of four common coolant leaks:

One of the four hoses going to/from the radiator was leaking. Given that the car was 16 years old at the time, it should be no surprise that some/many the hoses were perished. I replaced all the hoses, as well as the underfloor coolant pipes, which are made of mild steel and were in very bad condition. The underfloor pipes were replaced with uprated stainless-steel pipes.

The inlet manifold gasket is a common leak point. The original gasket material tends to harden and shrink with time. You can tell if this gasket is leaking by looking for coolant streaks at the bottom edge of the inlet manifold and on the block at the timing belt end of the engine. This is



**Non-Head Coolant Loss
Engine coolant rail**



Non-Head Coolant Loss - Green coolant on block from inlet manifold leak

an easy fix as there is an uprate gasket available made from Viton.

There is a steel coolant pipe that goes behind the engine, starting at the thermostat that is also a somewhat common leak point. I found this a difficult one to see without the use of coolant dye and a mirror. Just like the underfloor coolant pipe, this one too is made of mild steel and the pipe will corrode through. This pipe is a lot of fun to get to (not) and is most easily accessed from under the car.

Cylinder head gasket below the exhaust manifold was leaking. This can be a very difficult leak to find because it is a well-hidden location and the leaking coolant can be boiled away by the hot exhaust pipes. This location is a very common spot for head gasket failure due to the heat. The replacement of the head gasket with one of the multi layer steel gasket mentioned in the January/February 2020 issue of *The MG Driver* should



Non-Head Coolant Loss - Leaking inlet manifold gasket.

eliminate this potential leak point.

I wouldn't be surprised if many of the leak points I have talked about have been rectified in an F you purchased. With respect to my car, it had been neglected by one or more of its previous owners (I'm sure it sat in a damp build for over a year before being exported to Canada based on the amount of mildew and its last MOT date). At the time it was seen as just an old car in England, it's just now beginning to be seen as a collector.

When it comes to replacement parts, fortunately, XPart, which was the parts division of MG Rover, still exists and is still sourcing and providing MG Rover genuine parts to distributors such as Rimmer Bros, which does include all the hoses.

Mark 



Non-Head Coolant Loss - Perished radiator hose.



Non-Head Coolant Loss - Underfloor coolant pipes - original and SS

Letters to the Editor



Robert,

In response to your question about people interested in importing the MGF into the United States. Connie and I have given it some thought and placed a deposit on a 1996 MGF that will be eligible for import in 528 days (but who's counting) (Ed.- that was Dec 2 so it's now 439 days).

After talking it over, we emailed Mark Jones and he recommended John Stevenson as a good source. After communicating with John, we decided on purchasing the car pictured above. John purchased his cars from an auction in Japan which means they have been well taken care of over the years.

He currently has three 1996 MGF's in inventory (not including mine) from Japan. All three have air conditioning, ABS brakes, and Air Bags (both driver and passenger). My car has 57,000 Km or about 36,000 miles.

I know that it seems ridiculous to purchase a car that can't be imported until May of 2021, but I believe that

buying it now will be less expensive than waiting until it is eligible for import into the United States.

-Bruce Wyckoff

Bruce – I no longer like you.

Robert,

On page 64 in the latest Driver, you ask who owns the A? If this was in Traverse City, I'm guessing it's maybe Tom Fant's? He didn't enter the show but attended the event.

—Tim Gaffney

Thanks Tim, I do continue to like you.



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Mutual Aid Directory (MAD)

Many members list their contact information to help fellow NAMGBR members in the event they break down in their area.



Club Insurance

Does your club sponsor a car show, driving event or meeting? Many venues require insurance to hold the event on their property. If your club has 8 NAMGBR members and is a Chapter of NAMGBR...you're covered for free!



Member Classified

NAMGBR offers a free classified section in both the MG Driver and the website. Have an extra MG or parts you want to sell? Target your advertising to the people you know are buying MG.



Technical Help

NAMGBR has assembled a group of technical experts to answer your questions



Annual Convention

In conjunction with a NAMGBR Chapter, we sponsor a convention highlighting a different part of the United States or Canada. This 4 day event features driving tours, a car show and a taste of the local food and drink. In 2020, MG 2020 will take place in Calgary, AB Canada



Regalia

We have a number of ways you can show your NAMGBR membership to the public.



Car Insurance

NAMGBR is the first MG Register to offer members the 5% Hagerty Collector Car Insurance Discount. Being a member of NAMGBR can save you money on your insurance



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We look forward to having you as a member of NAMGBR!

MG 2020 Update: June 28~July 1

By Andy Hardie, Calgary MG Car Club



CBC logo 17 Ave

Winter is well underway across the continent, Calgary being under a thick blanket of snow with folks either hibernating or enjoying winter activities outdoors depending on their preference.

The Calgary MG Car Club team is working hard with help from NAMGBR to finalize the details of the summer convention, and things are coming along very nicely. The registration web site opened on December 16, with most tech sessions and activities

locked in to the program and awaiting your entry. Head on over to MG2020.ORG for more details and to register.

Late June/early July weather in Calgary sees moderate temperatures and dry conditions, but being in the shadow of the mighty Rocky Mountains brings anything but guarantees. Temperatures average upper 60s to lower 70sF (20's C) during the daytime, with overnight lows in the lower 50s F (low-to-mid double digits C). A sweater or light jacket is normal once the sun sets, but in these high latitudes that doesn't happen until well after 9pm. By our car show day on July 1, the sun usually stays up until just before 10pm – and this is after the solstice when the days are already getting shorter! Great for the parking lot parties throughout the convention.

We have lots of activities planned, but should you still be bored, the city offers lots of varied “on your own” opportunities from the Casino at the hotel to Calgary Zoo, galleries,



Peace Bridge in winter



Calgary River Raft

museums, microbreweries, parks, and other attractions. Further information on some of these will be available from Calgary MG Car Club volunteers at registration.

Here is the tentative schedule.

SUNDAY - 28TH JUNE

Arrivals

1:00-5:00 - Registration Open

7:00 - Welcome and First Timer's Reception

MONDAY - 29TH JUNE

All Day - Tech Sessions, Driving Tours (on your own), Silent Auction,

8:00 - Guided Tours: Phillip Collection (morning group), Highwood Pass, Tyrrell Museum - Dinosaur Valley

8:30 - 5:00 - Registration Open

1:00 - Guided Tours: Phillips Collection (afternoon group)

5:30 - Meet-n-Greet Cash Bar

6:30 - Monday Night Dinner at Ranchman's Inn

TUESDAY - 30TH JUNE

All Day - Tech Sessions, Driving Tours (on your own), Silent Auction (ends at 4:00 pm),

8:00 - 6:00 - All day bus tour to Banff and the Canadian Rockies

8:30 - 5:00 - Registration Open

WEDNESDAY - 1ST JULY

9:00 - 2:00 - **MG2020 - Car Show - Stanley Park**

6:00 - 7:00 - Pre-Awards Banquet "Natter 'n' Noggin"

7:00 - MG 2020

Closing Awards Banquet



17 Ave at night



Village Ice Cream

Basic MG: Pat's Electrical for British Car Owners

Article by Pat Garity, San Diego MG Club

The basics: you can't see electricity only it's effect on air as it travels through it, like lightning and sparks when we hook up things to "live" (on) circuits like jumper cables. We can observe and measure electricity with a meter. I suggest the automotive meter sold by Harbor Freight for around \$22.00 or a used Fluke model 87 or 88 usually \$100.00 on eBay. In my vehicles I carry the free meter that sells for \$5.00 at Harbor Freight (watch for the free coupons!). The inexpensive test light at HF is very nice, get one too. You should also have an assortment of jumper wires with various size alligator clips soldered to the ends.

HOW TO USE A METER

First, we can measure Voltage. It's the "PUSH" in electricity, next there is Resistance which is the load or what we want to do the work and sometimes we can have unwanted resistance like loose or rusty connectors. English cars are known for these. We measure it in Ohms, often written with the Greek omega an upside-down U. And we have Amps which is the measurement of the movement of electrons. This is what really does the work of electricity. If you think of amps as ants it might make it easier. The bigger the device the more amps it takes. If you look at the wire that goes to your starter there is room for lots of ants to go to the starter. Looking at things like a lamp they have smaller wires so not many ants are needed.

NOW THE RULES: Voltage gets used up. And Volts don't flow but amps do. Amps flow and don't get used up. All the ants that leave the battery have to come back. Resistance is what the load of the circuit is, like the radio, lamps, ignition etc.



NOW, HOW TO USE YOUR METER:

To measure voltage we hook the meter across the load (parallel to) with the power turned on. Your meter will be marked with settings for DC and AC. DC stands for direct current, that's what this article is about. It means that the ants always go in one direction. AC stands for alternating current like the electricity in your house. You will also see markings like m and u, m usually denotes Mega but never mind just put your meter in the 20-volt setting. Voltage can be tricky and can fool us into thinking the circuit is OK when it's not. (I used to demonstrate this by measuring voltage in a wet rag, it will show battery voltage! But won't deliver amps. Testing with a test light will reveal the meters "lie".)

To measure the current, we must

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open up the circuit and install the meter “in series” so all those ants crawl through the meter and get counted. But be careful! Too many ants will pop the fuse in your meter! There are more expensive meters that can count the ants by measuring the magnetic field that the flood of amps creates. These are called inductive meters. (HF is now selling one for about \$90)

Lastly, we measure resistance by turning off the power. **BY TURNING OFF THE POWER!** It's best to disconnect the battery before you pop the fuse in your meter. I've done this more than once. And removing the component or connector or circuit that we wish to check the resistance of. The batteries in the meter sends some ants out then checks to see how hard it was for them to crawl through the circuit or component. There are many different choices for this setting, start big and work your way down until you get a good reading. The different settings are marked with a k, this stands for kilo. When you see the k you can convert the reading by moving the decimal point three places to the right.

Also, you'll see a setting that looks like an arrow with a vertical line at the point. This is the setting for testing a solid-state device called a diode. I use this setting to find continuity, my Fluke meter can be set to beep when it detects continuity, a very handy feature when you are crawling around under your dash. I prefer a powered test light for checking diodes... Later I'll show you how to do a little math and use volts to check the resistance. Finally, a practical use for all that damn algebra that I had to learn but don't worry we'll review and I promise it will be easy, If I can do it so can you.

