

Special 1992 MG National Meeting Edition.

If the MX5's look like leaving your MGA, MGB, MGC, Sprite or Midget for dead, one quick and easy solution is to change a few suspension parts and vastly improve the road holding of your car. This bulletin explains how each competition part works to improve your car.

Competition Stabiliser Bars.

The idea of a front stabiliser bar is to transfer some extra 'weight' to the rear suspension whilst cornering. This reduces the tendency of the car to lose grip at the back when cornering fast and spin out. Front stabiliser bars work as follows; during hard cornering the 'outside' front suspension compresses and applies a torque to the stabiliser bar which in turn causes the other end of the bar to lift the 'inside' suspension. In extreme cases, the inside front wheel may lift off the road, leaving the total weight of the vehicle distributed between the three wheels remaining on the road. In other words, some 'weight' is being transferred from the front wheels to the back wheels. This gives the rear wheels more grip. Gillspeed competition front stabiliser bars and mounting kits are fast and easy to fit at home, leaving you plenty of time for Sunday afternoon test drives.

Competition Coil Springs.

Gillspeed uprated front coil springs replace the standard springs and maintain the standard ride height. This avoids some of the odd handling effects caused by lowered front suspensions. You will notice your car stays flatter when cornering and yet is not noticeably stiffer over bumps. It's the best of both worlds!

New Rear Leaf Springs.

Rear springs on most MG's are getting very old and tired. On ¼ elliptic models such as Mk1 Midgets and Bugeye Sprites, the upper spring leaves usually wear through the leaves below causing the spring to weaken and sag, leaving only an inch or so of suspension travel. When the car corners, the suspension quickly settles on the bump stops leaving no suspension travel at all, then when you hit a bump in the middle of a corner, the car nearly spins out of control. Most MG models are fitted with full length (semi elliptic) rear springs. These rear springs also sag

with age and give similar handling problems. The best solution is to fit brand new springs, since rebuilding the car's fatigued old springs is seldom satisfactory as they soon go soft and sag again. Fitting extra leaves can cause excessively stiff springs which make the car jump from bump to bump.

Uprated Front Dampers.

A good set of dampers (shock absorbers) makes a world of difference. We occasionally have someone ring up and order a set of really stiff dampers. They are not the way to go! They usually tear the mounting bolts out of the chassis on Sprites and Midgets and often break up internally. It is the job of the springs, not the dampers, to absorb the bumps and keep the car on an even keel. The dampers are there to release the springs gently after they have been compressed, otherwise the springs will continue to bounce out of control and throw the car all over the road. If you made the dampers ridiculously stiff, stiffer than the springs for example, the springs will be unable to absorb bumps at all and the car will behave as though it has solid suspension. It will leap all over the road like an unsprung trailer. Excessively stiff springs will give the same result. What is needed, is a fine balance between springs and dampers. Gillspeed 'Standard Black' and 'Red Uprated' dampers are set just right for MGs.

Negative Camber Trunnions.

Gillspeed negative camber trunnions replace the standard trunion on the outside end of the front damper arm. They are available for Sprite and Midget only. They allow the wheel to lean inward at the top and this counteracts the tendency of the outside front wheel and tyre to 'tuck under' during hard cornering. The full width of the tyre tread will now sit squarely on the road, increasing adhesion and cornering ability. Whilst negative camber trunnions can be used on standard road cars, they are best kept for competition cars that spend a lot of time racing around corners. You will need to reset the front wheels straight ahead (zero 'toe-in') and then experiment with increasing amounts of 'toe-out' to counteract the effect of negatively cambered front wheels which tend to roll toward each other. P.T.O.

If you would like to discuss fitting these parts to your car, you are welcome to phone Bob or Derek at Gillspeed on (03) 568 0688. If you plan to fit these parts in stages, we would suggest the following order. . . .replace dampers, rear springs, front springs, front stabiliser bar and finally fit negative camber trunnions.

Leave That Gearbox Dirty!

Sportscar gearboxes are usually removed from the chassis covered in thick road grime. The natural tendency is to clean them prior to reinstallation or reconditioning. Many people use kerosene, petrol or a spray-on degreaser first and then wash the gearbox clean with their garden hose. Apart from any environmental considerations, there is another very good reason why hosing the gearbox with water is not such a good idea. High pressure water from the garden hose can easily enter the gearbox through the input and mainshaft seals, gear lever hole or dip stick hole. Apart from gearbox oil, most gearbox internals have no protection against rust, so when water gets inside a gearbox it can and often does rust internal components. The same problem arises with engines and rear axle assemblies. The answer is simple, leave these assemblies dirty until the day you plan to rebuild or reuse them and then give them another oil change after a few days use. Never store them in plastic bags either, because they 'sweat' and cause the same rust problem.

Keep Warm This Winter.

Car heaters lose their efficiency due to sludge in the heater core. They soon work again after a gentle internal flush with the garden hose!

Plastic Bag Stops Brake Fluid

Next time you have to disconnect hydraulic brake or clutch lines, you can stop the master cylinder reservoir emptying by putting a sheet of plastic under the filler cap. The air lock created stops brake fluid pouring out all over your hands and your paint work!

Selecting The Correct Tyre.

If this bulletin arrived direct from Gillspeed in the mail, you will notice we have enclosed a 'Pirelli Guide To Tyres'. . . . This is the best tyre guide I have seen. It gives you a thorough explanation of tyre markings, speed ratings, tyre selection, tyre care and repair tips. Pirelli have a similar brochure for 4WD tyres. Further free copies are available from Gillspeed or Pirelli Tyres Aust. PO Box 344. Pymble. NSW. 2073.

New Parts For Your MGB, MGC Or MGB V8

Three years ago, we decided to expand our existing Gillspeed Sprite and Midget operations to include MGB spare parts and repairs. Since then, we have doubled our total stock of new parts to cover all MGB, C and V8 models as well as a good range of MGA mechanical and electrical parts.

This means you can now ring (03) 568 0688 and have any new MGB, C, V8, Sprite or Midget parts you need express delivered to your door anywhere in Australia. Payment is no problem, you are welcome to use Bankcard, Mastercard, Visa, send a cheque or have C.O.D Mail sent to your local Post Office.

How To Order Bulletins.

All Gillspeed customers are mailed new bulletins as soon as they are released. If you are not a customer, but would still like to receive future Gillspeed Bulletins, or the 'Pirelli Guide To Tyres', simply write your request, plus your name, postal address and car make and model on the back of an envelope and send it to our 'Freeport 13' address below. We will mail them to you free of charge.

'Reply Paid 13'. (No postage stamp is required)
Gillspeed Sportscars.
48 Regent St.
Oakleigh Victoria 3166.

The 10 Gillspeed Bulletins published to date have covered many topics of interest. They include the foolproof way to fit piston rings, why MG bonnets refuse to stay shut, how to check wire wheel splines for wear, why some stub axles break when you fit non standard wheel bearings, why 1275 Midgets suddenly blow enormous clouds of blue smoke and why MGBs that blow white exhaust smoke may be heading for brake failure!

If you would like to know more, a folder containing all back issues as well as other technical literature is available from Gillspeed for \$15 including postage. Anyone buying a folder will automatically be mailed future bulletins.

To order your suspension parts or back issue folder, phone Bob or Derek at Gillspeed today on (03) 568 0688 or Fax (03) 568 0043, or write to our 'Freeport 13' address above.