



OCTAGRAM

THE MONTHLY NEWSLETTER OF THE MGs OF BALTIMORE, MD

APRIL 1 2018



**State Senator H. Wayne Norman (R)
passed away on March 4, 2018 in his sleep.**

He was born November 3, 1955

He died at his home in Harford County

Wikipedia lists Wayne's career as "Prior to being appointed to the [Maryland House of Delegates](#), Senator Norman was member of the Harford County Liquor Board. He was also a member of the Harford County Republican Central Committee from 1998 until 2007. He is a life member of the Harford County Republican Club. Also, he was a member of the Bel Air/Forest Hill Community Council. He is still a member of the [Harford Chamber of Commerce](#), the [Western Maryland Railway Historical Society](#), and the [Sons of the American Legion](#). Furthermore, he is an honorary Life Member of the [Kingsville Volunteer Fire Company](#). Norman maintains his law office in Bel Air, Maryland. He is a past President of the Harford County Bar Association (2008–2009)."

Wayne was also a long time member of MGs of Baltimore.

Senator Norman graduated from the University of Baltimore in 1976 with a bachelor's degree in history. He returned to the University of Baltimore School of Law and received his J.D. in 1980. He was admitted to the [Maryland Bar](#) in 1981.

He will sorely missed by Chip, Ashley, and Linda.

Wayne often hosted the members of the MGs of Baltimore car club at the Legislature in Annapolis. A gregarious man, Wayne remembered peoples names and who they were easily. He didn't hesitate to say hello even if you were just walking by. Wayne's son Chip was a fixture with Wayne at car shows and parties. He will be sadly missed.

From El Presidente

Well like most of us I cannot wait for spring to finally arrive. The battery in my MGB-GT is stone cold dead, my Austin is acting up and both my MGB & Midget have been sitting all winter. It's just been too cold to mess with them. The weather should break soon and I get everybody back active for another driving season.

Speaking of driving, The 29th **Annual "Get the Dust-Off" Rallye** is scheduled for **Sunday, May 6th, 2018**. Please note that we have a **new** starting and ending location at **Gunpowder Lodge, 10092 Bel Air Rd. (US 1), Kingsville, MD 21087** <http://thegunpowderlodge.com/> Look for the event flier in this issue or on line at www.mgsofbaltimore.org

MG 2018 Update

We are fast approaching 300 registrations, the Wyndham hotel is completely booked and more rooms have been added at the adjacent Courtyard Marriott hotel. These are filling up too and by the time you read this the Courtyard Marriott maybe full, but there are lots of near-by hotels. Go to <http://www.destinationgettysburg.com/index.asp#> and look under places to stay. While you are on their site checkout all of the things there are to do in and around Gettysburg.

We have added a new event option to the schedule; the **Eastern Museum of Motor Racing** will be opening up for MG 2018 attendees on Monday & Tuesday from 10:00 a.m. to 2:00 p.m. There is no cost for admittance, but a donation would be appreciated. Additional seating has been added to the **1863 Tea and the Awards Banquet** since both of these events were at capacity. At last count, we still have slots open for both the **TSD Rallye & Funkana**, but these are filling up too. Please remember that **MG 2018 regalia items are based on pre-order**, there will only be a limited quantity available at the event. If you've already registered simply go back in to the website, enter your user name and password and select the items you would like. If you haven't registered or would like more information go to www.mg2018.namgbr.org Early-Bird Registration ends 4-30-18.

Finally, sad news, by now most of you are aware of the passing of our longtime member **Wayne Norman**. Wayne had been a member since the late 80's and his collecting of MG parts are well known. **In the future there will a MG parts yard sale at his Bel Air office**. I will be working with Chip and Linda to set a date and to promote the sale amongst MG owners in the area. Because this stuff needs to go there will be some deals and what doesn't sell will unfortunately find its way into the landfill. We are talking over 30 years of MG stuff here, so stay tuned.

One last bit of sad news, **Wendy Stahl** another longtime member has had to have surgery to remove a few of her finger tips. Wendy has been in the hospital since around Thanksgiving and has undergone many trials and tribulations during this time. It appears she is doing better and hopefully she will be released before too long. If you could put in a word with the Big Guy for her maybe it will speed things up.

Safety Fast!

Happy Trails

by Richard Jefferson

Friends, you can't have enough of them. Friends are what make this stew of life taste so good. When I talk to people at *ROCKS* I always say the most value you get from our outrageous dues is the opportunity to make friends; now that's priceless!

Now the bad part is sometimes you have to let friends go. It's hard, but it's part of life's contract. I wish Wayne (Norman, ed.) could have voided this contract. He was the life of the party and what parties we had.

First we created "*Baltimer Street*". It happens when you get a bunch of MG folks to invade a Triumph gathering; we just took over. Wayne and Linda were the King and Queen of the street. The party never stopped. We're talking about "Floozy Drag Racing, Outhouse Rocking, Water Balloon Artillery and so much more. I also have to point out the "Norman Breakfast" featuring the four major food groups (Bacon/Sausage/Spam /Scrapple) and eggs anyway you wanted them; as long as they were smashed flat and cooked hard.

