



THE TIDEWATER MG 'T' CLASSICS

THE DIPSTICK

MAY 1982

PRESIDENT: Ross Haines (486-1496)
VICE PRES: Vince Groover (497-6904)
SECRETARY: Mary Thompson (495-0085)
TREASURER: Bess Mann (340-4011)
EDITOR: Carol Wallach (587-2464)

Hi, all--

Since time is short this month and I'm stuck with a manual typewriter, this introduction will be brief. I'd like to thank all contributors for their articles. A couple items I should mention here since they won't appear elsewhere are two upcoming events in North Carolina-- the Fifth Annual British Car Days South, May 21-23 in Charlotte and the Green Park Inn Spring Fling, June 11-13 in Blowing Rock. Call me for more information or ask me about it at the May meeting.

APRIL MEETING--SECRETARY'S MINUTES:

As the second hand swept the hour, old Robert Davis appeared...a gasp was heard from the crowd. Could this be true?? Robert on time?

The meeting opened on a joyous note...the announcement of the birth of a baby girl to Bill and Sue Gordon. The proud daddy passed around a photograph, we all approved of the newest MG member. Glad to hear Mom's doing well.

Let's document this...Roy Wiley said the minutes were "perfect" and someone was even foolish enough to second the motion. Eat your heart out, Andy--I never heard such kind words spoken about "your" minutes.

The phone rang...ring,ring,ring...the room was silent, it was our treasurer calling in her report. Watch out, Bess, loud boos were heard. * She said, "Subtract \$156.00 from previous balance." This should put us at a balance of approximately \$749.41.

The events chairman wanted to report but felt unprepared. He did manage to give us a run down on the GOF. The dates are April 30-May 2--eight couples are attending. A loosely knit caravan will be leaving from the closed Texaco Station at the base of the ramp leading to the Chesapeake Bay Bridge Tunnel at 3:30 PM sharp. It's questionable as to the time needed to travel...somewhere in the range of 3½-5½ hours. This is where things got sticky. A late registration fee will be charged after the 9th of April. It was confirmed that all meals would be included in the price regardless of where you were staying. Sounds like a wonderful time.

Parts report was mainly concerning canvas tops that can be purchased through Phase I at approximately \$160.00. MGA hood medallion available \$17.00--see Robert.

The "maiden" run of Andy's TF is still a mystery. Will Mike Ash win the race? Stay tuned for next month's update!

The secretary is presently accepting resumes for her "executive secretary"...no experience necessary...will train...Andy, you need not apply.

The winner of the second trivia quiz was Henry C. Griffin III, sometimes better known as "Hank Giffin, the out of town-in town member." The pressure of the out of town lobbying strikes again.

Admiralty Sandblasting on Va. Beach Blvd. does magnificent work and at an extremely reasonable price. You can ask Walt Thompson or see for yourself at the next meeting.

O'Connor Classic Autos, 2569 Scott Boulevard, Santa Clara, CA 95050... while corresponding with Mike we found that he had no catalogue but uses Moss Motors parts numbers and as of 3/5/82 offers free shipping with all orders. You don't have to belong to the "T" Register or even a club. We've received several orders and have been pleased...he supported our GOF--let's try to support him. Walt visited with Mike in California this week and will give us details at the May meeting.

Elsie is still peddling her "T" shirts at \$3.50. The manuals are selling fast so bring your checkbook next month.

Ellen Lunsford broke her leg several weeks ago. We wish her a speedy recovery and hope to see her at the next MG meeting.

The meeting was adjourned only to be tempted by the Oriental delights of the Nolans...really yummy and such neat pots! Who can diet and be a member of this group?

DEADLINE FOR THE JUNE DIPSTICK IS MAY 21

UPCOMING EVENTS

Mini-GOF--April 30 - May 2 in Royal Oak, MD. See minutes above for information on caravan.

May Meeting--Wednesday, May 5 at the Thompsons'. (Map on last page.)

Spring Rally--Sunday, May 16 at the Old Cavalier, Va. Beach at 1:30 PM hosted by Halls and Haines. There will be chip and dip at the Haines home after the rally.

