

# THE DIPSTICK



President.....Vince Groover  
 Vice-President...Peggy Bradford  
 Secretary.....Pat Beuter  
 Treasurer.....Elsie Tarr  
 Editor.....Brenda Banvard

FROM OLE 6402

Thank you, Peggy, for hosting the April meeting. We all had a great time and even got to meet some new M.G. enthusiasts.

At the May meeting, we will try to decide how best to use the **FIRST** Tidewater M.G. "T" Classics car badge, which was provided by Buck Lampton.

See ya on Tuesday, the 7th, at the Giffin's.

Vince

## UPCOMING EVENTS :

- May 4                      Saturday - Flea Market  
                                 Alexandria, Va.  
                                 Call Vince for details
- May 7                      Tuesday - Meeting at the Giffin's  
                                 7:30 p.m. - Kick tyres.  
                                 8:00 p.m. - Business meeting followed by  
                                 refreshments
- May 17 - 19              Friday - Sunday - Mini-GOF  
                                 Tilghman's Island, Md  
                                 Call Vince if interested
- June 2                    Sunday - Tech Session at the Banvard's  
                                 10:00 a.m.- Bring your problems and  
                                 solutions

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N O T E : Deadline for J U N E newsletter is May 22  
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APRIL MINUTES

(Ed. note: Pat was not at the meeting. Bob Beauter took minutes for her. Somehow writing them up slipped his mind, so what follows is a phone summary.)

British Isles Day was Saturday, April 27th.  
Do we want to continue with rallies? A survey was proposed.  
What to do with the prototype of the car badge will be discussed at the May meeting. - Sell, Auction, Rotating Award??  
Guests: Tom & Jean Hall - TD, Lynn & Bill Duke - 71 B  
May 4 - Flea Market in Alexandria  
Robert Davis discussed the Color tunes and Easy-Bleeders

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F O R S A L E

MGB Sun Roof - Very nice - \$100.  
TC Front Wings - Need some work - \$100 each  
TC Interior Kit - Green Leather by Moss. New in box - \$450  
TD Cowl - \$50  
TD Angle Iron Frame for Body (Inner & Outer) - \$40  
TD Spare Tire Racks (2) - \$30 each  
TD Rear Springs - \$25  
TD Door - right - good - \$50  
TD Tank Ends - \$20  
TD Carpet Set - Used - \$10

Hank Giffin - 495-8187  
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TECH SESSION REPORT - by Mike Ash

The April Tech Session was held on Sunday the 14th at the home (garage) of Mike & Jennifer Ash. Despite threatening weather, there was a good turn-out of members but not so many cars in need of attention. We welcomed out-of-town members Fred and Nancy Emig from Richmond. Fred brought his TD transmission for analysis but, after due examination by the "experts", sanity prevailed and the general consensus was to leave well alone. Actually, the transmission really was in very good shape, including the front bearing. The rattle Fred had been experiencing was almost certainly in the shift linkage and could be cured by having the housing bushed.

The major activity of the day was the rebushing of the brake pedal on Mel Baker's TD. Probably the dirtiest and most frustrating job one could possibly think of. However, the job was successfully accomplished in the allotted time and Mel went home to order all the parts to replace the welded mess of rods that was currently passing as a clutch linkage.

The next most major activity was the tuning of the new Weber carb on Robert Davis' MK III Magnette. The tuning instructions that came with the Weber baffled all of the local experts, but not our guest expert. Fred quickly cut through all of the technical jargon and explained it in terms us lesser mechanics could understand - "---- with it until it works better!". Now why didn't I think of that?

Dave Barrows brought his neighbor who had an intermittent problem with his bug-eye Sprite. But the Sprite stubbornly refused to repeat the symptoms and so was unable to benefit from Fred's, or anyone else's, mechanical genius. Tony Perino brought his MGB with a temperature (guage?) problem which I don't believe was solved, or even diagnosed. Other technical and social participants were Vince Groover, Jim Banvard, Roy Wiley, Bill & Lynn Duke, Arla Strasser & Bill, Ira Cantin and Ed Hazzard.

Overall, it was a successful and, of course, a socially enjoyable tech session. There was plenty of room for more to participate. The next session is Sunday, June 2nd. at the Banvard's.

