



## FROM THE EDITOR:

Well, here we are with your July – August MG Newsletter. It is quite late and for that I apologize.



Vacation and Camp Nina got in the way this time. I promise I'll do better once I figure out what I'm doing.

This month we have our regular feature from Tucker and Bill Gallihugh has contributed an article on the GT and the GOF. I really hope that you will contribute articles for the gatherings that you attend. My address is [carol.walter@sbcglobal.net](mailto:carol.walter@sbcglobal.net)

Thanks,

Carol

## COMING EVENTS (\* OUR CLUB EVENTS)

<i>Date</i>	<i>Event</i>	<i>Where</i>	<i>Contact</i>
Jul 28	Kubick All-MG Picnic	New Plestine, IN	<a href="#">Click Here for Flyer</a>
Aug 4	Dayton British Car Day	Dayton, OH	<a href="http://www.britishcardaydayton.com">www.britishcardaydayton.com</a>
Aug 11	Indy British Motor Days Show	Zionsville	<a href="http://www.ibcu.org">www.ibcu.org</a>
Aug 20-?	Mystery Tour	West Virginia	Steve Hully/Jack Kurkowski
Sep	Hoosier MGs Tech Session	Strohm Automotive	TBA

# TUCKER'S TECH TIPS

More MGA stuff

712/18

I left off last the newsletter, saying I would get more specific, so here goes. The MGA has independent front suspension and a live rear or solid axle. The front suspension was developed in the post WW II era, with the significant change of the pre-war MG –T series, which had an I-beam front end, like a buckboard or wagon. The TD became the first MG with IFS, independent front suspension, each side worked independent of the other side, the only connection would be an anti-roll bar if attached, which was rare. The lower control arms which were designed, to be able to use them in either left or right and front or rear with a simple modification, being an extra lug welded to a front arm for the attachment of an anti-roll bar. They used these arms until the end on MG production in 1981, a good run, I'd say. The other difference was a subtle change on the design of the lower trunnion, another antiquated feature. It's different from the TD to the A, to the B, although serving the same purpose, which was their design in dealing with vertical and circular movement. They're made of brass, threaded on the inside with matching acme threads on the king pin. Being that they are threaded, as you turn the steering left or right, one unscrews, the other screws up, but not to a point of being dangerous, but it helps bring the front wheels back to a straight alignment.



One other feature, if you want to call pre-war engineering a feature, was the use of a knee action upper shock absorber, which was also used as the upper control arm. So as one applies the brakes, it puts strain on the shock, so if they are in not really good operating condition, one gets weird pulling and or unnatural feeling. This is one reason why changing an MGA front end king pin to a B king pin is relatively easy, so one can go from drum to disc brakes, using newer designed parts. I would argue that a well maintained drum brake can out stop a disc car a few times, as the disc won't fade as fast as the drum.

Also in the front end design, a feature called Ackerman, named after, you guessed it, Mr. Ackerman. This designed misalignment makes the inner wheel on a turn, turn sharper as the turning circle is shortest on the inside. Also, as the suspension goes through its travel both sides move up and down and circular, the steering rack fortunately all A's and Bs have, vs a steering box, Triumph's, stays put, attached to the frame. So if you can imagine the wheels going up and down, the radius of the travel in changes its center point, making the steering go from toe in toe out or visa-versa. Most vehicles are designed to toe in under heavy braking so you understeer or plow into the object you hoped you could avoid. A's as well as most vehicles, the lower control arm sit level with ground, the upper slightly down. If one where to look

at front end, you would notice that the upper and lower arm lengths are quite different with lower being longer. Again trying to control the camber change of the front wheels.

The rear of an A, along with its cousins, the T series, the B and C all have a semi elliptic rear leaf spring. Easy to manufacture, long lasting, but take up a lot of room underneath a vehicle. The other drawback is suspension travel limit. They develop their own travel limit as the leaves rub up and down against each other, calling for lessor shock absorber action. This one reason why a tubular shock conversion is a waste of time and money. There is no shock that was designed for the application and all of them have the incorrect valveing in them. Tube shocks are designed for coil springs, which have a lot more travel and the energy that gets stored in a compressed a coil.