June meeting--Tuesday, June 1

DIPSTICK TRIVIA QUIZ #4 - MAY 1982

31. T or F - TD radiator grilles were never chrome plated on standard production models. _____
32. In what year was the TA (or Series 'T') introduced? _____
33. T or F - The first MG was called "Old Number One". _____
34. What was the color of the last MG manufactured at Abingdon?

35. What name did the British give to TC fenders? _____
36. What club member's MG engine became a home for mice? _____

37. T or F - Beginning in 1948 all TC's were produced with bumpers.

38. On what date was the Fifth Annual Wicker Basket Affair held?

39. T or F - The first MG Midget was not an "A" Type. _____
40. To what car does the MGIF owe its existence? _____

Your name _____

(Fold)

Place
Stamp
Here

Ross Haines
633 Pinetree Dr.
Virginia Beach, VA 23452

(Fold)

LETTERS TO THE PRESIDENT

Dear Mr. President,

Initially, I commended you on your endeavour to start a trivia contest for the membership of the Tidewater Chapter (in-town and out-of-town). Unfortunately, it was not foreseeable that the chipping and complaining that you have had to bear would occur. When I read the letter from Henry C. Giffin III, I was aghast that he would attempt to discredit the in-town membership by implying that there might be bias against out-of-towners. I felt that this act was surely beneath his dignity.

Henry C. Giffin III has apparently been awarded what he has been seeking since the beginning of the trivia quiz, a five dollar gift certificate. Perhaps now we can go on with these challenging and informative quizzes without the inordinate amount of unnecessary commentary from certain personalities. Perhaps now that he has won, Hank can now rationalize the \$35 expenditure for the MG reference book which he bought specifically for the trivia quiz effort.

Keep up your excellent work, Ross, and don't be distracted for a moment by correspondence such as you have been receiving from Hank Giffin. It is not worthy of your concerns.

Jim

FROM OLDE NUMBER 6733:

When I originally undertook the task of creating the first MG trivia quiz, I had no idea that I would end up feeling like Dear Abby! The latest letter addressing the integrity of the club is included in this newsletter in a section I have titled "Letters to the President". (Letters to the President? I've heard of Letters to the Editor, but this is ridiculous!) This thing could go on and on.

Here's the latest tally:

<u>Name</u>	<u>This Month</u>	<u>Overall</u>
Ron Eaton *winner	10/10	29/30
Hank Giffin	10/10	30/30
Jim Banvard	10/10	29/30
Mike Ash	9/10	9/10
Bill Gordon	4/10	4/10
Andy Wallach	9/10	9/10

It's nice to see some new faces this month. I hope to see more next month. Ron, Hank and Jim are now ineligible for a monthly win so that should be added incentive for some of you less than avid trivia buffs to participate.

Bill Gordon was nice enough to point out that the answer to question #7 (Quiz #1) was not completely correct. It turns out that the TA was never called a TA until the PB was built. Therefore the first model of the "P-series" was really a "Series 'T'". Since we now refer to it as a TA I'm going to accept the answer as printed in the newsletter. (As it turns out it wouldn't make any difference anyway since all three of the participants answered the question the same.) Thanks for the interest, Bill!

Questions and Answers - Trivia Quiz #3

21. What was the nickname given to the very first meeting of the MG Car Club?

A. "Natter and Noggin". "Two points worthy of comment are: the very first meeting of the MG Car Club was an event such as has since come to be known as a "Natter and Noggin"; and, for the meeting to be held within five weeks of the original suggestion that a club be formed indicates that those concerned did not drag their feet." (TSO, Dec. 80, p.47)

22. T or F - All MG TF's were equipped with turn signals.

A. True. "This policy of standardization was carried a step farther with the coming of the TF. With only a few exceptions, all TF's were alike regardless of intended destination. All TF's had turn signals, for example, while only late TD's meant for North America had been so equipped." (TSO, Oct. 80, p.12)

23. Who was the driver of the "fastest ever" MG?

A. Phil Hill. "MG's last record breaker, EX181, will be doing a tour of U.S. auto shows this year. If you have a chance to see it, by all means do. This fastest ever MG was used at Bonneville in 1957 and 1959. Our Phil Hill was the last driver and set a mark of 254.91mph in the "roaring raindrop". (TSO, Feb. 79, p. 4)