May Events: Meeting at Giffins on  
TUES, MAY 7th - 7:30pm. *See map on back*  
Mini-GOF at Tilghman's  
Island, Md. 17-18-19th  
(call Ash's -495-0307  
if you want details)

## BRITISH ISLES FESTIVAL - BY Mike Ash

By invitation, the club was asked to participate in the British Isles Festival at Norfolk's Towne Point Park, next to Waterside. The event was held on Saturday, April 27 and our participation consisted of providing a representative selection of MGs for display. We put on an excellent showing, with Hank Giffin's TA, Larry Gray's TC, Mel Baker's TD, TFs from Mark Ostertag and Mike Ash, Y-Types from Vince Groover and Jim Banvard, John German's MGA, MGB Roadsters from Tony Perino and Mike Ash, and MGB GTs from Roy Wiley and Robert Davis. It was a beautiful day, but most of us left the show to go home and get on with the Saturday chores. However, Vince, Tony and Mel kept a progressively bleary eye on the cars from the comfort of the beer tent (Guinness Stout, Harp Lager and Bass Ale). Incidentally, the MGs were in the somewhat exalted company of a brand new Rolls-Royce Corniche, sticker price \$156,000! But, of course, the MGs held their own!

A well-attended event, and thanks to those who participated and showed the club flag!

## REPORT ON THE PHOTO RALLY

Many thanks to Richard Hall and Roy Wiley for setting out the rally last Sunday; and thanks to Mel Baker for sweeping the cobwebs out of his darkroom and making the contact prints of the clue-photos. There were ten participating cars, which included two from the Austin Healey Club, and an assortment of T's, B's, a Y, an Austin Healey from the MG club(?!), and a couple of Japanese beetles. The rally took us through, around and among Olde Towne in Portsmouth, and we all wished we had more time to gaze on the restored homes in the area. We ended up at The Seawall restaurant for brunch, which was celebrating the first day of the repeal of the Blue Law on Portsmouth's books, prohibiting the sale of alcohol between the hours of 1 a.m. and 1 p.m. on Sundays. We were the first visitors they had from the surrounding cities (not by intent on our part) to partake of Portsmouth's "booze before 1 p.m.", and some club members were interviewed by Channel 10 and appeared on the 7 o'clock News. The winners of the Rally were Mel and Judy Baker in their MGB (Mel very suavely sporting white Levi's with coffee spilt down the front!). The prize for winning the Rally was Brunch for Two at The Seawall; congratulations Mel and Judy. The brunch was excellent and when we had all eaten and drunk our fill, we parted - some to go back through Olde Towne, others to see the Children's Festival at Portside. The weather, which had started out cloudy, brightened and got hotter as the day wore on and the top-downers ended up with a suntan. Again, thanks to the organizers for providing a fun day out.

