



OCTAGRAM

DEC 1, 2017

THE MONTHLY NEWSLETTER OF THE MGs OF BALTIMORE, MD

Nominations of officers was a re-nomination for all to return.
See you at the December 5th meeting.

The MGOB After Christmas Party will be held at

**Mike & Mary Lutz
59 Windemere Pkwy.
Phoenix, MD 21231**

Phone: 410-592-8610

E-mail: MGTLUTZ@Verizon.net

The Club will supply drinks and deli trays. Bring a dish and any thing special you want to drink. Door prizes and special gifts will be presented to the attendees.

From El Presidente:

Hard to believe that 2018 will soon be upon us, time moves on and we are all getting a bit older, like our cars. 2018 promises to be a big year for the MGs of Baltimore. MG 2018 - Gettysburg, is coming up in June and at this point we have 96 cars registered and hitting the 300 mark by May doesn't seem like a dream anymore. Based on the current registration numbers we should break 100 before the end of the year. We have sold 130 banquet tickets and the 1863 Tea is at 16.

Things are filing up. I am telling you this, for a couple of reasons, one is if you want to take part in one of the biggest MG events in the area and have a place at the rallye, funkana and awards banquet, these spots are limited, so if you haven't registered, you need to do so now. To register go to www.MG2018.NAMGBR.ORG

But wait, there's more. MGOB will be participating in the Mayor's Annual Hampden's Christmas Parade on Sunday, **December 3**. Hon, this will be fantastic, dress your car in Christmas or Hanukkah attire and let's come out and show off our cars. If it's not too cold put the top down and let your sprit shine. **We meet at Poly/Western at 11:30 and the parade starts at 1:00 p.m.**

MGOB DUES are due next month. We are coming to an end of the old 3 year dues scheme. The majority of the members will owe dues at this point. With this said, the MGs of Baltimore, Ltd. Car club is one of the best deals you can get for the money, the friendship, the help with keeping your cars on the road, the parties, the Annual "Get the Dust-Off Rallye" and Annual "MGs On the Rocks" British Car Show. Please send your \$20.00 dues cheque made payable to:

MGs of Baltimore, Ltd. Car Club

5237 Glen Arm Road East

Glen Arm, MD 21057

If by chance, you recently joined the club or joined at Rocks, please disregard this, but otherwise, like I said, the majority of members will owe dues come January 1.

Finally, the MGOB "After the Holidays" Party is set for **Saturday, 7th, 2018** see this issue of the Octagram for more info. Thanks goes out to Mike & Mary Lutz for agreeing to host it. Also The MGOB Chilly Run is scheduled for **Sunday, February 18th, 2018** with a snow date of **Sunday, February 25th**. The 2018 Chilly Run will be hosted by Len & Lee Picton; more details will follow in next month's issue of the Octagram.

Safety Fast!

Richard Liddick

Mayor's Christmas Parade

John T. Kerr, Chairman

4207 Edgehill Avenue

Baltimore, Maryland 21211

November, 2017

Dear Participant:

This will acknowledge your participation in this year's Mayor's 45th Annual Christmas Parade, to be held on Sunday, December 3, 2017. We are pleased to have you join us in this festive occasion.

Your entry has been assigned to Division III and will form in the **Poly/Western Parking Lot** (see attached map). You are urged to be in position no later than 12:00 P.M. The parade will start promptly at 1:00 P.M.

Vehicles used to transport your entry to the assembly area should unload members and equipment at your designated location and proceed immediately to the parking area at the end of the parade route.

Upon arrival at the assembly area, a representative of your entry should report to a Division III Marshal. This parade will be held **RAIN OR SHINE**. In the event of extremely severe weather conditions on December 3rd, call (410) 218-0569 after 8:00 A.M., especially if you decide not to participate.

Many trophies will be awarded to the most outstanding entries in various categories. The winners of these trophies will be contacted by phone in the week following the event.

Thank you very much for your participation, and we are looking forward to seeing you on December 3, 2017.

Sincerely,

Lisa Davis and John T. Kerr
Parade Co- Chairman



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Attention All Parade Participants:

If you could kindly promote the event and "like", "follow", and "share" the Mayors Christmas Parade social media pages with your family, friends, fans, and followers over the next few weeks, it would be greatly appreciated.

