

Dear Enthusiast,

I decided to hold back sending this newsletter out for a month or so, as I've been swamped with mail since MG MAGAZINE kindly wrote an article about the Z Magnette Registry in Volume #33. I sent out several registration forms and have not yet received all of them back, but as of this writing we are 69 members strong with 88 Magnettes! Welcome new members!

Bob Azmus of Gainesville, Florida has volunteered to write technical based articles for the newsletter. Please call or write Bob with any Mognette related problems, cures, or tech hints. Paul Rollins of San Ramon, California has volunteered to keep records for a Mognette parts substitution list. There are many different makes of cars out there, a lot of easy to find parts will interchange with our Magnettes. If you know of any, get in touch with Paul. These two sections will make a fine addition to the newsletter. A hearty thanks to Bob and Paul for helping the Registry and members.

Don't forget Registry members Todd Clarke or John Twist. Both maintain fine MG repair and restoration shops, and would be pleased to answer your Mognette questions. Refer to the membership list for addresses and phone numbers.

There are lots of MG events coming up this summer. I've listed the ones that the Registry members have sent information about. Sharon and I will not be going to the NAMGAR GT-15 this year as we will be shortly on our way to England for two weeks (fortnight?). We plan on visiting with Mognette suppliers John Monkman, John and Lou Shorten, and NTC. We will also be attending the Silver Anniversary MG Car Club meet at Beaulieu, where we will meet with members of the Z Mognette Register of England.

We will be traveling with Registry member Dennis Klemm and his family. In addition to his ZB, Dennis owns a 1959 Mognette MkIII Farina. He contacted the Austin/Cambridge/Farina Club and asked if we could meet with them. To his surprise, they called and asked if we would mind being picked up at the airport by the Club!

Any information that we find about Mognette parts or services will be reported in the next newsletter. Speaking of parts, Mike Penny wrote and told me of a Z type exhaust system for \$430.00 by Stainless Steel Exhaust Systems, Buffalo, New York. Phone (716) 893-2116.

Laurie Scott of Geelong, Austrailia has written another article for us. This time about brake master cylinders. He also sent along an article about Lucas headlights. This is a 17 page article, too heavy to mail in the newsletter. If interested, send \$1.00 to me for postage, and I'll make a copy for you. If you have Lucas P700 Tripod Headlights or the aftermarket copies from Moss, this article is for you.

Has anyone noticed how MG MAGAZINE's Exclusive Price Guide for MG's does not include Z types? Mike Penny did, and phoned the magazine to discuss it. Editor Ron Embling said that he does not have any prices for Z types on file, and that he would gladly print this information. So... if you have purchased a Mognette in the last five years or sold that extra one you had, please supply me with the prices. State the condition of the car (1-5, 1 being concourse), and the date of the sale or purchase. Send a short note or call and let me know.

SAFETY FAST!

Jeff

JEFF

CARS FOR SALE

1956 MG Midget ZA - original owner, original condition,
black/maroon, very good leather. \$6,000.00

Dr. Leigh C. Hackford

1355 Luther Road

East Aurora, New York 14052 (716) 652-3386

1957 MG Midget ZA - smokey grey (original color),
beautiful condition, new english leather seats, carpets,
headliner and chrome, running gear and engine complete,
driven every day.

Fred J. Adelsperger

117 N.W. H Street

Richmond, In. 47374

MG Midget ZB - rough but complete. \$1000.00

Arnold Lefkowitz

P.O. Box 792

Cookville, Tenn. 38503 (615) 526-2433

1959 MG Midget ZB Varitone

Henry Camisasca

245 Stanford

Irvine, Calif. 92715 (714) 854-0228

CARS WANTED

MG Midget - any condition, have trailer-will travel. would
prefer to trade MG parts, parts car, or what you need. Have
A's, B's, 1100's, and Midgets.

Bill Eberhardt

17710 Valley View

Cleveland, Ohio 44135

Interested in obtaining a Z type MG.

John L. Suter

366 Mt. Airy Drive

Rochester, New York 14617

Looking to purchase a MG Midget.

John Holman

1036 Richmond Ave.

W: (513) 241-0206

Cincinnati, Ohio 45208

H: (513) 321-9652

Looking for a good, clean, original Midget, preferably
green and RHD, ZB or Varitone. Not interested in a show car,
but a driver.

