



THE TIDEWATER MG 'T' CLASSICS

1-28-76

JANUARY NEWSLETTER

SECRETARY'S PRATTLE

What a COLD month we have had here in Tidewater!

On January 18th a very successful and informative tech. session was held in the garage (and den) of Jim & Brenda Banvard. That was about the coldest Sunday Virginia Beach has seen in many a year, and would you believe that 15 members showed up in 7 T's, 1 Y-type and 1 MGBGT - one even came Top Down (not mentioning any names, but he has a terrible cough!!!) A lot seemed to be accomplished; cars with problems had them diagnosed and completely cured where possible, and those that couldn't be cured at least went home feeling better knowing they would be cured as soon as the prescribed parts were delivered. At the same time as the diagnosing was being done, another group were being treated to a lecture and demonstration on the dismantling and re-assembly of a transmission. It was stressed that this is a job members should not be frightened to tackle alone. There is plenty of reliable technical advice available in our club and all members need do is ASK - you will never be turned down. There is just no need to ship a transmission to XYZ outfit in some faraway state for repairs and have your car off the road for months on end while you wait for its slow return.

This is the main thrust of the tech. sessions we have - to let you see at first hand how to do some of the jobs you've always been afraid to tackle, and to let you know that someone will always give you help if you decide to tackle something for yourself. Help is only a 'phone-call away - Jim Banvard, Dave Barrows, Mike Ash, to name just a few - so don't hesitate. We hate to think of the "rip-offs" that have been perpetrated on many poor M.G. owners who just didn't know it was possible to work out the problem in their own garages.

Well, folks, we finally said farewell to the pink TD (or whatever it is!!) this week. As it was driven down the road by its new owners, I must admit I shed a few tears and Mike's voice was a little husky as he said, "We can't have them all, love, can we?" It was a good little car, and we hated to send it away, but of course Mike's right.

As you can see, I have made a few changes in the format of the newsletter over the past couple of months. Since I've had no adverse comments, I take it nobody objects. I am adding a "Sales/Wants" column, and my dear husband will be the first to make use of it - no cries of "nepotism" please! I just couldn't call you all to see if you had any items for sale. You DO know about it now, so please call me if you want to place an ad; the deadline will be the 20th of each month. My number is 424-1660. Keep the wording to a minimum and give the desired selling price too.

Another addition to the newsletter will be a "People" column; this will be just a short paragraph about any new members to join the club during the month. If we don't have any new recruits to write about, I'll go back to a fairly new member from the past six months and get him to say a few words about himself; no life history, just a thumbnail sketch. Perhaps as these new names appear, you would like to add them to your roster and keep it up to date that way; a new one is being issued with this letter, by the way.

If any of you have any ideas for improving your newsletter, please let me know; also, if anyone has any contributions to make - articles for reprint (maximum of 3 pages), ideas for the "T-Tips" corner, some jottings of your own, or even a cartoon - please let me

have them, either originals or good, clear photocopies; I'll return them to you if they are originals. This is YOUR newsletter, so let's hear from all you out there in Tidewater M.G."T"-land (and our out of town members).

That's all folks,

JENNIFER ASH

RECAP OF JANUARY MEETING.

Suspect it was the cold kept many members away from the January meeting in the warmth of Henry & Jeannette Blanchard's den. Sixteen members showed up in 3 TD's and 1 TF - a goodly number of T's for such a cold night. Needless to say, very little tyre-kicking went on! There was not a great deal of business to discuss. It was agreed to run a Spring Rally on March 14th. Details of this later.

Bob McClaren is feeling the urge to get out for a ride around the lanes and is in the process of laying out a mini-rally which will be quite impromptu; we said, "Bob, just call around the members on the first sunny, warmish Sunday afternoon that comes along and see if anyone will come out to play." So that's the way we left it. Be prepared for an impromptu rally, ending up at a Pizza Place for supper somewhere. It should be a lot of fun.

The subject of a "telephone committee" came up (to phone members to remind them of an up-coming meeting or weekend event) and it was decided that we are all big boys and girls now, and can mark our calendars when we get notice of an up-coming event. We try to get the newsletter to you the weekend before the monthly meeting, so that when you receive this, the meeting is only a couple of days away. We will also send flyers announcing the weekend events (except for tech. sessions; they will be announced in the newsletter only). All relevant information will be on the flyer. February's drive-out follows close on the heels of the monthly meeting, so the flyer is included in this letter and will be the only notice you get.