Then there's the "*Glen*". There's no place like Watkins Glen. I'll never be able to race there again without thinking of the times Wayne and the MGOB gang spent watching from our prime picnic spot overlooking "The Bog". Man we saw some good racing in that turn. Remember the time the Porsche T-boned the ambulance? After the racing was over it was back to camp for a fire, skunk chasing, wolverine watching, cocktails and tall-tales.

Carole and I even have great memories of actually working on these British obsessions with Wayne, Uncle Joe and the boys. We swapped Joe and Wayne a whole MG just to get the OD tranny out and stuff it in Carole's car. It and the memory are still there. Wayne thought that Carole under the car wrenching on a tranny was too cool; we all did. And Carole and I thought working in Uncle Joe's labyrinths of a garage was a hoot.

Of course no party list would be complete without the mention of the Norman's legendary 4th of July parties. Wayne was always in rare form! Who else would have an annual British car show on his front lawn; only Norman. We're still so proud that our big Healey won the award for "Best Use of Leather Outside the Bedroom". Only at a Norman party would this happen.

Damn it, all parties must end. I'm sorry Wayne had to leave early. Best I can do is put on some Creedence and raise a glass of single malt to the man. As Roy always sang to Dale; "Happy Trails to you, until we meet again."



MGOB CLUB INFO

Officers and Chairpersons

	President - Richard Liddick	410-817-6862	RGL2MGBGT@aol.com
	1st Vice Presl - Ken Olszewski	410-893-1661	KENMGOB@comcast.net
	2nd Vice Pres- Mike Lutz	410-592-8610	MGTLUTZ@Comcast.net
	Treasurer - Randy Kegg	410-592-3733	RANDELL_KEGG@msn.com
	Secretary - Tracy Trobridge	410-489-7474	tracy21794@yahoo.com
	Newsletter - Roger Marshall	410-747-3586	S10Blazer@aol.com
	Membership - Kathy McHenry	410-817-6862	themgbabe@comcast.net
	Rally Master - Eric Salminen	443-463-3071	mgobrallymaster@gmail.com
	MGs On the Rocks - Jack Long	410-420-1385	unionjackparts@gmail.com
	Tool Meister - Randy Kegg	410-592-3733	RANDELL_KEGG@msn.com
	Web Master - Richard Liddick	410-817-6862	RGL2MGBGT@aol.com

MGOB NEW MEMBERS WELCOME TO :

Jim and Mary Moore
1968 Morris Traveller

MGs of Baltimore Affiliations

North American MGB Register North
American MGA Register
American MGB Association MG Car Club UK

MEMBERSHIP

Submit changes in address etc to
Kathy McHenry 5237 Glen Arm Road E.
Glen Arm, MD 21057 410-817-6862
themgbabe@comcast.net

APRIL TECH SESSION

Randy's Tech Talk this month dealt with the clutch, how it can fail, and how to survive a clutch failure in some circumstances. See an article by Randy in this issue on page 4.

When All Else Fails

by Randy Kegg

I got a call the other day from a friend who needed some help in diagnosing a clutch problem in an MGA. **Clutches sometimes fail in very strange ways.** In this case, the clutch worked reasonably well, as long as you only depressed the pedal halfway to the floor before selecting the next gear. **Pressing the pedal all of the way to the floor resulted in some very nasty grinding noises,** a slight vibration, and an inability to put the car in gear. So I decided to drive the car around his neighborhood, while listening to the symptoms, and try to decide exactly what the problem was. A few blocks from his house, the clutch failed completely. **No more grinding noises; just an intense vibration whenever the clutch pedal is depressed, and, of course, I can't get the car in gear anymore.**

Now at this point, you may be thinking that this story is all about clutches, but actually it is about getting the car home without having to call a tow truck. I have used this technique successfully on several cars, and even once drove home from Indiana, PA with an inoperable clutch. If your problem is bad clutch hydraulics or a broken or defective clutch pressure plate, etc. this trick should get you home. Unfortunately, if your clutch is slipping so much that the car won't move, call a tow truck.

As a car with a manual transmission travels down the road in neutral, there is a point where the speed of the engine and the speed of the output shaft of the transmission are exactly the same. At that point, gears can be changed without the use of a clutch, and without any grinding of the gears. The key to this technique is to try to approximate that point by manipulating the throttle of the engine.

Here is how it works:

1. *Stop the car, turn off the motor, then put the transmission into first gear. When you are ready to move, hit the starter. The car will lurch forward as the starter motor turns, the engine will catch, and off you go. You are now driving along happily in first gear.*
2. *As your engine revs up and it is time to shift to*

second gear, apply some rearward pressure to the gear lever, while backing off the throttle slowly. The idea is to find that point where the engine and transmission are spinning at the same number of revolutions. When that point is reached, the transmission will slide out of first gear and into neutral. Immediately, position the gear lever at the entrance of the second gear gate, apply some rearward pressure, and "blip the throttle" (raise the engine revs quickly and release the accelerator pedal). As the engine revolutions increase and then decrease, you should reach that magic moment where the gear lever slides into second gear.