Rev. Joe Collins

520 N. Swope Street

Greenfield, In. 46140 (317) 462-4941

PARTS FOR SALE

1500 MG cylinder head, crankshaft, 1500 Magnette engine complete, runs good.

Bob Ertzinger

1700 Madison Ave.

Burlington, Ia. 52601 (319) 752-4717

1½" SU carbs AUC-764 for '54-'56 ZA Magnette. Complete with manifold, intake air shroud, and vacuum advance line.

Professionally rebuilt. 100% authentic.

Jim Taylor

1222 Hardned Drive

Bartlesville, Ok. 74006 (918) 333-3444

Many MG Magnette parts, all used but in good condition, good prices, money back if not satisfied. Parts ranging from body and trim to mechanical. Also have new reproductions

(original style) windscreen and rear window seals to fit your original stainless steel trim. Guaranteed to fit.

\$55.00 front, \$45.00 rear (small window only).

Jeff Powell

910 Hirsch

Melrose Park, Il. 60160 (708) 344-2268

PARTS WANTED

Information of suppliers for Magnette windscreens in the U.S. or Canada. Has anyone had any luck? Many Registry members are looking for a new windscreen.

I am in the process of preparing a directory for suppliers of Magnette parts. Please call or write with any information that you may have for the directory.

Jeff Powell

910 Hirsch

Melrose Park, Il. 60160

ZB Magnette air filter assembly, filter manifold not required. Also Magnette clock.

Thomas R. Roach

157 Lanark Avenue

Ottawa, Ontario, Canada K1Z 8P6

MG Magnette plastic horn center, MGA remote shifter for transmission.

Bob Ertzinger

1700 Madison Ave.

Burlington, Ia. 52601

Original Magnette tyre pump - any condition.

Jeff Powell

910 Hirsch

Melrose Park, Il. 60160

MG EVENTS this summer that are sure to have a Magnette or two. Please try to attend with your Magnette and meet other Registry members. Please call the Z Magnette Registry member listed by each event for further information:

AMGBA National Convention by the Peachtree Registry
June 21-24 Atlanta, Ga. Mike Penny

MG Fest '90 by the Buffalo Octagon Association
July 12-14 Niagara Falls, N.Y. Jim Pelletteri

NAMGAR GT-15 by the Mid Atlantic A's
July 19-22 Williamsburg, Va. Dave Witmer

GOF Central by the MG MG MG Club
July 19-22 Milwaukee, Wi. Jeff Powell

14TH Annual University Motors Summer Party
August 24-26 Grand Rapids, Mi. John Twist

British Car Meet
September 9 Palo Alto, Ca. Paul Rollins

Safety fast!



Austin service for an MG before the Garnisch hillclimb during the Tulip Rally, which was won by a Renault

SEIZED BRAKE BORES - A FREEING EXPERIENCE

At one time I had two tired old master brake cylinders which were surplus and lying idle in a box. It seemed a good idea to have at least one of them overhauled, must be boring lying in a box, so off to the brake specialist with one of the master cylinders.

As a matter of interest the master cylinders in question are of a twin bore type as fitted to Z-type MG Magnette, Wolseley 4/44 and MGA; and new replacements come with a free hens tooth attached. The reconditioning alluded to, is a re-sleeving operation which involves the widening of the bores, so a stainless steel cylinder (sleeve) can be forced into place. Once the sleeve is in place the original dimensions of the bore are reinstated and a replacement kit fitted. This is a great technique if the unit can be dismantled. Well, yes back to the story!

The brake specialists indicated they could dismantle the twin, seized bores of the master cylinder - I could not. After a wait of two weeks a return visit found myself with the master cylinder back in my hands. Both bores were still seized and the story given was that soaking for an extended period, plus other attempts had failed; much to their surprise. Examination of the unit showed no apparent signs of failed attempts to dismantle. - Empty words was my opinion.

Not content with the opinion of these experts a few ideas were going to be tried before my master cylinder would be turfed into the rubbish bin. You just can't take a master cylinder out of a spares box, raise it's expectations and then leave it internally bound up. No!

FIRST IDEA (Hydraulic Lever)

On examining the other seized master cylinder (remember the storage box had two master cylinders in it) it was found, after filling the reservoir with fluid, one of the bore's pistons could be made to operate. Well why not try using this bore as the prime hydraulic lever, to move or push the seized pistons out of the other master cylinder.

