Gillspeed Bulletin No. 9 December 1991

Gillspeed

MGB, C, V8, MIDGET PARTS

Repair Tips For Your MG.

Thank you for your fantastic support in 1991.

I hope you are as excited about 1992 as we are. The recent expansion of our stock means you will be able to get every part you need for your MGA, MGB, MGC, MGB V8 and Midget from Gillspeed in 1992.

Quite a few readers have phoned asking about 'missing' Gillspeed Bulletins. A list of bulletins issued to date appears below. . . .

No. 1	January 1991	Sprite & Midget topics.
No. 2	January 1991	Sprite & Midget topics.
No. 3	Easter 1991	Sprite & Midget topics.
No. 4	June 1991	Sprite & Midget topics.
No. 5	June 1991	MG Car Club issue.
No. 6	August 1991	Sprite & Midget topics.
No. 7	September 1991	MGB topics.
No. 8	December 1991	Sprite & Midget topics.
No. 9	December 1991	MGB topics.

If you have any missing copies in your collection, please phone Bob Gill or Derek Bayliss at Gillspeed on (03)95680688 or FAX (03)95680043, or write your name and address and the bulletin numbers required on the back of an envelope addressed as follows and mail it to:

'Reply Paid 13'
Gillspeed Sportscars.
48 Regent St.
Oakleigh. Vic. 3166.

NOTE - No Postage stamp required.

Torch and Screwdriver.

Do not adjust your boot lock yet! We recently had a repainted MGB Roadster to reassemble, which unknown to us had been hit in the back and repaired. We had to to fit a new boot lock striker to the body. When we shut the boot to check the striker adjustment, the lock would not open again! Since you cannot climb into the boot through the passenger compartment to open the lock from the inside we were in big trouble. Luckily we had not yet fitted the fuel filler neck and we were able to spring the lock with a length of bent steel rod poked through the fuel filler hole. You can see why it's a good idea to climb inside the boot with a torch and screwdriver to spring the lock if it fails to open!

White Smoke Signals.

Does your MGB, MGC or V8 blow white smoke after you 'back off' going down steep hills? Is it also using brake fluid without any obvious hydraulic cylinder leaks? Does your MG have power brakes? If the answer to all three questions is yes, you almost certainly have a brake fluid leak into the vacuum chamber of your power booster. (servo assy.) The leaking fluid is drawn into the inlet manifold via the vacuum hose from the booster. You should fit a repair kit or changeover booster immediately.

More Universal Joint Tricks.

In Bulletin No.7 we illustrated the correct way to align your universal joints to prevent velocity fluctuations. We forgot to point out how to prevent the grease nipple breaking off when the propeller shaft rotates. Most yokes allow extra clearance for the grease nipple in one position only. You have to make sure both the yokes and the grease nipple are aligned correctly before you start assembly. A full range of yokes, slip joints, universal joints and C/O propeller shafts are held in stock for your MG.

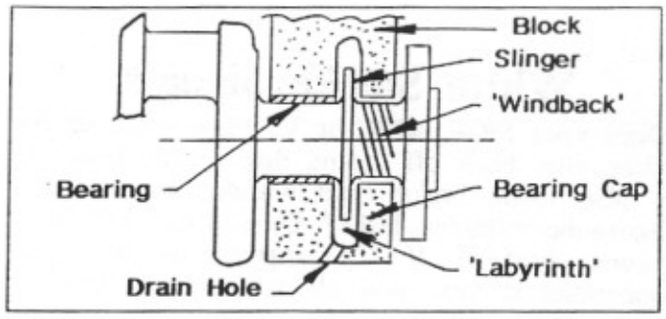
MG Trade-A-Lens.

Nothing looks worse than dull old tail lamp lenses on a freshly painted MG. Provided your old lenses are still roadworthy, you can trade them in on new lenses, save some money and have a brand new looking MG again.

Leaking Crankshaft Seals.