3. *Repeat step two for third and fourth gear.*
4. *If you need to stop the car, apply some forward pressure to the gear lever, "blip the throttle" and the gear lever will slide into neutral. When you come to a stop, begin at step one.*

Don't force the transmission into a gear. If you get any grinding, back off, "blip the throttle", and try again. **Be gentle.** Obviously, if your car has a transmission with **weak synchronizers, or a weak starter or battery, or is just plain hard to start,** your chances for success are lessened. **Downshifts are more difficult to accomplish than upshifting, so try to minimize your frequency of changing gears.**

This method does get easier with a little practice, so don't be discouraged if it is difficult at first. Also, some models of cars respond to this technique better than others, but I have always been able to get the car home. I have tried this on MGs, Triumphs, Jaguars, VWs, Morris Minors, and Mazda RX-7s with success.

A final caution; if you are uncomfortable with this; if you are generally unlucky in life; or you are driving a \$350,000 Gullwing Mercedes and don't want to risk any damage to a very expensive transmission, then by all means, call the tow truck. The rest of us will be home taking a nap.

Jack Your MG? (Hydraulic jack of course!)

The problem with jacking up most MGs is that they're so low. In fact, modern cars are much lower than they used to be, and consequently harder to jack up if you need to. So, I thought I'd tell you about a jack that I use from Harbor Freight.

Tammy bought me a jack for Christmas one year, and it was starting to fail. Time to look for a new jack. I knew that I wanted something that would get under low cars, the jack I had wouldn't get under the Mustang much less a MG. To get room for the jack, I drove the MG or Mustang up on ramps to be able to get a jack underneath. Not ideal.

Low profile hydraulic jacks are made for professionals and expensive. As this was for occasional use, so I turned to Harbor Freight, purveyor of cheap tools, not all of which are good. There I found a 2 ton low profile jack that was LONG. This is important, because many jacks claim to be low, but are short in length and the jacks steep angle doesn't allow the jack near a central jack point, like differential or front cross member.

The 2 ton low profile jack currently runs \$129.99 and is rarely on sale. (Now that I said that maybe it'll go on sale.) Current item #s are 60678, 62310 and 68050. They have a minimum height of 2 5/8", maximum lift of 23 3/4", are 32"

long, and weighs 96.8lb. It's longer and lower than the 3 ton low profile, and even then will still bump the fuel tank jacking the rear. BTW, there's times I find the extra height really nice.

It's a heavy jack. It would be great if they made the 2 ton low profile as an aluminum jack plus made it a few inches longer, it would be more expensive, but probably worth it. Easier to move, and a little extra reach would help.



The 3 ton jack

Don't get it confused by the 3 ton version of low profile hydraulic jack, which is on sale on a regular basis. I'm looking at a Harbor Freight flier as I write this and it's currently on sale for \$79.99. The 3 ton low profile jack looks similar in pictures, and similar in person if the two aren't side by side. 3 ton current item #s are 61282, 647593 and 60569. The three ton's minimum height is 2 7/8", maximum lift is 19 3/4', it's (only) 27 1/2" long, and and weighs 72.16lb.

It's been performing well for me with no problems for 6 or 7 years now, that being said, for the price it could die every 5 years would still be worth it to me.

Please remember jack safety! NEVER get under a car supported with only a hydraulic jack! Use jack stands and make sure your jack stands are placed well in the proper locations, and the car doesn't wobble on the jack stands. A squished ENMGR member is an unhappy ENMGR member.

Dave Densmore

The eChatter - Emerald Necklace MG Register of Ohio



'72 Hunter -->



Does your distributor need the Doctor?

By Victor Smith

Over the last couple of years many MG enthusiasts have experienced the frustration of unreliable replacement parts for their Lucas ignition systems. Misfiring and other maladies are typical within only a matter of 20 to 100 miles of fitting a new rotor arm or condenser to your car. The cause is often poor quality parts, many Lucas branded and supplied in the classic green boxes. Well the good news is you can avoid the expense and waste of time from fitting poor quality parts – there is a specialist able to supply original Lucas parts or good quality remanufactured items made to high standards. It's the Distributor Doctor down in Somerset, a knowledgeable and helpful ignition specialist, Martin Jay. He not only supplies a good mail order parts service from his extensive stocks of original Lucas components, but will also give your distributor a full rebuild and recalibration and then return it to you ready to re-install. The recalibration is essential, merely servicing and reassembling with new parts will not give the accuracy that is required. Bob Owen and Victor Smith decided to visit the Doctor to learn more of what he does and how he is able to refurbish distributors so they are more accurate than a Lucas original.