FEBRUARY MEETING on WEDNESDAY, FEBRUARY 4th

This will be held at the home of Dennis and Janet Duff, at 5633 Zinia Ct. Va. Beach, (see map attached). It will start at 7.30 for the tyre-kickers; the business meeting will start at 8.00 p.m.

FEBRUARY DRIVE-OUT.

On Sunday, February 8th, we will drive out to Fort Monroe, where we will have brunch; then on to N.A.S.A., Langley, where we will look around the Visitors Center (which is very interesting and informative, complete with a real live, actually-been-there space capsule). We will drive back at our own leisure, as some will want to leave before others; I'm sure you can arrange to drive home in 2's and 3's in case anyone thinks they might have a troublesome trip home. We sure do hope to see some of our members who live on the north side of the Hampton Tunnel; we know it is a long way to drive to meetings, but we do hope to see as many of you as possible; if your "T" is off the road, or not yet put together, please don't let that stop you - come in your Detroit Iron. And another thing, please don't think you have to be an officer to have brunch at the Officers Club - there are no distinctions in the club.

FEBRUARY TECH. SESSION.

On Sunday, February 29th, starting at 10.00 a.m., and continuing until everyone's happy or dusk, whichever comes first, there will be a tech. session on the theme "Spring Tune-Up". This demonstration will be in the garage(s) of Jim Banvard. Of course if you have a sick car, bring it along and get some ideas on how to cure it; but the tune-up will be taking precedence.

PEOPLE.

Andy & Carol Wallach are our newest members. Jim Banvard introduced them to the club. Andy is a native of Long Island, N.Y., works for the Civil Service, and has lived in Norfolk for the past 1½ years. He has had a 54 TF for about 9 years; unfortunately it has been in pieces for the past few years awaiting restoration. At last, Andy is tackling the project of a restoration; you know where to call for help if you need it Andy.

MISCELLANY.

Came across this address in another club's newsletter and thought you might like to file it away under "useful to know". This guy repairs T-series clocks.

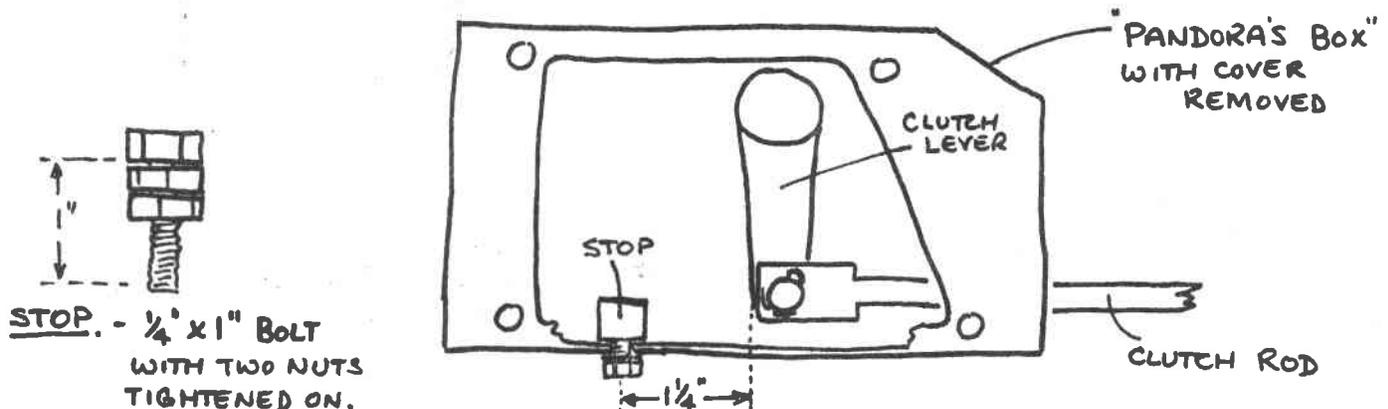
John K. Davis (415) 352-0284
1568 Via Toyon
San Lorenzo, Cal. 94580

"T"-TIPS. This one hails from Mike Ash.

