



# BBC at Friday Fest

Photos by Jan Schott



MG TC prep for transport from Sixth Street Restoration to Friday Fest



Charlie "showing off" to interested attendees



Sel showing under the hood



Maria, Greg & Sel with the 1957 Mini Austin

# The "T" Register

by Charlie Key

Right now is the time for the working of your T car, to be refreshed while waiting for the spring.

Let's revisit the Moss oil seal kit. There were quite a few necessary changes that were put forth by Moss Motors since the very bad failures of their first attempt. This good idea suffered setbacks, re; extreme leaking after installing the kit. Most of you know that I did extensive research to make this thing work, and found the seal was the biggest fault in the kit.

Moss changed this seal after they received my research however; they employed a lesser seal at a lower cost. This seal was said to be rated the same as the expensive one I was using. I received one of these from Moss and showed it to everyone at the seminar I gave at the GOF 2003. I had success with several of these conversions using my expensive seal and these are still working, however, this past summer while rebuilding my YB engine, my son Adam said I should try the new seal kit, and I agreed. I ordered the new improved kit and this is what I found. 1st, the kit was pretty much the same except that it had this new seal which was not made of the high heat Viton I had used, still I wanted to give it a fair shake. 2nd, as with all T engines so many machined areas can be very different.



*Adaptor in hand.*



*Filling the oversized gap, should be a great fit.*

The first thing I found in this engine was that the seal mount was so far away from the crankshaft flange I would need an adaptor to reach the mounting area. Having done all the prescribed work listed in the Moss instructions,

and adding all the readiness engineering feats I came up with, we went on with the install.

In the next picture you will see the rear bearing cap installed, note here the large amount of space that will need filling with some sealant. In my experience I do not like using sealant as a filler in these large amounts but it is in fact what mounts the rear seal holder to the rear bearing cap. I have never felt very



*Big gap to fill.*



*Now with this all aligned and torqued it is time to add the sealant.*



*This is the way it should look, oil can't possibly get out now, can it?*

comfortable with this method but have not developed another to date.

We put the engine back together with confidence that it will work properly. Of course,



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At this point I must give credit to the unsung hero's that always know better than to test a car on the road. So I listened to Paula, my better half, and decided to pull a trailer, just in case. We took an MGB, the YB, a Land Rover and the trailer. The drive ensued and all was well, but I did not dare to make note of how well the car was working, at least not so anyone could hear. Adam and Kim were piloting the YB for some 30 or 40 miles when I saw they were signaling to exit with a heavy oil spray behind the car. Of course, if you don't like anyone driving too close behind on the interstate this oil spray will keep them at bay. I was so glad that I had the trailer. We loaded the YB and continued on, had a great time at the GOF and kept the galley topped up.

After the trip and the catastrophic failure of the improved kit, it was time to see what failed.

Again, it was the oil seal that ran hot and chafed causing the failure. It actually lost the fine sealing lip on the oil seal. This was caused by running too hot or at too high a speed for the material, same problem as before. I did not report this to Moss as last time and will install the seal I found that works. I am also going to investigate a Chevy seal kit. I haven't heard anything bad about this way of doing the job, except that it can not be changed back to original. But why would you want to change something that works?

All for now, keep those T's on the road.  
Safety Fast! Charlie Key



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