All these measurements are related. Change in the resistance will change the amps and vice versa, So let me “splaine Lucy”. When you multiply the amps times ohms it equals the volts. Or ohms by amps equals volts. To express this as an algebraic

equation: $E = I \times R$, where E = Volts, I = Amps, and R = Resistance. This is called Ohms Law. So, to translate from algebra to English: Ohms Law always equals ONE.

Now, do we need to know this to figure out why my MG don't work right. YUP! Here's why: you can't measure the resistance of a circuit when it is powered up, but if you measure the current flow of a circuit and divide into the measured voltage.....voila! You have measured the resistance of a live circuit. Another way to look at Ohm's Law: Flip it upside down with the volts like a base of a teeter totter (if you played on those dangerous things you must be old!). Remember that the top must equal the bottom so if the resistance is say, 4 ohms, then the amperage must be 3 amps. $4 \times 3 = 12$. Or if the voltage is a constant anytime the resistance increases then the amperage goes down. So, if there is high resistance in the wiring and connectors then the light bulb is dim.

Again: If the resistance is low then the amperage is high. Or the metal buttons on the bottom of a light bulb melted and the power went directly to ground. POP! Went the fuse! This recently happened on my MGB! Or if you want to teach this to yourself: stand up with your hands extended out from your shoulders pointing right and left. Your body is the voltage which usually stays 12 volts. One arm is amps and the other resistance. Now as one arm goes up the other goes down, as resistance goes up the amps go down. And the opposite is true. As resistance goes down the amps go up.

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Simple!

REMEMBER!

Most electrical problems are resistive in nature and occur at connectors. Opens circuits are common, “Shorts” are rare.

When components get hot resistance goes up.

Volts don't flow! Amps do.

Voltage gets used up in circuits.

Current is not used up in the circuits.

When current flows through a conductor a magnetic field is generated.

When a conductor moves through a magnetic field current is generated, (that's how the charging system works)

Magnetic fields repel and attract.

Opposite magnetic fields attract.

Like magnetic fields repel.

(that's how the starter works)

O.K. Let that sink in.....

But if resistance goes up when electrical stuff gets hot and I can't measure resistance of a live circuit what good is this expensive \$4.00 meter? I can't dare measure current on a problem circuit because I might burn up my meter – so measure the voltage! All the voltage SHOULD drop at the load but if there is an unwanted resistance in the circuit going to the load it will drop some voltage. Voltage should never drop more than .2 volts in the circuit going to the load or .2 volts on the ground side of the circuit.

A BRIEF EXPLANATION OF HOW STUFF WORKS

Circuits consist of protection (fuse, circuit breaker, fusible link), switch, conductor (wire or the body's metal), and the load (lamps, coils, motors, instruments, radios, etc.). Exceptions to this are the white and brown circuits.....NO PROTECTION! MGAs and T-Types have even more unprotected circuits so be careful!

Batteries are a combination of chemical “cells” consisting of dissimilar metals (mostly lead) and sulfuric acid. On

demand the sulfuric acid is absorbed into the plates and creates current flow. When the voltage of the charging system is greater than the battery the voltage pushed the sulfuric acid out of the plates. Each cell creates 2.1 volts so a 12-volt battery has six cells $2.1 \times 6 = 12.6$ volts. The power side of the electrical system utilizes wires to carry power to the components. The metal of the body and chassis provides the current path for the ants to get back in the battery. Don't forget the ground wire for the motor (it has rubber mounts) or you will use the choke and throttle cables for the ground path, and they won't last very long!

Relays are nothing more than a remote switch. Relays allow a small current to control a large current. The first use of a relay on an MG was the starter relay. Starter motors are the largest current draw of any automotive device. The ignition switch controls only a few amps to the relay which controls up to 150 amps of current to the starter. Adding relays to various circuits can prevent melted Lucas switches and other components.

Fuses, circuit breakers, and fusible links are used to protect circuits from overheating and melting the insulation and causing electrical fires. I'm not aware of any fusible links on MG cars. Circuit breakers were used on late model MGBs. Fuses are rated by amp draw. They are designed to be a sacrificial part that “blows” when current exceeds the normal draw. A “short” is when those pesky ants find a shortcut to get back to ground bypassing the load which restricts current draw. Remember resistance? My TD has two fuses for the whole car! Yikes! Circuit breakers reset automatically when power is removed. Automatic cycling circuit breakers reset when the circuit breaker cools off. (I installed these on my B's headlight circuits, federal law requires these on new cars).

Electric motors are used for the blower motor fan, windshield wiper motor, and starter. Permanent magnets and

electromagnets create magnetic fields that can repel and attract. Armatures also generate magnetic fields; these attracting and repelling fields result in movement or rotation.

Ignition – Oh boy we could do about five Tech Sessions just on this but here goes... High tension or high voltage (don't worry it won't kill you). Consists of the upper part of the distributor; the cap, rotor, wires, and spark plugs. I'm not going to go into detail except that the big wire on the coil feeds the high voltage to the middle of the cap and the rotor directs it to the electrode in the cap for the spark plug that we wish to fire. Low tension, that means 12 volts. The bottom of the distributor was originally a mechanical switch that turned on and off the 12 volts to the coil by controlling the ground. In 1975, MG switched to transistorized ignition that uses a transistor to control the ground.

Points are just a mechanical ground switch (at 6000 rpm this switch cycles 200 times a second!). Condenser is a capacitor that gives the electrons a place to go instead of jumping the gap at the points (an electrical shock absorber?). The coil is both 12 volts and high voltage. It works by induction. Remember that electrons going through a conductor create a magnetic field and the opposite; when a magnetic field moves through a conductor current is generated. A coil is a transformer. Inside are hundreds of windings of one wire and thousands of windings of another wire. When the points of the distributor are closed and current travels through the 12-volt windings, a magnetic field is created. When we open the points or the transistor opens, the magnetic field collapses and moves through the thousands of windings. The voltage increases to the point when enough push (voltage) is created to get the electrons to

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jump across from the center electrode of the spark plug to the side electrode (ground) of the spark plug. Remember the performance part of the spark plug is the air in the gap! Don't waste your money on "performance" spark plugs! I personally prefer plain Autolite plugs, but spark plugs are like oil, dogs, politics and religion. Use what works for you.

Relays, as I said before, are a remote switch. Inside is a winding of wire that creates a magnetic field when energized by a low current switch. The magnetic field pulls down a metal piece that completes a higher current switch. Recently, I decided that my old eyes needed better lighting for night driving. I upgraded the awful sealed beams headlights in my B to some cool Lucas European headlights with 100/65-watt bulbs. Because watts equal volts x amps, I calculated that I could be drawing as much as 16 amps when I have the high beams on with my "off road only" bulbs installed, so I knew I had to utilize a couple relays to take the load off my Chinese replica of a Lucas lighting switch.

Solenoid is any device that converts electrical current to mechanical



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motion. Modern cars have lots of solenoids; fuel injectors, door lock actuators, etc., etc. MG used a solenoid on its starters in 1968. These solenoids replaced old fashioned ring gear killing inertia starter pinions with a solenoid that used a magnetic coil to move the pinion into engagement with the ring gear before the relay that's integral with the solenoid energizes the starter motor.

Generators are the old-fashioned way to replace the power provided by the battery. They utilize an armature that spins inside a housing that contains "field coils" that produce a magnetic field. The armature consists of windings of wire that "soak up" the magnetic field and produce current and voltage. The voltage of the generator is higher than that of the battery which pushes the current into the battery reversing the chemical action that produces electricity.

Alternators do essentially the same thing as the generator. The major difference is that the magnetic field is

produced by a rotor that rotates magnetic field inside of a housing that contains the stator which is a collection of coils of wire that absorb the magnetic field produced by the rotor.

Regulators regulate.....duh. Control the strength of the magnetic field produced by the field windings in the generator or the rotor of the alternator. Simple! Some are remotely mounted on the inner fender or fire wall and some later alternators have them inside the housing.

Ground refers to how the car is wired. If the battery positive post is wired to the chassis or body the car is positive ground. That's how MG did it until 1968. The Brits were one of the last car industries to use this. It made it hard to install a modern radio to our cars. When MG adopted the solid-state alternator, they switched to negative ground. It's easy to convert a car to negative ground, but that's another article. Questions and comments:

PATGARITY52@GMAIL.COM



Photo by Allen Bachelder.

Readers Ride ~ Abe & Susan Cheij

Images by Abe & Susan Chij



Readers Ride ~ Kent McNeill

Images by Kent McNeill



My MGB(s)

Article and Images by Abby Mason

It was 1982 and I just pulled over to look at this '72 MGB parked on a lawn, For Sale in its window. A young couple who just had their first child had to sell this beauty. Needless to say, I drove directly home and begged my mom to lend me the cash! I needed to buy that car before someone else discovered it! My parents lent me the money, and that was it – I was IN LOVE! Never mind the intermittent dash lights, quarts of oil I had to add every time I fueled up, and the broken fuel gauge (math is still not my forte, so walking to gas stations was not uncommon for me!).

My mother started this in us by regaling us with stories of her father's love for cars, especially sports cars. She and her brothers would periodically sneak out her Dad's Jaguar from the garage for a spin! She was the one who the police chief told, "Let's not tell your father how fast you were driving his Jag, and Louise, DON'T EVER do that again!" And she was the one who crushed the driver's side door while backing it out of the garage (with the top down, but she still had the door open to look behind her when it caught the garage door's frame!). I'm still not sure if he ever figured out who did it. So, it's an illness, a genetic weakness – call it what you will but on my maternal side, we can't help our love for cars.

Flash forward to another year when I realized that my little red B wasn't reliable transportation for adulthood in life, and my wallet couldn't afford two cars, so I had to sell. My mother, in an extraordinary act of kindness,



THIRD ANNUAL ANTIQUE AND SPORTS CAR SHOW JULY 4TH, 1955 MANSFIELD, PENNSYLVANIA

Name Paul Wagoner

Address 1111 Main St, Mansfield, Pa

SHOW REGISTRATION

Make Jaguar Model RD
Year 54 Class

2ND ANNUAL CANYON RALLY REGISTRATION

() Will enter

RESERVATION INFORMATION

() Motel () Hotel () No. in party

When

For reservations mail prior to June 25.

For registration mail prior to June 30.

bought my car from me. Surely only to help me in this situation, not because she herself needed a second car. She “borrowed” it whenever I wasn’t home, so why not just own it.