It is quite common for high mileage MGA and early MGB engines built with 'Labyrinth' style rear crankshaft seals to leak oil from the rear of the motor. This is usually caused by excessive wear in the rear main bearing journal. The wear allows the threaded 'windback' machined into the crankshaft to wear away the rear main bearing cap. This extra clearance means the 'Labyrinth' seal will no longer work. The correct fix for this problem is to strip the engine and rebore the main bearing tunnels to restore the correct tolerances. This often escalates into a short motor rebuild because the cylinder block has to be completely stripped for the machining. Note, later MGB 5 main bearing motors have a rubber lip rear seal. They leak too, but that is another

story for a later bulletin. A typical labyrinth seal is shown below:

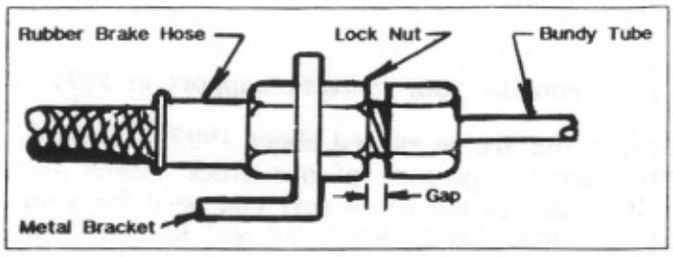


It works as follows, oil escaping rearward from the rear main bearing journal is thrown into the labyrinth by the rotating oil slinger on the crankshaft. The oil drains back into the sump via holes in the rear main bearing cap. Any excess oil that escapes rearward past the slinger is 'wound back' by the reverse thread machined into the crankshaft. You can see how excess crankcase air pressure can enter the labyrinth via the oil drain holes in the rear cap and blow oil out the back of the engine.

However, before you start throwing money at the problem, there may be a simple solution. Check the crankshaft ventilation system on your car is installed and operating correctly. There are quite a few detail variations in design between models, although two basic systems are commonly used. The first has a 1/2" bore rubber hose from the timing cover, side cover or rocker cover directly into the inlet manifold via a positive crankshaft ventilation (PCV) valve. The other system has no PCV valve because the 1/2" hose feeds directly into the carburetors or the air cleaners. In each design, the idea is to draw out crankcase fumes and burn them. At the same time the crankcase air pressure is reduced and the tendency for oil to be blown out the crankshaft seals is reduced. Contrary to popular mythology, a PCV valve does not effect engine performance at all and should be left operative. Occasionally the PCV valve diaphragm may tear or puncture and cause the engine to idle at higher RPM. A new diaphragm costs peanuts from Gillspeed and only takes about 30 seconds to install.

Dangerous Connections.

Most English sports cars join the rubber brake hoses from the wheels, to the bundy tubing on the chassis, at a metal bracket welded to the chassis. You are supposed to have a gap between the nuts as shown below. . . .



If there is no gap and the nuts are touching, the hydraulic joint may not be fully tight. Leaks lead to brake failures. You can reduce the thickness of the lock nut to solve the problem. Most installations had special thin nuts fitted in production.

Two Year Damper Guarantee.

Have you ever stopped to consider the modern radial tyres fitted to your MG?

They give considerably more grip than the old crossply tyres that were fitted when your MG left the production line! This increased grip puts extra strain on your suspension bushes, springs and dampers (shock absorbers). The nose dives when you hit the brakes and you get increased body roll on corners. It is not hard to see why you need to counter these effects by fitting uprated dampers. You will then end up with what GMH used to call Radial Tuned Suspension. Their Holdens improved out of sight and so will your MG.

You probably first read about our uprated 'Red' front and rear dampers in your June 1991 Gillspeed Bulletin. They are now in service in Historic Racing Sprites, club competition and standard MG road cars throughout Australia. We are so confident that you will be delighted with the performance of your MG when fitted with our uprated dampers that we supply them with the following 2 year written guarantee. . . .

"Gillspeed will replace any of our uprated 'Red' dampers that leak oil, break or deteriorate in performance within two years of the purchase date" . . .

So, if you are looking for the winning edge on the race track, or just a better road car, ring Bob or Derek and order a set of genuine Gillspeed uprated 'Red' dampers for your MG today. You will then really enjoy your MG this summer.