

THE DIPSTICK



President.....Mel Baker
 Vice-President...Tony Perino
 Secretary.....Andy Wallach
 Treasurer.....Pat Beuter
 Editor.....Brenda Banvard

* T * NOTES

Thanks to Pam and Bob McClaren for hosting the July Meeting.

Welcome new members, Marlin and Susan Emswiler, Terrence and Mary Strom, and Lee Klein.

A reminder that the New London British Car Day will be held on Sunday August 17th. The Richmond Club will host a British Car Day on Sunday September 7th at Maymont Park in Richmond. Maymont on the James River is a beautiful setting for a show and the mansion is open for tours.

The next meeting will be on Wednesday August 6th at the Banvard's.

See you there.

Me1

U P C O M I N G E V E N T S :

- | | | |
|-------------|-------------|---|
| August 6 | - Wednesday | - August meeting at
Brenda and Jim Banvard's |
| | 7:30 | - Kick Tyres |
| | 8:00 | - Business meeting |
| August 10 | - Sunday | - Tech Session |
| | 10 a.m. - | Tony Perino Garage |
| | | Bring your problems and skills |
| August 17 | - Sunday | - New London British Car Day |
| | | New London, Virginia |
| | | See July Newsletter Flyer |
| Sept 2 | - Tuesday | - Monthly meeting at Perino's - Map |
| September 7 | - Sunday | - British Car Day - Richmond |

JULY MINUTES

On July 1 President Mel Baker called the meeting to order at the home of Pam and Bob McClaren. Guests Chris Quinn and Lundy Sykes were introduced. When Lundy tried to say something, Vince Groover kiddingly stated "You can speak after you pay your \$10" membership dues. New member Lee Klein along with Dave Bowling "Not new but have only been to a few meetings" were recognized. Marlin Emswiler, who also recently joined, implored the Secretary "If I say anything stupid, don't write it down. She (referring to his wife) reads it (referring to DIPSTICK)." The President also welcomed Jim, Dondra, and son Jason Rudd all recently in from Germany.

Secretary Andy Wallach stated that the June minutes were as written in the DIPSTICK. Jennifer Ash moved, Jim Banvard seconded, and the minutes were approved. In response to a Vince remark, Pam Groover told him "I should have left you at home." Treasurer Pat Beuter reported expenses of \$66.64 for badges, \$28.78 for business cards, \$153.60 for three months of DIPSTICK, and receipts from Regalia of \$59.50 and from dues of \$204.00; current balance being \$1325.25. Publicist Peggy Bradford, in regards to the meeting's announcement in the newspaper "Sorry I got the wrong address but I went according to the last Newsletter." President Mel stated that he had received a phone call in response to the announcement and thinks that they are doing a good job. Historian Mike Ash had nothing to report. Regalia Pusher and Vice-President Tony Perino emphatically stated "The sale is off!" Then "Maybe I'll talk a deal." Also that he had regalia to sell and had \$64 in proceeds from the previous meeting.

Jennifer, Activities Chairwoman, thanked the McClarens for hosting the meeting with little notice. "Pam was on vacation when I called and Bob said yes. Bob " Told her (Pam) - are you sitting down - having the meeting at our house on Tuesday." Pam's response was "Expletive deleted." Jennifer continued with upcoming activities: pool party at the Bakers, August meeting at the Banvards, tech session on Sunday the 10th. Tony turning to his wife Barbara "Are we going to be in town?" Jennifer also mentioned that Mike Doyle-Davidson wants to host the November meeting on Grey Folks Day, November 5, and that she had arbitrarily said yes. A discussion of what Grey Folks is or was ensued. After Jennifer stated that there would probably be a traditional bonfire, Vince surmised "He (Mike Doyle-Davidson) increased his fire insurance." Vince also wondered about marshmallows. Bob Beuter "We have an historian that we can hear this (all about Grey Folks Day) from. Mike Ash said that he would write about it in the next newsletter. Mike and Jennifer then recited a poem. Jennifer shifted to membership, reminding all that membership dues must be in by the end of August so that a new roster can be printed.