Another leap forward, life takes curves of twists and turns and she had to sell it. Again, I am not in a position to buy it back. Six years or so ago I decided to find “our” MG and buy it back, or ask for first right to buy when the owner wants to sell. Mom helped with contact info for the buyer and I did my best with tracking it down. She asked me periodically how far in my search I had gotten, “any trace of the B?”. For a number of years, I tried researching the Pennsylvania Department of Transportation databases but to no avail, not a trace, and without a VIN number it’s virtually impossible. Dead end, dream gone, end of story.

In 2016 Mom suddenly, unexpectedly, passed away. I never got to take her out in our MG again. I was broken in so many ways, but I have an amazing family and we got through this, as we always do. She left me a tiny bit of money and after I settled the estate, I decided I was going to use some of that to buy another MG, knowing she



would be with me on this, as she was in all things in my life.

I found a 1979 MGB LE a short time later. I had the fortune to leap forward in technology from my old B. This one had ALL the “bells and whistles”!! Gauges that worked, oil that stayed put, and seat belts with shoulder straps! Yowza! I was in heaven!! The dash lights didn’t illuminate, it needed a tune-up, and the interior needed spiffing, but this was expected with my meager budget. She was fairly well kept and ready to start a new life with our family.

My amazing husband, who isn’t a foreign car enthusiast, and way too tall for a ride with the top up, has tolerated my love. He even took time off from work and with a friend, trailered it home on one of the coldest days of that winter.



All Five Points & Then Some

Article and Images by Dennis Taylor, North Carolina MG Car Club



It all started back in February 2012. My Friend Mike Weekes and I were freezing as we stood on the side of Sunset Lake Road while we awaited a tow truck. Blown freeze plug on a newly overhauled engine. Mike said we should be in Florida this time of year and although I agreed, I knew I couldn't go then, so we came up with a plan to go the next year, the day after the Super Bowl.

February 4, 2013 found Mike, Anita, Pat, and I headed south in tight formation in our MGB/GTs. We cruised down to Savannah the first night, then on to Vero Beach the next, and finally into Sugarloaf Key on Wednesday. During our time in the Keys we, of course, had to visit Key West, eat some Conch, maybe have an adult beverage and get our car's picture take in front of the Southern Most Point Buoy at the corner of Whitehead and South Streets.

We had had such a good time on our road trip we started planning another, this time to Maine, since Mike had never been there. The trip grew to include Gary and Wayburn Mills, Nelson and Sally Fulbright, Jack and Sharon Mango, and Trip and Georgia Arnold. As we talked about areas to visit someone suggested Nova Scotia and the Cabot Trail, so that was added to the itinerary. We also realized we would be within shouting distance of the Eastern Most Point in the lower 48, Quoddy Head Light, as we traversed

Maine, so we added it to our plans. However, unfortunately, late in the planning Mike had to cancel, so he still hasn't been to Maine, but the rest of us soldiered on.

After those two trips I began thinking about hitting the two other extreme points in the

contiguous states, Angle Inlet, Minnesota, and Cape Alava/Lake Ozette, Washington, researching them, and figuring out how to convince Pat she wanted to spend more time in the GT. Other responsibilities and commitments precluded us being gone for the requisite 6-8 weeks until this year.

As we planned the route to the points, Pat pointed out there would be a lot to see as we drove across country, and since we had no time limit, we should plan the trip accordingly. We did. We also decided not to have a set itinerary, but rather allow ourselves the luxury of veering off course to see anything that caught our fancy as we drove along, which we also did. Hence a trip to the two points and back home; what could conceivably be accomplished in 6400 miles and twelve 8-hour driving days, took us 9535 miles and seven weeks. What a blast!

Along the way we saw National Parks and Monuments, Cumberland Gap, Theodore Roosevelt Glacier, Mt Rushmore, The Crazy Horse Monument, The Badlands, Devil's Tower, Craters of the Moon. We drove parts of The Great River Road. We walked across the Mississippi River, saw the world's Biggest Ball of Twine, and the Spam Museum in Minnesota. In North Dakota, the great Pyramid of North Dakota and the Enchanted Highway. The original Mermaid Bar, along with the shortest river in the world, in Great Falls Montana.

We traveled through fantastic landscapes, from fields of Sunflowers as far as the eye could see, to canyons so steep and deep you have to lie on your back at noon to see the sun rise and set. We did the touristy things to, the Spruce Goose in McMinnville, Oregon, the Strataca Salt Mine, 650 feet down, in Hutchison, Kansas; Rock City, and Ruby Falls on Lookout Mountain in Chattanooga, Tennessee; The Biltmore, and the Andy Griffith Museum, right here in our home state. So many other places and things you would quit reading if I listed them all.

The MG performed flawlessly, even climbing some 10% grades, albeit in second gear. It averaged 28.1 MPG and a quart of engine oil per thousand miles. It did have a couple minor maintenance items, headlight burned out, a leaking fuel filter, and one hemorrhoidal problem.

About 1400 miles into the trip the front seal on the transmission decided it did not want to seal any longer. We were in St Cloud, Minnesota, and using the resources of the NAMGBR directory we were able to locate Midwest Motor Sports in Sauk Rapids, just across the Big Muddy.

Of course, it was a Saturday afternoon and although the shop was closed. I emailed the owner Dan, who to my relief and surprise, got back to me in thirty minutes. After explaining my predicament Dan said he would work me in on Monday morning. Monday first thing we got the car up on the lift, Rick confirmed it was the front seal and there was no other damage to the transmission case.

Dan could have told me we would have to pull the engine to fix the seal, but instead told me of a similar situation which happened to



him. His suggestion was rather than abort our trip or spend a week in Sauk Rapids while they repaired the seal, we just continue and keep adding oil as required. We did and 30 or so quarts of oil later we are home having completed the mission. Oh, Dan didn't even charge for the check out on the lift!

So that's the story of our big adventure. You're probably wondering about the title. We made all four extreme points, and the fifth, the center of the lower 48 in Lebanon, Kansas. What was the best part of the trip? The car draws people to it and in the process starts conversations which would not happen if we were in a Camry. Getting to visit with so many people we learned about their friends' and families' experiences with Little British Cars and gained local knowledge of even more obscure places to visit. A few even invited us to stay with them, offers we considered, but sadly were never able to accept.



Dennis

Garage Tour ~ Peter Cosmides

Article & Images by Peter Cosmides

The cars pictured are a 1962 MG Midget, fully unrestored original car that now belongs to my son Joe, a 1974 MGB GT Factory V8 I've owned for 13 years. The side garage contains my Tundra Green MGB that I

purchased new in 1975, and the 1962 AH Sprite, purchased by me about 3 years ago from it's original owner!

Oh and the motorcycle is a 1991 Honda CBR1000!



Repair Orders & Warranties: Avoid Bad Experiences

By Hank Nunn, Willamette MG Club

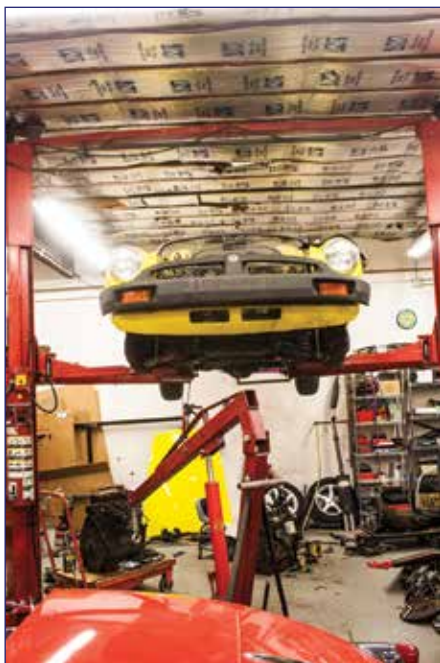
Most of us consider the relative simplicity of our MGBs as a positive. We can fix most anything ourselves, in our garage. This provides us with a great sense of satisfaction and something to talk about at the next club meeting. *The MG Driver* even has a full “Tech Issue” dedicated to helping us work on our Bs.

Sometimes, we choose to take our car to a professional repair shop. Perhaps we are stumped by the problem we are faced with and we’ve run out of options to fix it ourselves or maybe we just don’t want to do whatever we think is needed.

I recently had a bad experience with repairs on my ‘67 MGB. My B was experiencing problems that required the removal of the head and replacement of the valve guides. While I can remove the head, take it to the machine shop for the guide replacement then reassemble it, I just did not want to. It’s dirty, oily work, and I have lived long enough that if I don’t feel like performing surgery on my B, it’s perfectly ok to take it to a “Professional.”

While the B was in to have its headache cured, the Professional called me to tell me that the starter motor had broken a gear. I told him to replace the starter and call me when it’s done. As soon as I started the MGB I knew there was a problem. The starter did not sound right. I told the Professional about the issue and he assured me that it would be taken care of under warranty. Since the car ran, I figured that I would take it back later.

In the following weeks, I was assured that the starter would be covered “under warranty” several times. In the end, Professional warranted the labor but the part was not as “my guy (parts distributor) won’t cover it.” I was very angry at both the Professional and his distributor. The more I thought about



it, the more I realized that the problem was really my fault.

Why was this my fault? Because I am very well educated on the proper generation of Repair Orders and how automotive repair warranties should work. I was a collision shop owner, industry activist, and consultant in California during the 1990s. The California Bureau of Automotive Repair (BAR) had created guidelines for the creation of repair orders (RO's) in an effort to stamp out fraud in the auto repair business. Feeling that it would be better to be a BAR friend than enemy, I offered to work with them in the application of their new rules to the collision repair facility. Better to help than be busted!

California has some strict rules and violating those rules can be very costly. Each state is different. I currently live in Oregon and Oregon is very lax in how the generation of ROs

is enforced. That is a task assigned to the state attorney general. Right now, it's not a big deal.

What is considered fraud in automotive repair? Changing the repair process after the generation and acceptance of the RO is fraud. Charging for an operation or part that is not contained in the RO is fraud. Charging for a new part and repairing the old one instead is fraud. Even charging for "shop supplies" can be considered fraud. The customer is supposed to know what is to be done to their vehicle and what that is going to cost with no secrets or hidden surprises.

How is fraud avoided? Through the proper generation of a Repair Order. That's the part that I allowed to be skipped in getting my '67 B repaired. I just dropped the car off, with no RO, and came back to pay the bill and drive away. That's normal here in Oregon. It's also the way that many specialty Professionals do business.