After finding a length of brake pipe (wrecker's yards or friendly brake overhaul firm) with the correct ends for connecting into the good bores outlet thread (Fig. 1a) and outlet thread belonging to one of the seized bores of the other master cylinder (Fig. 1b). Next a means of operating the good bore (Fig. 1a) had to be found.

My answer was to tightly clamp the master cylinder with the functioning bore in a vise, insert a metal rod (refer to Fig. 1a -master cylinder "A") in the hollow portion of the piston and use a G clamp as the prime means of applying force. At this point some fiddling is involved as the right combination of vise, metal rod length and suitably sized G clamp is sorted out.

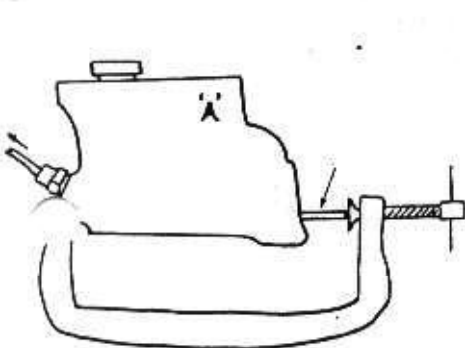


FIG. 1a PRIME MASTER CYLINDER

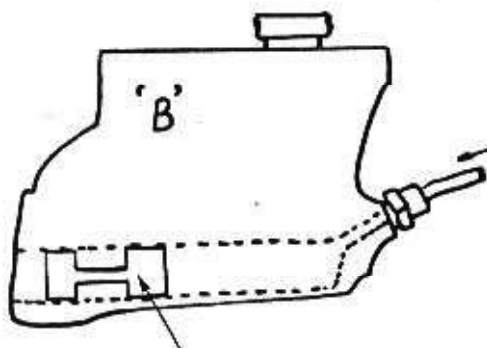


FIG. 1b RECIPIENT OF HYDRAULIC FORCE

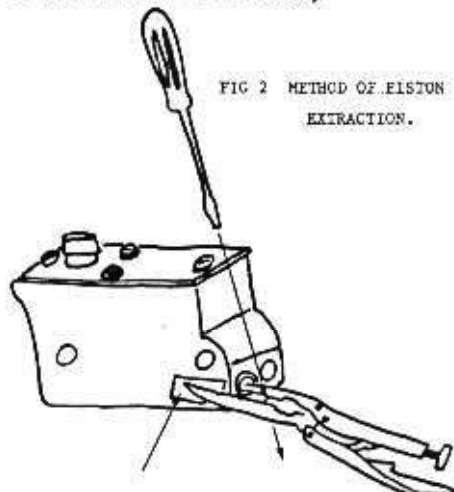


FIG 2 METHOD OF PISTON EXTRACTION.

OPERATION AND PROCEDURE OF USING THE HYDRAULIC LEVER

Before commencing; please do not use a master cylinder which will go back into operation on a vehicle - as the forces applied by the "G" clamp will severely stress the return spring and rubber seals. In simple terms, the internal components, except the piston, of the "A" master cylinder must be replaced and should not be relied upon after being crushed up by the "G" clamp.

- 1 (a) If any part of the "B" bore is exposed - clean the bore surface and lubricate.
- 1 (b) Connect the two master cylinders together with a suitably ended piece of brake pipe. ("A" Connected to "B").
- 2 Fill the "A" master cylinder with fluid (kerosine was used in my case), and bleed the pipe of air at the "B" master cylinders brake line connection point.
- 3 Try and build up pressure in the "A" bore by moving the solid bar in the bore by hand (gloved for safety).
- 4 Connect the G clamp as shown in the diagram and begin driving the rod, hence piston, in the maximum; then slacken and start all over again. Care should be taken to have noted the maximum distance the piston ("A") should travel in order to avoid completely crushing the return spring and rubber seals.
- 5 There should be a noticeable reduction in force required to operate the "G" clamp once the "B" bores piston begins to move.
- 6 Examine the "B" bores piston location to see what progress is being made. Repeat step 4 as required.

NOTES

- 1 This method can be successful although it is subject to
 - seals not leaking too badly.
 - hydraulic force not being lost by escaping via the internal access to the "B" reservoir cavity.
- 2 The use of kerosine as a brake fluid can help as it swells the rubber seals to provide better sealing.
- 3 A 100% success rate has been achieved in using this principle and procedure to push out seized clutch slave pistons. i.e. the master cylinder B is replaced with a clutch slave cylinder. Although untried by myself, seized wheel cylinder pistons should be able to be pushed out equally as well.
- 4 If my first idea for hydraulically pushing out a master cylinder piston is only a partial success then the next idea may be the answer.

