



THE DIPSTICK

AUGUST 1980

PRESIDENT: Jim Banvard (340-6737)
VICE PRES: Ross Haines (486-1496)
SECRETARY: Andy Wallach (583-9387)
TREASURER: Sandy Hall (482-2821)
EDITOR: Susan Boswell (486-1293)

Dear T-Types--

We're about to be famous, or infamous, as the case may be. WVEC-TV (Channel 13) is producing a 6-7 minute short for its "Good Morning Tidewater" show about the demise of the MG, and several of our Ts are being featured, from the Fishers' VA to Cliff Jenkins' 'B'--from the oldest to the newest available in this area. (Took the promise of fame and fortune to motivate Vince Groover to get his Y on the road. Looked great.) Nick Mueller, the reporter, promises that it will be "very sexy." The air date is not yet available but should it become known before this goes to press, I'll include it somewhere in the newsletter. Jim has further comments about our moment in the sun in his president's message.

Also I'm starting a new series this month. It's a brief history, with pictures, of--well, what else--MGs of course, taken from THE COMPLETE CATALOG OF BRITISH CARS by David Culshaw and Peter Horrobin (Wm. Morrow & Co., Inc., 1974). For anyone with a passion for British cars, this is a must buy. How many of you (besides the Ashes and Bob Pellerin) have ever heard of an AC, Albion, Allard, Arden, Ariel, Armstrong-Whitworth (hm, that last sounds familiar), Arrol-Johnston, Autocrat, AV--and that's just the "A"s. The MG section runs 7 pages so will be published over a 3-4 month period. Sorry that the narration ceases in mid-sentence. Makes it more of a cliff-hanger than "MG Fever." Also I apologize that the xeroxing has cut off margins somewhat, but you'll get the gist of it all.

One last note--dues are due. Anyone not paying his dues by September 1 will not receive next month's newsletter. So pay those dues!!

FROM OLD NUMBER 2400, 4270, 7085, and VM199--

Thus far, July has been a fun month for TMGTC. The meeting at the Wallach's was a delight. Business was conducted effectively and it appeared that all had a great time. It was announced at that time that Dave Bouch will be leaving us for Rhode Island. Although he is an MGA owner as opposed to a T owner, he has been an active, positive contributor to the club. Good Luck, Dave. I hope we'll see you in Vermont this fall.

I would like to thank the club for providing dinner for my family on the 13th. While I was drilling with the reserves, Brenda and Michael were about in her TC winning the rallye. I guess that the reserves contribute a great deal to the Banvard rallying effort. Apparently, the rallye went very well and great fun was had by all.

On the 21st, the WVEC television production was shot "on location" at Fort Story. (Ed. note--Poor planning, James. At least you could have arranged it on a day when the 'O' Club was open.) We had nine cars present representing all of the various models that we have locally. I didn't intend to exclude anyone from this event, but Nick Mueller the director of the production was looking for a specific number of cars which were representative of the marque. We provided what he asked for as the production was his. All who participated had their vehicles well prepared and no misfortune occurred except to the filming truck which got stuck in the sand. The production will be on

"Good Morning Tidewater" early in August. The Boswells will tape the show for the membership. We will play it back at some future club event. (Ed. note--Actually, y'all will have to come to the Boswells' to see it since the video recorder is awkward to lug around.) I will contact the participants prior to the showing so that they can see it live if they desire.

The summer marches on with all sorts of events for the membership forthcoming--a tech session, a beach party, New Hope, Vermont, etc. See ya all there. Let's see the Ts out for our mutual pleasure.

Jim

DUES--DUES--DUES!!!

SECRETARY'S REPORT--Andy Wallach

The July meeting at Carol and Andy Wallach's home was called to order by President Banvard at 8:35 (Ed. note--having been delayed by the arrival of Bess Mann and her new MGA). Secretary Wallach requested and obtained approval of the June meeting minutes and reported that name tags have not yet been obtained. The President relayed the absent treasurer's report of a balance of \$978.36. Activities co-chairperson Bess Mann reported that the road rallye followed by dinner at a moderately priced restaurant would be held on July 13, a tech session on July 27, and the beach party on August 8. Mike reported for regalia that new T-shirts are \$4.50 with or without pockets. The Boswells reported that even if we had gotten in our registration for the Beaulieu Cup (for most miles driven), we wouldn't have won--winning club totalled 7,000+ miles to the Hershey GOF. The following comments concerning Hershey were made.