What's nutty is that since there was no RO, there was no work was authorized. Therefore, I would be completely in my rights to just get in the car and drive away without paying for the repair. One could argue that by giving the shop my keys, there was an implied or verbal authorization to repair the car. But there is an old saying, "If it's not written, it did not happen." The shop would have a very tough time collecting any money.

"Hank, we're not in California (thank God!) so none of this matters to me!" It does if you have a car repaired anywhere, even in Oregon. As an educated consumer, we should demand a clear and proper RO and fully understand any warranty offered by the repair shop or their suppliers.

The repair shop is required to generate an estimate of repairs. That estimate should list parts and labor required to repair the vehicle. Parts should be defined as "new, aftermarket, exchange, or rebuilt." The Repair Order is a legally binding contract that says, "My repair shop will perform the listed repairs for this price and you

will pay me for my work." The initial estimate is generally referred to in the RO and is made part of the contract.

Sometimes there is no way to generate an estimate such as "diagnose and repair whatever is causing the high-speed miss in my 67 MGB." The RO in this case will allow time for the diagnosis. When the problem is diagnosed, an estimate is generated to correct the problem. That estimate is reviewed with the customer and their authorization for the completion of the repairs is obtained. Remember, changing the repair after the generation of the RO may be considered fraud. So, any time the repair process is changed, the customer must be notified and authorization for the change should be obtained.

Example, "Hank, we found that you need a new starter for your MGB. The starter gear is broken, and the original is only available as a rebuilt exchange unit. Your other option is a new "high torque" unit. The labor to replace the starter either way is \$100. The exchange is \$400 with a \$300 core credit, or \$100. The new option is \$150 with no core charge or credit. Frankly, I'd recommend the new unit, but the final decision is yours. The total cost to you will be \$200 or \$250." The conversation should be noted on the RO and a verbal authorization to complete the repair, reflecting the customer's choice, is written so that there is documentation of the discussion and the customer's authorization for the completion of the repair.

When any repair is complete, the final RO should reflect everything done including, which parts were replaced, what type of parts were used, the labor required for the repair and any materials needed. "Shop supplies" on a RO or estimate can be considered a fraudulent charge as the consumer has no idea what they are paying for. What shop supplies are actually used when you change the points and condenser in a MG? None. But the line still shows up on ROs. Better to list what was used such as 1 qt oil, gear oil,

hazardous material handling, etc.

Warranties flow from the RO. When obligating yourself to pay for the repair of your car, you should ask about the warranty, up front. Frequently, the warranty is part of the RO. More frequently, the question about the warranty is answered by the Professional saying “We stand behind our work.” That’s not good enough, especially on our older Brit cars. Remember: if it’s not written, it didn’t happen. Ask for a written warranty, up front, to avoid problems and misunderstandings later. If the shop does not have a written warranty, take that as a “red flag” that future problems may arise.

Many warranties are written as “Repair labor is guaranteed for one full year from the date of delivery.

Parts are subject to the warranty of the manufacturer or distributor.” That gets tricky where you are working with a 50-year-old British car as many of the parts for our cars comes from aftermarket suppliers or are rebuilt. Using the starter example above, before signing the RO, the customer should ask about the warranty on the part provided by the distributor and manufacturer. That may be hard to find! Many parts distributors have websites and their warranties are on their website. Example, “Bob, I have checked the website for your supplier of the starter. He really does not offer any sort of warranty. Please order the part from Sample Brit Car Parts (or any other vendor which offers an acceptable written warranty) as they have a clear warranty. Let’s

note that on the RO.” It may cost a few dollars more and take an additional day or two of shipping, but that is nothing compared to the cost of a bad experience.

So why was my bad experience my fault? Simple, I let it happen. I know that by clarifying all of this up front by demanding the creation of a complete and accurate Repair Order and asking for the warranties of both the shop and the supplier, I would have suggested an alternate source of the part and avoided the bad experience. Or I could have just done it myself.

Tech Tip: If your starter gear breaks, be sure to count the teeth on the starter gear as you remove it from the car. Count the teeth on the replacement. If there are ten teeth on the replacement and seven on your broken starter gear, the other three are down in the bottom of your bell housing. Make a tool (I made mine out of a coat hanger and a small magnet) and go fishing through the starter motor hole for those missing teeth. If you don’t, those little teeth will go bouncing around your bell housing making quite a racket and causing a good bit of damage.



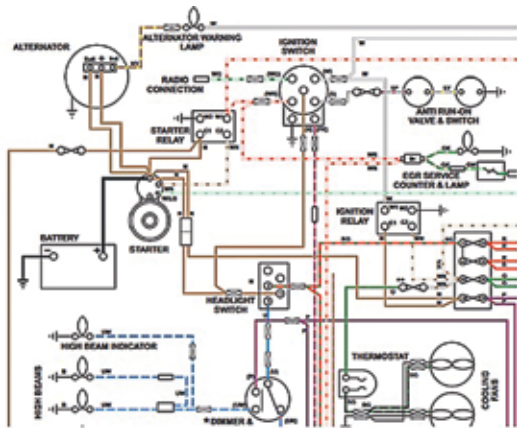
Lights, Camera.... Wait! What? No Lights?!?

Article and Images by Saverio Pota, MG Car Club of Toronto

On our trek in my 78B to Colorado a few years back I stopped off for gas before heading to a hotel for an overnight stay. After filling up, I started her up and turned on the lights and headed out. I noticed as I pulled away from the glow of the service station, I had no lights. So, I pulled into a parking lot thinking this is going to be a tough diagnosis as it's dark out and I have no lights. As I pulled over flicked my switch, I had lights. Better take a look at this when I can see better.

A cursory review the next morning and I was dumbfounded, not uncommon for any LBC owner just look at some of the posts on The MG Experience website, lights were working did a wire jiggle test but nothing stood out and the lights stayed on. Kind of like fixing a hole in the roof when it's not raining. I continued on and no light problems for the rest of the journey.

Fast forward to the following year on our trek to Altoona, Pennsylvania. While taking a scenic drive along the "Horse Shoe Curve" we veered off this pass and entered into a dark tunnel, flicked on the lights and again no lights. Fortunately, it wasn't a long tunnel and we were back in daylight again. I did a quick diagnosis and same results as before, nothing standing out, and lights are working fine. Although a second time means there is something going on and not being able to replicate it makes it a challenge. I would have to dig deeper when I got home. Of course, the lights worked, other stuff happens, and I would rather drive my LBC than spend a lot of time trying to resolve an elusive electrical problem. I'd say this can be a winter project, but my garage only has enough room to park my B for its



winter hibernation so not much work gets done.

I can't recall for sure, but most likely happened last year as well. This year a bit of different story. The first encounter was early in the season, just leaving a friend's place and no lights. So, I drive a bit flicking the switch nothing, turn the car off and on voila lights. Just a coincidence or a connection? And that was it until last week. This time Lori and I were leaving a movie theater and no lights. I tried my same rote procedure and nothing. Drove around the parking lot, over a few bumps, turn car on and off, switch on and off. I pulled under a light standard next to the Lowes lift the hood and maybe I can figure this out.

Of course, out of the woodwork a tow truck pulls into the parking lot and parks a distance away and waits. Lori suggests we call CAA and get a tow home and deal with it in the daytime. But I figured by the time CAA gets here and I get home the lights would be working, and I'd be where I was before, a leaky roof with no rain to show me the light.

I got out my manual and trouble light, but with my age and the poor lighting, the wiring diagram in my

manual is difficult to read. So, I figure I'd start from the beginning. The light switch, I never considered it before because the symptom wasn't conducive with my past experience. I think this is the third switch I've installed. With the previous two switch failures it was basically the switch falling apart, kind of like hazard switches on these things. I guess that's one of the advantages of Lucas, you know when it fails because it just falls apart. I pulled the light switch and find out there is no power to the switch. Ok now what. Even with a flashlight I can't see much under the dash so all I can do is the jiggle test. But no luck.

By this time the tow truck driver figures I'm not going to call him over, so he leaves. And I'm thinking I will have to take my chances and work on this during the day. Fortunately, we weren't too far from home and it is city driving on well lit streets. My turn signals work as do my brake lights, hazards, this switch hasn't fallen apart yet, and my high beams flicker so I'm driving home.

I flicked the switch several times along my journey and sure enough halfway home my lights come on. But this time I'm going find that leak even if it isn't raining! Early the next day go to The MG Experience, www.mgexp.com, my first stop for online help. Highly recommended site and if possible, make a donation to keep it going. Although I didn't find a similar problem as I was experiencing it did lead me to Advance Auto-Wire, www.advanceautowire.com, and colour coded schematics. A lot easier to read than the one in my shop manual and it can be blown up to zoom into the area of concern.

I expanded around the light switch and screenshot what I needed: The colouring is a big help, thanks Advance Auto-Wire, follow the wires and try and figure what goes where and what do those funny symbols mean. Actually, not that difficult: Battery goes to the starter and then feeds out from there. Two Brown

wires, live power, go from the starter to something that may be a connector and two wires coming out one goes to what I think is the fuse box and the other in the direction of the headlight switch. But before it goes to the switch it goes to a box with an X, another connector(?), and from there a brown wire goes to the ignition switch. Huh? Ok a take-off. So, I draw upon some of the things I learned in an Analytical Trouble Shooting course I had taken 40 years ago.

What I know is (I wonder if Wiki is an acronym for this or is it really based on the Hawaiian Train Story?): 1) Lights don't turn on – intermittently; 2) They have never gone off when they are on, even while traveling on bumpy roads. 3) The jiggle test has never replicated the problem. 2 and 3 lead me to believe it is not a loose connection. 4) I can always start the car when the lights don't come on. 5) Sometimes when I have turned the car on and off the lights would turn on. 4 and 5 tell me I have power to the ignition switch and the surge from the starting the car may (coincidence or actual) have an impact on the problem. 6) The wiring diagram tells me the light switch and the ignition are connected which leads me to the connector before the switch.

So that's where I'm going to start my search. Although I don't see a white box with an X in it the wires from the light switch lead me to a connector under that dash. Red, Blue, and Brown coming from the connector to the light switch and two Browns and two Reds and Blue going into the connector. Turn on the lights and yes, I have lights, jiggle the connector, tug on the wires and lights stay on. The connector is tight but I notice some discolouration. I'm able to pull the connector apart and see more discolouration, well as best as I can see lying on my back under the dash.

