



# TALLY HO

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NEWSLETTER OF THE BIG BEND MGs

JUNE 2009

## Rendezvous 2009 Tallahassee, Florida

By I. G. Miller

The Big Bend MG Club of Tallahassee hosted the 2009 Rendezvous British Car Gathering May 1-3. Four couples from our club; Pheona & Joe Kaiser, Glenn & Gail Lenhard, Iggy & Darlene Miller, and Norm & Pat Ridgely attended this outstanding weekend event. We left Anthony at noon on Friday and traveled by interstate for an easy drive to the Staybridge Inn at US 90 & I-10, about 9 miles

& top that is very similar to an MG TD, 11 years before the TD was put into production.

The LBC's lined up by 10:00 am for the display & voting which lasted till 2:00 pm. During that time the crowds wandered through the 2 story museum, attended a rolling tech session by our own Glenn Lenhard, voted on their favorite cars, grabbed a free massage courtesy of the Big Bend Club, and were

in his answer sheet, (thanks Glenn). The awards and many raffle prizes were given out at the banquet that evening at the Museum in the "The Tucker Banquet Room" with a cash bar & good food. Of course Sunday morning came with the usual goodbyes and "See you at Jekyll Island" for the GOF in April, to be hosted by the Jasonville Club.

A big thank you goes to The Big Ben MG Club and their President Mike Miller & his wife Julie for a great event. It was obvious that they worked very hard on it and one that Darlene & I will certainly attend again. They were some of the friendliest & accommodating hosts that one could ask for. Everything about the event was 1st Class. The Staff at the Tallahassee Antique Car Museum were most friendly and it was obvious that they were promoting the interest in our antique cars.



East of Tallahassee. We arrived to an already lively crowd on the back patio of the Inn, all of them waving & hollering at the arrival of each LBC. Glenn & Gail arrived later, just in time for the Bar-B-Que Dinner. Glenn had just driven a late model MG Midget 250 miles to deliver it to its happy owner after restoring it to pristine condition. Friday Evening wound up with wine & sprits and friendship after the dinner.

Saturday morning started with a free buffet breakfast at the Staybridge then we headed out to the Tallahassee Antique Car Museum for the car display. The museum is new and is located on a large tract of land near the host hotel.

The Museum is packed with motorcycles, "Batmobiles", 150 antique outboard motors, 200 or so real Pedal Cars, 6 grand pianos, adding machines, golf clubs, firearms, knives, the hearse that carried President Lincoln, as well as 140 antique restored automobiles. There is one section of the museum dedicated to "The Great Smokey Mtn. Railroad", and one car of interest: a 1939 Ford, a one of a kind roadster built in England that has a body tub, windshield

treated to a scrumptious lunch in the banquet room overlooking the car display below. The food was perfect & plentiful along with the wine & beer on tap. At 2:00 the Big Bend Club conducted a splendid 47 mile canopy road tour.

Leon County with its canopied roads is perfect for an LBC driving tour which included a lakeside refreshment stop with a photo shoot by the club photographer, which finished up the afternoon.

The Midget that Glenn Delivered won 1st Place in class and The Ridgely's Grey B GT also won "Best In Class" Award. For the first time in many years Iggy's Red 73 B won a trophy in the chrome bumper class and Iggy also won the "Name the Part" contest from a board posted in the hospitality room with an assortment of a dozen MG Parts on it. That is because Iggy's main competition, did not turn



# A DISCOURSE ON DISTRIBUTORS

*Paul Kile*

From The Sacramento MG Car Club Newsletter and *The eChatter* Official Publication of the Emerald Necklace M.G. Register, Inc.

Many of you who work on your own British cars have accumulated spare parts for them, possibly including some extra Lucas distributors. I happen to have an entire box of them in my garage, in various states of decrepitude. One of the apparent advantages to the Lucas distributor is that they appear to be almost all interchangeable. As long as you stay within the same number of cylinders (bumps on the distributor cam) or within either point type or electronic type, they all will fit, right? WRONG. Sure, they all have the same shaft and driving mechanism and will physically fit on the engine, but there are many detail differences that can significantly affect the performance of your car. OK, now how do we tell them apart and make sure we have the correct one for our engine?

