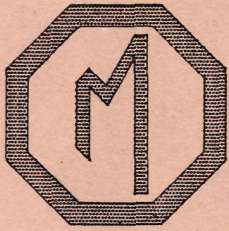
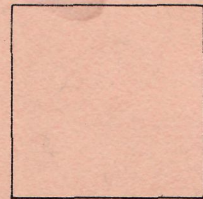
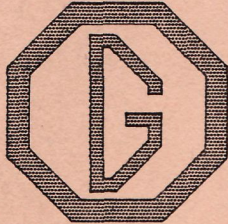


LA. MG C.C.  
P.O. Box 641095  
Kenner, La. 70064

JANUARY 1988



MORRIS



AZETTE



TO:

JOHN & KATHIE WINTER  
2029 GENERES  
HARAHAN LA 70123  
88-03

The Official Newsletter Of  
The Louisiana Centre Of The  
MG Car Club

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FOR SALE:

-- Parted out MGB, call Jimmy Bruno at HM 885-6849, WK 733-5220

All NEW Parts: - 1968-70 complete interior panel trim kit w/ new cappings, black, \$125; 2 @, original, new top covers, \$35; grey tonneau bow, \$15; plastic blank-off plate, \$2; 1 set clutch disc plate, bearing, \$60; 2 @, original style jack w/lug wrench, \$30 each

USED Parts:

- 1 set 1970-3 complete seats, black, w/frame, tracks and heat rest \$70
- 1 set 1970-3 seat covers, navy blue, newly patched and restitched, \$35
- 1 set 1970-3 door panels w/hole for speaker, blue, \$10
- Complete rear end w/new racing gear (low ratio)
- 2 each original top covers, \$20
- black tonneau bow \$10;
- Amco luggage rack, \$20;
- 2 each Rt doors, \$25;
- Rt fender, \$35;
- Rebuilt 1972 Trans, \$200;
- Lt Amco rubber mat, \$5;
- Like new original radiator, \$60;
- console lid, \$10
- past 1975 luggage rack, \$40
- Lt door, \$25
- 2 each, rear chrome bumper, \$20
- 6 each, rear drums, some turned \$5
- speedometer, \$5
- 3 ea dual carb intake manifolds, \$25

\*\*\*\*\*

THE LOUISIANA CENTRE OF THE MG CAR CLUB

NEWSLETTER JANUARY 1988

PRESIDENT ..... JIMMY BRUNO  
885-6849  
VICE - PRESIDENT ..... ROGER GIBSON  
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738-5169 536-4193  
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831-7713 738-3246

\*\*\*\*\*

Regular membership - \$20 annually  
Correspondence (Outside 50mi radius) - \$10 annually  
Call anyone above for an application, or join us for a monthly meeting.

CLUB REGALIA AVAILABLE

MG Club T-shirt (cream colour) - - - - - \$ 7.00  
MG Anniversary Sport Shirt (red) - - - - - 12.00  
LCMGCC Cloth sew-on patch - - - - - 2.00  
LCMGCC Window decal - - - - - 1.50  
MG Car Club lapel pin (small - limited quantity) - - 2.00  
MG Car Club lapel pin (large - limited quantity) - - 3.00

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MEMBERSHIP MATTERS ....

Thanks to Jim & Barbara Bruno for opening their home for the club's annual Christmas party. There was plenty of good food, good friends and we all enjoyed the evening. The door prize winners were: Fran Talley & Carol Gibson - Wine; Tom Gray - Free membership for a year.

I want to welcome a new member - Dave Dehoog - some of met Dave at the Christmas party.

A fond farewell to Jim & Heidi Van Sickle. Jim was transfered to California earlier this year. Before Jim left, he graciously parted out his works-in-progress MGA. I think all of us "A" owners were well pleased with our purchases, and I beleive Jim was able to sell everything. Jim will be missed - he was an active member and an able past president.

Our calender of events is being formulated and we are trying to put some variety in our events - feel free to add any suggestions you may have...