The conventional ignition systems used on many MGs have a Lucas distributor directing a high voltage charge to the right sparking plug lead through the rotor arm and an ignition coil generating the high tension impulse. Ignition of the fuel charge drawn into the cylinder is achieved by a high temperature spark across the electrodes of the sparking plug which protrudes into the combustion chamber. The timing of that spark and its intensity are vital for efficient combustion and the resulting performance of the car. The accuracy and reliability of the ignition components are vital – wear on individual parts of the distributor may be small but the cumulative effect of the various small wear factors can amount to a large problem – a worn distributor which can reduce the accuracy of the ignition system. Poor quality parts, like many replacement rotor arms and condensers currently available from some parts suppliers, can seriously reduce the reliability.

On entering Martin Jay's surgery, his compact workshop, you are met by a table of white plastic boxes each with a customer's distributor – the 'patient' – waiting for treatment! It seldom takes less than three hours to strip down, refurbish, test and calibrate a distributor so typically he is able to do two distributor refurbishments a day when responding to telephone calls and processing mail order parts when their post and packaging are taken into account. His response to a parts order a few weeks before our visit was excellent – the parts arrived by Special Delivery the following morning. So it is clear Martin balances the slow, skilled refurbishment work with a close attention to getting the parts orders out punctually.

Martin started by taking a distributor from a box on the table and took us through the strip down process, explaining how the distributor works at the same time. First a bench test using his Sun test rig which plots out the advance curve so he can compare the results with the original Lucas parameters. Then a quick visual



inspection – in this case there was a wobble on the shaft. Typically the play is worse at top of the shaft unless dirty engine oil has been a factor at the bottom end. This is a particular problem on Rover V8 engines. There is also cam to shaft wear as there are two wear factors at play.



Dismantling the distributor starts with removing the rotor arm and then the contact breaker base plate. Martin inspects the wear on the cam and also looks for possible damage to the top of the shaft – for example from a rotor arm breaking up and thrashing about under the distributor cap. He then removes the contact breaker set and condenser. As the pivot pin in the set engages with the arm of the vacuum unit, that unit can then be removed too. There is often wear on the pivots of the advance and retard weights caused by the varying centrifugal force moving the weights in and out against the resistance of the small springs. The action plate at the bottom of the distributor provides a weak location for the shaft as it is just crimped as an interference fit. The Tufnol thrust washers are likely to have broken up.

What is surprising is the lubrication arrangement below the base plate down in the bowl of the distributor. Limited amounts of oil, often as mist, come up through the bottom of the distributor in a frugal way as there is a fine Archimedes screw to get it up the side of the shaft to the bearings under the base plate, but oil does not get to all parts. In the bowl there is a segmented section with five felt pads which were oiled and optimistically sealed for life on assembly of the distributor. Other types of distributor have external oilers which enable servicing, but many distributors on classic MGs do not have that facility.

Having stripped down the distributor, the next stages are to

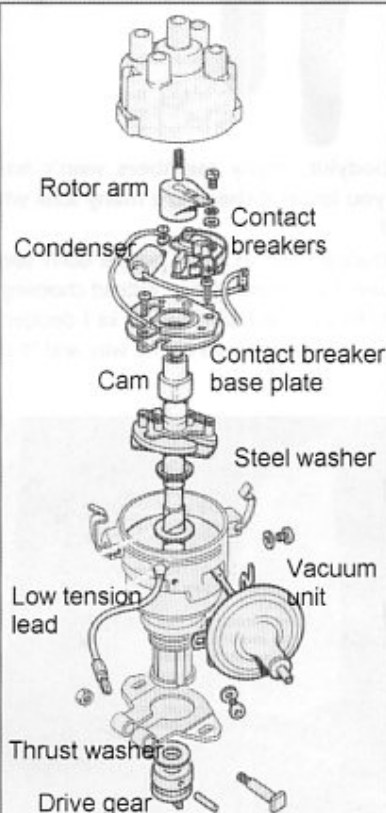
wash the unit by hand, then glass bead blast it including the two sprung cap catches, which is followed by a further washing to remove traces of the beads. Then new bushes are pressed in, some internal ferrous components may be re-plated and finally a polish up is followed by refitting the base plate and a new vacuum unit, points and condenser.

At this point Martin turned to the topical issue of poor quality replacement parts. Some remanufactured condensers are so inaccurately copied that the fixing lug is proud of the circular body. This does not enable the condenser to fit down correctly into the recess in the base plate. Rotor arms are another frequent source of reliability issues – the profiles of some replacement rotor arms are different (the Lucas original is at the bottom of the photo on the previous page), the thickness of the brass insert (or conductor) is often thinner and the composition of the plastic seems less able to resist shorting under high tension – in some cases an overlong rivet makes that situation worse! Generally speaking, replacement distributor caps work reasonably well. The important message was do not let go of your original rotor arm – if it is changed at a service, do insist you get the old one back as a standby placed in the tray under the arm rest! It is quite likely it is a Lucas original.

The vacuum unit can also need replacement as the rubber membrane can develop a hole. As well as marring the vacuum advance operation this can affect the slow running mixture and allow petrol vapour from the carburettor to enter the distributor. There are plenty of sparks in a distributor so you may hear an under-bonnet 'pop' as the vapour explodes and ruptures the membrane. Poor pick-up at low engine speeds and higher fuel consumption will confirm that! A batch of new vacuum units (54424497) is being made with the correct rating and style.

