



THE TIDEWATER MG 'T' CLASSICS

THE DIPSTICK

JULY 1981

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

Greetings all--

Hope you're all enjoying your summer. Don't forget--dues are due, so mail yours to Sandy Hall if you haven't already done so. There will be extra membership applications at the meeting if you should need one.

FROM OLDE NUMBER 2400, 7085, 4270, 7662 & VM199:

June has been a super month with 3 events of distinction. The meeting at the Spilmans' was well attended and specifically jovial in nature. Thank you, Spilmans, for your hospitality and tolerance.

The tech session conducted at the Banvard Garagatorium was lightly attended, but generally extremely productive. We had a new member present, George Perry from Colonial Heights. He towed his car in and was able to drive it around the block after some major attention to his distributor and carbs. His car is afflicted with the olde loose distributor body syndrome. Welcome aboard, George.

Richard Hall brought a very sick MGB GT which was "cured" through tightening up his intake manifold to eliminate intake air leaks and follow on tune up efforts. Mike Ash was responsible, Sandy. Happy Motoring.

While the Ashes were off to N.J. getting their final GOF briefing, the Tidewater group was in small numbers conducting a rally and picnic at the Haines'. Although attendance at the Rally was only three cars, the event was fun. A historical tour was conducted under the underhanded instructions provided by Vince and Pam Groover. The rally was indeed well planned and even a tad tricky to say the least. The picnic was better attended with the Groovers, the Haines, the Thompsons, Bess Mann and Brenda Banvard augmenting the Rallyers. Great fun was had by all in the Haines' lovely back yard.

The GOF financial report is in, thanks to Sandy's diligence. The bottom line is \$181.00 in the hole, but it was well worth the expense. Thanx again, Roy, for you and yours efforts to insure a good time for all. Details of the income and expenses will be provided at the meeting on the night of the 7th at the Wileys'.

See you all there in your "T"s,
Jim

JUNE MEETING: SECRETARY'S MINUTES:

The June meeting was held at Ted and Vicki Spilman's. President Jim Banvard, after setting the tone of the meeting: "I would like to ask Roy (Wiley) to continue to be quiet," bid welcome to guests Joy and Al Sager.

Secretary Andy Wallach brought up the subject of nametags. While Vice-President Ross Haines tried to squelch discussion, the secretary appealed to the members to return nametags from the Williamsburg Mini-GOF. Mini-GOF coordinator Ross had promised to put out a box and collect them... The minutes of the May meeting were approved. The Secretary asked the President if he should read the memo from the Directors' meeting of the New England MG-T Register. The President said, "The memo is a couple of months old." The Secretary said, "Oh, you've had this for months and didn't bring it up at a previous meeting!?" The memo was read with some problem with the pronunciation of Beaulieu Cup. After several tries by the Secretary, Jennifer Ash tried to assist by telling him to "Watch my lips." When covering the future sites of GOFs for 1983 and 1984, the President interrupted and asked if there were anymore for people who can't look so far ahead. In reply the Secretary stated "I'm trying to get one that Mike (Ash) can take his FF to." (Note: Andy Wallach and Mike Ash appear to be competing for the dubious distinction of taking the longest time to restore a FF.)

Treasurer Sandy Hall, reported that the treasury had \$1,023.31 before she got to the meeting, but now it had only \$848.31. The Mini-GOF cost the club about \$150.

Activities chairman Vince Groover quickly went over the events, starting with the June 3rd meeting at the Spilmans' just in case those in attendance didn't know where they were. He spent the majority of his time on the July 18 drive-out to the Boswells' in Calvert County, Maryland. It was related that they have three bedrooms, a full basement, a barn, and father's large travel trailer.

Regalia Chairwoman Elsie Parr reported sales of just over \$100. There is only one brass hammer left. Williamsburg Mini-GOF patches and dash plaques are now available.