Barbara reminded Tony to mention the AACA Car Show at Lake Taylor High School, July 25-27. Jim Banvard brought up the

British Car Day

Sunday, September 7, 1986

Sponsored by:

The New England MG "T" Register, Ltd.

and

CENTRAL VIRGINIA MG CLASSICS

AT

MAYMONT

1700 Hampton Street Richmond, Virginia 23220

Field admission for registered cars 11:00 A.M. to 1:00 P.M.

No admission after 1:00 P.M.

Show from 1:00 P.M. to 4:00 P.M. (Rain or shine)

Dash plaque for first 100 British cars registered.

Pre-registration entries received before September 1 - \$5.00

After September 1 and at Field \$7.00.

Awards: One award for each marque or series with at least 6 cars preregistered.

Awards will be determined by popular vote on ballots provided to REGISTERED PARTICIPANTS ONLY!

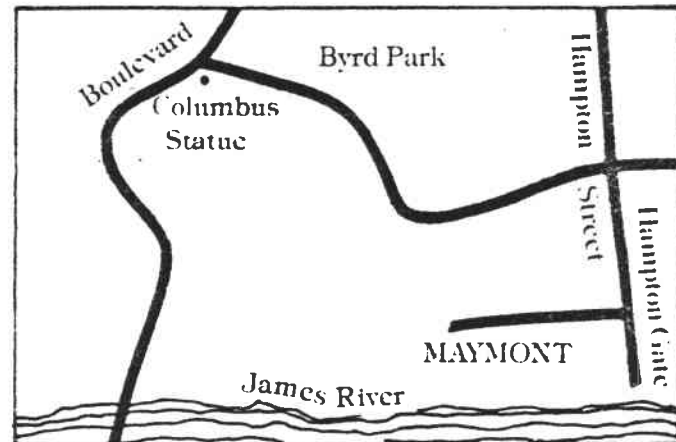
Groups and Marque Club's Participation greatly encouraged.

A "GOOD SHOW" will assure this to be a yearly event.

Bring your own picnic baskets and beverages.

MAYMONT Mansion Tours, Nature Center, Japanese and Italian Gardens, Children's Farm

COME SEE THE CLASSIC & VINTAGE
ASTON MARTIN, AUSTIN HEALEY,
BENTLEY, JAGUAR, MORGAN, MG,
ROLLS ROYCE, TRIUMPH AND MORE



Mail Registration to:

WILLIAM E. BOWMAN
410 WHARTON ROAD
RICHMOND, VIRGINIA 23224
(804) 231-3899 or 232-7718

Make Check to:

Central Virginia MG Classics
Pre-September 1 Registration 5.00
Late Registration 7.00

Name: _____

Address: _____
Street City State Zip

Phone: _____
No application accepted without a current phone number

Car: _____
Make Model Series Body Style Color Year

Registration: "In Spirit" Only - can't attend or bring my car but please accept the enclosed contribution to assure a successful show!

Waiver of Liability - must be signed to enter show.

Neither I nor my heirs will hold the NEW ENGLAND "T" REGISTER LTD. CENTRAL VIRGINIA MG CLASSICS MAYMONT FOUNDATION AND CITY OF RICHMOND liable for any damages to me or my car, while engaged in, or traveling to or from this event.