If you look on the side of the distributor body, you will find a machined flat surface with some numbers on it. The top number is the Lucas part number, like 40897A (1966 MGB) or 40561A (1959 Morris Minor). This part number is the key to finding out which car the distributor fits. The bottom numbers show the month and year that the distributor was manufactured. Those of us that are real originality nuts have to make sure that this date is close to the production date of our cars! My research indicates that the suffix letter in the Lucas part number may not be significant, it may only indicate slight changes to the distributor during its production run.



But what are the differences in the distributors that are significant? Most of them have to do with the vacuum and centrifugal advance systems in the distributor, the systems that allow the spark to fire earlier in the cycle as we speed up the engine. First, the centrifugal advance uses two small springs and counterweights to turn the distributor cam slightly as the speed of rotation increases. Different distributors use different tension springs on the centrifugal advance, some have two equal tension springs and some have unequal springs. The distributor cam has a metal projection at the bottom that limits the total amount of movement of the cam in response to the counterweights, therefore limiting the amount of advance. The length of this metal projection can vary between distributors, from a maximum of 5 degrees advance up to around 20 degrees advance. The maximum degrees of advance for each cam is stamped onto the metal projection, you can see this if you remove the base plate from the distributor body (the plate that holds the points and condenser, or the electronic trigger).

Vacuum advance units can differ as well. Outside of the obvious difference in vacuum line connection (early distributors have a screw-on fitting, later ones have a push-on one) the vacuum advance units can differ in several ways. The total movement of the vacuum advance spring, the vacuum at start of advance, and the vacuum at full advance can all differ between different units.

If you clean the rust and corrosion off the bell-shaped end of the vacuum advance unit, you will see two sets of numbers. One is an eight digit number like "54413568", this is the Lucas part number for

the advance unit. The other set of numbers has 3 numbers separated by slashes or dashes, like "5-7-4". These are the critical numbers that tell you the characteristics of the unit. The first number represents the vacuum point (in inches of mercury) at which the advance unit begins to operate. The second number gives the vacuum point at which the unit is at its full advance. The final number gives the total advance (in crankshaft degrees) for the unit



If you need to put in another vacuum advance unit, you should try to find one that is close to the characteristics of your original one. The same is true for your distributor cam and centrifugal advance springs. But how do you find out what parts are supposed to fit your car?

I have Lucas parts listings that cover the years 1948 through 1976, these will tell us the distributor part number, the vacuum advance part number, and part numbers for the distributor cam and springs for most popular British cars. Sometimes Haynes workshop manuals also provide the Lucas distributor part number for each car, most original workshop manuals or parts books for MG, Morris, etc. will not give the Lucas part number, only a BMC or Leyland equivalent number.

I also have an interchange listing from BMC/Leyland to Lucas, but it only goes up to about 1974 I also have an old paperback manual from Speedsport entitled "Tuning Lucas Ignition Systems". This book has listings of most Lucas distributor numbers at the back, along with advance system specifications. We can use both the Lucas parts books and this book to try to nail down what was original for your car. The only gray area concerns the distributor cam and springs. Since these parts are not stamped with their Lucas part numbers, the only way we can match them to a particular distributor is if we know that your distributor has not been modified, and we compare these parts visually. Again, if anyone has any old parts books or literature that lists part numbers and characteristics for advance springs and distributor cams, please call me. I will also be happy to verify if what you are running in your engine is the correct distributor. My number is (916) 961-3060.

# Joseph Lucas—Prince of Light P4

by Joe Carroll Technical Editor

Classical Gas, Canadian Classic MG Club

In a previous article, I wrote about the heavy wiring to the battery and starter. In this article we will look at the spaghetti-like bundle the British call the wiring loom, or harness in North American speak.

Colin Fitzgerald, from Octagon Motor Group, said in one of his open house affairs that wiring does not wear out, just the ends. A good way of putting it, other than through accident damage or amateur alterations, most problems occur at the 'ends'. Virtually all ends are fitted with connectors. There are spade connectors, called 'Lucar' connectors by Lucas, 'bullet' connectors (describing their shape), and ring or eyelet style used on the harness. The eyelet style is usually screw fastened to the body for 'earth' or ground connections. As with all connections of this type, the contact area on the body must be clean (bright metal) and the fastener tight.