Mike: "It was very good. Dan bought the first place Y."

Dan Boswell: "I couldn't bring home the pewter, so I brought home the car."

President Banvard referred to Mike Ash's Y as a tennis show. Mike retort, "That's a second place winner at a national event--so have some respect."

Don Pryor stated: "Mike is more than modest. I feel we would be remiss in not recognizing the second best (Y-type) in the show," and then passed around a picture of Mike's tennis shoe, oh, I mean, Y-type. (Note: only two Y-types were in the competition at Hershey).

Bess Mann reported an all British car show will be held in New Hope on August 9th.

The President announced that Don Moore, the vice president, had left the local area and that Don wished us the bery best. Don is going into maintenance at Disney World. Someone stated that he will be maintaining the ears. The president reported that he had picked Ross Haines as the new vice-president. Also that a reporter for one of the local TV stations wants to produce a report on old MGs. The president obtained some names to provide to the reporter of people interested in basking in the limelight.

Under Old Business, Ann Haines contacted a Major Green concerning the Neptune Festival Parade. He is looking towards using us in the torchlight parade. Someone asked whether we would be carrying digniaries or just ourselves, and Mike Ash responded, "Aren't the two synonymous?"

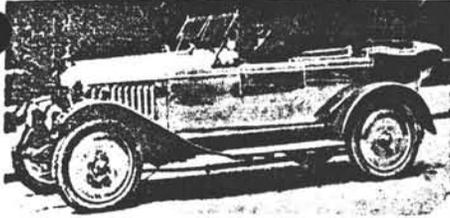
Under New Business, the Ashes and Banwards are planning on attending the September GOF in Vermont. Mike reported that Buck Lampton, the badge procurer, had come into contact with him and asked if we needed any new badges. Mike said, "No," and he said, "Good." The meeting adjourned.

Thanks to Carol and Andy for the good food and fine hospitality. The AUGUST meeting will be TUESDAY, AUGUST 5 at 8 p.m. at the home of Jim Rudd.

HAVE YOU PAID YOUR DUES!!!

UPCOMING EVENTS--

AUG. 8 (FRI)--Beach Party/Picnic at Dave and Helen Barrows, 116 86th St. (see map, p. 7). Bring your own meat dish (already cooked--we're not going to mess with grilling things this year) and one other dish--an appetizer, salad, vegetable, dessert, or whatever club will provide soft drinks and