Gathering of the Faithful in Toronto - Groovers, Ashes, Eatons, Germans plan on going. Also the Mini-Con in Lancaster, Pa, July 17-20 was discussed. Someone stated that Lancaster "is my hometown" and Mike asked if they had an address so he could stay there. Mike continued by saying that the MGB group is much younger than us. (Mike-speak for yourself in the future.) Mel told Jennifer "Call Judy and we'll go." President Mel asked if anyone was going to New London British Car Day on August 17. Pam Groover said "We really enjoyed it", referring to last year's event. Vince stated "Never have a rain date for a car show; especially if you expect people to come 400 miles." And then he elaborated how the weather may not be the same at your origin as at your destination. Vince gave a rundown of the time required to get to New London "Four hours in a car, five in a T, and seven in a Y." Jim Banvard responded "You never get there in a Y." Mike Ash interjected "You always get there in a Y." Vince then proceeded to describe the problems he encountered last year in getting to New London. Jim reported that he has a flyer on British Car Festival in Waynesboro, October 4.

Believe Jim Banvard also reported "If you have a lot of money there is a 1938 SA Salon for sale." Bob McClaren handed out brochures on Seven Enterprises - for "Midget or a B, prices in line, excellent service, and they are local." Mel stated that he had applications for the T Register and MG Register. Tony complained that one of these outfits took three months to cash his check and that he still didn't have his membership. Mel handed out Tidewater MG "T" Classics business cards, telling everyone to take about 12. Someone responded "Bachelors get 24."

Under T Time, Mel started a discussion about additives. Vince stated "I'm parking mine (T)." Jim Rudd - "I am visiting mine after being gone three years." Bob McClaren - "Getting ready to paint the C." Mel asked "What color?" Bob responded "British Racing Green. Is there any other color?" Marlin Emswiler - "I need to rewire my T; any tips?" This of course brought forth many suggestions, few of which were relevant.

The meeting adjourned and the vocals along with Robin Raphael, Butch Ballback, Tom Hall, Jerry Moore, Paul Thiergardt, and Ira Cantin enjoyed excellent food and comradery. Thank you Bob and Pam.

CRAB DIP - by Margie Moore

- 1 8oz. pkg. CREAM CHEESE
- 1 bottle HEINZ CHILI SAUCE
- 1 lb. BACK-FIN CRAB MEAT

In large shallow serving plate, spread cream cheese to edge. Spread chili sauce on top. Chill. Just before serving, spread crabmeat on top. Serve with

How To Tackle an MGB Front Suspension

By Peter Wallage

Overhauling the front suspension of an MGB is a straightforward job — provided you don't hit any problems. Unfortunately, and particularly with older MGBs, there are plenty of problems waiting for you which are not mentioned in the shop manual. Usually these are because the suspension has been neglected for some time, but they can also be because some UK dealers, when they ship older cars to the US, have the undersides steam cleaned to make them fit for shipping.

There would be nothing wrong with this if only they would lubricate the suspension after the cleaning, but very few do. The result is that a number of distance pieces (shims) and bushes seize up and can be real swines to undo.

The whole suspension unit will come off the car complete with the front crossmember without a lot of trouble, but then you have to support it while you work on it, and you have to use a proper spring compressing tool to take it apart. Most people working at home prefer to leave it on the car, and if you do this you can use a trolley jack instead of a spring compressor if you are careful to take a few safety precautions.

Put the front of the car up on stands before you start. Don't trust a jack.

Then take off the wheels and brake calipers. Unless you are going to overhaul the calipers there is no need to undo the flexible pipes provided you support the calipers on boxes to avoid straining the flexibles. Next, take off the hubs. In the MGB shop manual it tells you to use a hub puller for this, but as the bearings are taper rollers I've never quite seen the reason. Once the nut is off, a few rocks of the hub and disc assembly frees it and it lifts off.

Usually, the outer race falls on the floor together with a few shims, so have a box underneath to catch them. Unlike some taper roller hubs where the necessary clearance is obtained by backing off the nut, the MGB hub has shims. There is a distance piece between the inner

and outer races, which fits with its tapers end outwards, and the nut is done up tight. The end float clearance is obtained by putting shims between this distance piece and the outer race. It is easy to miss one or two in the grease, so watch out for them.