The spade and bullet type come in 'male' and 'female' configurations. The female connector being fully insulated is used on the hot or energized wire, and the male, having a considerable bare contact area, is on the load or grounded side of the circuit.

When buying spade connectors, buy the best and look for a brand like 'AMP'. Quality always pays in the long run. Spade connectors vary in contact size and sleeve diameter to suit different current loads. It also pays to buy the best crimpers and strippers you can afford - avoid the \$9.99 jumbo bargain packs!

Bullet connectors pose a problem however. Unlike spade connectors, which are compatible with 'Lucar', the bullets are different. North American bullets do not mate well with Lucas style and should only be

mixed for temporary repairs. The Lucas bullet is a nice piece of engineering, especially the crimping pattern. The crimping tool is very expensive and it and the bullets are only available, to my knowledge, in Vancouver at Octagon Motor Group.

If you can solder, the Lucas bullets may be attached that way. If you are not a purist, you can convert a bullet connection to spade style, or salvage a bullet-ended wire of the correct colour code and gauge from a discarded harness. A safe junction with the harness can be made with solder and shrink tubing or with a crimped sleeve connector.

Finally, quality connectors are made of brass with a coating of zinc or similar alloy to improve conductance and retard corrosion. Try to avoid cheaper brass ones, otherwise coat the connectors with a junction paste as used in modern cars.

MGBs come with two types of harness coverings. Early cars have a covering of a kind of knitted material, and later a blue tape wrapping was used. In the seventies the harnesses became quite complex in order to accommodate anti-smog and safety upgrades. North American MGBs of that era seem to have a lot of 'tagged on' pieces of wiring to meet these needs and the extra connectors seem to cause more problems than in earlier Bs. However, we have to remember that all cars of the age of ours, regardless of make, have these kinds of high resistance and low voltage problems. They lurk at the ends of our wiring, and behind things like fuse holders.

Lucas wiring colour codes are fairly simple, and here are some examples. The main, or background colour, gives the general circuit and the stripe colour adds further information.

The list, while not complete, will give you some clues to the electric road map. If you don't have a wiring diagram for your car, and want one, visit your public library or ask at a club meeting. If you are computer savvy, go on line to [www.advanceautowire.com](http://www.advanceautowire.com) and download one in colour.

Remember, when in doubt, disconnect the battery and know where the fire extinguisher is!

*..... other than through accident damage or amateur alterations, most problems occur at the 'ends'.*

Colour	Symbol	Function
Black	B	Ground (Earth)
Brown	N	Always hot, Not fused
Purple	P	Always hot, fused
White	W	Hot with ignition on, not fused
Green	G	Hot with ignition on, fused
Blue	U	Headlight main, not fused
Red	R	Park/tail lights, not fused

Tracer/Colour	Symbol	Function
Red-White	RW	Ground (Earth)
Blue-Red	UR	Headlights, low beam
White-Black	WB	Coil to distributor
Green-Red	GR	Left turn signal feed
Green-White	GW	Right turn signal feed
Purple-Black	PB	Horn feed
Green-Black	GB	Fuel gauge sender feed



**SCHEDULE OF EVENTS**

**FRIDAY: Sept. 25**

- REGISTRATION 10:00 - 12:00, 2:00 - 6:30
- SELF GUIDED MOUNTAIN ROADS TOUR
- HOSPITALITY 10:00 - 12:00, 2:00 - 6:00
- FIRST TIMERS CAR SHOW 4:00 - 6:00
- BBQ DINNER 7:00
- ENTERTAINMENT
- HOSPITALITY to 10:00

**SATURDAY: Sept. 26**

- REGISTRATION 9:00 - 12:00, 2:00 - 4:00
- CAR SHOW 10:00 - 12:00
- SILENT RAFFLE
- SELF GUIDED MOUNTAIN ROADS TOUR 1:30
- SELF GUIDED MOUNTAIN ROADS TOUR
- TECH SESSION 3:00
- LADIES TECH SESSION 3:00
- VALVE COVER RACES 4:00
- BANQUET, AWARDS, 7:00

Dear Fellow MG Enthusiast,

The Southeastern MG T Register invites you to the Fifteenth Biannual "SOUTHEASTERN FALL GATHERING OF THE FAITHFUL". We emphasize the term "Gathering of the Faithful or GOF because the event is exactly that - a gathering of those unique individuals who enjoy, even love their MGs and find nothing better to do or more fun than simply getting together to share their cars and experiences.