My conclusion is that it is either corrosion and/or overheating which could lead to a bigger problem, so I have to get rid of this connector. Fortunately, I know brown is always

hot so better disconnect the battery before I go cutting any live wires. I'm always reluctant to start something I can't finish. Just means I won't be able to drive the car until I have all the parts I need or figure out a solution. So I looked at my options: 1) Try and clean the terminals which are well shrouded by the connector, and if I did this would it only be a temporary solution which would run the risk of overheating and...or; 2) Replace the connector, might be some time before I can get a replacement, or; 3) Jump the wires.

Ideally you don't want any connections in a wire. Always best to run a complete length. But quick connectors are primarily used to facilitate the assembly line. I am not planning on taking the car apart so I'm jumping the wires. I have connectors that I can crimp a bullet and socket to, but removing the connector gives me less wire to work with so I'd need a jumper wire as well, that's 12 connections and a bullet connector is what caused the problem in the first place.

I opted for marrettes and 14-gauge household wire as a jumper. The same connections we would use in our houses at 15 or 20 Amps with 120/240V, considerably more voltage than my car. I figured this would give me a more robust solution than making twelve crimped connections, with a jumper wire of the same gauge for the connections. Also, the 14-gauge wire would draw any potential heat from the connections. I took the same approach when I removed the dash dimmer switch. (My dimmer switch, and its replacement, were getting fairly hot to the touch – you may want to reach back there and see if you burn a finger – and MG dash lights aren't very bright to begin with, so best to be removed.) Of course, another option would be crimping and soldering. But not a very conducive working space to ensure good bonds.

I think I'm good with marrettes, make sure I have the right size to accommodate the wires I'm dealing with and apply a short strip of electrical

tape at the bottom to make sure nothing pokes inside the back. Probably not necessary but gives me a better sense of security. Use some tie straps and secure the wires to the support bar behind the dash and I'm good to go! With the connector out a closer look tells me I'm lucky I got to it when I did. Considerably more discolouration inside the connector.

Connect the battery, flick the switch and the lights come on and now let's fire 'er up. Maybe not! Ok what the @#%\$! Did I misread the wiring diagram? Did I cross some wires? Back to another component of Analytical Trouble Shooting: What's changed? And, what's not working? Double check the wiring to the wiring diagram and this leads me to one spot. The power side. So, disconnect the battery, separate the marrette and sure enough there's my problem. Although I cut the wire with my wire strippers, I didn't pull off the insulation. I guess with the poor lighting and brown insulation not a sharp contrast with the copper wire I didn't notice I didn't complete the job, also had a bit of distraction at the time as my daughter was wondering when we could go for a ride. I guess in my haste I didn't do as thorough a check as I should have. But at least it was a minor issue, not like I crossed a live wire with a ground wire, ooh that would be sparky!

Aside from the starter your head lights are probably the largest single draw on your system. So, any bad connections would most likely heat up. I don't have an infrared thermal gun but did the touch test. Drove with the lights on for a few hours and felt the connections. No heat buildup so I think I'm good. I will check it periodically just to make sure.

In some ways I think I am fortunate that I tackled it when I did. Probably would have been a wiser thing to spend some time on it when I first encountered the problem. A lot less hassle if I nipped it in the bud. But now I'm ready forAction!



Cover Girl Entries by Walter & Elspeth Molloy



MG Events UK 2019

Article and Images by Jeremy Holdsworth, MG Car Club of Toronto

The Marque of Friendship! We often hear those words in association with MGs. There must be something special about these little sports cars that inspires friendship and camaraderie. I have been fortunate to have made many friends over the years due to my association with the marque. I put this to the test this summer during my three-month long work deployment to the UK and am pleased with the results. Here is a summary of the various MG events and pub nights that I attended in the summer and autumn of 2019.

July 26, 2019 The MGCC Anglia Centre East Norfolk Pub Night. The Bird in Hand Pub Wreningham, Norfolk

Arrived in Norwich the same morning and immediately started searching the MGCC Anglia Centre's Pub Night listings. To my delight there was one taking place that very evening. I put in a call to Stuart Middlemiss, the man in charge of the East Norfolk branch AKA "The Burbler's." Stuart encouraged me to come out and so I made the short drive down to The Bird in Hand Pub in Wreningham.

Found the guys and a few cars at the rear of the parking lot. Received a

very warm welcome from Stuart and the gang. They were interested to hear about the North American MG scene, especially as two of the Burbler's present that evening had grown up in the States and ended up in the UK via their work with the US Air Force which has a squadron or two of F-15s stationed at nearby RAF Lakenheath.

There were a handful of nice MGs to admire including a couple of RV8s and three BGTs. There was also a CGT, Midget, and an MGA present. The guys were very welcoming and encouraged me to attend future pub nights as long as I was in the area. I really appreciated that within 24 hours of my arrival I had already been welcomed by the local MG community with open arms. Thanks to Stuart and the other Burbler's for the warm welcome. Great start to the next three months.

August 3, 2019 Norfolk Open Churches Classic Car Run Norwich Cathedral - Norwich, Norfolk

Interesting mix of cars at the Norfolk Cathedral, which happens to be a two-minute walk from the apartment in which I'm residing. First MG event I've ever walked to! Nice to see Stuart Middlemiss from the Burbler's again.



He introduced me to his fellow Burbler Angus who owns a smart looking factory V8 with sunroof. There were a couple of prewar cars there including a 14/28 and J2. I counted two TFs and one MGA. There were several MGBs and MGFs plus a large group of Naylor TF 1700s present. Nice to see the cars all parked in the Cathedral Close, a beautiful setting for a car display.

August 4, 2019 Harrogate MG Show & AGM Bewerley Park - Pateley Bridge, Yorkshire

Massive event. Easily over 500 cars. I used the opportunity of visiting my great aunt in Harrogate to attend this show. In addition to the very large turnout of cars there were loads of vendors and some food vans. There was also a dog show and a brass band. The show was hosted by the local Harrogate MG Club and they did a fantastic job. Some fantastic concours cars and the Z Mquette Register of the MG Car Club had a large presence. Picked up Paul Batho's book on Mquettes and had him personally sign it for my dad. We met Paul at MG Live! 2017 and he remembered my dad quite well. Also received a very warm welcome from Roger Goulden, President of the Harrogate MG Club, and Richard Monk, Managing Director of the MG Owners Club. This is an annual event billed as the largest gathering of MGs in the north of England. This would be a highlight of any MG enthusiast's trip

to the UK. It's not quite as large as MG Live! at Silverstone but I was still very impressed with the size of the show. Well worth attending if you can.

August 6, 2019 MGCC Anglia Centre - Mid- Norfolk Pride of Ownership The White Horse Pub - Long- ham, Norfolk

Had a nice time at this pub night. Received another very warm welcome from William Ball and his Mid-Norfolk chapter of the MGCC Anglia Centre. Saw a couple of Mquettes mixed with the usual smattering of assorted MGs. Highlights were a SA saloon and a couple of Mquettes including one with a supercharger. I enjoyed the barbecue put on by the pub and ate my burger while I sat with some fellow enthusiasts including Craig Durrant, a local MG salesman. He told me that MG was planning to launch their new electric sports car in North America in 2022. Exciting news. Overall a fun and enjoyable evening out. The Marque of Friendship was on full display.

August 23, 2019 The MGCC Anglia Centre - East Norfolk Pub Night. The Bird in Hand Pub - Wrenningham, Norfolk.

My second time at this pub night and it was a slightly larger gathering this time. Beautiful weather this evening with roughly 15-20 cars includ-





ing mostly the same Burbler from the previous month's natter. Highlights included a nice TD and a very burbly sounding BGT with a Rover V8 conversion. The Burbler group has been very welcoming to me and once again has proven that MG people are typically great folks from all walks of life.

September 1, 2019
Classic & Sports Cars by the Lake
Hall Farm - Bury St. Edmunds, Suffolk

A very impressive show with plenty of exotics mixed in to the regular British marques such as MG, Triumph, and Jaguar. Highlights of the show included a British GT Racing Series Bentley which puts out an impressive 700 horsepower and for MG fans there was a fantastic KN finished to K3 specification which placed 3rd in the pre-war category up against some very stiff competition. Also spotted was an interesting special bodied MG race car which looked of pre-war vintage. There were plenty of Bs and Fs, a solitary MGA plus the usual mix of Ts, Cs, Midgets, and RV8s. The

Norfolk Burbler were out in force and it was good to see Stuart, Andy, and Tony at this show. Lots of vendors and food options combined with a beautiful setting on a farm with the cars arranged around a small lake made this event memorable and one I would recommend to MG enthusiasts if they happen to be in the East Anglia area in the coming years.

September 27, 2019
The MGCC Anglia Centre - East Norfolk Pub Night.
The Bird in Hand Pub - Wrenningham, Norfolk.

My final "Burblenat." Just one yellow MGB GT made it to this one. The weather is getting wetter and the days shorter. It was already dark when I arrived. Still a good turnout of MG enthusiasts and we got to look at some interesting photos from local shows during the early 1980s. On this night, I invited a work colleague to join me and he enjoyed meeting some MG enthusiasts and even hinted at the end that he is considering purchasing a B in the next few months. Let's hope he will find a suitable one and become a fellow MG owner. The Burbler are a great group and I look forward to seeing them at future events and pub nights.

That concludes my report on all of my UK MG adventures in 2019. I'm hoping you enjoyed the article and if you haven't been to the United Kingdom before, I highly recommend a visit.





My Blu-B: 1966 MGB

Article and Images by Don Cowgill, Sorry Safari Bay Area MG Club


Ever since in high school, I'd wanted an English sports car. My dream was an Austin-Healey. However, it was 1975 and we had just started a family and were pretty poor after many years of college. I had just landed a new job at Sandia National Labs in Albuquerque and was beginning to get my feet on the ground when I spotted an ad on the bulletin board at work: Blue 1966 MGB, some rust (from its days in Florida), only \$450!

What a deal, I thought. I phoned the number and arranged for the owner to bring it to work so I could take a look. Love – in spite of all the rust – Love! I gave him 400 bucks and took it home the next day, watching the roadway move by beneath my feet.

My new baby was up on blocks for several weeks of bodywork on the rocker panels, fenders, and floors. I was in a hurry to get her on the road with little additional investment, so the patches were done with sheet metal, pop-rivets, lots of Bondo and a \$39.95 paint job. I just hoped I could get a couple years of fun before she disintegrated on the highway. Around 1980, the rear spring mount did pop

up through the floor behind the driver seat, but a couple feet of angle iron and she was back on the road.