Behind the rear race is a distance collar which fits with its internal chamfer inwards to clear the radius at the back of the stub axle, and bears on the grease seal in the end of the hub. This distance piece is usually tight, but if necessary you can get it off by tapping a screwdriver behind it as a wedge.

You can't check bearings when they are full of grease, so wash them off in kerosene and give them a spin. If they feel rough, they need renewing. Remember that kerosene is an ally of rust, so after cleaning them keep the bearings in a tin of oil. If the grease seals are good you can use them again, but if they have gone hard and brittle they want renewing.

Next job is to undo the ball jointed pins of the anti roll bar. On the last one I tackled, these nuts were seized solid and the only way to get them off was to cut through them. I did not want to use heat because the rubber ball joints were in good condition, and they are quite expensive. New nuts are cheap.

Now we get to the part which is not in the shop manual and where you have to take safety precautions. The manual says use a spring compressor, but as I said earlier you can do the job with a trolley jack provided the engine is still in the car. You need the weight of the engine to hold the front of the car down. Please treat front suspension springs with respect. There is a lot of energy stored in them. Before you start, put a piece of strong rope or a chain round one of the coils of the spring and tie it back to the chassis or crossmember. Then if things go wrong the spring will not fly across the garage and, more important, will not fly into your face or chest.

Put a trolley jack under the spring pan and jack up until the car is just on the point of, but not quite, lifting from the stands. Then take out the bolt which clamps the damper arms together, and the one through the swivel at the end of the damper arms, swing the hub and

king pin outwards and you can lower the jack gently to let the bottom pan swing down and let the spring come free.

Your next problem is likely to be with the trunnions at the bottom of the king pin which sometimes seize up solid. The set up here is a little unusual so I'll run through it. The bottom of the king pin has a bronze bush. Inside this runs a hardened hollow steel pin called in the parts list a distance piece. This is clamped between the arms of the wishbones with hardened steel thrust washers on each end plus shaped mild steel washers with rubber dust covers. The distance piece is slightly longer than the bush in the king pin so that when the bottom bolt is tightened the king pin can pivot.

Your problem is likely to be that the bolt or the distance piece or both won't shift. Try gentle application of a butane torch flame before you try any freeing fluid. Most of these freeing fluids burn quite fiercely, and if you use flame on top of them you can easily set the whole car alight. If you have to use both, take the bottom spring pan off, undo the inner rubber pivots of the suspension arms and take the whole lot well away from the car.

When you finally get it all apart, you may find the arms have been moving on the seized bolt and the holes in the ends will be oval. To save getting new arms, you can weld up the holes and redrill them provided you take care to get them central so as not to upset the geometry. If the bush in the bottom of the king pin is worn you can replace it and ream it to size with any suitable reamer, but if the bearing surfaces where the swivel axle fits are worn you need king pins. If you need new bushes in the swivel axle, you will either have to get the shop tool to ream them to size or give the job to your local MG agent because you need a special stepped reamer. Check all the rubber bushes and renew any that are in bad condition.

When you come to put things together again, the manual quotes 0.002 inch end float for the king pin. You won't measure this without a dial indicator, but I usually do it by feel so that the axle swivels easily with a mini-

mum up and down movement. The end float on the bottom trunnion is given as between 0.008 inch and 0.013 inch. You can measure this with feeler gauges and adjust it with shims outside the hardened washers. If you burred the end of the distance piece by hitting it to get it out, dress it up with a file.

Fit the bottom arms at the inner end before you bolt on the spring pan, and tighten until the rubber bush is squashed out an equal amount each side of the boss. If you bolt on the spring pan first, it is easy to get things one-sided. Test the dampers by moving the arms up and down. They should give a smooth, heavy resistance through the whole of their travel. If they don't, or if they offer little resistance, get exchange units.

Now put the spring up in the cross member housing, tie it back to the chassis for safety, put your jack underneath and jack up till you can get the top trunnion bolt in place. Check the rubber bushes where the anti roll bar fits on the chassis, and connect it back to the spring pan.