There is no better place to drive MGs than the North Georgia Mountains in the Fall. With a nip of fall in the air, the winding roads, scenic mountains and valleys, interesting little shops, traditional festivals and the fall color all contribute to make driving an MG as good as it gets. Located just four miles from the North Carolina border, Hiawassee, Georgia is an excellent base to enjoy the Georgia mountains to the south and the Nantahala and Smokie Mountains to the north. The Lake Chatuge Lodge has given us the entire lodge for our use at the summer rate of \$89.00 per room and you know how difficult and expensive it is to get reservation in the mountains in the Fall. The Inn will even let us keep the low rate into the next week if you want to extend your stay and use the Lodge as a base for touring the mountains.

The Motel will furnish a Continental Breakfast each morning in the lobby. Our famous Hospitality Room will be open Friday at 10:00 AM along with Registration. There are numerous nice restaurants available for lunch on Friday and Saturday before the afternoon activities start. Self guided tours on Friday and a guided tour on Saturday will be offered. See our schedule for all activities.

We encourage all "new" MG owners to bring their car, regardless of condition, for our First Timers Car Show on Friday. We welcome all MG's from A to Z.

The Saturday afternoon Valve Cover Races have gained popularity second only to NASCAR.

This GOF is not to be missed so fix up and drive or drag you MG to the Georgia mountains. We expect to have and welcome all MGs from A to Z at the GOF, so if you can get your MG to North Georgia please try to bring it, we all want to see it. We will have fun!

**Ellis Carlton, Chairman**  
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**www.SEMGTR.org**



**The Southeastern Fall**  
**"Gathering of the Faithful"**

**Mark XV**  
**Ramada -**  
**Lake Chatuge Lodge**  
**Hiawassee, Georgia**  
**September 25 - 27, 2009**

**Register Early -**

**We must release our Block of rooms on September 10th**  
**To make reservations, Call 1-800-613-4349 before Sept. 10th, and tell them you are with the MG Club to get the GOF rate of \$89.**

**Ellis Carlton, Chairman, 2009 Afond Court, Chamblee, GA 30341 770-457-4561, calineel@aol.com**  
**Mail to: Elaine Stewart, Registrar, 3883 Andrews Crossing, Roswell, GA 30375 GOFreg@gmail.com**

**Registration: Southeastern Fall GOF MK XV, Ramada - Lake Chatuge Lodge, Hiawassee**

Name: \_\_\_\_\_ Spouse/Guest \_\_\_\_\_  
 Address \_\_\_\_\_ Additional Guest \_\_\_\_\_  
 City, State, Zip \_\_\_\_\_ MG Club \_\_\_\_\_  
 Phone No. (\_\_\_\_) \_\_\_\_\_ e-Mail Address \_\_\_\_\_  
 1st MG Model \_\_\_\_\_ Year \_\_\_\_\_ Color \_\_\_\_\_  
 2nd MG Model \_\_\_\_\_ Year \_\_\_\_\_ Color \_\_\_\_\_

Date Recd.	_____
Car # 1	_____
Car # 2	_____

Registration:	\$35.00 per MG Owner + 1 Guest	\$
2nd Car or each additional Car	\$5.00	X
Attendees Without Cars	\$10.00	X
Friday Evening BBQ	\$13.50 per Person	X
Saturday Banquet	\$32.50 per Person (12 years and older)	X
	Children/Pizza & Coke \$10.00	X
Grand Total		\$

**There will be NO T-SHIRTS SOLD AT SHOW Other Regalia will be available**

(Make check payable to The Southeastern MG T Register)

Mail to: Elaine Stewart, Registrar, 3883 Andrews Crossing, Roswell, GA 30375 770-992-2498 GOFreg@gmail.com