24. What MG owner won the Ed Roy Trophy in 1978?

A. Ed Karem. "Congratulations to...Ed Karem, VM122 on the occasion of the Veteran Motor Car Club of America's prestigious Ed Roy Trophy being presented to SA/2739 in recognition of its being chosen the best restored car of foreign make in 1978." (TSO, June 79, p.22)

25. Who is the club member who made a "U-turn across eight lanes of traffic...in Toronto, Canada?

A. Jim Banvard. "Speaking of crazy driving, Toronto is still talking about the funny looking little black car that flipped a U-turn across eight lanes of traffic, through a red light into three lanes of oncoming traffic, no less. Fortunately, Brenda Banvard did not witness this maneuver." (Club Newsletter, July 1978)

26. In what T-series MG did the first 1250cc engine appear?

A. TB. "The 1250 engine had first appeared in the TB, back in 1939, and its proud history ultimately included a number of speed records on the Utah salt flats." (TSO, April 80, p.30)

27. Approximately what percentage of MG TD's was exported?

A. d. 90. "The TD represented a dramatic change in policy for MG. Historians differ on the exact figure, but at least ninety percent of all TD's were exported." (TSO, April 1980, p.40)

28. T or F - MG TF's were produced in both right and left hand drive configuration.

A. True. "Of course, some duplication of parts was unavoidable. The steering gear and control pedal assembly from a RHD car would not work on a LHD version, so two types of each had to be carried in stock. (TSO, Oct. 80, p.12)

29. What is the name of the award given to the person who accumulated the most points by participation at a GOF?
A. Eyston Award. "Eyston Award: Given to the person who accumulates the most points by participation at a GOF." (TSO, June 1981, p.41)

30. What was done with the last MG manufactured at Abingdon?
A. It was placed in British Leyland's Car Heritage Museum. "And Finally--For those of you who haven't been able to get by the campaign rhetoric long enough to find out what of importance is really happening in the world, the last MG rolled off the assembly line in Abingdon on October 24, 1980, and right into British Leyland's Car Heritage Museum at Brentford in West London. The white MGB was the last of the 1,155,032 MG's made in Abingdon since 1929. The king is dead, long live... (Dipstick, November 1980, p. 7)

525 Ranchitos Del Sol
Aptos, Ca. 95003
March 10, 1982

Dear MG Club:

I need your help to get the word out to your Club members. For many years I have been selling new Dunlop wire wheels directly to enthusiasts at extremely cut-rate prices--almost always below other company's wholesale prices. In the past six years I have pleased over 250 enthusiasts with my low prices and honest approach. I am sure many of your members have heard of me as I have sold wheels to enthusiasts in 36 States and Canada.

Dunlop has not produced 15 inch wire wheels since 1979 and the outlook remains dim for future production. However, a US long-time wire wheel manufacturer and restorer has begun to manufacture exact duplicates of Dunlop's wheels, only of superior quality--particularly "trueness." A large west coast parts firm has been advertising these wheels for the past few months--at exorbitant prices. I now have access to these wheels and am offering them at prices below the wholesale prices of this parts firm!

<u>Fifteen inch</u>	<u>painted</u>	<u>chrome</u>
48 spoke x 4"	\$109	\$179
60 spoke x 4 1/2"	\$119	\$189
72 spoke x 5"	\$129	\$199

Thirteen and fourteen inch 60 spoke wheels are also available at the above 60 spoke price.

My low profit margin does not allow extensive advertising. Therefore I am approaching you through this letter, hoping that you will somehow pass on this news to your members. Anyone interested in purchasing wire wheels will very much appreciate your efforts to spread the word, as do I. Thank you.

Interested persons may write or call me for more information. If anyone's interested I have references in 36 states. Thank you again.

I can be called (408-684-0485) between 6:00 and 10:00 pm (Calif. time) Monday-Friday, and anytime before 6:00 pm on weekends. I'm not always there--keep trying.

Sincerely,

Bruce Erfer
Bruce Erfer

PS: I have two TDs.

