

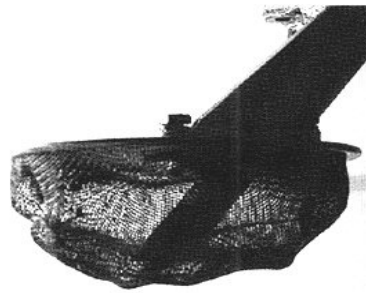
The Story of a Poor Sucker

In a recent edition of the British Magazine *Enjoying MG*, contributor Peter Tipping described his problems with poor oil pressure on his MGA1600. When starting the car from cold it would take a noisy 10 to 15 seconds to reach just 20 psi.

Fearing a major engine overhaul he had a mechanic do some checks, only to find that everything seemed very tight in the engine and there was really no obvious reason for the low oil pressure. A different oil gauge was substituted but it only served to confirm the readings of the original. A new oil pressure relief valve and spring also failed to fix the problem.

It was decided to remove the oil pan and it was reported that this almost sprang from the block when the last bolt was removed. The cause of the problem then became obvious. Someone at sometime had jacked the car up under the oil pan, bending and denting it so that it pressed up against the oil pick-up tube, crushing the strainer and severely restricting the flow. A few blows with a mallet and reinstallation of the oil pan was all that was needed to achieve normal oil pressure.

The MGB uses an identical oil strainer. That on MG-T series cars does not point downward and so should not be similarly affected.



The angled pick-up tube can be seen inside the crushed