# Conversion To A 5-Speed Spridget

by Bruce Hamper, Spridget Registrar

The installation of a 5-speed transmission is one of the most desirable modifications that can be made to the MG Midget or Austin Healey Sprite with the A series engine. At least this was the impression I got at last year's Spridget 50 meet at Lake of the Ozarks. The most frequent first question amongst owners was, "What 5-speed conversion kit did you use?" Anyone who has driven a stock pre-1970 Spridget on the highway knows that engine really has to rev to achieve 70 mph. This is due to the combination of the stock 4 speed tranny [Ed—read "gear-box" from hereon •] and the 4.22 differential which can require 4000 rpm to achieve 70 mph depending on tire dimensions. The 3.9 differential that was added later helped reduce the highway engine rpm, but was achieved at the expense of low speed torque and acceleration. While the Spridget engines are surprisingly robust and capable of sustained highway speeds, the conversion to a 5-speed can make highway driving much more comfortable both for the engine and the driver. Highway engine speeds are typically reduced by 500-700 rpm in fifth gear providing a quieter engine and potentially better gas mileage. It also has the benefit of less wear and tear on the drive train.

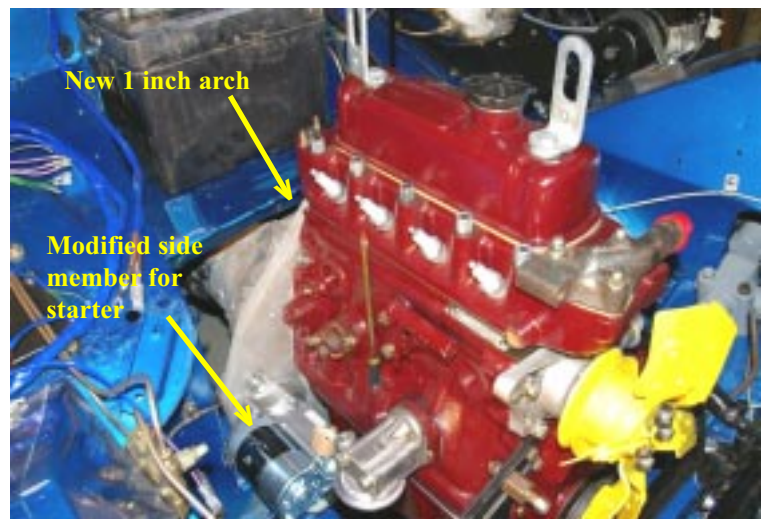


Successful installation of the Datsun 5-speed and 1275 engine.

There are two transmissions commonly used in 5-speed conversions for the Spridget with the A series engine (1958-1974). A Datsun 210 5-speed (1979-1982) can be used, with kits available from either Rivergate ([www.rivergate5speed.com](http://www.rivergate5speed.com)) or MorrisService. The difficulty these days is locating a Datsun transmission. These are not common anymore and seemingly nobody saved many of the econobox Datsun 210s. However if a Datsun tranny can be obtained, these are well documented kits that allow to assemble and install the 5-speed with minor modification (I'll get to those!). If you get a reasonable price on a good used Datsun transmission, this is the most economical route. Alternatively one can use the Ford Sierra Type 9 gearbox which is available as a complete kit ([www.quantumechanics.com](http://www.quantumechanics.com)) including new clutch, shifter, driveshaft and rebuilt transmission with a one year guarantee. The disadvantage of the Ford unit is that the transmission tunnel and part of the crossmember must be cut out to accommodate the tranny. The kit provides a new larger tunnel top piece and replacement carpet. For my '69 Sprite project, I used the Rivergate kit and Datsun transmission. Since I was carrying out a complete restoration over almost 2 years, I had plenty of time to find the Datsun transmission. After numerous false attempts to find one in the Midwest, I had one shipped from California sight unseen!