J. Winter

C A L E N D A R   O F   E V E N T S   F O R   1 9 8 8

JAN	26	- - - - -	GENERAL MEETING
FEB	21,23	- - - - -	Autocross School, at LSU Contact Snubbs
FEB	23	- - - - -	GENERAL MEETING
MAR	13	- - - - -	Autocross, at LSU
MAR	26,27	- - - - -	Camping (Place TBA)
MAR	29	- - - - -	GENERAL MEETING
APR	10	- - - - -	All Car Day, City Park
APR	23	- - - - -	Plantation Tour (Overnight)
APR	26	- - - - -	GENERAL MEETING

OUR NEXT GENERAL MEETING WILL BE AT 7:30 ON JANUARY 27th  
AT SHONEY'S , 3410 WILLIAMS BLVD, KENNER. Y'ALL COME!

MG MG MG MG MG MG MG MG MG MG MG MG MG MG MG MG MG MG MG MG MG MG MG MG MG MG MG MG

Michael's Tech Corner:                    Locating Clutch Problems

The clutch in our MG's are of the type that are activated hydrolically and require very little maintenance. When the clutch pedal is depressed, brake fluid is pushed to the slave cylinder, which by way of a clutch release lever, works the clutch. If the clutch does not work when the pedal is pressed, there are a few things you can do to find out where the problem is.

The first thing to do, is to check the fluid in the clutch master cylinder. If there is no fluid in the master cylinder, then there is a leak which can easily be traced to one of three areas: The clutch master cylinder, the clutch hose or the clutch slave cylinder.

If there is fluid in the clutch master cylinder and the clutch dosen't work, the problem is probably not hydrolic. At this point you can check for a worn or missing clevis pin, which activates the clutch master cylinder. The problem could also be that the pin is worn or missing at the clutch slave cylinder.

If the clutch hydrolics are in working order, and the clevis pins that work the clutch are in good condition, then the problem probably lies in the throwout bearing or the clutch pressure plate. The throwout bearing and the clutch pressure plate can only be changed with the engine out of the car.

more next issue ....

# Go With The Flow

## WE ANALYZE EIGHT POPULAR OIL FILTERS

Story by Steve Finlagon

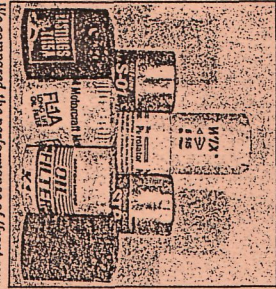
Have you ever considered just what your money is buying when you choose an engine oil filter? If you've ever found yourself consumed by that curiously, here's your chance to see exactly what is hidden inside those disposable canisters. We've disassembled eight filters manufactured in the United States (the most widely purchased types) to fit the common Ford V8 engines. Let's examine each unit's composition to determine what these filters offer buyers.

As you probably know, the oil filter strains the unwanted particles or debris from the circulating oil inside the engine. We expect the filter to have the ability to continue this function throughout its normal service life, and indeed take this ability for granted. But if the disposable oil filter becomes clogged or otherwise incapable of delivering properly filtered oil to the engine, it is often also forced to maintain the vital oil supply. In other words, we place the fate of our engine in the hands of a three and a half dollar filter. So the quality of this "minor" accessory may not be as obscure a subject as it may seem at first.

The filters we opened for inspection were of two basic designs: either surface or depth filters. The surface filter design allows the passage of 100% of the introduced oil through the paper filter element. The depth type design (Hastings was our only example) uses a cotton-like wadding to filter the oil, and also incorporates a small screen in the filter's base to continuously pass unfiltered oil back to the engine.

The depth style filter was popular when oil filters were first introduced to the internal combustion engine — days when internal clearances were measured with yardsticks. Some applications of depth type filters still exist today, however; these applications differ greatly from the requirements of the modern day automobile engine. Unfiltered oil particles that would have harmlessly passed through a Model T's system can damage today's precision engine.

On the common surface filter, the filter element consists of a media that appears to be paper, although its actual composition is far from that of normal wood pulp paper. Most manufacturers use a blend of cellulose, fiberglass and polyester fibers bonded with phenolic resins, although each manufacturer has its own secret recipe for the exact blend of the filter's paper.



We compared the performance of Fram, L to R; the Hastings, Motorcraft, K-Mart, Fram, (second row) STP SO-1, Purolator, STP-1, and (third row) Wix oil filters.