I'm still driving Blu-B to work after 45 years and 350,000 miles – and that angle iron is still there. True, I've rebuilt the engine and transmission several times, added overdrive and recently, a new paint job. With a luggage carrier strapped on the trunk lid, we've taken her skiing and on camping trips. I've fixed her flats with tire spoons in campgrounds at Great Sand Dunes, Colorado, and Lake Quinault, Washington; reset her fuel pump points and ignition timing at interstate off-ramps; and changed generator brushes along the Pacific coast. Nearly every part of her is still original and most are hand rebuilt. Overall, she's been very reliable and inexpensive. And, I still enjoy my time keeping her going.

My wife Maris became part of Blu-B's life in the late 1970's and experienced the road trips with us. It was in this little car that we fell in love and generated many precious memories. The little Blue-B will always be a part of our lives together. And – Maris recently told me – she would have been long gone if I'd gotten a Healey. 

CARticles: Old Age and Old British Cars

Article and Images by Nigel Squatt, CARmudgeon

They are one in the same according to my son, who is now past 30. Therefore, I believe he has no room to talk. “Old man, old car” is how he used to describe me and my MG-TC. Of course, he never minded the attention it garnered him when I would use it to pick him up from school on a nice day. But kids are kids and they won’t miss the chance to poke fun at a parent.

My generation has the unique distinction of being the post-war “crazy about British sports cars” kids. If my WWII-age dad didn’t love them, I sure did as soon as I was old enough to salivate over mid-50s through late-70s MGs, Triumphs, Austin Healeys, Lotus, and Jaguars. I still love them, but during those years my passion for them burned the brightest and hottest.

What about now? Our generation is at or near retirement age. That searing passion from the first 25 years has turned into a steady slow-burning marriage for a good many of us and we have been owners of Little British Cars since we were “of age,” meaning driver’s license plus job and money. Now many of us also belong to the fraternity of replacement joints and, if not, at least their serious exploration and editing. A lot of us are also members of the “I didn’t used to be this big” club. These maladies are commonplace among us at our age. You will notice that I choose to call them maladies. This implies that they have befallen

us without affixing guilt, although in both cases most of us had a lot to do with the inception of our malady. But that aside, we are where we are and sometimes that means the joy ride of our earlier life just doesn’t fit us comfortably anymore.

I know folks who are crazy about MGs, but will only own an MGB now because that’s the only MG they can get into and out of successfully. And that often means the top has to be down; ruling out the MGB/GT. I know others (myself included) for which joint surgery put an end to driving that right-hand-drive MG-TC. Having to hover your leg over the clutch pedal or pull it back behind the shift lever is just too painful anymore to make for a comfortable drive.

Where do we go from here? Well, the “I didn’t used to be this big” club are ruling out the MG Midget, Austin Healey Sprite, Triumph Spitfire, and Lotus of this period. We just don’t fit the small British cars the same way we don’t fit into our prom tux or gown, wedding dress, or military uniform anymore. But MGBs and Cs are pretty roomy as are the Triumph TR3 through 6. Big Healeys and Jags are always pretty comfortable too.

My issues were my left knee and right shoulder. I found that a left-hand-drive British car, even a small one, was very comfortable once I got into it and found that there was room for my left leg to extend between



shifts. A dead pedal to the left of the clutch or being able to slip my foot under the clutch pedal (if top hung) was also comfortable. If my right arm could stay in one place on the center console for shifting, and not have to rotate too often, it was also happy.

I am making the point that I hear from a number of British car fans. Getting older doesn't mean that you have to abandon the thrill of your youth. You just need to be a little wiser about what you choose to drive. Some of us need to find a British ride that has a little more room for a little more of us than we used to be. Some of us need to find a British ride that is a little easier on the leg or arm that now has some new parts. Hey, even an automatic transmission in certain British sports cars isn't out of the question, if that's what keeps you in the game.

For you middle-age guys and gals, just be mindful of your future. The 3-story townhouse that you couldn't wait to buy when you were in your 30s may turn into a single-story flat from hell with two more floors that you don't want or can't get to in your retirement years. It's that way with British sports cars too. The little roadster that fit you and your lifestyle in high school may no longer be the best choice for you in retirement. Just as you plan for health, housing and financial well-being in your retirement, you might just want to plan for the comfortable continuation of your British sports car hobby in your golden years, so that you can continue to enjoy the ride while it lasts.

If we do that then our only problem should be "Where did I put the car keys?"



MG still lives on Piccadilly, London • 2020



Rites of Spring & MG Maintenance

Article and Images by Harry Midgley, Edmonton Classic Sports Car Club

I brought the MGB/GT out from its Winter storage and did an assessment of things that needed to get done and things I wanted to get done. An oil and filter change were the first obvious things. It's prudent to get rid of the old black stuff, filled with unhealthy chemicals, before another Summer of fun driving. So, it went to Ken at Brit Bits for a service and check over.

After the initial round of repairs when I first got the car, it has been almost trouble free. I did an oil change last year, but I don't remember any other problems. So, this year I decided to do some improvements to make the car better to drive. I asked Ken to assess the suspension and see what it needed to get rid of some of the noises from the front end. I was even prepared to replace the old shocks if required. Ken's report found some worn bush-

ings on the sway bar and the steering rack. The rack itself was also worn which contributed to the noises. The shocks themselves were actually in good condition and did not require replacement. I agreed to replace all the worn bits including the rack.

Two weeks and several dollars later... The car, maybe not transformed, but much improved, is a joy to drive. On a morning trip out to Devon yesterday I found the steering much more positive and the suspension much quieter. Bumps in the road were less likely to cause a change in the car's attitude. To my mind this was money well spent as this is my favorite car and always a joy to drive. Now it's just better.


The bigger point to all this is that when we are younger and have less resources, it is often just enough to keep our hobby cars on the road. Whereas now, hopefully, we can afford

to go further in making our cars better and more enjoyable for us to drive and enjoy. I suppose this is preventive maintenance, but it improves the life of our vehicles and our enjoyment of them.

I've been carrying this over to my other cars as well. Even though I'm trying to sell my Volvo 242 GLT, I've been getting a lot of work done on it to ensure that it will be a safe, reliable car for the next owner. This hopefully will increase its value somewhat.

I've also decided to take my MGB roadster that I am restoring to Ken's to get a substantial amount of the work required to make it a running car once again. I believe it is more cost effective to have them do the work right

the first time, with the benefit of their experience, than for me to toil away in short bursts for the rest of the Summer and end up frustrated and then having to take it there anyway. I've accepted that this is going to be a really expensive car, I'm way past that point already; but when I finish, it will be the best roadster I've had and will last me for many years. That is the point of all the work.

"Keep them on the road", yes, but it is worth doing the extra work to ensure that they stay on the road. We've all heard the lament of the unreliable British car, but I've found my GT to be one of the most reliable cars I've owned. By continuing to care for the car hopefully this will remain so. 

Don Hayter at Millers Grange Home

Article & Image by John Watson



**John Watson writes; Happy at Millers Grange Home.
MGB's on display for Don Hayter**

The Klemm MG Collection

Article & Images by Hal Zenisek and Jim Vickery, British Boots & Bonnets Club

Saturday, October 19th, the British Boots & Bonnets Club of Rockford, Illinois, visited the private collection of Dennis & Krystal Klemm near Orfordville, Wisconsin.

The group was led on a tour of three barns full of MGs and other British car-related memorabilia. One barn housed an active working shop for current restorations, projects, and equipment. A second barn held future

projects and a wood working shop. The third barn had (for the most part) finished cars and more.

The Klemm collection mostly includes MGs from the 1930s, 40s, and 50s; a couple 1100s, an MGA, an MGB/GT, and more. Cars representing J-types, M-types, P-types, plus an MG SA Saloon and various Midgets, Mag-nas and Magnettes were here.







Tech Tips from the Texas MG Register

From Donald Hilston: "Smile When You Use This Detail Tool"

I found a wonderful use for an old electric toothbrush. The one that I used is the rotary brush type. It works very well cleaning wax and polish out of small spaces and doesn't hurt paint or chrome. It also is great for polishing around small bits like nuts or tight spaces and - after washing off the brush - it will remove the dried polish and shine the metal. The brushes also seem to last a long time. Fun!

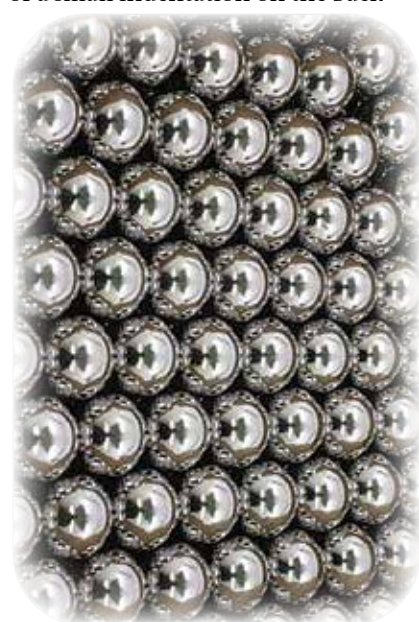
From Herb Miller: "Installing New Interior Panels" Here is a tip for using existing screw holes. No drilling in hard to reach places and no extra holes in your car! Using blue painters' tape, tape a BB (as in air rifle) into each existing screw hole. Place tape on the back side of the panel in the approximate position of each hole. Position the panel exactly where you want it. Lightly tap each hole position with a rubber mallet. When you remove the panel, there will be a small mark, and/or a small indentation on the back

side of the panel in exactly the position of each hole. To form the hole for the screws, visit a leather hobby store, or go online and find inexpensive leather punches of the proper size. Works for me!

From Brian Slick: "Making Your Own Gaskets" For those who make your own gaskets, here is a simple way to make the bolt holes. Take a piece of steel/brass tubing and countersink the inside diameter making a sharp knife surface. Place the tubing where you want a hole, and strike it with a hammer... and a perfect hole will be cut. Another more durable hole punch is to take a long bolt, cut off the treads, then drill a hole down the center about 1/2" deep. Use a drill bit about 1/8" smaller than the bolt. Now, countersink the end making a sharp knife edge. When the punch gets dull, re-countersink.

