



THE TIDEWATER MG 'T' CLASSICS

THE DIPSTICK

NOVEMBER 1981

PRESIDENT: Ross Haines (486-1496)
VICE PRES: Vince Groover (497-6904)
SECRETARY: Mary Thompson (495-0085)
TREASURER: Bess Mann (340-4011)
EDITOR: Carol Wallach (583-9387)

Hi, all--

This month's newsletter is being sent to you early to remind you of the Halloween party which is being held this Saturday, the 24th, at the Thompsons' and to inform you that the November meeting is scheduled for Sunday, November 1 at Fred Paddock's parents' home in Yorktown. Hope to see a good turnout at both events!

SECRETARY'S MINUTES--OCTOBER MEETING:

The October meeting commenced at Terry and Georgia Kelly's house with outgoing President Banvard stating, "Jim Nolan, quiet Roy (Wiley) down." After the President made a nice comment about the house, Terry quickly stated "\$22,500 to assume; house payments are..." President Banvard reported for the treasurer a balance of \$1,064.30 with Regalia sales of \$126. The new unpaid non-members include out-of-town out-of-town non-member Hank Giffin. Marblemouth Secretary Wallach managed to get the September minutes approved.

The President commenced a discussion of the upcoming activities. Fred Paddock stated that the November meeting will be at his parents' house November 1, barring the birth of his first child. Under pressure he did admit that "They said we can have a get-together one hour after" the birth. Someone asked, "Can we have it (the meeting) without you?" "Yes, the oysters are all there and waiting." President: "We never tried to arrange a meeting around a birth." Final decision--Sunday, November 1 with baby late of the 8th. Jennifer Ash: "Mr. Outgoing President, may I say something on events?" The President, astounded by Jennifer's newly acquired respect for Robert's Rules of Order, quickly agreed. "Mary (Thompson) wanted to know if we wanted a fiddler at the Barn Dance." A short discussion of price ensued. Georgia: "Terry and I will fiddle around for fifty dollars." President Banvard: "I'll do it for forty dollars." Roy: "You can go all the way for that." It was decided to get a fiddler or fiddlers for a reasonable fee plus all they can drink. It was also decided that the newsletter would be sent out early in order to provide adequate notification of the Halloween Party and November meeting.

Super saleswoman Elsie Parr reported GOF regalia sales of \$244.50 and that a new batch of ladies shirts are on order. President Banvard asked "Robert, do you want to talk on Parts?" and discovered that Robert Davis wasn't present. Roy: "Robert--he left town." Mike Ash:

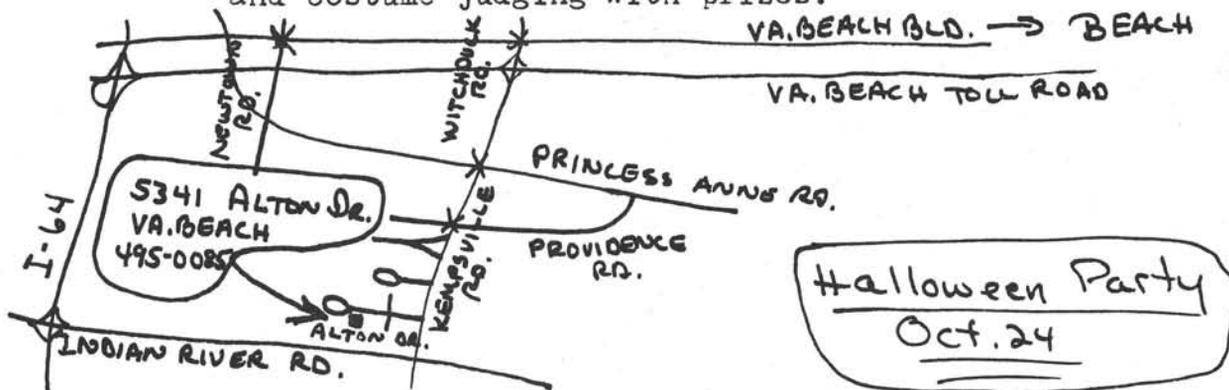
"Robert--he's not even a member." President Banvard mentioned that he received a parts catalog from Victoria British Ltd. in Lenexa, Kansas.