If you decide to use a Datsun kit, locate the transmission first. You will need to get the transmission with the clutch fork and shifter. The Rivergate kit includes a detailed 11 page instruction manual that takes you through the process step by step. However, there were a few items

that required 'reading between the lines'. The top of the tranny is a very tight fit in the transmission tunnel and requires removing the casting edge or rib of the transmission with a die cutter. Even after removing the aluminum metal to smooth the top of the tranny, we could not get the unit to fit in the tunnel. My Spridget had just returned from the shop with a beautiful 'Warp Speed Blue' paint job. With that in mind I had to do the unthinkable, whack the bottom of the heater shelf with a 4 lb sledge hammer. Ten strokes did a nice job of raising the heater shelf a full one inch which was just enough space to slide in the 5-speed tranny. Surprisingly, not much of the paint was chipped in the process. The engine/trans were installed without the starter motor; it seemed to get in the way. After the mounting hardware of the engine and transmission were snug, it was clear the new reduction starter would not fit without hitting the inner wheel well. Grabbing the trusty 4 lb sledge, I modified the wheel well side member with a nice rounded 2 inch arch. (John, can you get me quart of touch up paint?)



Modification of the engine bay with Sledge Hammer.

A Dremel cut-off wheel, another read between the lines item, turned out to be a useful tool for this conversion. The clutch slave cylinder would not clear the side of the bell housing. The new rear engine adapter plate has a nice notch in it to accommodate the slave cylinder and the mating edge of the bell housing needs to be cut to match. To be fair to the Rivergate instructions they did mention this in the manual, but somehow I neglected to see the relevance until the tranny was installed in the car. A Dremel cut-off tool is small enough to get at this from under the car. The shift lever needs to be cut and welded with an offset to center the shift knob in the original hole in the tunnel. The shift lever



Dremel cut-off wheel modification for slave cylinder.

does not come in the Rivergate kit, but you can send your Datsun lever to them for welding the offset. They did a nice job on mine and centered it perfectly. However, due to the tight fit the bolt for the shift lever did not clear the lip of the opening to fit into the trans. The Dremel tool came to the rescue! A small V cut gave just enough space to slide the shift lever bolt into the top of the tranny.

My installation advice; give yourself plenty of time and be sure to modify the transmission bell housing as much as possible to make it fit prior to trying the installation. If you are comparing the cost of the two conversions, be sure to add up all the incidentals for the Datsun kits. The Ford Type 9 is a complete kit currently costing a little over \$2500. To properly compare the cost of the Datsun unit, include the cost of transmission, possible rebuilt (or use at risk), speedometer adaptor kit and reduction gear starter. If you pay someone to rebuild the Datsun unit, the total costs of the two conversions are nearly equal. On the Rivergate kit you can use the stock starter, but you have to modify the bell housing with a large hole to accommodate the longer shaft. There has been an interesting thread on the BBS of using patched aluminum from beer cans to create a cover for the hole from the stock starter. Save yourself the grief and buy a reduction starter. For my installation, I removed the fenders, front valence and the bottom metal cooling pipe. Some suggest removing the steering rack altogether and it sure would make it easier.

You probably know that the 5-speed conversion was a great success! Would I do it again? Of course! The Datsun unit not only gives you an overdrive gear, but also provides synchromesh in all gears including first. You lose the noisy first gear sound. The clutch is stiffer than the stock unit, but not unreasonable. The shifting is effortless and if you keep an original shirt knob with the 4- speed pattern you will have a stealth fifth gear!

## NOTES FROM John & Georgie

**To have what we want is riches; but to be able to do without is power.**

**- George Macdonald**

**The secret top happiness is not doing what one likes, but in liking what one does.**

**- James Matthew Barrie**

The windshield wipers on the MGB have not auto-parked for about three years now. I have been parking them manually ever since. It was one of those annoying things that we sometimes just live with. I really didn't want to replace the wiper mechanism so I just let it go. A couple of weeks ago I was browsing through a new book that I got titled *MGB Electrical Systems* by Rick Ashley and Chapter 15 was dedicated to Wipers and Washers. It turns out that there were two different wiper mechanisms used on the MGB. Up until 1967 the wiper unit was a single speed with the auto-park switch inside the crank mechanism (this is the same wiper mechanism that was used on the MGA) but from 1968 on the unit is a two speed with an external auto-park switch. I dug into my spare parts bin and found a later wiper mechanism with the external switch attached. Detached it and went out to the MGB to see if I could affect a repair without removing anything. The wiper mechanism is attached to the inside bulkhead on the right hand side of the car and is held there by a large bracket. You have to remove the glove box to get to it. I removed the bracket and was able to lower the wiper mechanism without detaching it from the wipers. Was then able to get my hand behind the mechanism where the auto-stop switch is held on by a clip and was able to get the old switch off and the new switch back on. Tested it out and it worked just fine. Then reattached the mechanism and bracket to the bulkhead and now have wipers that auto-park again.