So get your replacement distributor parts from the Doctor's substantial stocks of original Lucas parts and think about whether your ageing distributor could do with some treatment!

Electronic distributors? Yes, the Doctor supplies them and can fit them to your existing distributor. His recommendations are the Pertronix Ignitor with a power coil, Lumenition Optronics and the 123 system. The latter system enables you to set up the distributor from a laptop. However, Martin said that fitting electronic ignition will be a waste of time and money if the host distributor has worn weights, a worn cam or a worn shaft. The procedure for the removal and refitting of a distributor (so it can be sent down to the Distributor Doctor for servicing) is set out in the workshop manual.



Distributor

Low tension current is supplied to the ignition coil primary windings through the ignition switch and the earth return is through the contact breaker points in the distributor. When the points open, that current is switched off to the primary windings, causing a collapse in the magnetic field around the core of the coil. The collapsing lines of force intersect the

secondary windings of the coil resulting in a high voltage impulse which is carried by the high tension lead to the central terminal on the distributor cap which is connected through a brush bearing to the centre terminal on the rotor arm. The high voltage pulse flows along the brass conductor on the rotor arm and jumps the narrow gap to the nearest of the terminals around the inside of the distributor cap. The process is repeated for each of the terminals, each connected to a high tension lead to a single sparking plug. The distributor has a dual role – switching off the current to the primary windings to produce a collapse of the magnetic field and subsequently directing the high voltage spark to the right plug.

The point in the cycle at which the spark occurs is called the ignition timing. Timing is critical for the performance and economy of the engine. At first sight we might think that the spark should occur just as the piston has reached the top of the cylinder having finished the compression stroke and about to start the firing (power) stroke, i.e., at 'top dead centre' (TDC). However, the dynamics of the situation require the spark to occur before TDC, i.e., be 'advanced'. This is because for correct running the fuel vapour burns rather than explodes and the burning takes time. The advance is measured in degrees of crankshaft rotation. If the engine is running faster, this time represents a bigger angle so the advance needs to increase. This is achieved automatically in the distributor

by an arrangement of spring-loaded pivoted weights. The weights rotate with the distributor shaft and progressively move outward against the springs as they rotate faster. This action causes the point's base plate to rotate so as to advance the spark. Since rich and weak mixtures burn at different rates and mixture is related to intake vacuum, a further timing refinement is to rotate the points base in response to intake vacuum, hence the vacuum unit.

The condenser reduces arcing at the points (which would give rapid erosion) and increases the amount of energy transferred to the spark.

Ballasted Ignition

Some later ignition systems use a 'ballast resistor'. This is a resistor wired in series (in line) with the coil primary. It is usually a resistance wire in the loom rather than a discrete component and will reduce the voltage at the coil to 6–8V (on a 12V system). The coil is designed to operate at the low voltage. The resistor has two functions, aiding starting and keeping spark energy more constant over the rev range. For easier starting, a contact in the starter solenoid shorts out the ballast resistor, so giving a higher voltage to the coil and producing high energy sparks. V8s in particular use ballasted coils since spark frequency is high – 5,000 rpm on a V8 is equivalent to 10,000 rpm on a four-cylinder engine.

Distributor Doctor

www.distributordoc.com
Tel: 01398 361678

ELECTRICAL PARTS REPAIRS

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 o

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 look into each part by itself to decide if it's repairable. Of course, if you wish to renew older parts, knowing how to soldier and use meters for diagnosis (along with a general understanding of how electrical devices are supposed to work) is helpful.

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.

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 h drops the current down to something that will hold the plunger but not cause a huge heat load.

You can, if you like, convert the contacts to be simply a signal current to a transistorized circuit that actually controlsl ways 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!



The OCTAGON

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

<https://www.youtube.com/watch?v=3IFluuwJ1S0>

JFK -->



Axle Clonk

As you know, I have asked for topics from you all in the past, which usually leads to an empty mail box ... however, in getting out and about, a topic that did arise for discussion was that of the axle 'clonk'. More often than not, this is only experienced on moving between forward and reverse gears, or vice versa. If one discounts worn U/Js and wear on the wheel or the hub splines and that the spinner is nice and tight (are you going to check them now, then?), this 'clonk' is usually down to general wear or worn-out pinion thrust washers.

Referring to the Twin Cam Service Parts List AKD 1296, what is not often investigated, or even thought about, are the thrust washers (Items 21 and 23 in the photo) that act upon the two pairs of pinions. Original washers were copper but replacements have been known to be fibre. The pinions sit within the cage. The smaller pinions act as idlers and rotate on the pinion shaft. Common thought is that, with