President Banvard stated that he had received a thank you letter from Graham and Glenys John of Ontario for the Williamsburg Mini-GOF. Roy Wiley, the Mini-GOF chairman, extended his thanks to all who participated and stated that the key to a mini-GOF is to leave the chairman at home.

President Banvard stated that "Hank Giffin has gone home!" Someone asked "Does that make him an in-town or out-of-town member now?" (Is it just a coincidence that when dues time comes around, Hank finally leaves town?)

Mike Ash was asked about preparations for the Fall GOF in Virginia Beach and he stated that everything is on track. Hank Giffin and Jim White are soliciting for raffle prizes to the north and Mary and Walt Thompson are soliciting locally.

Richard Hall motioned to adjourn, someone finally seconded, and the assemblage began devouring the fine edibles. Thanks to the Spilmans for a fine evening.

UPCOMING EVENTS

July Meeting - Tuesday, July 7 at the Wiley's. (map on last page)

July 18th and 19th - Driveout to Dan and Susan Boswell's in Maryland. We will depart at 8:30 A.M. from Pembroke Mall. Bring a snack. We will caravan to Dan and Susan's, arriving about 1:00 for lunch. That evening dinner will be at a restaurant of Susan's choice where you can plan on enjoying Maryland crabs and Chesapeake Bay oysters. We will return to the Boswell's for the night. Bring sleeping bags if you have them. On Sunday, you can sightsee in the D.C. area and return to Virginia Beach by several routes available. Maps will be on hand and you can make your choice. We have to know who is planning to go by the July 7th meeting, so that the Boswells can make arrangements for sleeping and for dinner. Call Vince Groover at 497-6904 by the 7th if you will not be at the meeting.

August Meeting - Wednesday, August 5th at the Banvard's.

Tech Session - Sunday, August 9th at Elsie Tarr's.

August 16th - Dinner at 5:00 at Chi Chi's Mexican Restaurant.

JUNE RALLY AND PICNIC

The June event, a rally and picnic, was held on the 27th. Three cars participated in the rally. Drivers and navigators were Pat Mann and Peggy Bradford (1st place), Scott Bradford and Lisa Williams (2nd place), and Jim and Michael Banvard (3rd place). The rally, dubbed the Hysterical Historical Rally, meandered through northern Virginia Beach. It's key points of interest were eight historical sites. Along the route were attention-grabbing sights such as a pink-spotted pussy and Captain Kidd's Crab House, which generated more comment than the seventeenth and eighteenth century homes. Well, you know how difficult it is to educate hard-core MG enthusiasts!

The rally culminated at Ross and Ann Haines, where the picnic was held. In addition to the rally participants and the Haines, the Thompsons, Brenda Banvard, Bess Mann, Bill Litchfield and the Groovers "pigged out" on the picnic goodies. It was a real pleasure to laze around the Haines' tree-shaded patio and enjoy the beautiful summer afternoon. After a rousing game of horseshoes and a gallant attempt to drink up all the beer, the picnic ended.

Pam Groover

FOR SALE: Parts--VA parts for sale. Some parts are sold; however, many more useable parts are available for your VA restoration. Contact Jim Banvard at 3633 Van Buren Dr., Va. Beach, VA 23452. (804 340-6737)

TECH SESSION

The tech session on Father's Day, June 21st at the Banvard's was attended by a small, but enthusiastic following. Pat Mann in her "A" that didn't want to stop running after shut-down and Vince Groover with an assortment of "TD" ailments were in attendance, but the real highlight of the morning was provided by one of our newest members, George Perry, arriving in his yellow "TD" pushing a nondescript Rambler. George came all the way from Colonial Heights, Va. (near Petersburg). George was able to identify and make temporary repairs to a distributor, tune and adjust carbs, install an original type wiper motor and adjust it to the stow position in spite of Jim Banvard's help.

Richard Hall also had time to work on his B-GT with assistance from Jim, Vince and Mike Ash. He didn't know a "B" was made to run so well.