Dear HONORABLE DIPUTICK EDITOR,

ENCLOSED IS A TECH ARTICLE THAT YOU MIGHT WANT TO USE IF YOU NEED TO

FILL UP SOME SPACE. I'M CONCERNED THAT JIM DANJARO MAY SPEND A WEEKEND ON THIS.

SO IT MIGHT BE BEST TO TELL HIM IT'S "TONGUE-IN-CHEEK" OR WHATEVER BEFORE HE BREAKS OUT HIS TOOLS.

REPLACING PNEUMATIC FLUID IN YOUR TYRES

While rereading an old Jaguar magazine recently I came across a tech article that I felt would be of importance to all MG 'T' owners, and have adapted the article for application to our cars. I have not seen a prior article on this most important of maintenance functions; the Timely Replacement of the Pneumatic Fluid in Your Tyres!

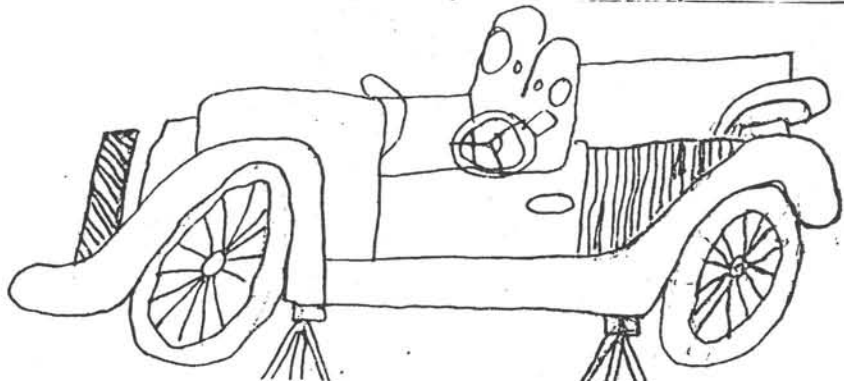
This is a maintenance project even the 'backyard' mechanic can accomplish, and will take no longer than one weekend, depending on your experience and speed of work. Even such a respected technical expert as Bill Porter readily admits one of the keys to his continued 'T' driving success is his in-depth knowledge and skill in replacing his pneumatic fluid on a regular basis!

It is recommended the below procedure be followed in detail at least semi-annually, or at a minimum of 3000 miles, depending on the amount of high speed touring you do.

PROCEDURE

It is best to find a cool dry day for this work. Lay out all tools in advance of commencing work, including an ample supply of beverage (Michelob in my case).

- A. Park car on a flat dry surface, insuring a firm and clean area around the car. Allow engine to cool thoroughly prior to commencing work.
- B. This may be a good opportunity to insure your beverage is sufficiently cool and drinkable.
- C. Utilizing the prescribed portable jack provided, raise one corner of the vehicle at a time, commencing at the off side rear wheel (for right hand drive vehicles) or near side rear wheel (for left hand drive vehicles). Working counter clockwise (for RHD) or clockwise (for LHD), raise the axle and place one jackstand under the axle in such a manner as to support the vehicle with the tyre clear of the ground. Release the prescribed portable jack (provided) and proceed in the direction as discussed above until all four tyres are clear of the ground.
- D. It is most important at this time to step back from the operation and survey your work. Prior to proceeding you must insure that no axle has more than one jackstand under it, and that each axle is fully supported. A repeat of step B may be in order at this juncture. If you are a novice to complex technical procedures, the following artist's conception may be of assistance.



REGARDS,

HANK

At this time you must determine if your vehicle has wire wheels or disc wheels. If unsure, you should consult your workshop manual. If still unsure, compare your vehicle's wheels with those depicted in the first diagram provided (previous Page); if similar, you have wire wheels.