From Terry Frisch: "More On Making Your Own Gaskets" The best way I have found to cut holes in gasket materials

is to use spent brass rifle casings that I collected at the shooting range. I have collected many different sizes with the largest being .45 cal. They make a clean cut through the gasket material with one tap of a hammer. I used this method recently when I replaced a thermostat on my MGB/GT... works great!



George Herschell, Farewell

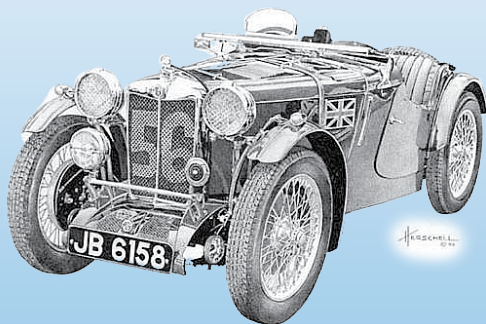


George and Brian Woodhams at the NY MGCC
60th Anniversary Celebration 8-12-2018
R Powers photo

Noted automotive artist and super MG fan, George Herschell passed away peacefully January 12, 2020 at the age of 88. After high school, George attended RIT where he received a degree in Fine Arts, which helped usher in a lifelong love of Architectural rendering and Automobile Art. George married his wife Nancy in 1952 just a few months before Uncle Sam shipped him off to Korea, where he served in the Army from 1952 to 1954. Upon returning from Korea, George spent his professional career at Great Lakes Press Printing Company. He was also was an avid British sports car fan and collector, with MG being his favorite marque. He was a member of the New England MGT register as well as the Western New York MG Car Club. He will be greatly missed by his family and friends.



George's MGB and MGTD



George Herschell art MGPB 1935 Dancing Daughters

From the Garage

Dave Braun
Technical Coordinator
The MG Driver



There was a small glitch in the last *MG Driver* in my article about installing a standby fuel pump. The photo that was absent is the completed installation photo. If you have any questions from the article, feel free to write, or contact your favorite MG mentor. I'm just embarrassed that it took me a dozen years to decide that Diane should have this device in her car!

And now some questions. First an aftermarket valve cover question to the Brain Trust:



Hi,

I received an aluminum valve cover as a gift for my 80 B. It does not have a breather tube on it, just a vented cap. I ran it as such last summer and noticed oil spray under the hood directly where the vent is on the oil filler cap. I've read many opinions on vented vs not vs breather tube and I understand there are a lot of thoughts out there. I would like to add a breather tube to the cover. Question: what size hole to be drilled, use brass or copper for the breather tube? Attach it with a nut? What size is the restrictor hole? I have heard 5/64 and 3/32. Any other suggestions are welcome.

Thank you, —Doug Miller

Dear Doug,

I sent your request out to the Brain Trust, and received some ideas back for you to try. The problem is that over the 18-year run, the B-series engine air venting changed with emission regulations, and no single cover is going to perfectly cover all years. But there are ways to make the cover work without misting oil about your engine compartment. The correct size of the hole is 5/64", but there are a variety of ways to go about it.

First from Jeff Schlemmer: "If you pull a light vacuum on the tappet cover vent, you don't need an additional vent tube on the valve cover. I tend to modify the air cleaner housings like the '63 model year, so the tappet cover vent attaches into the air filter rather than into a carb port after the fuel is metered (like MG did it later) as the carb port location effectively changes your air/fuel ratio in a way that isn't consistent throughout the rpm range you'll use the engine. If you have the carbs vented to the charcoal canister along with the tappet cover, you may have a plugged canister. I'd consider re-routing like described above."

Kelvin Dodd suggested: "The problem is that we hardly ever see just the valve cover replaced. Chances are the car has other modifications, such as carburation, removal of carbon canisters, etc. If the only thing that has been changed is the valve cover, then the fix is pretty simple. Just duplicate the original vent pipe which has a small orifice. (sorry, don't have the dimension to hand). The easiest way to do this is to tap the side of the cover for a small brass fitting, then install an in-line pellet with the correct size orifice. Often this question comes up after a Weber

DGV conversion has been installed which has no provision to suck the fumes out of the engine. Installing an in-line PCV valve is the best way to solve venting problems at that point. That breather hole on the oil cap will become an inlet and won't spray oil all over the valve cover."

Of course, *John Twist* provided an absolute "how to". John suggests: "My two cents: The engine **MUST** breathe. It's best to draw air into the valve cover and allow it to vent or to draft from the front tappet inspection cover. If the Stromberg or SUs are in place and if you want the anti run-on system to work it **MUST** be vented correctly. If there is a Weber carb, then extra ventilation is necessary to evacuate the engine. If dual carbs are fitted, they should be accompanied by a Smith's PCV valve unless they're "ventilated" carbs (1969 or newer) with vent orifices on a 45° angle at the front of the front and the rear of the rear carb.

"Drill a pilot hole then follow with a 1/4" NPT tap into the valve cover exiting the right rear of the valve cover pointed towards the windscreen washer container. Use a 1/4" pipe nipple (grind off the excess that protrudes into the interior of the engine so there is no chance of fouling the valve springs). The 1/4" inside diameter is much too large for proper ventilation. It must be reduced to 5/64". I found it easiest to use my torch and solder several washers of descending size on the end of the pipe nipple, ending up soldering the pipe shut. Then drill that 5/64" hole through the solder in the middle of the smallest washer.

"The hose that exits the front tappet inspection cover is 1/2" while the inlet to the Stromberg is 5/16". So, use an 8" piece of 1/2" heater hose to attach to the front tappet inspection cover pipe. Then, grease an 18" long (or so) section of 5/16" hose and push it into the 1/2" hose. You can then push it onto the Stromberg vent fitting without a hose clamp.

"If you have dual SUs, then use a 90-degree hose between the front tappet inspection cover pipe and the plastic Y-piece – and 5/16" hoses from there to the carbs. Grease or oil the hose so it will push over the

plastic Y and onto the carbs without hose clamps.

"If you have a Weber fitted the I would suggest making a better connection to the front tappet inspection cover pipe. The Weber air cleaner has a tiny little 90-degree fitting which is largely blocked by the air filter. I would suggest making a hole **THROUGH** the air cleaner to accept a 1/2" barb and nut to receive the 1/2" hose. This allows a **MUCH** better draft from the engine. Questions?"

Finally, *Glenn Lenhard* suggested you go with John's idea as he does the same routine on his customers' cars. Glenn also thought you could just stay with the factory cover... and he wished you Happy New Year from all of us at the Brain Trust!

Sometimes questions are very brief, and almost as brief to respond to:

Can a windscreen from a 1978 MGB be installed on a 1971 MGB.

Thanks, —Mike

Mike, You are in luck! All MGB and MGC windscreens are interchangeable! The very early ones are much chromier; the later ones are brushed aluminium.

John Twist

Hi John,

First of all, I want to thank you for your YouTube videos. They are very helpful and, in many situations, I got worthy information for my work on my MGC and MGA. Now my question. I am looking for a advance characteristic of the MGC engine. There is only some basic information in the workshop manual and I'm wondering if you have more detailed information. I want to change the ignition to a 123 Ignition, I got from a club member, and there are 16 curves. The data in the workshop manual are not the same like in the 123 manual. So, if you have information about the centrifugal advance and other details please share with me.

Regards —Erik

My distributor book includes two distributors for the MGC:

1968 41201

**Total Advance 13 degrees plus/minus 1
Vacuum Advance starts at 2"**

Dist RPM	Advance
250	0
350	3
450	4
600	7
1300	9
2650	13
1969 41224	Total Advance 15 degrees Vacuum Advance starts at 5" ends at 8"; 2-8 degrees

Dist RPM	Advance
350-450	0
750-850	8
2000	15

Hope this helps!

John,

MGEXP forum gives several different opinions on towing an MGB with front wheels on a dolly. I need to tow my 1980 4-spd. manual about 350 miles. Do I need to remove the drive shaft? BTW, I appreciate all your videos and advice. You've helped me MANY times!

Respectfully, —Scott Ward

Scott!

My advice to all is to remove the driveshaft before towing. The gearbox receives full lubrication only when clutch is spinning. That said, many owners have towed their MGBs for miles and miles without damage. My guess is that you, too, can safely tow for those miles.

Hello John,

I've been following you on YouTube and also planned to attend the British Car Show and technical event in Altoona, but wasn't able to make it this year.

Wondering if you can give some advice? ... I have a 1979 MG Midget with a 1500 engine with two round, screened air filters. I noticed that the foam elements have deteriorated to the point that they flake when touched. Checked out Moss and other sources, but it appears they only sell the full air cleaner assembly for \$40 each (x2). Is there a parts source that just sells the foam elements or do you have any other suggestions? I have medium level mechanical abilities and do basic work on

the car. Thank you, —Larry Gottfried

Larry,

I've always sent people to the hardware store to purchase open cell foam as used in window air-conditioners. I don't know how thick the sheet is, but you can always double (triple / quadruple) it up. I've never looked on Amazon for open cell foam – but I'd bet you can get a hit there, too. Let me know how you solve this.

Jeff Schlemmer replied: Air filter foam is readily available in a variety of density and filtering efficiency:

[HTTPS://WWW.](https://www.pegasusautoracing.com/group.asp?group=IDAIRFILTERFOAM)

[PEGASUSAUTORACING.COM/GROUP.ASP?GROUP=IDAIRFILTERFOAM](https://www.pegasusautoracing.com/group.asp?group=IDAIRFILTERFOAM)

John,

My question is can a Mk I banjo axle fit in all MGB body shells?

Thanks, —Ron

Ron,

Offhand, all MGB rear axles are interchangeable; all have 11/43 gears. But ... Disc wheel diffs are wider by 3/4" on each side than wire wheel diffs. 1977 MGBs and newer have brackets for a rear anti-sway bar.

Finally, a handy hint if you are ever unable to open your bonnet.

Hi John,

We recently acquired a 1978 MGB in a sort of barn find. Though not run for 20 years, it was driven to the house where we found it. It appears that there is nothing missing from this car, and it is in reasonable condition for a 20 year semi covered park.

The biggest problem we currently have is that the bonnet/hood will not open. The pull cable is in the dashboard but it will not move. The hand latch at the bonnet front will move but to no avail. I have put my hand up to the latch from under the car but though I can feel the plunger, and the round plunger receptacle, I cannot find the opening latch, nor the cable to operate it.

