



# NEWS

Newsletter of Bay British Cars

## PARTY TIME

Thank you to Guy and Virginia York for hosting our 2011 holiday party. They opened their beautiful home on St. Andrew's Bay for the event. The weather was picture perfect and we had a great time, approximately twenty-five members were celebrating the holiday together. Once again we were eating, eating and eating. Thank you to everyone who provided food and drink. A special thanks to Sandy Kent for preparing the turkey and Lynn Moore for providing the ham. We also feasted on potatoes, dressing, gravy, salads, rolls, vegetable casseroles and PIES, PIES, PIES!

**GUY & VIRGINIA YOU WERE THE PERFECT HOST & HOSTESS!**



**Appetizers on the deck**



**Good friends, Good food and Good times!**



**Charlie, Guy and Ken**



**So much food; so little time!**



**Relaxation  
time  
after  
the  
feast!**

**Relaxation  
on the  
York's  
Deck  
-  
doesn't  
get  
any  
better  
than  
this!**



## Drive Shaft & U-Joints

by Barry Rosenberg

The topic for this month shall be drive shafts and u-joints. On MGBs, the drive shaft is easy to remove; four bolts at either end and it will come out the bottom. On Midgets, up to the 1500s, you need only remove the rear four bolts and pull the shaft out of the trans. Just jack the rear end up as high as you can. This will keep the fluid from running out of the trans and onto you and the floor. If you have a TR4A thru TR6, you have to remove either the trans or differential.

Fortunately for the Triumph owners, the TRs have bigger joints than MGs and do not go out as often. MGs use a small u-joint and they are notorious for wearing them out. So, how do you know if yours are bad? Place the car on level ground and engage 1st gear. Let the clutch out rapidly then push it in and go for reverse. Let the clutch out rapidly again and listen for a very metallic clank. Only one. Go back and forth a few times listening for the clank. If it is there then so are worn u-joints.

There is no great secret or tricks to installing your own u-joints. You will need a vice, large hammer (I prefer a copper one), needle nose pliers, small tipped screw driver, heavy grease, a socket (six or 12 points), small socket or something to install the grease fitting when done. If I mention any other tools later, just add them to the list.

Before you can install a ujoint, you have to remove the old ones. I will assume here that you have new ones in hand. First, most drive shafts are two-piece units. There are two arrows, one on each part, that show how to realign the shaft after putting the joints in. If you cannot find the arrows on the sliding end, then just clean an area and make your own. It is important that the shaft go back together in the correct alignment. It can cause a bad vibration. Now, make the shaft into two pieces. Start on either end. First, remove the cir-clips holding the u-joint cups in. There are four for each u-joint. Some have small holes for cir-clip removers and others have bigger holes that the pliers will fit. Small needle nose will fit just fine. Pinch the holes together and slide the little screwdriver under the cir-clip. Work it all the way out but watch out for the spring or pop they can have. Now the cups will come out.

Place the end of the shaft in the vice,

but not very tight, with the flange hanging over the edge. Have a cup in the flange pointing up. Knock the flange with your copper hammer until you see the cup rise out of the hole it sits in. Continue hitting it until the cup is all the way out. Turn the drive shaft over and remove the other cup from the flange.

Once both cups are out, loosen the vice and place the ends of the old u-joint across the vice jaws so that the rest of the drive shaft will go between the vice jaws. Now tap down on the drive shaft as close to the cups as you can. **DO NOT** hit the tubing of the shaft or it will dent. If you want, support the other end of the shaft so that it lies level, and then use a socket big enough for the cup to fit into. Place it over the cup and beat this down. It will force the cup up and out of the drive shaft. It should come all the way out. Turn the shaft over and repeat. You should now have the u-joint out and the holes in the shaft and flange cleaned out. Open the new u-joint and carefully take the four cups off the cross shafts. Take some of the heavy grease and fill the cups over 1/2 full with it. Smooth out the inside making very sure no needle bearings were moved while filling. If ones falls, just put it back. They should stand up inside the cup and the heavy grease keeps them there. Put one cup over a hole in the drive shaft and tap the cup in most of the way. Take the new cross shaft from the new joint and fit it inside the drive shaft. If it has a grease fitting, pay strict attention to the correct placement of the cross shaft. There should be a notch in the end of the drive shaft where the grease fitting will fit when screwed into the joint assembly.