Under new business, Fred brought up old business--"I have something else..." Mike:"The question is do we want food" at the meeting. Someone: "Oysters,you love longer; clams,you live longer." The President turned the meeting over to Mike Ash for holding of elections. The following were elected: Ross Haines, President; Vince Groover, Vice President; Mary Thompson, Secretary; Bess Mann, Treasurer. When outgoing President Banvard stated that Ross was fleeting up to President, Fred asked, "Fleeting up? Is that anything like fiddling around?" Jennifer expressed Mike's and her appreciation to the members who assisted in making the GOF a success and related some favorable comments that they received. Fred motioned and Roy seconded that the meeting be closed. President Banvard's statement that "This has been my last official act," was met with wild applause and cheers.

A tremendous effort ensued in a futile attempt to consume the feast that Georgia prepared which included delicious egg rolls and chicken. Thank you, Georgia and Terry, for a fine evening.

UPCOMING EVENTS:

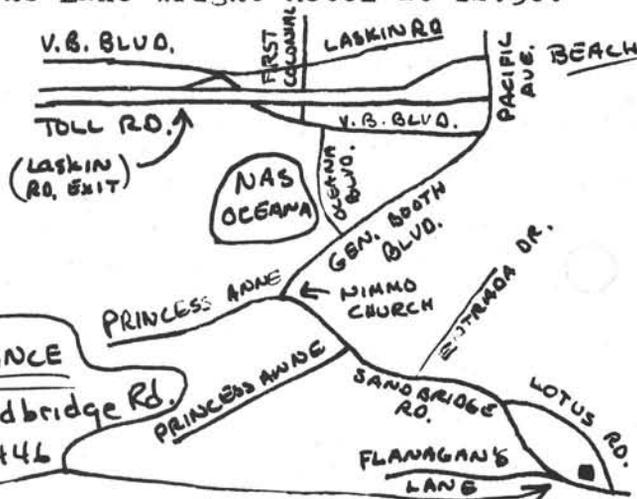
Halloween Party - Saturday, October 24, 7:30 at Mary and Walt Thompson's. Bring a treat. There will be games, hot apple cider and costume judging with prizes.



November Meeting - Sunday, November 1, 2:00, hosted by Fred and Dee Paddock. (May be postponed to the 8th--you will be notified by phone if that is the case.) Refreshments will include oysters and clams. If you wish to caravan, please meet at the Lake Wright Motel at 12:30. (Map is on last page.)

Barn Dance - Kay and Carl Fisher's in Nov. You will be notified by phone of the date and time.

Christmas Party - Friday, Dec. 11, 7:30 at Mike and Jennifer Ash's.



Tech Topics

T Series Pitfalls

- (1) Brake cylinders — always check that rebuilt cylinders are complete, experience has indicated that the rubber cups are a requirement to keep the brake fluid from running out onto the linings.
- (2) Carbs - when setting your carbs, start rich and gradually lean down, otherwise you may be running too lean and overheat the engine. Burnt exhaust valves, cracked head or holes in the piston are results of too lean operation. Better to run a little rich.
- (3) Fan Belt - not too tight, approx. 1/2" deflection required with moderate thumb pressure on the belt half way between the generator and fan pulleys. Overloaded generator or fan bearings or loose water pump pulley result if belt is too tight. Better to run a little loose, you'll see if the generator is discharging or tachometer is erratic if the belt is slipping, especially with head lights on.
- (4) Wheel Bearings - loose or failed wheel bearings result in shimmy at speed.
- (5) Timing Chain - check the book and make double sure the 13 & 15 links are on the correct side, the engine should be upright or stand on your head if the engine is upside down to get the same view as shown in the manual. The engine will try to start but won't quite make it with a reversed chain.
- (6) Clutch Plate - most plates are marked "flywheel side" so install accordingly, ie with the short side of the spline toward the crankshaft. The clutch will not release if the plate is reversed.
- (7) TC Castor Shim Plates - install plates with the thick end to the rear of the car to decrease castor angle and improve steering ease.
- (8) Windshield Wiper Bar - install bar with center recess toward windshield to clear bonnet center hinge when windshield folded.
- (9) Gudgeon Pins - install gudgeon pin clamp bolts in pin groove after gudgeon pins are assembled to connecting rod. I've seen two examples where the clamp bolt was filed so that the pin could be pushed in last and left fully floating, sure plays hell with the cylinder bores as the ends of the gudgeon pin gouge the bores.
- (10) Gear Selector Shafts - don't swap gear selector shafts between gearboxes unless they are exactly the same. A popping out of gear problem was solved by putting the original shaft back in, it was approx. 1/32" longer.
- (11) Drive Shaft - yokes on the driveshaft must be lined up with each other to allow proper movement. Check the book and your shaft before installing.
- (12) Spark Plugs - install short reach plugs in short reach heads, long reach plugs in long reach heads. Short plugs in long heads don't fire correctly & result in incomplete combustion and poor running. Long plugs in short heads can put dents in the top of the pistons.
- (13) Connecting Rods - install with gudgeon pin clamp bolt away from camshaft, reversed rods result in engine vibrations and won't lubricate the cylinder bores on the thrust side. Also ensure the oil hole in the rod big end is clear.
- (14) Timing Chain Tensioner - ensure the small oil hole in the tensioner body is clear to allow tensioner to operate and also lubricate the timing chain.
- (15) Wiring - double check wiring, particularly connections to voltage regulator, a burned out generator armature could result from faulty connections (very expensive). Disconnect the battery ground strap and install a 30 amp fuse between the positive battery terminal and ground when checking a newly wired car, any shorts will blow the ground fuse and not melt the wires. Re-install ground strap before operating starter, but be ready to shut it off if the generator is not charging or smoke appears when running the engine for the first time.
- (16) Crankshafts - magnaflux crank when rebuilding engine, cranks can run for extended periods with a slowly propagating crack which eventually breaks at the most inopportune time, result is a rod through the block, broken piston, head etc. etc.
- (17) Oil Seals - always compare a new oil seal for O.D. and I.D. with the old seal to ensure the new seal is **exactly** the same, don't take someone else's word that it is the right seal.