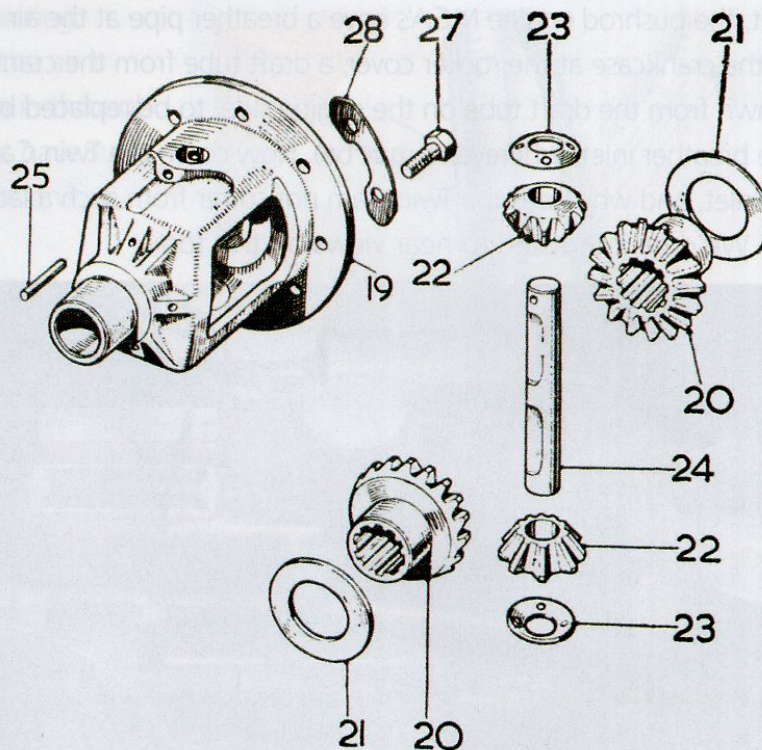


Diagram of the MGA Diff



EVER BROKEN A STUD REMOVING PARTS FROM YOUR ENGINE?

It happens, particularly on studs that are exposed to the elements and to heat, as exhaust manifold studs invariably are. Here Nic Houslip recalls having the front-most stud holding the exhaust manifold shear off just below the nut on a car that he was working on and was able to remove the residue with a stud remover.

I was able to remove all the other fixings and the manifold, leaving me with about 1/2" of 3/8" UNF stud protruding from the cylinder head. In cases where the stud breaks flush with or below the surface, you have no option but to drill down centrally and use a stud extractor, but this is really a 'head off and take it to a machine shop' job. They will then have to drill accurately down into the stud, remove it if it will come free with a 'screw in' extractor that has a coarse left-hand thread, or if that fails, to drill down with larger drills until the root thread diameter is reached and pick out the remaining bits of thread from the hole. This is a difficult and time-consuming job and best avoided, or better still left to an expert.

In this instance there was just enough stud protruding to be able to do something about it, but a first attempt with a self-grip wrench failed because it wasn't possible to exert enough pressure to grip and turn the stud. Over the years I've bought various unusual tools at events and auto jumbles, mostly on the basis that "it'll come in handy if I never use it". One tool I have had for a long time but never tried was a stud remover that had a cam-shaped wheel with a

knurled surface inside a strong circular body that was supposed to grip the stud. Unfortunately it needed about a half turn to get a good grip, by which time the body of the tool was up against the timing chest.

Time for a search on the internet. Less than 15 minutes later I had located a device that looked like a big sturdy version of a drill chuck. This seemed to be the tool for the job, so next morning I set off to the local Machine Mart to get one.

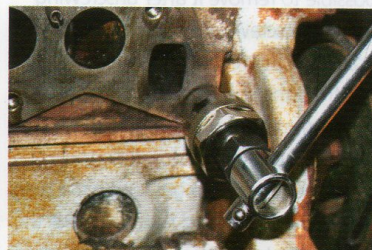
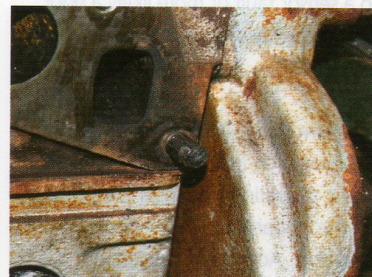
The photo alongside shows the device mounted onto the stud. It clamps on like a drill chuck, and is designed to be used with an impact wrench, although it could be used with a 1/2" square drive ratchet or breaker bar. Turning the black hexagon-shaped part anticlockwise tightens the jaws, chuck fashion, onto the stud; the more it is turned, the tighter the grip, and the teeth inside the jaws bite into the stud. The teeth produce longitudinal marks that can be seen below. It is these that grip the stud tightly.

Setting it to run anticlockwise, the impact wrench screwed the remainder of the stud out of its hole in about 15

seconds, the length of time showing how tightly it was held by the rust of the ages. It is possible to use a 1/2" drive bar but this might not be as easy as using an impact wrench, unless you have a very long one and the space to manoeuvre it.

I can honestly recommend this tool as being something that works exceptionally well. It was made by Laser Tools www.lasertools.co.uk and is called the 1/2" D. It will remove studs from 6mm-12mm (1/4" – 1/2") diameter. It can also be used to remove rounded or rusted nuts with external dimensions similar to the stud diameter, such as those with hexagon heads from 1/4" AF to 1/2" AF or 6mm to 12mm AF. I bought mine from the Machine Mart at Great Barr in Birmingham. <https://www.machinemart.co.uk/p/tool-connection-tc3986-impact-stud-extractor/>

At £21.59 it was worth every penny.