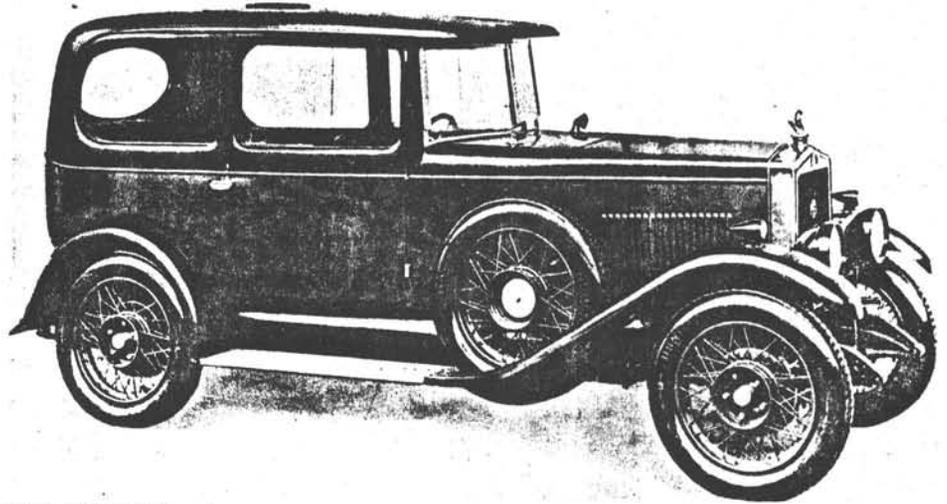


1924 MG 14/28 sports.
British Leyland

The secret of the success of the MG company has undoubtedly been their ability to supply light open cars at competitive prices, the MG Midget having been with us in various forms over forty-five years. It is sometimes forgotten, however, that in the early days some rather larger cars were made. The story of how the first MG grew from the legendary Bullnose Morris in 1923 is too familiar to require repetition. The production 14/40 as it