Roy Wiley and Jennifer Ash also dropped by to chat with Brenda and partake of all the culinary delights always in abundance at any function at 3633 Van Buren Drive.

Vince Groover

Service Available: "T" wood can be made locally by a USN pattern maker. Lundy Sykes attests to its quality as he had all of his TC wood made by this individual. Contact Paul Krivas at 423-0212. If he is not there at the time, he will return the call. He charges \$5 per hour and can make the wood out of the material you specify. His turn around time beats Bagley's and the quality is excellent.

DON'T FORGET!! DUES ARE DUE!!

TECHNICAL ARTICLES

(Ed. note: The following tech articles are reprinted from MG Talk, (S.E. MG 'T' Register), Nov. '80.)

Rocker Shaft Assembly

When overhauling your engine, don't neglect the rocker shaft assembly. Any scoring & or wearing on the shaft or bushings will tend to lower your oil pressure to the rocker arms by virtue of the oil leaking through the unwanted clearances from the wear and scoring. It's not a difficult job to remedy this, nor are the parts expensive. Dissassemble the rocker shaft assembly, keeping the rockers, springs, base plates, springs, washers, in order. Remove the old bushings from the rocker arms, take a hacksaw blade and saw through the old bushing. It should break into two sections and fall right out nice and easy. Then to install a new bushing grab the arm with a pliers and put the propane torch to it for a minute or so. This expands the iron so the new bushing can be pressed in with a vise. Be sure to line up the oil hole in the bushing with the oil

hole in the rocker. When the new bushing is started evenly in the rocker, place in a vise and close it up, seating the bushing. Slick HUH? Repeat the above eight times and you've got new bushings.

Before re-assembly, replace (if worn) the tappet adjusting screws and locknuts. Also the bolts holding the assembly to the head can be replaced, along with new lockplates to keep those bolts tight. When putting all your stuff back on the new shaft, be sure to line up the oil hole correctly with the bracket that is drilled to feed oil from the head. Is it all worth it? Well, when I did mine, my oil pressure went up to 75 lbs. When hot at 3,500 RPM. This lets me know that lubrication is good at the rocker assembly. Also, the valves can be adjusted with more accuracy, insuring quieter running more power and longer valve life.

V.C. November '78

THE CARE AND FEEDING OF LEAF SPRINGS
by Chip Olds of Cheapeake Chapter,
NE MGT Reg.

Tired of your teeth rattling whenever you drive on anything but a glass-smooth road? Believe it or not, you can do something about it. Our cars, especially the TC and earlier models, ride rather hard to start with because when they were designed stiff springs were thought to be necessary for good handling. This natural stiffness is only made worse when the original lubrication dries up and dirt works its way in between the leaves of the springs. This causes extra friction between the leaves and in really bad cases the spring takes on all the characteristics of a solid steel bar! The manuals for the TC and earlier models recommend that the front and rear springs be greased every now and then. To do this, you should first clean off the outside surface of the spring with a wire brush. Next, jack up the car under the chassis to take the weight off the spring. Then pry apart the clips that hold the leaves together, allowing the leaves to spread apart slightly. You can spread them even more by wedging a screwdriver between them. If you have access to compressed air, it's a good idea to blow out the accumulated dirt from between the leaves. Now you somehow have to work grease in between the leaves. Good Luck! Try using a thin knife blade. Once that is done, let the car down off the jack, bond the clips back around the leaves, and you're ready to go. The improvement in the ride will be quite noticeable, especially if the springs have been neglected for a long time.

The only catch to this is that the grease will wash out from between the leaves when you ride in heavy rain, and dirt will again work its way between the leaves; so you're right back where you started. The only solution to this problem is to cover the springs somehow. At one time, you could get rolls of a sort of extra-flexible adhesive tape to wrap around the springs. I haven't seen this for sale recently, but if you can find some the proper drill is to clean and lube the springs as described, then wrap the tape around the springs. This keeps the grease in and dirt and water out. Don't try to use regular adhesive tape or electrician's tape; it isn't flexible enough. An even better solution is to install a set of the leather spring gathers which are available from Octagon Sports Cars, Abingdon Spares and others. These gathers are quite effective in keeping out dirt and water, and they usually have built in grease fittings which make future lubrication considerably easier.