WIRE WHEELS (If disc wheels, proceed to below where indicated)

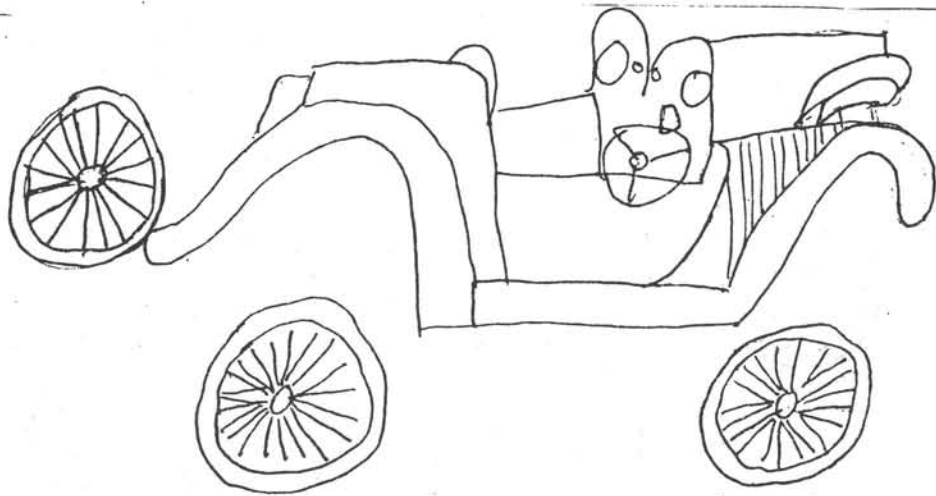
- A. With prescribed brass hammer (provided) vigorously pound retaining wing nut of offside rear wheel (RHD) or nearside rear wheel (LHD) until hand loose. Proceed around vehicle working counter-clockwise (RHD) or clockwise (LHD) loosening all retaining wing nuts. Once loose, continue to unscrew until totally removed from axle. Once removed, place wing nuts on a clean rag or turkish toweling in the immediate vicinity of the axle from which it was removed, insuring no dirt/foreign matter contacts the threads. Vigorously pound the spare tyre wing nut until loose, then remove.
- B. Vibrating the tyre back and forth on the axle, remove each wheel with tyre intact, proceeding in the same order as above for all operations. Lay the wheel in the immediate vicinity of the axle it was removed from, being careful not to lay it on top of the retaining wing nut. Remove spare similarly, and place it at rear of vehicle.

DISC WHEELS

- A. Commencing with the offside rear wheel (RHD) and working counter clockwise (or near side rear if LHD and working clockwise), remove the hub covers by inserting the flattened end of the wheel nut spanner in the recess provided adjacent to the retaining studs, and giving it a sideways twist. Do not allow hub covers to fall unimpeded to ground, as damage may result. Place removed hub covers on a clean rag or turkish toweling adjacent to the axle from which removed. Remove spare tyre hub cover in a similar manner and place at rear of vehicle.
- B. Utilizing the wheel nut spanner (provided), loosen and then remove the five retaining nuts exposed on the offside rear wheel (RHD) or near side rear (LHD). Place nuts adjacent to respective hub cover. These retaining nuts have right hand threads (turn clockwise to tighten and anti-clockwise to remove).
- C. Lift the entire wheel including tyre from the studs and place on ground near axle, insuring the side that was facing away from the vehicle is up.
- D. Proceed around vehicle in a counter clockwise manner (RHD) or clockwise manner (LHD), removing all four wheels. Remove spare in a similar manner.

BOTH WIRE WHEELS AND DISC WHEELS

- A. Again, step back and survey the status of your operation. Insure there are no more or less than five (5) wheels lying around the vehicle, and that no axle has a wheel remaining affixed to it.
- B. This may be a good opportunity to repeat step B under Procedure.
- C. For novices, the following artist's conception of the status of the job is provided.



PNEUMATIC FLUID EXTRACTION

This is the most dangerous part of the operation, and it is recommended a member of your family or a friend who is familiar with cardio-pulmonary resuscitation be standing by in the immediate vicinity. **INSURE YOU ARE IN A WELL VENTILATED SPACE!**

- A. Carefully don your charcoal air filter mask, and insure an airtight seal around your face. Put safety goggles on, insuring complete protection for your eyes from flying debris.
- B. All operations which follow should be completed in the same order as wheel removal.
- C. Utilizing the tyre valve stem extractor (provided in tool kit) and insuring direction of pneumatic fluid flow is away from you (see artist's conception below), slowly unscrew valve stem and allow pneumatic fluid to escape. For those with 'originality' concerns who desire to save their fluid, you may capture the fluid as it escapes from the valve in a mayonaise or similar jar. This is a sometimes complex procedure and is extremely difficult. Once captured, the used fluid may be stored in a sealed container in a cool dry space.
- D. Once fluid no longer drains from the tyre, you may reinsert the tyre valve stem utilizing the valve stem extractor (Provided) to insure valve stem tightness.
- E. Proceed until all five (5) tyres have been drained of pneumatic fluid.
- F. Eye protection and air filter mask may be removed at this time.