The alignment in an A is pretty much fixed, except for toe-in, which is readily adjustable and should be set at 1/16" to 1/8" total. One can buy a set of negative lower arms for a B and they will bolt in and subtle change can be made by using shims of varying thickness, placed under the outer edge of the shock and on lower control arms at the cross member.

I hope I haven't confused too many of you, if I have, we could do a tech session here at my shop and align someone's car. It took me a while to get handle on alignment and what it does for a car and the subtle changes that can be made to extend tire wear. Of course none of this works if you don't have true wheels on your vehicle, at least less than a quarter of an inch out of round and circumferential trueness.

This is a simple explanation of the suspension on an MGA, its nuances, and its likes and dislikes. If anyone has further questions, please email me at my shop address and I will try to help you understand this. To get an A to handle properly, all the swivel points, bearings and shocks must be in good working order, which is why I have the equipment I have, as nobody understands our cars and could care less about them being correct. Tire pressure is critical, not only for tire wear, but the safe use of a tire in its specific range, not under inflated or grossly over inflated, which I see both all the time. Don't forget the spare. I can show you how to align a steering wheel at a tech session if you are interested.

Well I think this wraps up a short description of the suspension of our MGA's, maybe we'll do brakes next time and stopping is as important turning it or making it go.

Happy Motoring,

Tucker

# MG FUN

## NAMGAR GT-43 AND GOF Central

*We did the trip to the **NAMGAR GT-43** and the **GOF Central** again this year - so now that we have unpacked, and all settled down, here's some of the story. – Bill & Trudy Gallihugh*



**GT-43** - Either National MG meets are getting further away, or I'm getting older. Probably the former. Anyway, it was a good long trip to Richmond, Virginia for the NAMGAR GT-43 this last June. We did the 1300 mile round trip in our MGA Mark II in two days going, and two day returning – with stops in Bridgeport, WV before crossing the Monongahela National Forest, and then a stay at Charleston, WV after a trip across the Appalachian Mountains. We did the trip out solo (since we couldn't find anyone else going from Indiana), and returned with old friends from Illinois. No problems were encountered either direction.

It was a good meet, held at a nice hotel/resort complex on the outskirts of Richmond. There were 195 registrations, including 16 Midgettes and 14 Coupes. There were about 165 cars on the show field, which was held in the "courtyard" of the colonial-styled resort. A highlight was a trip to, and tour of, the Maymont Park Mansion – with a mini car show held on the grounds.

Later, Fred and Susie Ulery joined us at the meet, but that was the extent of Hoosier participation. We got to wondering why. "Back in the day", the Hoosier A's would send a sizable contingent to the GT's (we went to GT-13 in Marietta, Ohio in 1987 in a convoy of 11 MGA's), but interest has somewhat fallen off in recent years. Looking back, the Hoosier A's even hosted GT's in Indianapolis in 1982 and 1989 (I don't count the first "All MG" Indianapolis meet in 1996, since the Hoosier A's had minimal participation in its planning and running). The Hoosier A's also hosted 3 NAMGAR supported Regional Meets in the late 1980's and early 1990's (Spring Mill, Clifty Falls, and Bloomington).

I suspect that one reason for the drop off in Hoosier attendance at GT's is the cost. In the 30+ years we have been attending, the nature of the meets has gone from a group of shade tree mechanics driving their "project" MGA's, to high-end facilities with pricey banquets – and many professionally restored cars riding around in trailers. Also, the increase in Hoosier MG's "local" drives, tours, and rallies seems to have somewhat satisfied the desire to occasionally get

the MG's out of the garage and onto the open road – without the cost and preparation of going to a GT.

NAMGAR has a saying; “It’s the cars that brought us together, but it’s the people who keep us coming back.” That pretty much says it for us, and keeps us looking forward to the next GT. It’s all about seeing old friends, sitting around with a beer in hand and retelling old stories of our past follies.