Also, the Mayors Christmas Parade has been nominated in the USA Today 10 best Readers Choice 2017 — Best Holiday Parade.

Please VOTE we are currently in 2nd. <http://bit.ly/2horZIN> (link to vote)
The more folks involved, the merrier!

Here are the Social Media links for The Mayors Christmas Parade.

Facebook: <http://bit.ly/2iV4grp>

Instagram: <http://bit.ly/2hwYFnb>

Twitter: <http://bit.ly/2mprEuC>

Thank you!

Just a reminder.....

SAFETY ISSUES: Distribution of materials of any kind constitutes a safety hazard and will not be tolerated. Throwing of candy presents an opportunity for children to run into the parade route and be struck by a vehicle. **VIOLATORS WILL BE HELD RESPONSIBLE FOR ANY INJURIES TO PARADE SPECTATORS RESULTING FROM SUCH ACTIONS.**



Flocking (No Jokes Please)

When I started to restore my dashboard, it was clear a number of things needed to be attended to. One of them was the glove box. It had a couple of holes and no brown flocking of the sort that was originally applied by the factory. Perhaps none of the glove boxes in any of our T-Series cars has any of the original flocking, since it is such a fragile coating material. Luckily, there is a simple and inexpensive solution to restoring a glove box interior to its original condition. Both Woodcraft and Eastwood make flocking kits. Woodcraft ([www. Woodcraft.com](http://www.Woodcraft.com)) has an applicator (Item 127115) for about \$5.50 and brown flocking (#14X11±) for about \$11.00. Both are listed in its on-line catalogue. Follow the very simple directions, and in about twenty minutes you are done. It's simple to use and the results are terrific. The kit includes the liquid adhesive that is brushed on the interior. The flocking powder is blown on the surface with the applicator. There is enough material and adhesive to do a second glove box. So, when you are done, pass the kit along to a friend.

Nickel Plating The hand crank for the engine was painted black by the factory, but it has a grip that is not supposed to be painted. Most grips you see are brass. When I removed the black paint from the grip of my hand crank, ±it was not brass-colored but looked like iron. I thought I had a crank that was not proper. Recently, I spoke to two vendors who specialize in MG and Jaguar tools, and they both reported that many of the grips on hand cranks were brass but were nickel-coated. Apparently, the nickel coating was quite thin, and today these grips are just brass. Some believe the valve cover oil cap should also be nickel-plated, and some believe that some of the I.D.plates near the tool box should be nickel-plated. An excellent source for ascertaining proper finishes and colors of all T-Series car parts may be found at www.mgcars.org.uk/mgtf_finishes.htm#ShetMetalFinishes

from The Square Rigger

Repairing Solenoids and Other Electrical Devices

By Marty Ray

The OCTAGON

Newsletter of the M.G. Owners Club & the Peninsula T Register

The Northern California Centre of the M.G. Car Club

People often replace car components when the component itself is actually repairable. Many people think of generators, alternators, solenoids, and switches as sealed units that need to be replaced in their entirety. On the contrary, often the trouble with the unit is something quite simple, such as dirt buildup, corrosion, lack of lubrication, worn out bearings, or dirty contacts causing high resistance.

You can get a lot of satisfaction, and save a lot of money (not to mention the obvious environmental benefits), from repairing many of your car's components. Another reason, though it may not be obvious to everyone, is that the "replacement" component is often not as good as the original. Our cars were quality built, in case you didn't realize it. They were made with good materials that are often responsive to simple things like cleaning and lubrication, having only deteriorated due to natural processes of corrosion, arcing, and other small wear and tear damages that occur after years of normal operation.

So another way to look at our old cars is that, due to their initial quality construction, they are very recyclable – by which I mean they can be repaired, rebuilt, and continue to be used, rather than just thrown away. In fact, the culture that made them was significantly different from ours in that regard, preferring to avoid waste by building things well and maintaining them. We have only started to think like that more recently, and it's not clear we're all that sincere about it!

On my own projects, learning gradually over time, I have found that many parts can be reused with just a little effort. For example, generators are rebuildable and switches can be taken apart, cleaned, and made to work perfectly again. I think this tends to be truer on older cars. My old Jaguar, for instance, has a lot more potential for this type of repair, than many MGs from the '70s. I think, generally, the more parts are plastic or snap-together, the less potential for repair. But you have to look into each part by itself to decide if it's repairable. Of course, if you wish to renew older parts, knowing how to solder and use meters for diagnosis (along with a general understanding of how electrical devices are supposed to work) is helpful.