Thank to Bob Grunau

Trillium News, Ontario, Canada

Leaky Radiator?

By Rocky Rockholt

I recently discovered that I had a very bad leak in in the radiator of the TF that really surprised me since I had the radiator repaired when I was doing the restoration on that car. I made a chance remark to a friend that I was going to get some Liquid Radiator Repair to stop the problem. He stopped me with "an old wives tale" that I will share with you.

First, go to your local grocery store and buy a small can of ground black pepper. Next, fill your radiator and start the engine so that the water is circulating then pour in the whole can of black pepper and then drive the car for 10- 15 minutes and you guessed it, the leak will be stopped by the black pepper...usually. Pepper swells about five times its size when wet and the pressure in the tank apparently sends the pepper to the holes and in the case of my TF, it did stop the leak. Since my discovery I have learned that a lot of people have known of this home remedy and have also used it successfully. In the meantime...AAAHCHOOO.

Editor's Note: For those of you who might use Rocky's Remedy, we suggest that it only be used as a temporary fix.

Turn Switch Repair

In the process of TD restoration, I pulled out the turn signal switch. Now I've dealt with a number of British imports over the years with clockwork turn switches which wound themselves up when one flipped the lever and flipped themselves off after about eight seconds. So I flipped the lever on this switch, and it popped right back into neutral.

I was very surprised to see no evidence whatever of anything like clockwork inside that black Bakelite cylinder--just a cam, which pushed a piston against a spring into a cylinder. And it clearly had not been tampered with. Then I looked more closely at the "junk" around the edge of the piston, which is leather--just like the leather cup on a pump.

Light dawned. So I followed the old-fashioned technique for dried out leather pump washers--massage them well with grease. As you may have guessed, the turn signal stays on for a period of time--about eight seconds in fact--by the very slow release of air past the leather cup, which is pushed into the cylinder by a cam when the turn signal switch is pushed to one side or the other.

So, if your turn signal is not giving you a decent amount of time to make a turn, I suggest you take it apart: Remove it from the car, noting which wire goes to which pole. The lever comes off with a single screw. The switch comes off its bracket with one large chromed, knurled nut. Then the outer cover of the switch can be removed by taking out three small screws which use the brass connecting poles as nuts. Take out two, then clamp the switch **gently** in a vice with the third screw uppermost. Loosen and remove it. Now unscrew the vice slowly, and the spring will push the cap off. You will quickly see how the cam and piston system work. Flare out the leather washer with your fingers and rub in grease--I used a moly grease, but anything soft will do, even Vaseline. Be generous, and leave a good film on the leather. Clean the cylinder and the contacts with spray cleaner or lacquer thinner. Reassemble in reverse order. Presto. Good as new. The leather washers virtually never become unsalvageable, and new switches are fifty bucks.