*Reprinted from The eChatter Official Publication of the Emerald Necklace M.G. Register, Inc.*



## BRAKE PAD REPLACEMENT ON AN MGA

### Gettin' Technical with Bruce Woodson

**Q.** To replace those pads on the front of the MGA, the shop manual says they can be replaced without removing the Calipers from the car. Is that true, or is it just easier to remove them? **Mike**

**A.** Absolutely! No need to remove the calipers just to replace the pads.

First, make sure the master cylinder is not completely full, as the next steps will significantly raise the fluid level! If its full, you might open the bleeder valve at each front caliper as you retract the pistons, which will allow the fluid to escape that way.

Now, working with one caliper at a time, drive the retaining pins out, and catch the clips, noting which direction they face. (Put them in backwards and they drag the rotor.)

Then remove ONLY ONE PAD at a time. Now, slowly retract that piston, using a suitable pry bar or large driver, or the old brake pad itself. (Remember to open a bleeder if necessary, and place a hose on the bleeder empty into a container.) Try to pry against the innermost edge of the rotor, and do not damage the contact surface of the rotor (Where the pad will rub against). If excessive pressure is required on any of the four pistons, calipers should be rebuilt.

Now, you can put the new pad in dry, or what I do is, smear a VERY small amount of synthetic caliper grease on the metal backing of the pad. I refer to the old pad and smear it along the pattern of where the piston made contact with the pad. On the thin metal edges of the pad, I do the same thing where the pad will contact the caliper. This will help to alleviate brake squeal and dragging. DO NOT get any grease on the pad surface!

Now reinstall the pad and move to the next one.

Once reassembled, slowly press the brake pedal several times until the new pads are seated. You may wish to give a final bleed to make sure you didn't allow any air into the system (only if you had the bleeder valves opened earlier). Recheck your fluid level and you're good to go for a test drive! Oh yeah. . . you've still got to finish installing your engine first. **Bruce**

**ED Note:** Bruce Woodson of Mercer and Woodson Automotive, Inc., Richmond, VA, Technical Chair of Central Virginia British Car Club & Namgar Vice Chairman



# Which character best describes you?

This from editors of neighboring British car clubs who wishes to keep their identities unknown. dj

Hello again Danny,

You asked about our club energy. You have hit on the universal lament of every club. It is very common. Our club has about 185 members. Of that about 40 are "active," meaning they attend at least ONE event a year. That means all the work is done by less than a dozen dedicated, enthusiastic, selfless people. All we can do is plug away at it and have as much fun as possible doing it.

Regarding having people write articles: I struggle with this too. There are a couple of people who regularly send articles and I am always after people to write about what they are doing or events they attend. Most folks are intimidated if you ask them to "write an article." So I ask for photos and get them to jot down some notes about each photo. Before they know it, you have the bones for an article. I just piece the captions together and "flesh" it out for a more readable format. One good paragraph and several photos and I've filled a page.

It's funny, I have noticed that most clubs break down to the same following folks:

**The "Heart of the Club"** the one person who you associate with all club things and the first person called about anything.

**The cranky "Curmudgeon"** who usually votes against the grain on everything or at least complains about it (he or she is tolerated as they do some valuable service to the club,

**The "Guru"** who can diagnose and fix anything on the side of the road with string and a rock (always have this person along on longer trips!

**The "Snob"** we have several) who are special because they drive a certain type, model, year, color, SN or famous car. They want to. recognized for their specialness and take every opportunity to talk about themselves, but rarely DO anything for the club

**There is usually one single, relatively good looking "Hottie"** that everyone hopes will show up to add some class to our events. (That would be our dear *Gussie Fink-Nottle*, she still has all her own teeth and just had her knees replaced so she is also a great dancer.)