As you have probably guessed by now, the whole clean and lube procedure takes a lot of time, but is the best way to do the job. If you want to try a shortcut, go to any motorcycle shop and buy a can (spray type) of chain lubricant. This stuff is very thin and volatile, but when it evaporates it leaves behind a film of thick grease or a layer of dry lubricant like graphite or molybdenum sulfide, depending on which brand you use. Spray the chain lube generously

over the springs and let it penetrate between the leaves. Do not use the car for several hours so that the volatile carrier will have time to evaporate. The results are not quite as good as the normal method, but is certainly a lot easier! I used the spray lube on my TC's springs for about 8000 miles with good results, but I found it necessary to relube about every 1000 miles.

Those of you with TDs and TFs have it a lot easier. To start with, you only have two leaf springs to worry about and they have rubber spacers between the leaves so that the leaves never really rub together. Those springs should never be lubricated with a petroleum based lubricant, since this will eventually destroy the rubber. If you must lubricate them, use one of the silicone or soap-based lubricants designed for this purpose. Otherwise, just clean the springs and cover with tape or leather gathers. The coil springs used at the front naturally require no lubrication.

Needless to say, you should examine the springs for wear when you clean and lubricate them. A neglected spring will wear at the points where the end of one leaf rubs against the longer leaf next to it. The result is a groove or thin spot which weakens the leaf. When this wear is excessive, say more than .020", the leaf is likely to break, as I have found out the hard way. This can be dangerous and the only way to avoid it is to clean, inspect and lubricate the springs on a regular basis.

Ed.Note: This article from the Classis MG's of Southern California...Mar. 77.

CONFESSIONS OF AN MG FREAK-OR BOY, WAS I DUMB
by Don Crosby

Recently I was asked to pen an article for this newsletter. I thought I might continue relating a few of the "really dumb things I've done and have heard of others doing to their wee cars."

BRAKES: The TD-TF brakes are 'self energizing'. If you install the brake wheel cylinders wrong you have 'no brakes'. Wheel cylinders can be installed pointing in either direction with respect to wheel rotations. They must be installed so that the adjustment screw is away from the direction of rotation—that is, for example, the screws on the leading edge of the brake plate must be down on both wheels.

LUBE: The steering rack on TD and TF calls for 8-10 strokes of an oil gun. I've heard it said that if you use grease you must disassemble the steering, clean it out and oil the system. Not true. Modern grease works beautifully in the rack.

FLOORBOARDS: The TF shop manual says you must remove the floorboards (which takes about 3 weeks to do) to replace the master cylinder. I strongly suggest trying it from underneath first.

ROD BOLTS: Several sources say 'check bolts for stretch' during rebuild. B.S. — Replace them!!!!!! They cost very little....especially in relation to potential damage if one comes loose. Nylocks may be used once. Don't reuse under any circumstances.

Lynnhaven Bridge

SHORE DRIVE

To Beach →

JULY MEETING

Tuesday, July 7
Roy and Marilyn Wiley
2221 Poplar Point
Va. Beach 481-1543

7:30 Kick Tyres
3:00 Meeting

HERE

POPLAR POINT ROAD

ROAD

MILL DAM RD.

FIRST COLONIAL RD.

GREAT NECK ROAD

□ Va. Beach General Hospital

LASKIN RD.

VA. BEACH BLVD.

London Bridge

To Beach →

RT. 44 VA. BEACH TOLL RD.

Laskin Rd. Exit

Fidewater MG 'T' Classics
7704 Bergen St.
Norfolk, VA 23518

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