If you have to use new rubber bushes at the end of the damper arms you will find that the inner ends have to be cut to a chamfer to let the king pin pass through the trunnion. Why this is not done when they are made I don't know, but it isn't. Possibly at the factory they use a big press or something, but at home you won't get things together without cutting a chamfer. These bushes have a metal tube inside them so you do the nut up tight. The rubber bushes at the bottom inner ends of the wishbone arms do not have a metal tube so you do these up by feel and the look of the squashed out ends. Keep all the metal bearing surfaces properly lubricated — I prefer a heavy oil rather than grease in the gun because it doesn't dry up the bearings — and you shouldn't have any trouble for at least 60,000 to 80,000 miles.

When you refit the hubs, pack the bearings with grease and adjust the end float with shims so that the hub revolves freely with just a little perceptible side shake at the rim of the wheel.

REPORT ON THE POOL PARTY
BY MEL BAKER

As Judy said, it never rains over the Baker's pool and Sunday July 27th was no exception. It was hot, though not oppressive, and the water was delightful.

A number of games were set up with lawn darts drawing some attention, but for the most part everyone staked out a shady area and relaxed with a "cool-one".

I was pleased to see a large number of "T" cars and thought for a minute it was a show instead of a pool party. Hank Giffin drove his TA (which is for sale) and Tony Perino, Mike Ash, and myself almost formed a consortium to purchase the car.

It was a classic (no pun intended) MG affair with charcoal grills going full blast and lots of good food to be shared.

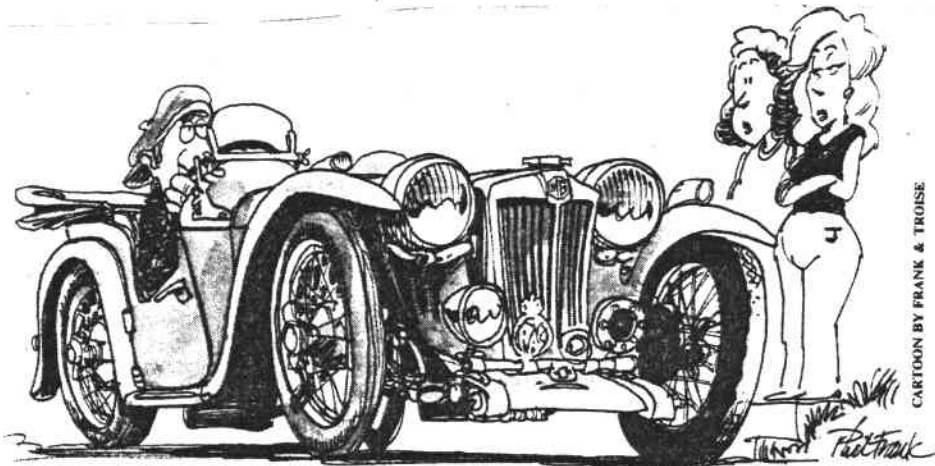
Those attending included Jennifer and Mike Ash, Brenda, Michael, and Jim Banvard, Peggy Bradford, Mary and Ira Cantin, Steve Giffin, and kids, Susan and Marlin Emswiler, Margie and Jerry Moore, Barbara and Tony Perino, Andy Wallach and kids, Roz and Gary Drucker, Joan and Dave Bowling, Brenda's sister Rosemary and her husband. Also Dan Boswell, and Tom and Marie Early.

P.S. Many thanks to the Emswilers & the Bowlings for sharing their burgers with the Ashes, who didn't read their own flyer, and forgot to bring meat! J&M.

FOUND AFTER POOL PARTY:

1 pr. girls white shoes
1 pr. mens swim trunks

Please pick up these items at next meeting, or let Mel know they belong to you.