then was had a 1.8-litre engine, and its logical successors, the Mk I, II and III even larger units, using overhead-camshaft Morris sixes of 2½ litres.

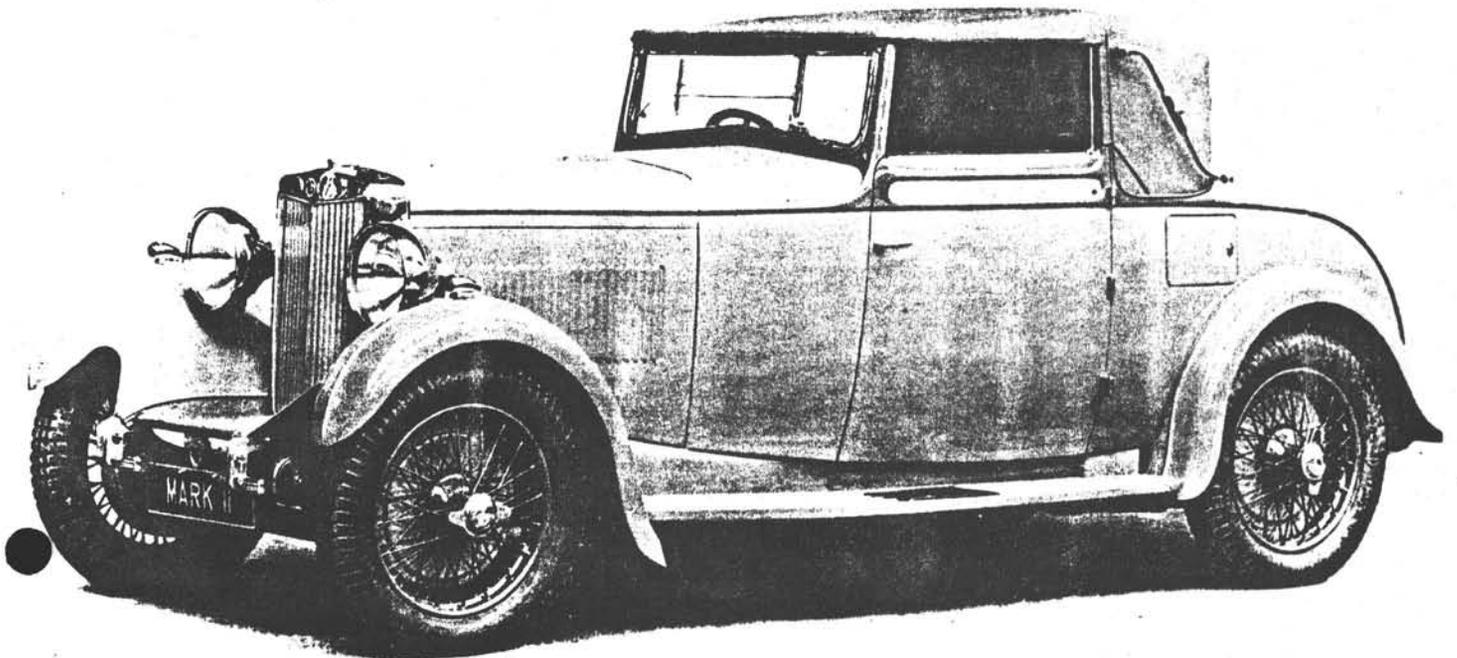
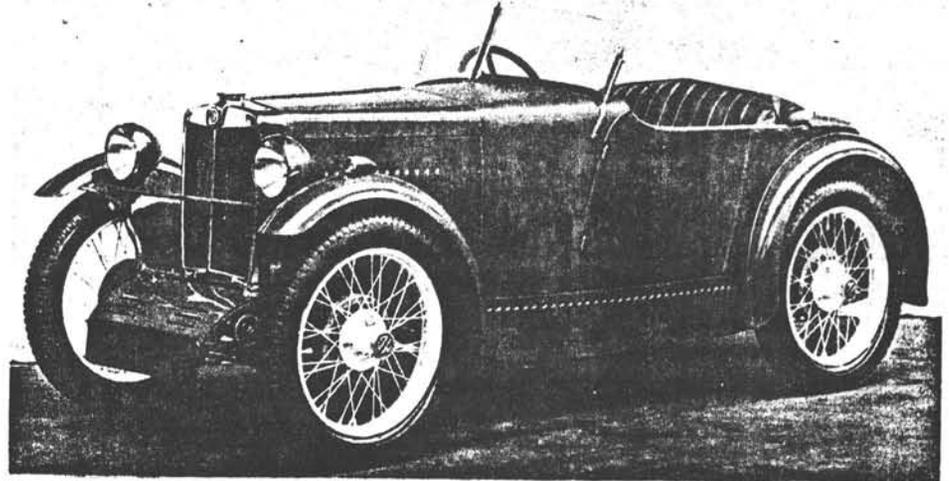
The model which really started the full rolling however was the M-type midget in 1928, based on the Morris Minor and giving quite unparalleled value for money. This was succeeded by a long series of similar models—C, D, J, P and so on. These were joined by a potent series of cars with very