The MGs of Baltimore, Ltd.
and
Washington D.C. Region SCCA
Present the 29th Running of the
**GET THE DUST OFF
RALLYE**

Sunday, May 6, 2018

First car off at 11:31 a.m.

Dedicated to the memory of Richard W. Murphy



This will be a fun, low-key event. While traversing seventy-five miles of Harford County Maryland and York County Pennsylvania you will be looking for answers to various clues/questions. If you wish, you may also compete in correctly navigating five do-it-yourself timed sections. Competition classes are answers only or answers plus timed sections. **All vehicles welcome.**

START and FINISH: Gunpowder Lodge, 10092 Bel Air Rd. (US 1), Kingsville, MD 21087

<http://thegunpowderlodge.com/>

REGISTRATION: Opens at 10:30 am. Drivers' meeting at 11:00. Please plan to arrive early.

Contact Rallymaster Eric Salminen at (443-463-3071) or mgobrallymaster@gmail.com for additional rally information.

All vehicles must have no more than 2 people in the car. If a minor (less than 18 years old) is to participate you must contact us in advance to secure a minor release form which requires the signature of both parents.

\$25 per car to April 25th - \$30 per car afterwards

To register complete the entry form below and mail it with a check payable to "MGs of Baltimore, Ltd."

SEND TO: Dennis Blevins, 1213 River Road, Quarryville, PA 17566 (lucas2mg@yahoo.com)

Driver: _____	Navigator: _____
Address: _____	Address: _____
City/St/Zip _____	City/St/Zip _____
Phone: _____	Phone: _____
e-mail: _____	e-mail: _____
SCCA region: _____ Member# _____	SCCA region _____ Member # _____
Vehicle information: Make: _____ Model: _____	Year: _____ Color: _____
Member: MGOB? ____ TRAC? ____ SCCA/Branded Rally? ____ Other: _____	

Class: Select one! Clues/questions only _____ Clues/questions plus timed sections _____

I hereby warrant that the entered vehicle is on the road legally, is being used by the entrant with the owner's permission and is covered by liability insurance of not less than \$20,000/\$40,000/\$15,000 or the minimum requirements in the state of registry, whichever is higher.



The Original British Car Day (OBCD)

41st Annual Meet

Sunday, June 3, 2018

Lilypons Water Gardens - Adamstown, Maryland

The Chesapeake Chapter of the New England MG "T" Register is proud to invite you to attend the 41st meet of **The Original British Car Day**. This annual event is held for the enjoyment of all British car and motorcycle enthusiasts. A portion of the proceeds will be donated to local charities.

Our event will be held from 8:00 AM until 3:00 PM at the beautiful grounds of Lilypons Water Gardens. Come and enjoy this gathering of all British marques in one setting and the beauty of the water gardens. Bring your leashed pet and picnic lunch or partake of the food and drink offered by various food vendors.

This year's Featured Marque will be the TVR. We are pleased to serve as the TVR Club's venue for their annual gathering. We look forward to participation from this group and welcome their members and their cars on our show field!

A special treat this year will be mid-day musical performances by the 30-piece British Brass Band! They will be set up near the Chesapeake Chapter Hospitality Tent for all to enjoy. Another change this year will be the relocation of our spectator parking lot, which is now located about ¼ mile east on Lilypons Road.

There will be shuttle bus service all day for convenient transport to and from the show field and vendor areas.

Whether you are displaying your car, or just coming to enjoy the event, the drive is beautiful no matter which direction you come from. Lilypons Water Gardens is located in Adamstown, Maryland on Lilypons Road. It is accessed easily from North I-70 or I-270 via Route 85, or from the South via Route 28. Please visit their website at www.lilypons.com for directions and more information about their establishment.

The contact person for OBCD is John Tokar, Chairman, who can be reached at 410-775-0500, or by email at jtokar51@verizon.net. For more information please visit our website at: www.chesapeakechaptermgclub.com.