I have researched this issue on line with mixed results. Most articles assume that the bonnet has been opened, or that

the reader knows what and where things are - the article suggesting the use of a long bar through the grill/mesh being one. Have you any suggestions on how to resolve this issue? Kind Regards —Stuart

Stuart!

The bonnet cable approaches the bonnet latch release from the LH side (RH, as you stand in front of the vehicle). The outer cable abuts a sheet metal stop. The inner cable continues farther right and wraps around the bonnet latch assembly and then

turns back on itself. The bonnet latch is pulled to the left (right as you see it). I can understand how it would be difficult to see in there. You should be able to force the release lever to YOUR right and the bonnet should pop up. Spraying EVERYTHING with WD40 / Breakaway / PB Blaster may help and will do no harm. I do NOT have a video about doing this, so call if you need encouragement!

Hope this helps! —John H Twist

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.



Lobster Run to Maine • August 2002

Registrars of NAMGBR



The Marque Of Friendship

1929 - 1936

North American MMM Register

PO Box 271825 • Littleton, CO 80127

www.nammmr.org

1935-1955

Pre-War/T-Series/Y Type

The New England MG'T' Register

PO Box 1028 • Ridgefield CT 06877

www.nemgtr.org

1955-1962

MGA/Magnette

The North American MGA Register

www.namgar.com

1962-1980/Post Abingdon

MGB/MGC/Midget/1100/1300

The North American MGB Register

PO Box 876 • Downers Grove, IL 60515

www.namgbr.org

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The North American Council

Of M.G. Registers

www.mgcouncil.com

MGB

Jack Long • (202) 746-8252

mgb@namgbr.net

Early Midget/Sprite Registrar

Bruce Hamper • (314) 822-4831

midget-sprite@namgbr.net

1500 Midget Registrar

Steve Olson • (816) 452-3540

1500midget@namgbr.net

1974½ MGB Registrar

Dennis Taylor •

1974.5MGB@namgbr.net

MGB V8 Registrar

Modified Registrar

Rick Ingram • (217) 778-5097

mgbv8@namgbr.net

MG 1100/1300 Registrar

Terry & Carole Looft •

(937) 382 1520 or (937) 527 7353

1100-1300@namgbr.net

MGC Registrar

Bruce Fehlman •

mgc@namgbr.net

100,000 Mile Registrar

Jai Deagan • (616) 319-1660

100kmile@namgbr.net

Original Owner Registrar

Bill Hawkins • (919) 676-8888

original@namgbr.net

Post Abingdon Registrar

Mark Jones • (519) 862-3763

postabingdon@namgbr.net

Next Generation Registrar

Ryan and Leeann Looft •

513.252.4191(c) or 937.382.5159 (h)

nextgen@namgbr.net

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Send your ad, with images to our website; NAMGBR.org/resources/classifieds/

CARS FOR SALE

1975 MGB - Tundra/Black - Solid Oregon car with excellent paint. Professionally repainted engine bay. Professionally rebuilt motor by K&S Machine Shop, including new cam, lifters, oil pump, exhaust valves, timing chain, water pump and balanced at extra costs. All motor and transmission rubber mounts replaced. HS4 carburetors and Moss Cold Air Intake. Suspension solid with recent splined hubs, bushings, tie rod ends, wheel bearings. New front brake pads and rear brake system recently completely replaced. Crushed rear brake lines replaced. For safety new seatbelts installed. No issues or hidden "surprises". \$8950 - Bob Sherman, (503) 936-1823 • beaoroyl@telus.net BC 111219

1976 MGB - I have for sale a well-maintained MG. It has the 1.8L engine, four speed transmission (no O/D). At some point the single carb was replaced with the superior duel SU carb set up. There are only 74000 miles on the odometer. Fully serviced and ready to drive away. More info and pix on request. \$10,000(Cdn).

Contact John at jmsug@telus.net AB

111219

1964 MGB - Less than 5K on full restoration. University Motors rebuild of engine, transmission and O/D (early). Parrish Plastics Removable hard top with sunroof, New interior Black Leather w/red piping, Wizard Cooling aluminum radiator w/coolant recovery, Peco exhaust, Tube shock conversion front/back, Pertronix, Mini-lite Wheels & Spare, Moto-Lita Steering Wheel, Powder coated Crinkle Finish dash, Battery Box in Trunk, Retro-Radio, SU Solid state fuel pump, New rear springs, New Chrome Bumpers. Colorado Conclave 1st place winner in 2004. Most parts replaced, rebuilt, renewed or restored. Many spares included: 3-main motor, transmission, two cylinder heads, two pull handle doors with pull handles, two spare trunk lids, one newly painted BRG & Pre-drilled for luggage rack. \$19,500. Pictures available on request or on NAMGBR online classifieds. Contact Mike. michaelcuomo5@gmail.com NC

010220

1958 Austin-Healey Bug Eye Sprite - Less than 200 miles since complete restoration. 1275cc engine and transmission installed. Everything either new or rebuilt. Bonnet with fenders hinge forward for excellent access to engine. No hot rod parts installed! Very original appearance. These cars are getting more rare and I need more space for my MGB. This little speedster I a nice add for a collector. Priced below market value at \$16,500. Gold metallic paint with clear coat. All new interior. No rust. Lots of photos available. Serious buys contact me at DocEyes153@aol.com for more info IN

030420

Selling or Buying an MG?

Take advantage of NAMGBR's Buy/Sell/Trade Classified on our website: NAMGBR.org/classified A great way to find or sell that hard-to-find part or that next project.

PARTS FOR SALE

Five (5) Painted 60 spoke Wire Wheels with tires (14 inch). Tires are 10 years old -- Wheels and tires were removed from a 1972 MGB. KNOCK OFF's Not Included. Asking \$400. Will wrap (not box) and mail at buyers' expense if requested. Linda Ackley (623) 210-7532 or ackley.lindaj@gmail.com AZ 030419

MGC transmission main case only, \$60. **MGB** over-drive transmission fitted with MGC semi-close ratio gear set complete w/short shifter and o/d knob/switch, \$1200. **MGB/MGC** overdrive main shaft, \$350 (other misc trans parts also available). **MGC** intake manifold, \$45. Pair **H58 carbs**, rebuilt/updated (.125 needles), \$475. I also have an **OTC cam bearing** removal/installation tool set (will do anything from **MGB to GM V8**), \$125. Alan Tucker at actucker@centurylink.net or (717) 632-1778, PA 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

Cobalt Short Shifter - New for MGB 4-speed, 4-synchro gear box ONLY. With black leather shift knob. \$50 plus shipping. Mike Palange, (201) 768-5753 NJ 010220

Roll Bar from 1972 MGB.1968-1980 MGB T-9 Five Speed Conversion Kit \$2695. Moss Early MGB (no emissions ports) Alloy Cylinder Head. Like New. Fresh 3-Angle Valve Grind. \$995. Can deliver in Pacific NW or shipping is additional. Bob Sherman - (503) 936-1823 or beaoroyl@telus.net 030490

WANTED

Hardtop Seals: Looking for new rubber seals for a 1967 MGB hardtop (snug top). Please contact Gary Cooper, (805) 302-2513 or orcoopcoop02@yahoo.com 091018

Memorabilia and Parts - We're in the process of downsizing, and having sold our MGB, I also have for sale a number of miscellaneous late model MGB parts and supplies, as well as more than 150 items of collectables and memorabilia that most go before the end of this year. Available items include interior and exterior parts, oil, fuel, and air filters, re-built Zenith Stromberg carburetor, grille badges, posters, dioramas, model cars, clothing, Zippo lighters, metal signs, key rings, and many other items. Also included is a signed and numbered print by Ruel James of the red 1968 MGB that was commissioned by Moss Motors several years ago. It is number 12 of a limited edition of only 50 and is framed and matted. It may be one of the rarest MGB collectables of all. Most of these items are new and many have never been out of their packaging. Please contact for a list of available items. I can also email photos of any items of interest. Contact Jim Pendleton at (573) 696-3551 or by email at jependleton@hotmail.com. MO 070817

Where 2 'B

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>

MAJOR NORTH AMERICAN MG EVENTS FOR 2019

- Feb 20-22 BMTA Conference, St Petersburg, FL • www.britcar.org
- Mar 15..... British Swap Meet, Wheaton, IL • www.britishcarswap.info
- Mar 21 British Car Day, New Orleans, LA • www.bmcno.org
- Apr 3-5 Kimber Festival, Buffalo, NY • www.nemgr.org
- Apr 17-19 GOF South, Howey-In-The-Hills, FL • www.gofsouth.org
- Apr 17-19 British Car Show, Dobson, NC • www.triumphclub.org
- Apr 20 British Car Show, Williamsburg, VA • www.wmbgbrit.com
- Apr 26 British Car Show, Lorton, VA • www.capitaltriumphregister.com
- May 7-10..... TMGR Spring GOF, Killeen, TX • www.tmgr.org
- June 2..... British by the Sea, Waterford, CT • www.ctmgclub.com
- June 3-6..... British V8, St Louis, MO • mowogl@aol.com
- June 5-6..... British Car Show, Quebec City, QC • www.rvbq.org
- June 6..... EuroBrit Car Show, Madison, AL • www.nabms.org
- June 6..... British Car Show, Louisville, KY • britishsportscarclub.com
- June 7 British Return to Ft Meigs, Perrysburg, OH • www.lebcc.org
- June 7 British by the Sea, Waterford, CT • connmgclub@gmail.com
- June 12-14..... Glenwood Springs Rallye, Denver, CO • www.mgcc.org
- June 14 British Motorcar Gathering, Hellertown, PA • www.keystonemg.com
- June 28-July 1 MG 2020, Calgary, AB • www.namgbr.org
- June 28 British Car Show, Notre Dame, IN • www.michianabrits.com
- Aug 8..... British Car Show, Zionsville, IN • www.ibcu.org
- Aug 14-16 British Car Show, Vancouver, BC • www.jaguarmg.com
- Aug 31-Sept 3 Put-in-Bay Road Race, South Bass Island, OH • manley776@yahoo.com
- Sept 11-13 British Invasion, Stowe, VT • www.britishinvasion.com
- Sept 13 British Car Show, Palatine, IL • www.britishcarunion.com
- Sept 19 British Car Show, St Louis, MO • www.allbritishcarshow.com
- Sept 26 MGs on the Rocks, Street, MD • www.mgsofbaltimore.org





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