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Recently, I was able to repair an overdrive operating solenoid. Now this is just the sort of part which, on first thought, you might think is not repairable; and so did I. I even ordered a new one. However, a friend suggested I take a look at the solenoid on my extra overdrive gearbox (he had helped me bring it home when I bought it). So I took the solenoid off my spare gearbox and brought it in to my lab at work, where we do this sort of stuff every day. My coworker has a nice power supply; so I hooked up the solenoid to 12 volts DC and got very sluggish action from it.

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The solenoid is essentially an electromagnet, designed to suck in and hold a metal plunger (which in turn operates the overdrive's hydraulics). I remembered reading that it has two different operating currents, one to suck in the plunger and a lower current to hold the plunger; but I had not really thought about how this might work. I took the solenoid apart, mainly because it obviously needed a new lead wire. I intended to solder one on along with a new bullet connector. (All these sorts of components are available, by the way, and are far superior to the cheesy crimp-on connectors that so many people think are alright to use. I say do it the way the factory did it originally.)

So I soldered on a new wire. The correct color is yellow with a purple stripe, but I only had yellow with black or plain yellow; so I went with yellow. All the right colors are available, so you can actually do this properly. Colors mean something in wiring; it makes future fault diagnosis easier if you don't just put on random colors.

Under the cap of the solenoid I discovered a little set of contacts. The arcing and failure of these types of contacts that run and disconnect high currents is a prime cause of failure of many of these kinds of devices. I remembered that some owners manuals suggest that you clean your fuel pump points periodically by simply running a stiff card in between them. So I thought, "Why don't I try some method of cleaning these contacts?" Also, I could see that when the plunger went all the way in, there was a small plastic pin that was pushed through and hit the contacts, disconnecting them. This pin seemed a bit stuck, so I tried spraying some lube around it. I dragged a card through the contacts too.

These actions had miraculous results! Using the power supply again, applying 12V to the wire with the other lead grounded to the solenoid body, the plunger was sucked in with tremendous force, and held! I could also see the action of the contact, which was to be disconnected by the little pin when the plunger was in. So the contacts are responsible for the higher current that forcefully sucks in the plunger and then, when the contacts disconnect, a resistor or the like comes into play, which drops the current down to something that will hold the plunger but not cause a huge heat load.

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You can, if you like, convert the contacts to be simply a signal current to a transistorized circuit that actually controls what the contacts used to. I got a couple of car clocks converted in this way, and it worked really well. In this system, the low signal current sent through the contacts is not able to burn them up; so they last! I suppose someone could design some clever electronics that would allow these contacts-based devices to last a lot longer, but to essentially operate as they always did. Then you'd have the best of both worlds.

In general, the factory shop manuals for the MG describe many of these types of repairs to generators, starters, and the like. So my suggestion, and challenge, to you is to try to do some of these types of repairs for yourself. You might surprise yourself with the results!

END

from The eChatter

Official Publication of the Emerald Necklace M.G. Register, Inc

AUTOMOTIVE DAFFYNITIONS – author unknown

Air dam. A device under the bumper that alerts the driver when an approach is steep enough to remove the muffler.

Bumper. Devices attached to the front and rear of a car, useful mainly for creating a larger parking space.

Clutch pedal. A footrest that, after a brief break-in period, turns the throw-out bearing into a musical instrument.

Disc brakes. Transforms the color of the front wheels from the original ugly silver to a beautiful matte black

Engine. A useful device for draining the fuel tank and one's wallet.

Fuel filler opening. A round orifice useful for storing a rag after the gas cap has been lost.

"Fuel gauge. A meter equipped with a red light which, when lit, informs the driver that the nearest gas station is more than 50 miles away.

Parking brake. A device for sending smoke signals that will alert other drivers to one's presence.

Spoiler. A device attached to the rear of a car to spoil its appearance.

Steering wheel. A round device designed to locate potholes and direct a car through the largest one available.

Tire. A round device made of rubber that is designed to remove sharp objects from the road surface so that other cars do not get flats.

Windshield wiper. A device useful for turning bugs and bird droppings into creative art objects.