1930 MG 18/80 Mk II coupe.
British Leyland



1927 MG 14/40 saloon.
British Leyland

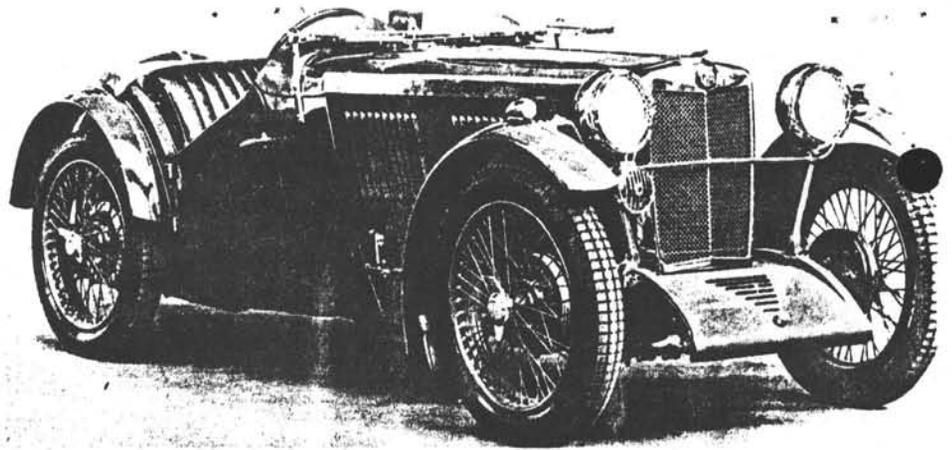
1929 MG M-type. British Leyland



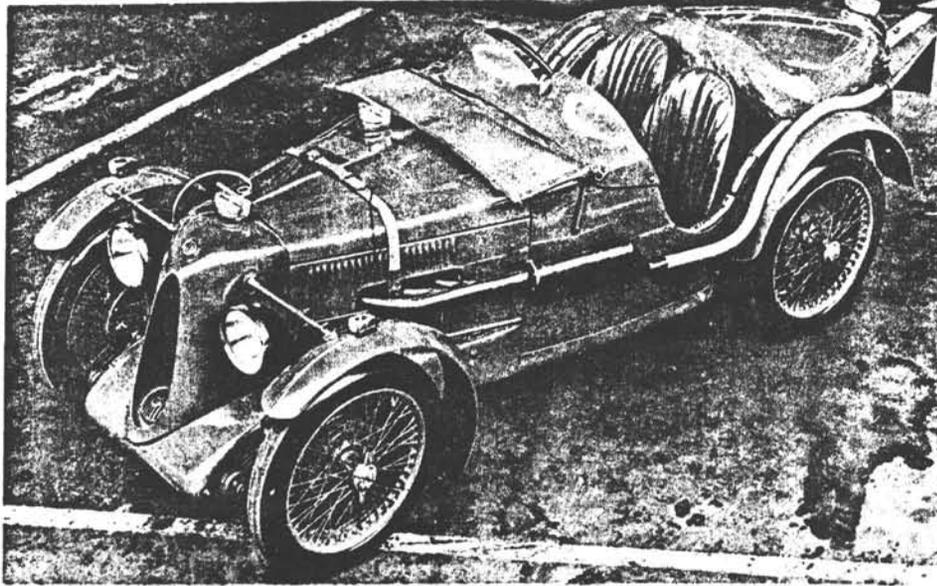


small six-cylinder engines, the Magna and Magnette models.

The first MG sports car had been built by Cecil Kimber of Morris Garages and it was he who took the company to the track in 1930 for a five-year spell of racing, which not only demonstrated the skill of the drivers, but the integrity of MG cars; Double-



1931 MG C-type (Montlhery).
British Leyland



1933 MG J2. British Leyland

Twelve, Grand Prix, Tourist Trophy, Brooklands 500 Miles and many other victories were achieved.

The years immediately before the war saw a series of larger cars again powered by 1½-, 2¼- and 2½-litre engines. The Midgets too were developed and, by 1936, had grown to 1.1 litres, using pushrods instead of the overhead camshafts of the earlier cars. A shorter-stroke 1250 engine was put into the Midget before the Second World War broke out, and it was this unit, known as the TB, which was to provide the springboard of all MG activities and successes in the immediate post-war years. The TC Midget was one of the first British cars to be announced in 1945, and its successor, the TD of 1950, though at first re-

Model	14/40	14/40 Mk IV	18/80 Mk I	18/80 Mk II	18/80 Mk III	M-Type Midget	C-Type Midget	D-Type Midget	J1 Midget	J2 Midget
Types							Sp	Sal T	Sal T	Sp
Years	1924-28	1927-29	1928-32	1928-32	1930-31	1928-32	1931-32	1931-32	1932-33	1932-34
No Cyls	4	4	6	6	6	4	4	4	4	4
Bore	75	75	69	69	69	57	57	57	57	57
Stroke	102	102	110	110	110	83	73	83	83	83
Capacity	1802	1802	2468	2468	2468	847	746	847	847	847
Valves	side	side	ohc	ohc	ohc	ohc	ohc	ohc	ohc	ohc
CR		5.0	5.8	5.8	6.9		9.1	5.4	6.2	6.2
BHP at ... rpm		35				20	44	27	36	36
Coolant	W	4000					6000	4500	5500	5500
Carburation	So	W	W	W	W	W	W	W	W	W
	So	So	SU	2SU	SU	SU	2SU	SU	2SU	2SU
Wheelbase	8'10½"	8'10½"	9'6"	9'6"	9'6"	6'6"	6'9"	7'0"/2"	7'2"	7'2"
Track	4'0"	4'0"	4'0"	4'4"	4'4"	3'6"	3'6"	3'6"	3'6"	3'6"
F Suspen	½-e	½-e	½-e	½-e	½-e	½-e	½-e	½-e	½-e	½-e
R Suspen	½-e	½-e	½-e	½-e	½-e	½-e	½-e	½-e	½-e	½-e
Length			13'1"	14'4"		10'4½"	11'4"	10'10"	10'8"	10'8"
Width			5'1"	5'6"		4'3½"	4'4"	4'3½"	4'3"	4'3½"
Weight	18½	18½	18½(ch)	24		10	13½		9	9½
Top Gear R	4.42	4.4	4.25	4.27	4.27	4.89	5.5/5.75	5.375	5.375	5.375
Tyre Size	28x4.95	4.75x19	5.00x19	5.00x19	5.00x19	4.00x19	4.00x19	4.00x19	4.00x19	4.00x19
0-50										
Standing Q-m										
Fuel Consum	28		18-20	18-20		40				83
Max Speed	65		78	78		64				

the asbestos phase out

by G. C. Skipper

Major brake manufacturers are up against the wall since it's a certainty that asbestos will be banned. In this special report, these manufacturers tell what they're doing and where their individual programs stand