Susie Ulery came up with a good idea: What if for the 2019 GT (in Dubuque, Iowa – about 380 miles), we put together a drive of a couple days or so, filled with points of interest and adventure - rather than just setting off and driving straight there. That might rekindle interest in GT's in general – and maybe even some day hosting another Regional or full national GT. Some photos of the trip are on our website at [www.hoosiermgs.com](http://www.hoosiermgs.com)



**GOF Central** – Hoosier attendance at GOF's in recent years has been good, both from a core group of let's-get-the-MGs-on-the-road stalwarts from the Olde Octagons of Indiana, and also from Hoosier MGA and MGB owners. (Our first GOF was in 1996 at the Dells, Wisconsin in our just completed MGA Mark II – but that's another story.

This year the GOF was held in Lake Geneva, Wi, at the same resort where a previous GOF and NAMGAR GT were held in recent years. We had a convoy of a TC, TD, and TF for the 580 mile round trip north, and were joined by another TD on the way south. A number of other Hoosier MG members made the trip in cars other than MG's. The trip up was uneventful, but the trip back required us to dig into our spare parts to replace a fuel pump, and a distributor rotor somewhere in the middle of Illinois. But that's life on the road in an MG – of any vintage.

It's hard not to have a nice time at this resort on the shores of Lake Delavan, sitting on the patio of the on-site Bar & Grill, and watching the sailboats. There were the usual rallies, tours, and shows (the Olde Octagons contingent took Best of Show, 1<sup>st</sup> Place in TD, and 1<sup>st</sup> Place in MMM 4-cylinder – not bad at all). Several of us took advantage of an Ice Cream Social boat cruise on Lake Geneva. John Twist was there for the “rolling tech session” (as he was for GT-43 described above), and was the keynote speaker at the banquet.

It was a fun time, with a leisurely drive to and from (no interstates, and we stayed away from Chicago). Next year the GOF Central will rotate to the Missouri chapter, where it will be held in St. Louis. There are also some photos of the GOF on our website at [www.hoosiermgs.com](http://www.hoosiermgs.com)

## The Day at Lake Lemon with Dave and Carol

We had our regular “Day at the Lake” at Lake Lemon on July 3<sup>rd</sup>. This was the day that the Conservancy decide to have the fireworks display. It’s always a good time.



We started about 2:00. Many of our MG friends brought side dishes. We sure have a lot of good cooks in our clubs. Dave grilled hamburgers and brats and, of course, we had the regular fixin’s.

Unfortunately, most folks left before the fireworks because the road can be treacherous at night with the hills and curves of southern Indiana. There is always wildlife to watch out for! Although, our day ended in early evening, there was good fellowship

and many stories were swapped.



## FROM THE BRITISH TABLE

While it's my intention to make the recipe corner a place for mainly British recipes, I've been asked to share the recipe for the fruit pizza I made for the "Day at the Lake."

It's really quite simple.

### Ingredients:

One tube of vanilla refrigerator sugar cookies, room temperature  
1 pkg. (8 oz.) cream cheese, softened  
¼ cup heavy cream  
¼ cup sugar  
½ tsp. vanilla  
½ tsp. lemon juice  
1 cup halved strawberries  
2/3 cup blueberries  
2/3 cup red raspberries  
½ cup blackberries

### Directions:

Pre-heat oven to 375°

Grease and flour pizza pan. (I used the disposable aluminum ones.) Press cookie dough into pizza pan. Completely cover the bottom of the pan. Bake 14 min. or until lightly browned. Cool completely. After cooling, invert pizza on plate. (I just inverted in on a cutter board). Then I slid in back onto the pizza pan. The original directions called for lining a pizza pan with foil. I didn't do that since I used the disposable foil pan. If you line a plain pizza pan with foil, you would want to remove the foil when you inverted the cookie crust. I just did it because I wanted to make sure it hadn't stuck to the bottom of the pan.



Next whip the cream cheese, heavy cream, and sugar together. Add the vanilla and lemon juice and continue whipping. Chill this filling for two hours. Spread the filling onto the cooking crust. Place the fruit on the top of the filling, beginning with the blackberries in the center, then alternating red and white and ending with the strawberries