A ROCKY START

Roger Marshall, MGOB

On the way to Rocks State Park to participate in the MGs On The Rocks car show in September, my TF decided not to run. I was on Route 1, just outside Belaire when it died. After a while I decided to call AAA for a tow back home. In the meantime three people saw me and stopped to offer assistance. Finally the rollback arrived and we loaded up and were off, back to Catonsville. Traffic on 695 drew to a crawl due to a wreck somewhere.

After getting back home and putting the MG back in the garage I started tinkering. I wish I had thought of something then, or back up on Route 1, that I later remembered. In the meantime, I decided I needed to remove the tank and see why I wasn't getting any fuel to the engine. I had to drain several gallons of gas so I later called Joe Auer. Joe had once told me he had a 5 gallon tank I could borrow so I went over and got that and two other smaller tanks he had. I drained all the fuel and started to remove the onboard fuel tank. Kenny O had told me about a place in PA where he took his tank to have it cleaned and red coated inside. I didn't want to go that far so I found a radiator shop in Baltimore that would do the job.

I called one of our customary suppliers for MG parts to see about their new tanks. I was told that they don't recommend their tanks because they are thinner and are not as good as the thicker one and that I should try to have mine repaired.

With the tank removed and drained of the last bit of gas, I took the tank to this radiator shop. Great service in receiving me and taking the tank inside and explaining what they would do. I agreed on the price and left it to them to do the job.

When I got the tank back, I was surprised that they had sprayed the outside with undercoated to prevent rust. I guess the thought the tank went under the car as opposed to on the back, which I suppose is normal to consider.

So, back home with the tank, I knew I had to remove the undercoat to get the gloss black that fit the car. Using paint remover I easily removed the undercoat and sanded everything. Hmmmm, where did all these dents come from?

continued on next page.

I did not remove the undercoat from the back of the tank because that side would not show when installed. I had carefully taped shut the mouth of the tank and the drain plug hole and the fuel outlet hole.

After a thorough cleaning I realized there were more dents present than I recalled being there. I got out the Bondo and started coating the areas where there were dents. After drying and sanding, low spots still showed so more Bondo. I had been told that they took the tank apart but I know they took the ends off and put them back on, at least that's what they admitted to at the shop. Eventually I had to Bondo several times and I'm not sure I got it all.

I sprayed with primer, sanded, used spot putty to fill more low spots, and sanded again. Eventually I got the paint to look decent so now it's ready to install the tank on the car. I cleaned the undercoat off the back side of the tank where the sender unit had to be installed. Shhheeeeesh. the screw holes were full of undercoat. I eventually had to run a drill bit in each hole to clean it out and then put the sender on. I tried to make a gasket but gave up and used a gasket sealer and hope it works.

After installing the drain plug, I put the end panels on the tank and bingo, the holes on the ends that those bolts go into were filled with undercoat also. I carefully cleaned them out and started putting the bolts back on. One tug too many on the wrench and bingo, a chromed bolt head went flying. It broke. I never did get the bolt out of the hole, even with a screw extractor. With some ingenuity, the end panels got installed and the tank is now ready to install on the car. Maybe today? Maybe tomorrow?

Back on Route 1, if I had thought about the last time I lost fuel, I would have disconnected the hose to the fuel filter and blown air back up into the tank to clear it and I'd have made it to Rocks. Hindsight.

Leaking Gas Tank Drain Plug

If the leak is the drain plug and not something higher on the tank, RectoSeal 5, sold anywhere that carries plumbing supplies will stop the leak if you apply it to the plug threads.

This is the stuff I use on fuel pump fittings that defy any other fix

OR: from Michael Balahutrak

Also use yellow Teflon tape for gas leaks. This is thicker tape than the white for water or the

blue styles. The leak can also be from the sending unit and there is a gasoline resistant

gasket sealer to be applied to the surface made by Loctite/Permatex High tack #98H or

Aviation #3H. Aviation worked for me.

'Blue Train' Bentley



ETHANOL IN GASOLINE AND WHAT IT MEANS TO YOU

Editors note: The following article is originally from a Moss Motors media release published online in May, 2009 and is printed here for information purposes only. It is not intended as an endorsement of any specific product.