Nice chatting with you and look forward to crossing paths some time. Exchanging ideas among fellow newsletter editors is always great for new ideas or the chance outright to steal articles. All of us encourage this as we are all in the same rust bucket together. If you print this please do not use our real names as it will only draw more attention to our character defects.

Regards,

*Art Vandelay, James Robert Baker* (noms de plume, of course)

Here's a little challenge: can you guess the true identity of these pen names?

Reprinted from **The Lugnut** newsletter of Piedmont British Motor Club. Danny is the Editor  
Danny Jacobs



*Safety*  *Fast!*



The purpose of the BBMGs is to encourage the members in the acquisition, preservation, restoration, exhibition, and use of the MG automobile

[www.bigbendmgs.com](http://www.bigbendmgs.com)

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FYI

We're on the Web!  
www.bigbendmgs.com

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COMING EVENTS

June 18 - BBMGs Meeting - Po'Boys on Village Square Blvd - 6:30pm

Jul 13-17 - GT-34 the NAMGAR Annual Gathering in Hot Springs, Ark. at the Arlington Resort Hotel & Spa, Info: www.namgar.com

Sep 25-27 - Southeastern Fall GOF at Lake Chatuge Lodge in Hiawassee, GA Reservations 1-800-613-4349 Ask for GOF rate of \$89 - Host - Southeastern MG-T Register - Info: www.semgr.org

Oct 17 - 9th Annual Navarre Beach Car & Bike Show - Host: Navarre Area Board of Realtors - Info: navarreacarandbikeshow.com or nabordana@bellsouth.net

Nov 7 - BRIT BASH at Wickham, Melbourne, FL

Nov 7-8 - Roar & Soar at the Fantasy of Flight

Apr. 8-11, 2010 - MG GOF South Mk 44 - Jekyll Island, GA - Back to Jekyll for the 44th Gathering Of the Faithful. Info coming !!

Jul 1-3, 2010 GOF Central XXXII at Lake Erie in Sandusky, OH - All MGs Welcome - Host Ohio Chapter, NEMGTR

Nov. 12-14, 2010 - JAMBOREE 17 - probably at Holiday Inn SunSpree, St. Petersburg

Jun 12-18, 2011 MG2011 NACouncil of MG Registers, All-Register Gathering at Reno-Tahoe, Nev. - Info:www.mgcars.org.uk/mgcouncil

CLASSIFIEDS

Provide an email address in your ad.

MAGNETIC DRAIN PLUGS: Magnetic drain plugs, according to an SAE paper which describes carefully documented tests, will double the life of transmissions and differentials. They extract all ferrous metal which the unit is continually creating and which may pass through and damage highly polished bearings with the unfiltered oil. The same is true of engines that do not have full flow filtration. They are a 100 percent contaminant remover as long as the contaminant is iron based, which we know is not always the case. Magnetic plugs are used extensively in aircraft and heavy machinery oil systems. Perhaps as important, they allow you to see wear in the unit in which they are installed. I found a piece of a gear tooth in one of my gearboxes. Upon disassembly I found a badly chipped tooth, which could have created very expensive damage. Gearboxes do not have a filter as engines do, so they have no protection. A magnetic drain plug is strongly recommended. In that no major parts supplier offers these items for XPAG/EG engines or any MG gearboxes, we can now provide them.

MGTC, TD, TF gearbox magnetic drain plug & gasket. \$35. MGTC, TD, TF engine magnetic drain plug & gasket. \$25. MGA, MGB gearbox magnetic drain plug. \$25. MGA, MGB engine magnetic drain plug & gasket \$12. All prices are plus shipping. Vintage racers-let me know if you would like me to drill a safety wire hole!

The Classic MG Shop, 68 Roscrea Dr., Tallahassee, FL 32309, 850-385-2921, bengle001@comcast.net

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1952 MGTD Limited Edition Replicar - Manufactured by London Motors Corp., Dearborn, MI in 1984, and sold by GM at Ennesy Buick Cadillac, Vero Beach. THIS IS NOT A KIT CAR! Air-Cooled 1.8



liter 4-cyl. rear mount engine, 4-speed manual. Excellent Condition! \$9,995.00 Information: 904-377-1961 or Tiffanysattic@aol.com. Location World Golf Village, St. Augustine, FL

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