The filter element is folded into pleats, and the ends are brought together by an adhesive or (as with only the Purolator) a crimped metal sleeve. A perforated metal tube is fitted in the center of this pleated ring. This tube provides support for the filter element and also acts as a passage for the oil leaving the filter. End caps are bonded with an adhesive to either end of the pleated paper assembly. An anti-drain valve, which offers little restriction to flow, is designed to trap and maintain a supply of oil inside the filter after engine shutdown. This valve is most important when the filter is mounted on the engine in the inverted position. The trapped oil supply is necessary when the engine is first started, because the reserved oil is immediately sent to vital bearings and other friction surfaces requiring lubrication.

As Figure 1 indicates, pressurized unfiltered oil from the oil pumps directed to the outside surface of the filter element after entering through the inlet holes and past the anti-drain valve. Filtered oil is then returned to the engine via the perforated

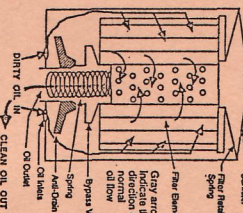


FIGURE 1  
Now, should the filter become incapable of passing oil, as when clogged with debris (see Figure 2), the filter bypass valve will open and allow unfiltered oil to pass to the engine. Filter oil dirty oil is better than no oil at all. The filter bypass valve is also known as a differential pressure valve. It uses an opening pressure preset to a value just below (or close to) that of a completely clogged filter. This value is around 6 to 10 psi delta. The element retainer spring, located at the base of the housing, holds the filter in position against the oil outlet seal. Should oil pressure become high enough to overcome the pressure of this spring, the filter could move away from the outlet seal.

This filter movement is not a designed function of the spring or filter assembly operation. It merely allows for simple, modular construction of the filter assembly. Yet this potential for unintentional bypassing of the filter is dangerous to your engine, and especially to the delicate bearings located in turbocharger housings. We do not need the filter cartridge to pass contaminants back to the engine when it is still capable of proper filtration.

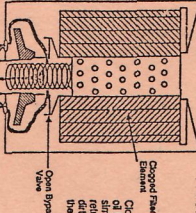


FIGURE 2  
Clogged filter allows oil to return the dirty oil to the engine.

Most of the filters we examined used a simple flat steel leaf spring for securing the element against the outlet base. This type of a flat leaf spring can lose a portion of its original compression rating the very first time it is flexed. This is more likely to happen when high viscosity oils are used in cold temperatures. A sudden surge of oil from the morning's first cold start is sometimes well beyond the flow capability of the filter element. The surge can be of sufficient force to move the filter element off its seat. When the filter is pushed away from its seat, the leaf spring is compressed and, again, unfiltered oil passes on to the engine. Each coil start will continue to flex this spring, as does movement incurred from rough road surfaces. Each flex slowly reduces the leaf spring's original tension rating, or weakens the spring.

A coil type element retainer spring, on the other hand, will not lose its ability to secure the element, due to the nature of its design. Wix is the only manufacturer that made use of a coil-type retainer spring.

All of the manufacturers used a wire wound spring for the filter bypass valve. In fact, the design and manufacture of these bypass valve assemblies appears to be nearly identical in most cases.

The filter must be capable of retaining all the oil's particles of debris, and still have room for more. After all, what good is a filter that needs to be changed every few hundred miles to remain effective? But how do you know the filter you're buying is going to hold up any longer? Just what does make for a good oil filter? Of the seven surface type filters examined, the most apparent differences we discovered were the amount of filter element paper used, the construction of the filter element and the design of the element retainer springs.

The filter's capacity for retention can easily be discovered by dismantling its element and measuring the total filtering surface area (see table two). As the figures indicate, the Wix filter contained over double the amount of paper found in the Fram. The Fram filter's size was also 30% smaller than the average of the filter areas of the other five surface oil filters we tested. STP increased the amount of paper used in their "double" filter compared to their "single"; they also used a thicker element material that was similar to the quality of the element in the Motorcraft filter.

Regardless of the amount of paper used, most manufacturers used a similar method of constructing the filter element. Fram was the only manufacturer to use paper end caps in the construction of the element. In addition, apparently to assist them in positioning the element retainer spring, they cut another hole through the lower end cap. All of the other manufacturers used embossed metal end caps that were open on one end only.

Based on my examination of each filter, I have ranked each one according to its amount of filter surface area and quality of overall design.