If you have that figured out, then put the cross shaft into the drive shaft and slide it into the cup, all the way. Now take the smaller socket, one that fits the cup, and tap it down on top of the cup. Turn the drive shaft over and place the next cup onto the opposite side of the cross shaft. Gently tap it down also until it all fits together, after you tap in the first cup,

you can install one of the new cir-clips in the driveshaft behind the cup. Drive the other cup down until it will not go further. Install another circlip there.

All you need to do now is to put the other two cups into the flange with the bolt holes in it. Once the cups are in, install the retainer cir-clips into each end of the flange. If you have four cups and four cir-clips installed and the driveshaft still has flex to it, you are done at that end. Get the other piece and repeat the steps for the other end. You have just successfully replaced your u-joints. By the time you are putting the last cup into the drive shaft; grease should be coming out the hole for the fitting. Put the grease fitting into the u-joint. The assembly should need no grease right now if you filled each cup beforehand. Put the drive shaft back under the car and tighten the bolts as tight as you can.

Now, test for the clank again. If you still here a clunk, not a clank, then you have another problem. Wait for another tech article for the possible causes of it. That is all there is. Of course, you should use new nuts on the drive shaft bolts and maybe new grease instead of used grease.

See y'all on the road. Barry





Bay British Cars  
133 Coral Dr., Panama City Beach, FL 32413

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**Newsletterist's  
Pheona & Joe Kaiser**

**Bay British Cars Meeting**

PLEASE NOTE:

BBC JANUARY MEETING • TUESDAY, JANUARY 3rd

TRIPLE "J" STEAKHOUSE

2218 THOMAS DRIVE

6:00 SOCIAL HOUR • 6:30 MEETING

**Meeting Minutes & Party Report**

Saturday, December 3<sup>rd</sup> members of the club gathered at Guy & Virginia York's beautiful home for our 2011 holiday party. A short business meeting was conducted. Outgoing president, Greg Lyons, thanked the membership for helping to make his year as president a pleasurable experience, he also thanked his current board for their continuing cooperation and support. All gave a rousing round of applause to the outgoing board.

Greg introduced the incoming board members: President - Charlie Schott, Vice President - Bruce Allen and Secretary/Treasurer - Jan Schott, who will assume their positions in January, 2012.

Sandy Kent introduced a February activity for any member who might be interested. Mike Meek, chef/owner of Liza's Kitchen in Panama City Beach offers cooking classes throughout the year, a Thai gourmet feast is planned for Saturday, February 17<sup>th</sup>. The four course meal cost is \$35.00 per person, wine pairing with the meal is an additional \$15.00 per person. Contact Sandy if you're interested.

Jan Schott, Secretary

***A special thank you....***

Our Bay British Cars newsletter has been faithfully produced by Pheona and Joe Kaiser for many years. They have decided it's time to move on to other activities and therefore this is the last newsletter they are creating for us. At this time I would like to personally thank both of them for their dedication. Unfortunately, I have only been working with them for a very short time. I will miss our many emails and the friendship we have developed. Joe, I can't thank you enough for your diligence in making sure our newsletter was informative and ALWAYS created in a very timely manner. Best wishes to both of you in the future. May you find happiness in whatever new pursuits you decide upon.

Happy holidays to you and yours.

Fondly, Jan

**Lisenby Nursing Home and  
BBC**

Bay British Cars has established a mutual friendship with the Nursing Home which has benefited the residents and our membership. In 2010 our membership provided gift baskets for many of the residents and the staff were overwhelmed by our generosity. Lisenby had not received donations which would provide for each and every resident prior to our delivery. After our delivery they no longer had that worry.

On Armed Forces Day in May, BBC sponsored a car show for the Lisenby residents. It was a beautiful day with many of the residents viewing the cars and having their picture taken beside their favorite car. Individual pictures were provided to each of the residents and the staff displayed group pictures on their activities board.

Following the December activity the club decided that we would once again provide for all the Lisenby's residents during the 2011 holiday. At our annual holiday dinner at the Yorks' the ladies put together holiday bags containing personal products, snacks, socks and other gifts....where were the guys???? In discussion with the nursing staff we learned that there was a great need for pillows and mugs with tops. Once again our members decided to fulfill the need. All sixty-six residents will be presented with these requested items. A big thank you to all our members who made cash donations to cover the expense and to the membership, which allowed our treasury to cover expenses above and beyond the monies collected. Thanks also to all those who provided the "bag ladies" with the contents for each resident! Sandy Kent and Jan Schott will be delivering our gifts the week before Christmas!!