

HINTS FROM AUSTIN'S MORRIS GARAGE

Here are some hints for vintage MG car owners dug from November 26, 1973 *Octagon Topics*:

WHIT WHAT?

From time to time in the journals of our peculiar avocation there have appeared articles that have the purpose of straightening out in people's minds the confusing array of thread sizes, pitches, bolt sizes, etc., with which we are confronted. Some of these articles have been beneficial and others have not—recently a bit of research has been done by an anonymous hero, which has done more to solve this problem than anything in recent recorded history. And here it is—

WHITWORTH, adj. A type of thread not to be confused with B.S.F. (British Standard Fine [or colloquially British Strip Fine]), and not interchanged with S.I. or S.A.E. threads, as used by the developed nations of the world. The selection of suitable wrenches for use with Whitworth fasteners is sometimes confusing to the novice but is greatly simplified if these few rules—which are completely true and correct—are committed to memory.

Whitworth nut sizes are not are not even in fractions of inches, except in certain cases where they are:

1. A Whitworth wrench is not the size marked on it and will not fit a nut of that size, though it will fit a nut that fits a bolt that is almost but not quite that size.
2. A Whitworth wrench of a given size will fit the nut that fits a B.S.F. bolt of 1/16-inch larger nominal diameter, hence of approximately 1/16-inch larger actual diameter than the bolt that fits the Whitworth nut the wrench fits.
3. Some Whitworth, S.I., and S.A.E. wrenches fit some Whitworth, S.I., and S.A.E. nut, and other definitely do not.

More anonymously from the same issue:

GAS TANKS – THERE MAY BE HOPE YET

Have you ever been faced with a leaking gas tank in which repairs to the tank itself have been necessary? If you've never had the experience of trying to find someone who is willing to braze or weld on an old gas tank, you're in for a shock. The first reaction you're likely to get is outright refusal. The second most common tactic is to quote a price that is so high you give up the idea. People just don't like to do that kind of work. So, the usual result is that you either 1) use it the way it is, or 2) hock your soul to buy a new one.

Having traveled down this road myself, I was unusually interested in an article contained in the latest TSO (*The Sacred Octagon*) about a compound used in the aircraft industry, apparently to solve the same problem. It's called "slushing compound," and is a sealant that leaves a protective rubber-like coating on the inside of tanks in which it is applied—it also acts as a rust preventative and will seal any pinhole leaks or cracks.

The recommended technique is to swirl some lacquer thinner around inside the tank to remove loose rust and foreign material. Then, add about a pint of slushing compound and slosh it around by tipping the tank. A common brand name is Randolph Slushing Compound, which is supposedly available from aircraft supply firms. The Fuller paint people also make the stuff, and information on its availability can be had by writing to:

Fuller-O'Brien Corporation
450 East Grand Avenue
South San Francisco, CA 94080

Still more from the same number:

LOW OIL PRESSURE?

This very familiar problem can be remedied in short order (if all else is in reasonably good order) by placing a shim under the spring [shown with "Relief valve ball and spring" in the oil pump illustration in the factory and other service manuals.

The Cover plug is easily accessible under the car without lifting the car, and the whole operation takes about 20 to 30 minutes (if you're slow). A 1/8-inch shim should raise your running oil pressure by about 10 pounds.

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Regards, Jerry. jdaustinmg@cyberhotline.com

All MG car clubs who focus on pre-1956 MG cars and all Vintage MG owners are encouraged to join our club and enjoy the many benefits of membership. Please write for an application or visit our Web site at vintagemg.com to view, print, and fill one out.