Now take the "T" out and wink at the traffic properly:

Dave Kuhn

Ask a Fuelish Question

By Jarl deBoer

It is unfortunate, but the SU low pressure fuel pump as mounted on TC, TD, and very early TF's is more often a very unhappy part of the car. We've all heard about people who've had pumps that lasted for ten years or more, but usually 12-18 months is all you get, especially out of some of the rebuilt units. Also, the current crop has gone through a design change, and doesn't even look right:

For a car that is used regularly, an American fuel pump can be a good answer. By putting the pump along the right frame rail it is put both out of sight and in the place where it works best. An electric fuel pump is more efficient as a pusher than as a puller, and the whole setup is much less proven to a partial vapor lock which helps to keep the pump from beating itself to death.

The two varieties generally used are Bendix (best but more expensive) and Autopulse (also sold as Hasbro or Dupree). The latter looks like a hand grenade and is nice and compact. AC makes a similar one. When you get one, you must specify a **low pressure** pump, as the regular pumps with their 4.5 to 6 lbs. pressure will blow it right through the SU carburetor and cause flooding and overflow. If you have

Got a Stripped Plug?

Stripped threads on an oil drain plug are a rather simple problem to correct due to the availability of replacement plugs, unfortunately it is the threads in the aluminum oil sump that are usually in poor condition due to wear. The plug itself is made of brass and somewhat harder than the aluminum the oil sump is cast in.

The following is my method of repairing this condition.

First, order a pan gasket set from your local "T" type supplier or ask your fellow MG'ers if anyone locally has a set available. Next visit your local hardware or plumbing supply to purchase a one-half to three-quarter brass reducing bushing, this item is normally used by plumbers to reduce pipe sizes and is readily available. Standard pipe threads are used both male and female with a hexagon flat to apply a wrench.

Next remove your oil sump making sure the area where the sump meets the block is clean to prevent dirt from entering your nice clean engine. After removal of the sump use a clean plastic garbage bag and masking tape to cover the lower end of your engine to maintain the cleanness. Clean the sump inside and out with gunk, rinse and dry, remove the baffle plate and oil pickup.

Next take your sump to the machine shop and have them drill out the oil drain hole with a 59/64 drill and tap to three-quarter inch I.P. pipe thread. (Be careful) the pipe thread is tapered and to acquire a tight fit care is required.

After receiving the sump from the machine shop, gunk, rinse and dry, very dry in new threads. Be sure to remove all metal particles from machine work.

I used Loc-Tite when installing the brass bushing and tighten. Replace drain plug using nylon washer. Reassemble baffle plate and oil pickup, replace oil sump to engine and fill with your favorite oil and check for leaks.



HAPPY MOTORING

Fred Driver

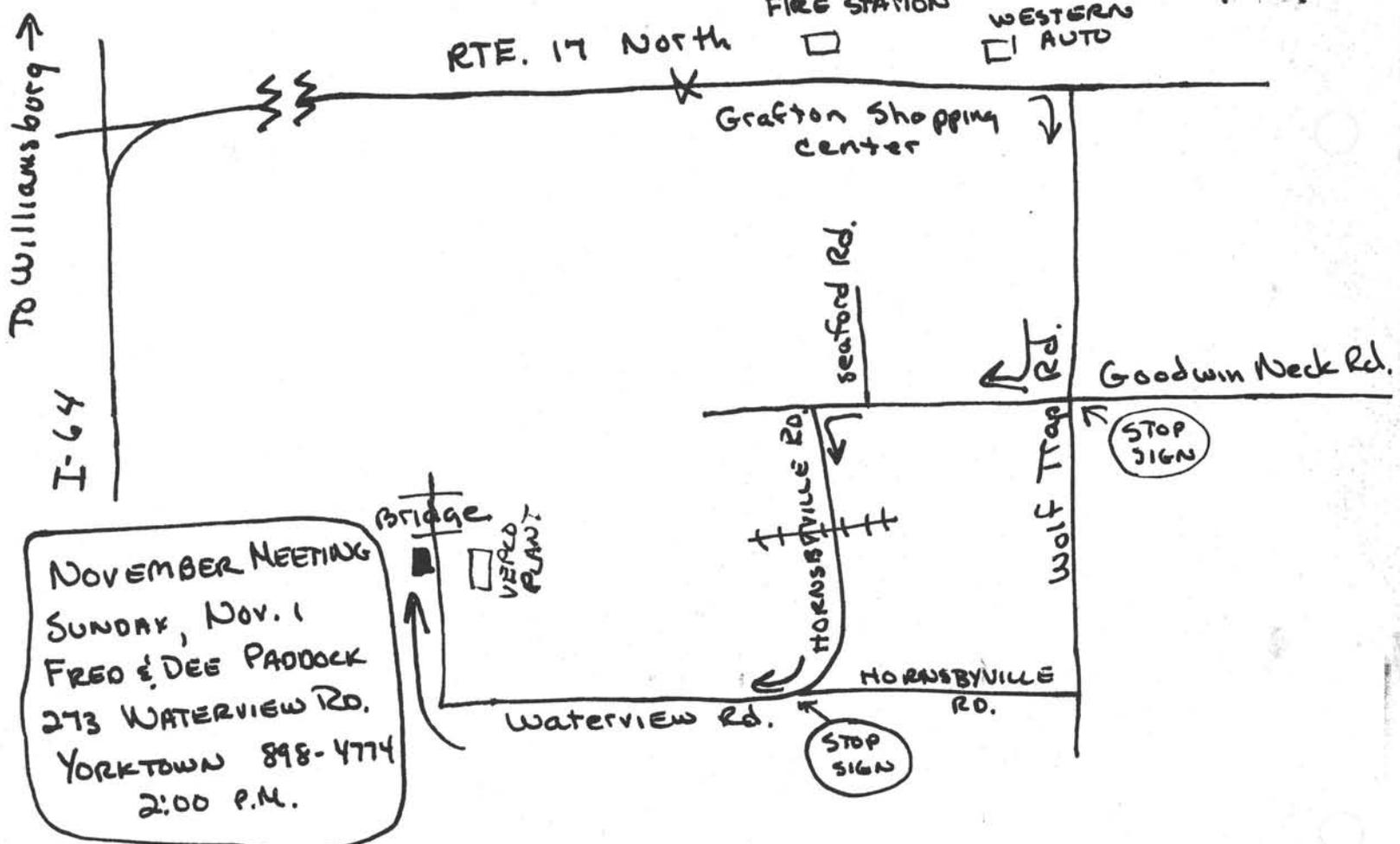
to get a regular one (high pressure) you must also put in a fuel regulator and set it for 1 1/2 pounds.