SECOND IDEA (Heat the total unit and selectively shrink).

If you own a strong pair of adjustable tension pointy nose pliers, that can be inserted into the hollow of the seized piston and at the same time, gain purchase on the outside of the master cylinder body, then this method is definitely worth trying. See the figure 2 for reference.

Equipment -

Tin container - having dimensions both larger and higher than the master cylinder

Wire - length of wire minimum of 18" long.

Piece of Plastic - old plastic ruler or similar approx. 3" x 1" inches.

Bench Vise - Jaws wide enough to securely clamp master cylinder.

Pointy Nose Pliers - adjustable tension type (e.g. Sidchrome or Vise Grip).

Gas Burner or Heating Element - camping type for garage use.

WARNING

The following process involves boiling water - please read the following information carefully and proceed with safety in mind!

Operation and Procedure - Heat -

1. Place half a cup of dish washing detergent in the master cylinder reservoir.
2. Fill tin container with hot water and put on camp stove to boil.
3. Loosen the master cylinder reservoir top and securely attach one end of the length of wire to a screw hole. This is a lifting wire so place a lifting loop in it's other end.
4. Lower the master cylinder into the hot water (before it boils) making sure it is completely submerged.
5. Now leave the master cylinder in the water. The master cylinder should now be left in the boiling water for approx. 45 minutes. During the 45 minute heating period, ensure children or unsuspecting adults cannot accidentally scold themselves during this time.

FIG 2 METHOD OF PISTON EXTRACTION.

Operation and Procedure - Shrink (after heat soaking for 45 minutes).

It is recommended to have had a practice run with everything cold before proceeding through the next steps.

1. Lift out the master cylinder by gripping the lifting wire with a pair of pliers or something similar.
2. With gloved hands and an insulating cloth, for handling the very hot master cylinder, clamp the master cylinder tightly in the vise.
 - Grip the inside hollow of the piston and the outside body with the pliers, as shown in Fig. 2.

** Note : the outside of the body is not clamped directly with the pliers but a strip of thick plastic (e.g. plastic ruler) is interposed. The purpose of the plastic is to allow slip between the plastic and the external surface of the master cylinder.

3. Insert a suitable size screwdriver as shown in Fig. 2. This allows the screwdriver to lever against the pliers using the bottom of the master cylinder body as the fulcrum point.
4. With the screwdriver in place, squirt WP 40 (as I did) or a jet of water into the hollow of the clamped piston. Then lever on the screwdriver. This method should be repeated until the piston is levered out, that is, the flange of the piston is fully exposed (leaving a gap of at least 0.5 cms or approx 0.25 inch between the back of the flange and bore opening).
 - If possible squirt WP 40 passed the back of the piston flange into the bore proper.
 - Release and remove the pointy nose pliers.
 - Subject to how free you feel the piston is, it should now be possible to grip the head (or flange) of the piston (use a rag to prevent marking) and using a winding motion pull the piston out of it's bore - Use WP 40 (lubricant) as required during this process.

This method was 100% successful for me, hope the same result finds you.



L. Scott.

Launie Scott.
Australia



Remember! Quality and dependability are guaranteed by the B.M.C. Used-Car Warranty and you are certain of a good deal when you sell.

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Beneath this formal city attire beats the heart of a sporting motorist — witness his M.G. Magnette! Handsomely it measures up to the demands of business and family affairs — in the elegance of its line, in its smooth, silent running, and in the quiet luxury of its interior. (Real leather upholstery — fascia panel and woodwork in solid walnut.) Yet, out on the open road, it puts up a performance right in line with M.G. tradition. Surging acceleration, rigid road-holding, powerful braking — all the joys of sports motoring are there in generous measure.



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Overseas Business: Nuffield Exports Limited, Cowley, Oxford, and 41 Piccadilly, London, W.1



MAGNETTE



fast!

Jeff Powell
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THE M.G. CAR COMPANY LIMITED, SALES DIVISION, COWLEY, OXFORD
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Above, MGAs, a Midget and a Pathfinder awaiting collection at MG's Abingdon factory in 1957. Riley production had moved there in 1948