CARTOON BY FRANK & TROISE

The car is completely original. Mel, however, is a cheap reproduction.

The members of the Shenandoah Valley Triumph Association
in conjunction with
the Waynesboro Fall Foliage Festival
cordially invite you to take part in our

Fifth Annual

BRITISH CAR FESTIVAL

The members of the Shenandoah Valley Triumph Association in conjunction with the Waynesboro Fall Foliage Festival cordially invite you to take part in our fifth annual British Car Festival. This year's event will again be held on the grounds of Waynesboro's Ridgeview Park on Saturday, October 4, 1986 from 9:00 A.M. until 4:00 P.M. (rain or shine).

Ridgeview Park offers large shade trees on gently rolling hills bordering on the South River, as well as modern conveniences including a creative playground for the children, and tennis courts. A variety of food and beverages will be served on site for your picnicking pleasure.

CAR SHOW — Registration is open to all vehicles of British manufacture. The pre-registration fee is \$8.00 if received by September 15, 1986. After September 15 and at the gate the fee is \$12.00. Judging will be by participants' choice. The field will open at 9:00 A.M. Participants should be on the field by 11:00 A.M. Judging will end at 2:00 P.M. The awards presentation begins at 3:00 P.M. Dash Plaques will be guaranteed to all pre-registered vehicles.

CLASSES — Classes will be determined by the number of vehicles pre-registered by September 15. Five vehicles of similar make or series will be considered a class. First and second place trophies will be awarded to all classes. Third place trophies will be awarded to classes with eight or more vehicles.

PHOTO CONTEST — The photo contest is open to all car show participants. Bring a favorite photograph of your British Car and compete against the photos of others.

VENDOR SPACE — There will be ample vendor space available for British related items. The fee is \$10.00 for pre-registered vendors and \$15.00 at the gate. Tables and power are not provided.

ADVERTISERS — We will include your inserts or other material in our registration packets for a fee of \$15.00. Please send enough material for 150 packets by September 1.

..... registration form

NAME _____ PHONE _____

ADDRESS _____

MAKE OF CAR 1 _____ YEAR _____ MODEL _____ SERIES _____

MAKE OF CAR 2 _____ YEAR _____ MODEL _____ SERIES _____

Car Show Photo Contest Vendor Total Enclosed

Make check payable to:
SVTA
510 Shore Road
Waynesboro, Virginia 22980
Information: (804) 978-2570
(703) 433-2534
(703) 943-1236

WAIVER STATEMENT

I and my heirs hereby release the Shenandoah Valley Triumph Association, its officers, acting officially or otherwise, and its members from any and all claims or actions on account of any injury, death or damage which may occur before, during or after the 1986 British Car Festival.

..... must be signed to enter

..... date

Thinking of staying overnight? Since lodging is scarce during the Fall Foliage Festival, we have made arrangements with the Red Carpet Inn (located at the Junction of I-64 and Route 340) to set aside thirty (30) rooms for Friday night, October 3. You must make your reservations by August 1.

Send your reservation to: Red Carpet Inn, P.O. Box 996; Waynesboro, VA 22980. Phone 703-943-1101.