TC OWNERS - THIS AFFECTS YOU YOUR STEEL DRUMS USE SOFT LINING WHICH MAY NOT BE AVAILABLE AFTER 1981 SOLUTION: Buy 1 1/2 INCH LINING MATERIAL NOW TO USE LATER - ABOUT 7 FEET PER RELINE

Asbestos—accused of causing cancer—is living on borrowed time.

Manufacturers of original equipment (OE) and automotive replacement parts—particularly brakes—have opened up all stops in finding a suitable substitute material for asbestos, one of the primary ingredients in the manufacturing process.

Although most brake manufacturers were hesitant to discuss the issue with *Motor Service* editors for publication (only two agreed to be quoted), off-the-record comments showed that a great deal of time and dollars is being spent to weed out asbestos before it's labeled an outlaw by the federal government.

The question is—with the substitute friction materials coming on the market, will it affect the mechanic's working habits? Will he have to do anything different, learn a new process? Every manufacturer interviewed agreed that the mechanic will not be greatly affected, but there are going to be certain things he must get used to.

Dave Cunningham, sales manager, Raybestos, said, "One of the things the mechanic has to know is that a vehicle that comes OE with semi-

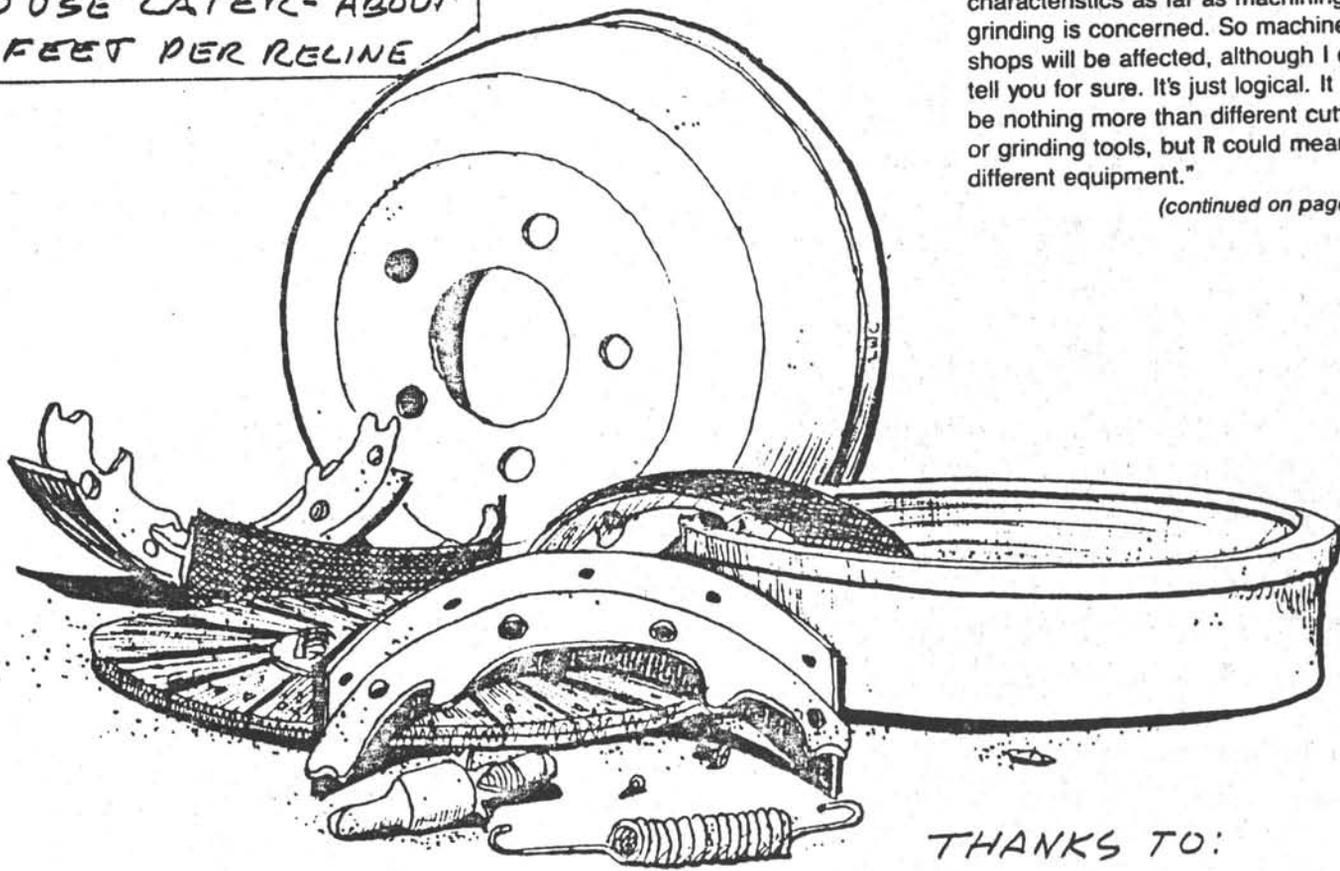
metallic material must be repaired with semi-metallic material—you can't substitute with asbestos. As for actually servicing the vehicle, it's going to be particularly important now that the mechanic torque down the lug nuts, rather than using an air gun. The metallics cause increased heat under heavier application and this heat can cause rotor warpage."