Based on comments and questions we are getting from all over the world, many of us are already using gasoline that contains 5% or 10% (or more) ethanol. Ethanol is an alcohol, made from corn or grains, which is added to oxygenate gasoline. It is a replacement for the MTBE, which is no longer being used. Gasoline with ethanol is called E10, E85, corn fuel, alcohol fuel and reformulated or renewable fuel. For the purpose of this document, we will refer to a gasoline-ethanol blend as E-10 fuel. There is a great deal of information out there, some good, some bad, and it is very hard to come to grips with the facts. We are going to try and present the best information we have on ethanol and what effects it may have on your vehicle.

Why Should I be Concerned?

There will be more problems for the owners of Classic British cars, because, unlike more modern vehicles, the older gas tanks are vented to the atmosphere. Moisture from the air has always been an issue for us - how many of you have had to deal with a rusty gas tank? Aside from the problems reported with ethanol "attacking" fuel system components, most of the problems we are having with ethanol are really problems with water.

ETHANOL AND WATER

Ethanol absorbs water from the atmosphere. Gasoline with 10% ethanol can absorb 50 times as much water as gasoline without alcohol. At 70° F, gasoline without ethanol will hold water at a concentration of about 150 parts per million (PPM). Gasoline with 10% ethanol will hold between 6,000 and 7,000 PPM. If the ethanol and the water remain mixed with the gasoline, they will pass through the fuel system and they will be burned or converted to steam in the engine.

Phase separation

The ethanol will continue to absorb water from the atmosphere only up to a point. With 10% ethanol, when the water reaches 0.5% (3.8 teaspoons per gallon), phase separation will occur. Phase separation is the term used to describe the formation of distinct layers, with a thicker layer of gasoline mixed with a little ethanol on top, and a thinner layer of water and more ethanol on the bottom. The lower layer can have as much as 75% ethanol in it. This process is unavoidable, and it can also be triggered by a drop in temperature

Phase Separation Related Problems

Shelf Life: A gasoline-ethanol mix will absorb water until it reaches a concentration that triggers the phase separation. E-10 gasoline has a 90-day shelf life when kept in a sealed tank. At about 100 days, even in a sealed tank, it may have absorbed enough water to begin to separate. With a vented gas tank, there will be significant amounts of water in the tank in 30 to 45 days. With 10% ethanol blends, it is suggested that you replace the fuel in the tank on a 2 to 4 week cycle.

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Octane: When gasoline and ethanol are mixed, the octane rating achieved is due partly to the ethanol. When phase separation occurs, the octane rating of the fuel can drop by as much as 3 points, and there is an increased risk of detonation, "knocking" or "pinging".

Rough Running (or stalling): Because the water-ethanol mix is at the bottom of the tank, the fuel pump may pick up a slug of this mixture, and the engine will run very poorly or perhaps die.

Corrosion and Rust: Water in contact with the bottom of the fuel tank and inside the fuel lines will cause rust, and that in turn will tend to clog fuel filters and lines.

ETHANOL AND ITS EFFECT ON NORMAL ENGINE OPERATION

Mixture: Ethanol blends will affect the air/fuel ratio because of the additional oxygen molecules within the ethanol's chemical structure.

Vapor Lock: Probability of vapor lock or hot restart problems will be increased because the vapor pressure of the gasoline with ethanol will be greater (if the base fuel is not chemically adjusted).

Corrosion and Rust: Various studies seem to indicate that fuel with up to 10% ethanol does not increase rust and corrosion under normal conditions. However, see notes under phase separation above.

Specific Issues for British Cars Owners

Ethanol can react with materials that were impervious to gasoline.

It's about age components designed before that will have problems.

Seals Seals may shrink, swell, or deteriorate depending on the material that they are made from.

Fuel Tanks

Tanks (and fuel lines) in use for years will have deposits that may be loosened by ethanol, and the loose debris may clog fuel filters or cause the needle and seat to stick open, causing flooding.

Hoses

Some rubber hoses will "dry-out" or deteriorate when exposed to gasoline/ethanol mixtures.

Presumably, more problems will arise as the percentage of ethanol increases.

Float valves with plastic needles

Lawrie Alexander reports that in some cases it has been necessary to "...shave a few thousandths off the four vanes of the plastic needles, allowing them to ride smoothly inside the brass tubes."

Alternately, use all brass needles & seats

Viton tipped needles All the testing we have done indicates that DuPont Viton is inert when exposed to denatured alcohol. We have not checked to see what happens when exposed to grain alcohol.