Most pumps come with mounting brackets and fittings and will require drilling holes on the inside of the right frame just ahead of the rear shock absorber but about 10" out of the copper fuel line; and two short neoprene hoses to hook it in. The wire can be run from the old pump, along the right frame back to the pump.

The new pump will push right through the old SU on the firewall, although you can remove the valves from it to increase the flow. You **must** disable the old pump by blocking the points, or removing one, or the pressure will go up too much if it should decide to work again. Now you've got a nice reliable 5 - 10 year pump and everything still looks stock. Cost? About \$25 - \$40 for all the parts.

While doing the pump, it might be nice to put a fuel shut-off and filter by the tank and really solve your gas woes, except the price per gallon. The four fittings in the diagram can be bought for about \$4.00 and allow you to install a small in-line fuel filter and your new fuel pump without a petrol slaver. The shut-off makes a dandy anti-theft device too, if you can crawl under the back without being seen.

From THE WIND MACHINE, newsletter of the SORRY SAFARI TOURING SOCIETY, LTD., in California.



NOVEMBER MEETING
 SUNDAY, NOV. 1
 FRED & DEE PADDOCK
 273 WATERVIEW RD.
 YORKTOWN 898-4774
 2:00 P.M.

TIDEWATER MG 'T' CLASSICS
 7704 BERGEN STREET
 NORFOLK, VA. 23518

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



1- Guests & New members

11/21/81

2- Secretary's Report (Mary Thompson)

3- Treasurer's Report (Bess Mann)

\$1,339.80 as of 30 Oct 81

Read list of unpaid as of 31 Oct 81

4- Events

Vines / Mary → December

Roy Wiley has accepted for next year

① looking for volunteers by the 25th - any now?

② need host for January meeting _____

" " " February " _____

③ mtg of events committee on 3 Dec at Roy's home (8PM)

Anyone with ideas or suggestions, please call
Roy before the 3rd

5- Regalia (Elsie Tarr)

Ladies Shirts \$9.50 - sales last mtg

Still on order

out of town shipment made (patch, shirt → D.C. (Perry?))

6- Pants (Robert Davis?)

7- Tech Librarian (Dave Barrows?) - need to get other chapters
newsletters to Dave - Carol

Old Business - ?

New Business

- ① New roster - Bess discussed with Sandy & Sandy has agreed to prepare
- ② Cutoff for December newsletter is 25 November
- ③ Chapter contact for TSO - letter from N.E.M.G.T. Reg.
- also "T Series Handbook"
- also new membership forms - \$15/yr plus \$10 initiation fee first year.
- ④ Tentative date for Wicker Basket