INSTALLING PNEUMATIC FLUID

The most difficult and demanding part of the job is now over. You will now be putting things back together.

- A. Starting at the tyre appropriate for RHD or LHD as described above, screw the flexible pneumatic fluid insertion hose on the pneumatic fluid insertion tool (Artist's concept at right) onto the tyre valve stem. Working the insertion tool up and down, slowly recharge the tyre with pneumatic fluid. When the working of the tool becomes difficult, you must check the fluid level in the tyre. This is accomplished by removing the flexible hose and checking the fluid level with a pneumatic fluid level indicator. Top up until the level prescribed in your workshop manual is attained. Be careful not to overfill.
- B. This is tedious work and requires physical exertion to a greater extent than any previous step. An alternative as utilized by Bill Porter which may save you this step is to offer the opportunity to assist you to neighborhood adolescents for a small fee, or provide substantial quantities of cold alcoholic beverages to fellow Chapter members, who in all likelihood by this time would not mind (or even feel) the physical exertion.
- C. It is most important to insure you follow the correct order in installing fluid, and that all five (5) tyres are properly topped off. Shortcuts or carelessness in this procedure will definitely surface during the road test following reassembly.



THE CORRECT PNEUMATIC FLUID

Considerable discussion has occurred over the last few years as owners become more and more originality conscious. Frequent arguments as to the proper type and source of pneumatic fluid can often be heard during concours events. These competitions have become so exacting, and the difference between winning cars so slight that even the smallest bit of originality can make the difference. If you are in this arena, it is suggested you write and order direct from the 'mother country' a sufficient quantity to last you through several years. As inflation is constantly increasing the costs of all materials, purchasing now will allow you to get the best buy on pneumatic fluid possible.

For those not interested in concours, common American pneumatic fluid available anywhere in the country will be sufficient. (Although some concern was observed by those at the recent Playboy Club GOP of the quality and useability of fluid available in New Jersey).

REPLACING WHEELS

Wheel replacement is done in the reverse order as removal; for RHD vehicles start at the spare and work clockwise, and for LHD vehicles start at the spare and work counterclockwise. Be cautious that while installing spanner nuts and wing retaining nuts you must turn in the opposite direction than that used during the removal phase to tighten.

JACKSTAND REMOVAL

Jackstand removal is again completed in reverse order as that used for removal of wheels. Utilizing the prescribed portable jack (provided), raise the axle off the jackstand a sufficient height to allow removal of the jackstand. Carefully remove jackstand. Slowly lower vehicle until it is resting on the bottom of the tyre. Proceed around vehicle until all four (4) tyres are resting on the ground, and the vehicle is sitting in a level state. Prior to proceeding it is best to insure all objects are removed from under vehicle. Replace portable jack and other tools in toolbox under bonnet.

ROAD TEST

Once you are satisfied that the vehicle is again roadworthy, you should warm up the engine and test all electrical systems for proper operation. Once underway, it is advisable to proceed at a reasonable speed while the new fluid is evenly distributing itself. If you do not notice an appreciable improvement in all aspects of handling and performance, you may consider a full tune-up, shock absorber (damper) replacement or fill up, spring lubrication, front end lubrication, wheel balancing, and front end alignment. Happy T-ing. Hank Giffin (Artist-Aaron Giffin)



MAY MEETING
 WEDNESDAY, MAY 5
 WALT & MARY THOMPSON
 5341 ALTON DR
 VA BEACH 495-0085
 KICK TYRES 7:30
 MEETING 8:00

Tidewater MG 'T' Classics
 7704 Bergen Street
 Norfolk, Va. 23518



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