CLUTCH PEDAL STOP - Do you have an early TD, prior to Chassis #22251? If so, it was originally fitted with a cable to operate the clutch. In many of these early TD's, the clutch cable has been replaced by the rod used on the later models. A direct and simple replacement, less prone to failure than the original cable. However, the later models in which a clutch rod was originally fitted were also provided with a stop to limit the travel of the clutch pedal. This stop is located in the bottom of the "Pandora's Box" housing the the lower ends of the clutch and brake pedals. If the clutch cable in an early TD is replaced by a rod, the pedal stop must also be fitted; since pedal travel was originally limited by a fitting on the cable, now removed. Omission of the pedal stop could cause premature failure of the clutch assembly and/or the throw-out bearing.

Recently, I discovered two early TD's (mine) on which the cable had been replaced by a rod, but the stop had been omitted. Installation of a stop was a very simple procedure, resulting in a more positive feel to the action of the clutch, as well as reducing the possibility of premature clutch failure. The procedure is as follows:

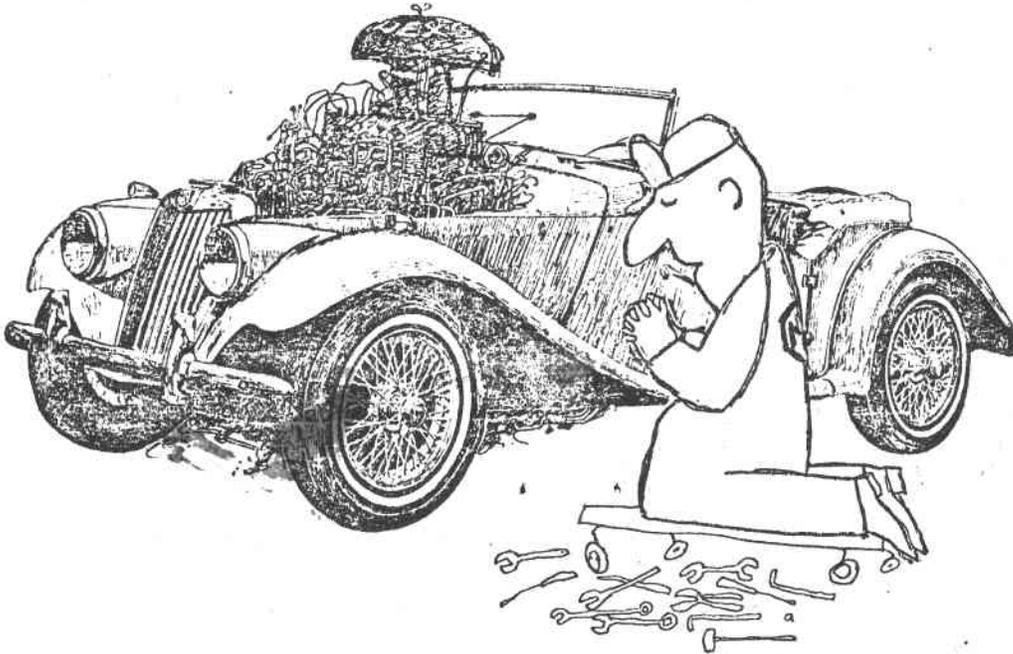
1. Remove the cover from "Pandora's Box"
2. Observe the clutch lever, as shown in the diagram
3. Check clutch pedal free-play adjustment as given in the TD manual. Adjust if necessary, and ensure that the pedal is in its normal (i.e. not depressed) position.
4. Measure about 1¼" from the rear of the lever as shown in the diagram, and drill a ¼" hole in the bottom of the box at that point and in line with the lever. The stop will be inserted in this hole and should provide the 1⅛ inch travel required for the cable.
5. Since neither Moss nor Abingdon appear to list the clutch lever stop (part # 500596) you will have to make one. I made one from a ¼" x 1" bolt and two nuts, as shown.
6. Install the clutch lever stop with lock washer and nut, check the operation of the clutch, close up "Pandora's Box", and you've finished!



FOR SALE.

AMCO Side Curtain covering kit, Black Vinyl, NEW, to fit TD with 2-bow top, \$35. TD/TF Workshop Manual, used, \$10. TF owner's manual, used, \$2. NEW, original manufacture XPAG Crankshafts, \$375. Call Mike Ash - 424-1660.

CARTOON CORNER.



TIDEWATER M. G. "T" CLASSICS
5149 BELLAMY MANOR DRIVE
VIRGINIA BEACH, VA: 23462



DAVE & HELEN BARROWS
116 86TH ST
VA BCH VA 23451