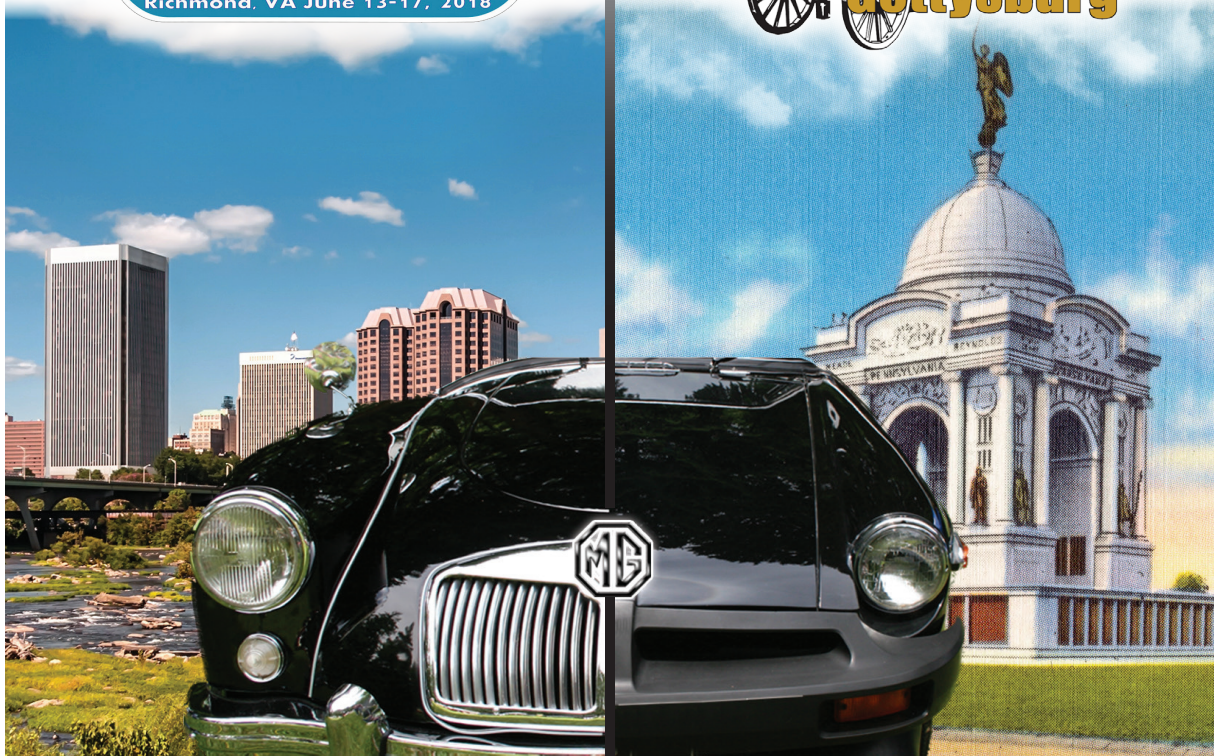
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to National and Regional Get-Togethers throughout the U.S. and Canada, plus a knowledge base and support group second to none. All this for just \$37.50 per year (North America), or \$52.50 (International). Get more information at <http://www.namgar.com>, or contact registrar@namgar.com.





June 13-17 2018 June 17-22

Richmond Virginia

GT-43 will bring you to historic Richmond to begin your 2018 MG adventures. NAMGAR invites you to join us at the beautiful Virginia Crossings Hotel for a variety of tech sessions, hospitality events and ladies activities. Venture offsite for scenic driving tours and a special tour of Maymont Park. Explore on your own to discover all of Richmond's wonderful offerings. Then, it's only 170 miles north to your next MG adventure!

Go! GT43.ORG

Gettysburg Pennsylvania

MG 2018, is a Gettysburg MG Adventure, with tours of battle fields, historic buildings, haunted hotels, and local foods. Historic overload aside, there are plans for MG self driving tours, John Twist's rolling tech session, tour the Eastern Museum of Motor Racing, a variety of tech sessions, 1863 fashionable tea, rocker cover racing, parking lot parties, and even morning yoga sessions. Plus more MG related fun!

Go! MG2018.NAMGBR.ORG

MGOB CALENDAR

APRIL

4th - **MGOB meeting.**

MAY

2nd - **MGOB meeting,**

5th - Car show at Lewes DE

6TH - ***GET THE DUST OFF RALLYE*** - see flier inside

17th - 19th - **Carlisle Import & Performance Nationals.**

Carlisle PA Fairgrounds - 717-243 - 7855

JUNE

3RD, OBCD at . Lilypons Water Gardens. see flier above.

6th - **MGOB meeting— —**

JULY

4th - **MGOB meeting.**

AUGUST

1st - **MGOB meeting.**

19th **A Taste of Britian Forney Polo Field, 70 Church Street, Rothsville PA**

`` www.Lancomgclub.com for details

SEPTEMBER

5th - **MGOB meeting,**

30th - **MGs On The Rocks**

Please consider adding the following event to your car club shows and events calendar: "Myrtle Beach Britfest 2018" Car Show will be held on Saturday, Oct. 6, 2018, at The Market Common, Johnson & Hendrick Ave., Myrtle Beach, SC. Come and enjoy a British car extravaganza and celebrate Octoberfest in the balmy warmth of autumn at the beach. New this year ... a Friday night reception at Nacho Hippo and special guest hotel rates at DoubleTree Resort by Hilton Myrtle Beach Oceanfront! More information and a registration flyer will become available at www.GrandStrandBritishCarClub.com as the date nears.

MGOB Tools For Use By Members By Contacting Randy Kegg

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

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a 68-page informative magazine.*
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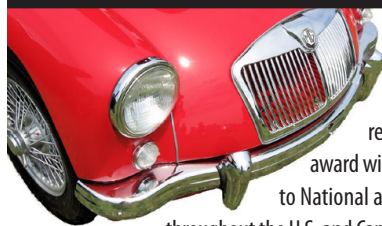
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