The Wix (part number 51515) appears to me to be the best unit. This is a superior filter that incorporates the best materials, largest element and strongest design.

The STP "double" (P/N STP-1) came in second in paper content; it used all standard components, so design was neither a plus nor a minus.

The Motorcraft (P/N FL-1A) tied with

the STP on all but paper size, though small, its thick, quality paper qualifies it for third.

STP's "single" filter (P/N SO-1) was almost identical to the other STP we tested and also very similar to the Motorcraft; only the element size differed.

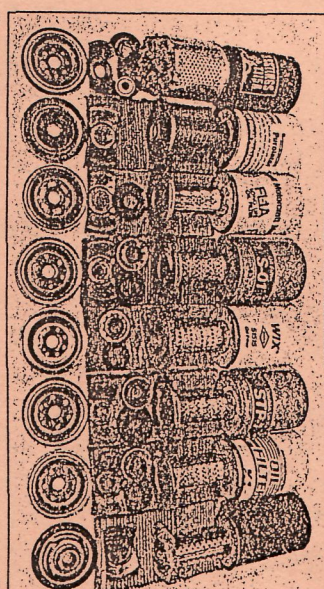
Purolator's part number PER-1A filter utilized a good design with lots of filter surface area; however, I personally preferred the flow capabilities of the four other filters I mentioned above.

K-Mart's K-1 filter was the biggest surprise. This is a surprisingly good filter at the cheapest price.

Fram's PH3A was the biggest disappointment. It had the least filter surface area and a design that seemed more prone to failure.

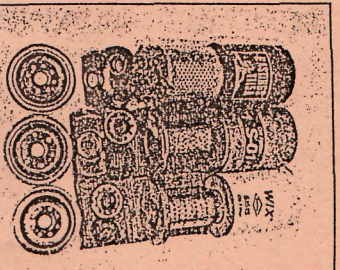
Finally, Hastings's filter (P/N TT15A) was in a class of its own. Due to its depth type design offering continuous filter bypass, I'd never consider using one.

When you're perusing the pages of your favorite go-fast goodies catalog, mundane items like oil filters probably never enter your mind. But remember, the health of your engine (and many of those glamorous aftermarket parts) depends on a continuous supply of clean oil. Before you order anything else, make sure you spend those few dollars wisely on a quality oil filter. You'll be glad you did.



We cut apart each filter and analyzed its overall design, type of filter paper, amount of filter paper, and "flowability."

Make	P/N	Filter Dimensions	End Caps	Element Specifications
Fram	PH3A	3 1/2" x 4 1/2"	Paper	40 folds — 21.4 sq. inches
Hastings	TT15A	3 1/2" x 4 1/2"	Metal	48 folds — 30.4 sq. inches
K-Mart	K-1	3 1/2" x 4 1/2"	Metal	54 folds — 31.6 sq. inches
Motorcraft	FL-1A	3 1/2" x 4 1/2"	Metal	57 folds — 33.0 sq. inches
Purolator	PER-1A	3 1/2" x 4 1/2"	Metal	51 folds — 32.0 sq. inches
STP	SO-1	3 1/2" x 4 1/2"	Metal	53 folds — 33.2 sq. inches
STP	STP-1	3 1/2" x 4 1/2"	Metal	80 folds — 47.4 sq. inches
Wix	51515	3 1/2" x 4 1/2"	Metal	



We found that each filter was either a depth design (left), a surface filter with a flat leaf retaining spring (center), or surface with a coil retaining spring (right).

TABLE ONE — GENERAL CONSTRUCTION

Make	P/N	Element Type	Bypass Valve	Pressure Spring	Remarks
Fram	PH3A	Paper	Wire	Flat Steel	Open both ends
Hastings	TT15A	Cotton	Wire	Flat Steel	Closed one end
K-Mart	K-1	Paper	Wire	Flat Steel	Closed one end
Motorcraft	FL-1A	Paper	Wire	Flat Steel	Closed one end
Purolator	PER-1A	Paper	Wire	Flat Steel	Closed one end
STP	SO-1	Paper	Wire	Flat Steel	Closed one end
STP	STP-1	Paper	Wire	Flat Steel	Closed one end
Wix	51515	Paper	Wire	Wire Wound	Closed one end