R. B. Chessin, vice president of aftermarket sales for Wagner told *MS*, "I don't think mechanics will be affected. It won't make any difference in the composition of the friction material."

Another major manufacturer of brakes had this comment: "Our biggest problem, when we used non-asbestos material on some OE, was the mechanic's reaction. We need to educate them. Mechanics think you'll wear your drums or rotors out over night by using metal, but that isn't so. They panic and think that metal is going to destroy everything. I'm not about to say there won't be some difference, but we don't know just how much."

As for the effect the substitute material will have on machine shop operations, there was a difference of opinion. Cunningham said, "The materials will have different characteristics as far as machining or grinding is concerned. So machine shops will be affected, although I can't tell you for sure. It's just logical. It may be nothing more than different cutting or grinding tools, but it could mean different equipment."

(continued on page 8)



THANKS TO: MIKE GOODMAN

asbestos

(continued from page 7)

Another manufacturer spokesman said, "Personally I don't see any difference in machining or grinding or whatever is done in a machine shop. I don't think they'll be affected."

Chessin told MS, "Those machine shops that are grinding shoes may notice a difference, because it may call for a different type of grinding material—but it's too early to tell yet."

A different brake manufacturer agreed with Chessin's point of view. He said, "It will have an effect on the machine shop. Different speeds may be required on the equipment and the equipment manufacturers have to be aware of this. There is a variable—cutting tool life will be different, different speeds will be required."

Although none of the manufacturers could say what percentage of their present products are non-asbestos, most of them did discuss the phasing out process and the type of compounds that are being explored as an asbestos replacement.

Chessin said, "I'm not sure phasing out is the correct word. We're continuing to study the alternatives that are available. At present, those products involving friction material that we produce are all asbestos."

Asked what kind of compounds Wagner is exploring, Chessin replied, "I'm not in a position to comment on the compounds right now. We have been studying substitutes, however, for several years. We've been working with it all along, but I'm not smart enough to set a target date as to when all asbestos will be gone."

Cunningham said, "Everybody in the industry agrees that the government is going to ban asbestos. As for Raybestos, we have a replacement. That's all our engineers are working on today—to find a substitute that will meet two criteria we've established. One, a substitute that is equal to or better than our present product and, two, a substitute that can be offered at a competitive price. We have substitutes for every item we make right now, but not all of them meet both of these criteria. We're striving to bring these two factors together."