Name: _____

Street: _____ City _____ State _____

Zip: _____ Phone _____

Please reserve: No. of rooms _____

Single \$33.00* per night

Double \$43.00* per night

Credit Card Type (Visa/Mastercard/etc.) _____ Card No. _____ Exp. Date _____

TECH SESSION

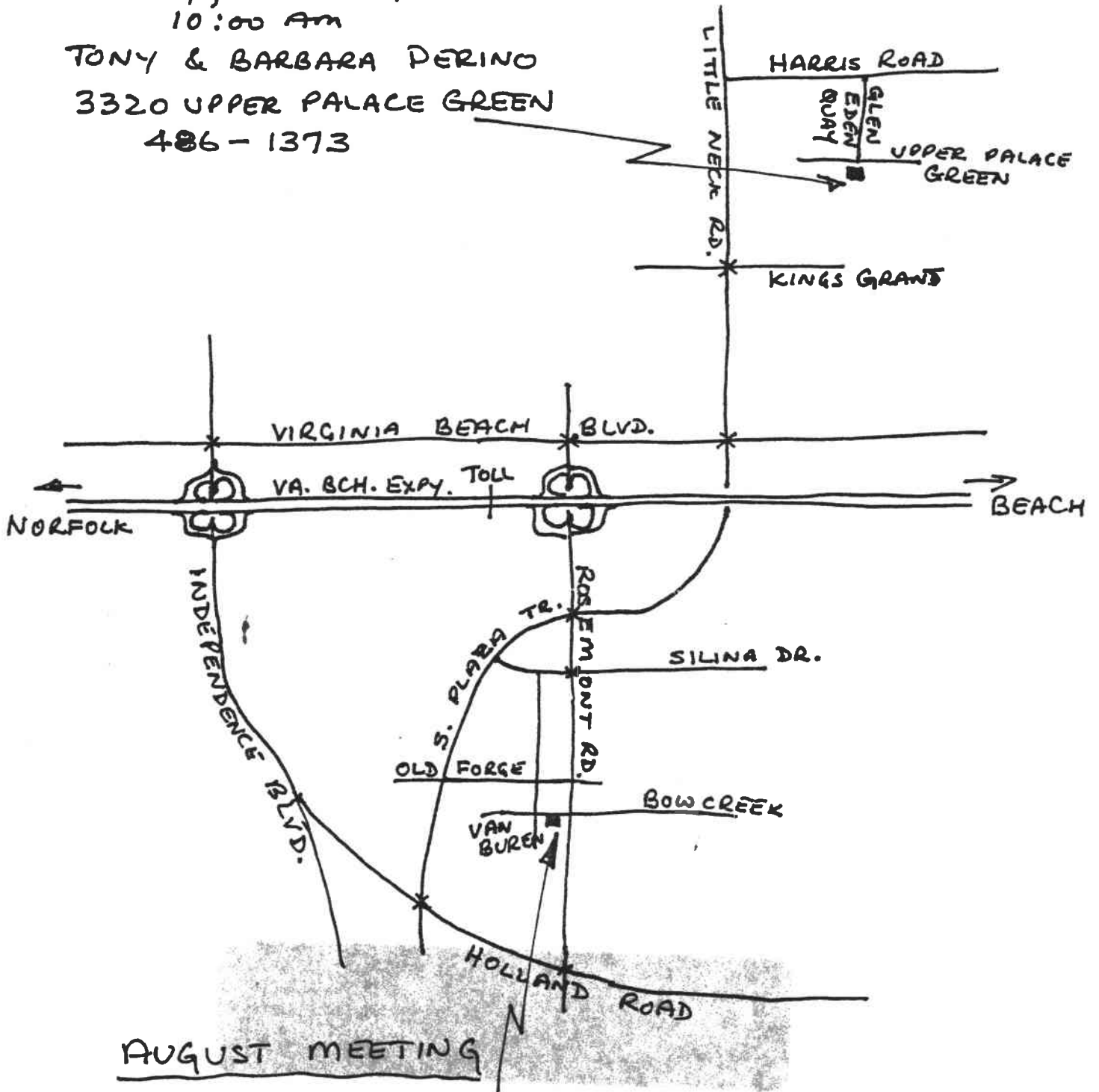
SUNDAY, 10 AUGUST

10:00 AM

TONY & BARBARA PERINO

3320 UPPER PALACE GREEN

486-1373



WEDNESDAY, 6 AUGUST

7:30 PM

JIM & BRENDA BANVARD

3633 VAN BUREN

340-6737

212

TIDEWATER M.G. "T" CLASSICS
5149 BELLAMY MANOR DR.
VIRGINIA BEACH, VA. 23464