Fuel Pumps

If the diaphragm is rubber, there may be problems, but in general we are not aware of any

Gaskets

Ethanol may attack the rubber in rubber/cork composite gaskets. This may be more of a problem as the amount of ethanol in gasoline increases. Fiber washers & gaskets are apparently not affected.

Aluminum, aluminum alloys

Ethanol does not seem to pose a threat to aluminum when it is 10% or less of the gas-alcohol mixture. At 25%, it will attack the aluminum. Floats in carburetors

The TR 4-4A Zenith-Stromberg floats that were made of foam covered with a "skin" may deteriorate when exposed to ethanol. Other plastic floats (like those used by SU) may be affected.

"T" Technical Note

By John Wright

Technical Advisor, Chesapeake Chapter

I thought going over what I had to do to the ancient C35 Lucas starter and associated parts to get my Lester P-type to turn over better.....

Being a prewar unit, I was interested in finding out about a 4-brush modification to this relic. A message to the prewar MG Internet list brought a few comments. Very helpful was Barry Riseley from Tasmania, Australia. Barry suggested that the Lucas 35G starter on 12v should be more than capable of turning my engineY around smartly and that I should check to make sure that all the things I would normally do for a weak starting system be preformed. Forget about the 4 brushes is basically what he was saying, so back to the basics.

What I found were basic problems for sure and here is what I did and all would apply to our T-types.

1. I changed the cable from the foot operated starter switch to the starter to a heavier #4 cable. Has someone changed the cable on your car to one not much larger in diameter than a pencil? Lots of current loss through one of these and we need everything we can get here. The cable from the rear-mounted battery up to the starter switch was fine so, next I removed and disassembled the starter for some clean up.
2. The brushes were worn down, needing replacing. One was actually partially grounded. I did not have a set for this Tstarter as they are the bronze/carbon type, but they are working for now after some adjustment.
3. I polished the commutator with very fine crocus cloth with the armature chucked in my small lathe, not being necessary to undercut the insulation. The bushings were fine and the field coils passed the cursory visual look.
4. Finally, the cleaning of the starter case and the surface of the bell housing where the starter bolts up may have been the most serious of the problems causing the slow turn over of this engine. The 2 surfaces were oil soaked, which will insulate the starter as it gets it's ground through the engine ground cable. After giving the starter some real basic attention, I am pleased to say the starter does turn the engine over smartly. Fires right up, which is something it has not done in the 6 months I have owned this

CLUB INFORMATION

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American MGB Association MG Car Club UK MG Owner's Club UK

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TECH SESSION

November

A variety of subjects was discussed.

New Members

WELCOME TO ALL

Ed & Carol Knickman with a 1952 MGTD

1976 MGB; 1960 TR3A & 1971 Triumph TR-6

David Sewak '70 MGB & '74 TR6
returning
Jim & Cynthia Mathwick '61 MGA 1600

DISCLAIMER

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CALENDAR

DEC. 5TH - MGOB meeting.

JAN. 2ND - MBOG meeting.

6TH - MGOB After Christmas Party at Mike Lutz's 6 PM

SAVE THE DATE

MG 2018

“A Gettysburg Address”



June 17 - 22, 2018

Gettysburg, Pennsylvania

MG2018.NAMGBR.ORG

MGOB Tools For Member's To Borrow

Engine Stand (2)

Engine lift with tilt device (2)

Whitworth wrenches

Whitworth sockets

Whitworth thread file

MGB Kingpin Reamer

Sandblaster (Suction from a bucket type)

Rostyle Wheel Paint Mask (MGB)

Midget Kingpin reamer

SU Carb Throttle shaft reamer for MG T,A, B carbs

SU Carb Throttle shaft reamer for Midget carbs

Click Type Torque Wrench 0-150 ft-lb.

Standard 1/2" Socket set

Hub Puller

Rear Hub sockets for MGA and early and late MGB

Harmonic balancer puller

Camshaft Degree wheel with TDC finder, etc.

Timing light

Dwell/Tach Meter

Differential flange removal tool

Brake line bender – tubing cutter – bubble type flaring tools

Slide Hammer for bushings, bearing caps, and axle extraction

Lift-A-Dot Upholstery punch tool

SU Carb Synchronizer

Pickle Fork for Tie Rod ends

MGB Clutch Alignment Tool

Front Suspension Toe-In Adjustment Tool