The project is so enormous, said Cunningham, Raybestos has more laboratory personnel than sales personnel. "It's an all out effort to get rid of asbestos," he said.

To illustrate just how serious the company is about getting rid of the suspicious substance, Cunningham said a deadline of Jan. 1, 1982 has been established for total phase out. "We're well along the way in getting rid of it and, in the replacement market, we've already switched in the automatic transmissions."

Said Cunningham, "I'd dare say we are probably the most advanced in phasing out asbestos. Our competitors are talking at the OE level. They don't even say they're looking for substitutes. They just say they're meeting OSHA standards in their factories, but no one will be able to meet the OSHA asbestos standard in the long run."

Another manufacturer was asked if the company was phasing out the use of asbestos. He said, "Well, yes and

no. There's still quite a demand for it and we aren't changing it that quickly."

Another remarked, "We haven't phased asbestos out totally, but we're certainly working on it."

Still another manufacturer, commenting that his company made about 90% of brakes for OE, said, "There are still a lot of unknowns. Some of the things OSHA is doing are based on a projection that a specific condition exists—and some of those projections might not work out at all. We sometimes wonder if we don't get overkill on some of these things."

Reluctantly or willingly, the manufacturers see the hand writing on the wall when it comes to the fate of asbestos and most of them talked freely in general terms about substitute compounds.

One spokesman told MS, "We do have an alternative—a semi-metallic friction material made of ground steel wool fiber and other resin bonders. We currently have this product available for sale and are manufacturing it and supplying it to OE."

He said in 1976 a million vehicles (police cars and ambulances) were OE equipped with a semi-metallic substance. "We project about 10 million or 85% of all vehicles will be OE by 1984."

Cunningham said, "The horrible thing about finding a substitute is that every application requires a different substitute. We're looking at steel wool, fiberglass compounds, semi-metallic and full metallic compounds, as well as ceramic."

Another commented, "We're exploring new materials, metallic and non-metallic, the same as everyone else. We have a lot of semi-metallic on cars now and some hybrids. We're interested in looking at organics that aren't asbestos and we've been working on this for some time, anticipating the results ever since."

He added, "The 105 standard of the National Highway Traffic Safety Administration keeps increasing the requirements on brakes. They're after shorter stopping distance, so we have to have more aggressive lining on the brakes regardless of what kind of material is used. It has to be better than what we had five years ago."

One thing is clear—asbestos is on the way out and a safer, workable substitute will be found. It's a case of have to. ○

NEW ACQUISITIONS DEPT.--Bess Mann has acquired two '61s, one a nicely restored blue '61 and the other her back-up parts car. Unfortunately as seems to be Bess's fate, she's developed a rod knock already, so she and Jim Banvard are embarking on an engine overhaul shortly. When it's finished, the 'A' will be what it originally started out as—a 1600.

FOR SALE--1967 Morris sedan, runs like a champ. Body good. Many spare parts. Wife's pet so must go to good home that will guarantee lots of TLC. \$1600. Bring references. Susan Boswell, 486-1293.

MGT Series parts. Newly manufactured, not previously available. Second edition illustrated catalog still only \$1 (refundable with first order). Clover Machine Works, P.O. Box 3121, San Jose, CA 95156. (Ed. note--This is just a reference. We know nothing about the place.)

WARWICK RIVER

SHANNON

DR

MOYER

R.O. NELSON
ELEM. SCHOOL

WARWICK
AVE

TO ↑
RICHMOND

I-64

BOAT
LANDING

AUGUST MEETING
 TUESDAY AUGUST 5
 JIM RUDD
 DONDRA CUNNINGHAM
 79 SHANNON DR
 NEWPORT NEWS
 877-8999
 KICK TYRES 7:30
 MEETING 8:00

PATRICK
HENRY
AIRPORT

EXIT: JEFFERSON
AVE.
PATRICK
HENRY
AIRPORT

TO
BRIDGE-
TUNNEL
I-64

TIDEWATER MG 'T' CLASSICS
636 ROYAL PALM DR
VA BEACH, VA 23452



ROSS & ANN HAINES
 633 PINE TREE DR
 VA BEACH VA 23452