## LUCAS ELECTRICS EXPLAINED!

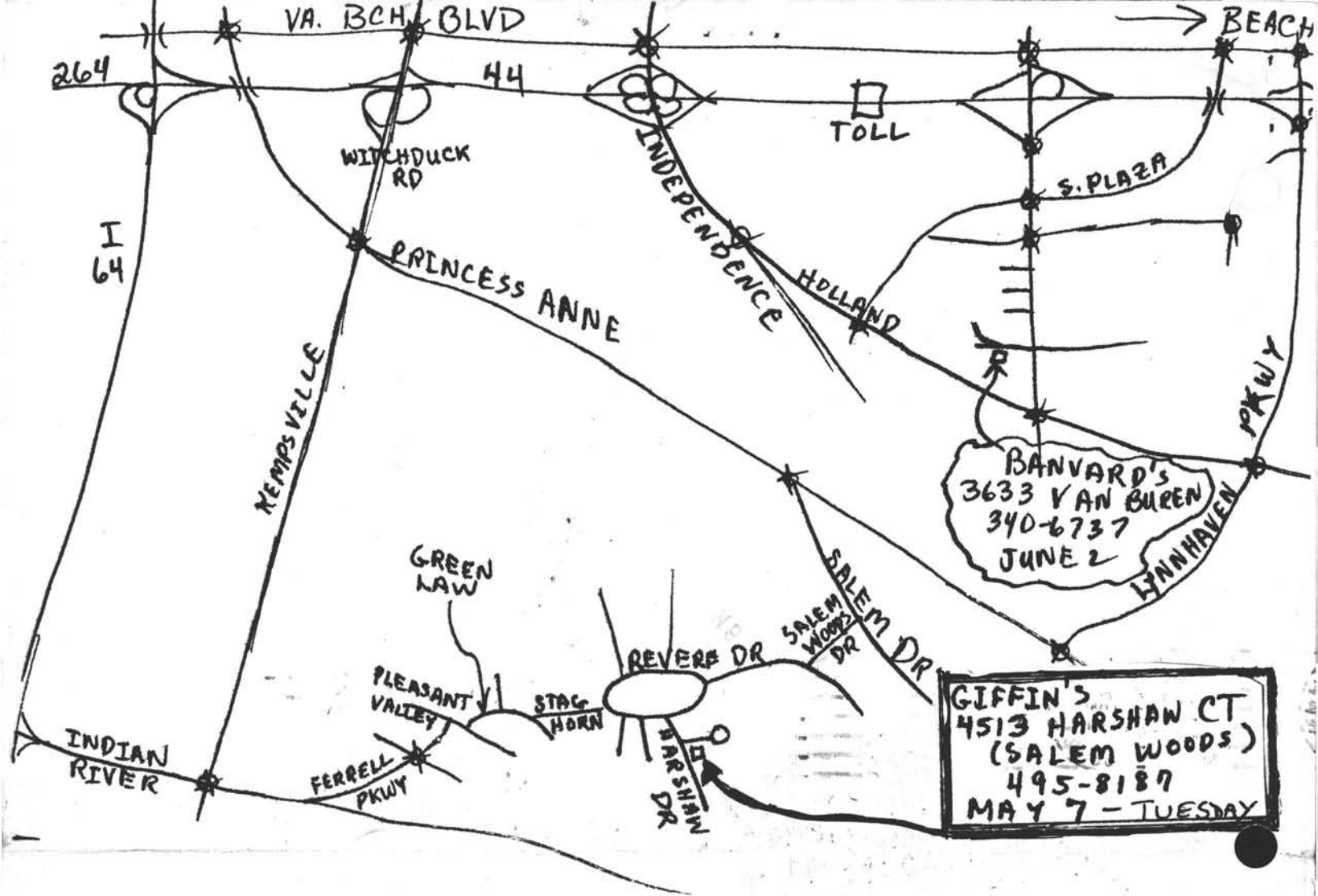
(The following item is taken from the Delaware Valley Chapter's "T-TALK", who took it from the VMG Club "Octagon Topics", who in turn took it from the San Diego MG T Register's "T-TYPER", who in turn got it from the Calif. Cooper Club of San Diego's "COOPERNOTES", who probably copied it from somewhere else!)

A sheet of paper crossed my desk the other day, and as I read it, realization of a **BASIC TRUTH** came over me. So simple! So obvious we couldn't see it! John Kuivinen, chairman of the Palomar Repeater Club, an amateur radio group, has discovered what makes integrated circuits work. He says that smoke is the thing that makes them work, because every time you let the smoke out of an integrated circuit it stops working. He claims to have verified this with thorough testing.

I was flabbergasted! Of course! Smoke makes all things electrical work. Remember the last time smoke escaped from your Lucas voltage regulator? Didn't it quit working? I sat and smiled like an idiot as more of the truth dawned. It's the wiring harness that carries the smoke from one device to another in your MG; and when the harness springs a leak, it lets the smoke out of everything at once and then nothing works. The starter motor requires large quantities of smoke to operate properly and that's why the wire going to it is so big.

Feeling very smug, I continued to expand my hypothesis. Why are Lucas electrics more likely to leak than, say, Bosch? Hmm. AHA! Lucas is British. Things British always leak! British convertible tops leak water. British engines leak oil. British government leaks defense secrets. Naturally! British electrics leak smoke.





TIDEWATER MG "T" CLASSICS  
 5149 BELLAMY MANOR DRIVE  
 VA BCH VA 23464



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