

THE TIDEWATER MG 'T' CLASSICS

# THE DIPSTICK



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

---

## " T " NOTES

Thanks to Chris and Robin Raphael for hosting the December meeting. It was truly a festive affair and the food was superb.

Congratulations to Jennifer and Mike Ash for winning the 1st Annual President's award.

The next scheduled tech session will be February 23rd from 10:00 a.m. - 4:00 p.m. at my house.

There is a tremendous amount of talent in the club, but very little of this knowledge makes its way into the newsletter. I would like to see more articles from the membership on technical advice, cartoons, trivia, etc. Please help make "The Dipstick" exciting!!!!!!

The next meeting will be at Arla & Bill Graner's on February 5.

See you there.

Mel

---

**NOTE: Deadline for MARCH Dipstick is FEB. 19**

---

## MARCH EVENT - BRUNCH AT FORT STORY

Mark your calendar for MARCH 23! Brunch will cost \$6.85 for adults, \$3.45 for children, and this includes gratuity. The dress code for the club is "Casual", but no faded denim, T-shirts, sweat-shirts or shorts, please. Our reservation is for 11:00 a.m. See next month's DIPSTICK for details on where to meet, for those who want to kick tyres first and caravan into Ft. Story.

## FEBRUARY TECH. SESSIONS

1. Feb 2 (Sun) 11 a.m. at Robert Davis' (see map) FOR THOSE INTERESTED IN SEEING SOME WELDING!
2. Feb 23 (Sun) 10 a.m. at Mel Baker's (see map) Limp 'em in - drive 'em out!! Bring your problems, and someone will show you how to fix it and help you do it.

---

## U P C O M I N G   E V E N T S :

- February 2 - Sunday - Impromptu tech session  
at Robert's - see later for  
more detail and map
- February 5 - Wednesday - February meeting at Graner's - see map  
7:30 p.m. - Kick Tyres  
8:00 p.m. - Business meeting followed  
by refreshments.
- February 23 - Sunday - Tech Session at Mel Baker's  
10:00 a.m. - 4:00 p.m.
- March 4 - Tuesday - March meeting at the Ash's
- March 23 - Sunday - Brunch at ?  
11:00am Details to be in March  
newsletter
- 

## WICKER BASKET AFFAIR REPORT

And another tribute to what we like to do best - eat. There was a good turnout and good examples of the culinary expertise in our club (in addition to our technical expertise). Peggy Bradford, Terry & Georgia Kelly, Tom & Marie Early, Vince & Pam Groover (celebrating grandparenthood for the 3rd time), Faye O'Daniel, Robert Davis, Mel & Judy Baker, Donna Stevens, Jim & Brenda Banvard, Elsie Tarr, Ross & Ann Haines, Jennifer & Mike Ash, Pam & Bob McClaren, Tony & Barbara Perino, Andy Wallach & Chris, his friend, Jerry & Margie Moore, Pat & Bob Beuter, Janet & Dennis Duff, Robin & Chris Raphael, Ira & Mary Cantin, Mike & Leslie Doyle-Davidson, Dan & Susie Boswell, Roy Wiley, Shelley & Chris Holcomb, and Mike Banvard, and Butch, a prospective new member.

I enjoyed the dinner and many thanks to all who helped clean up after - that's the worst part. No the worst part is getting up the next morning at 7 a.m. to prepare the Sunday School lesson for the adult class at my church. A special thanks to Susie and Dan for helping me get ready for the affair. Congratulations to the Groover's, whose daughter gave birth to her first-born, a son, Jared Lee Church.

Brenda

---

## FOR SALE

1955 TF 1500	\$ 7750
1954 TF 1250	10000
1962 MGA MK II	6800
1967 MGB GT O/D	1200
1966 Mustang Conv	4200

Contact Dan Boswell - 301-535-5513 for further information.

---

---

## DECEMBER FESTIVE ENGLISH HOLIDAY MEETING MINUTES

Chris and Robin Raphael welcomed forty-five party-goers to their festive house. President Mel Baker commenced the meeting at 8:03 p.m. As is common, the tone for the meeting was established early with Jim Banvard asking "What is a loo?" The President acknowledged that Parts Chairman Robert Davis is here already. In fact he was here at 7 o'clock, laying out spares. The President also stated that Regalia Chairman Tony Perino had laid out his wares. Robin introduced his beautiful daughter Catherine who recited a lovely holiday verse. (Robin and Chris - you should be very proud of her). Mel, noting that this was a festive meeting, requested that there be no wise cracks from the peanut gallery during the meeting. He then introduced Peg and Walter Vahl, our members from Yorktown, and Frances Hazard. Secretary Andy Wallach received an objection from Barbara Perino when he presented November's minutes for approval. Barbara had been left off the list of attendees. The minutes were amended and approved.

The President, reporting for the treasurer, stated that the bank balance was \$951.52. Spares Robert stated that he will put a list of spares he has available in the next newsletter and that parts were on display in the garage. Also that Ron Henry had looked for "Easy-Bleeds" but wasn't able to find any and that Ron had written to the manufacturer but hadn't gotten a reply yet.

Historian Mike Ash reported "nothing". Tony Perino, regalia hawker - "It's here; \$72 sold so far." President Mel chimed in "Good stocking stuffers - mugs". Jennifer Ash, membership chairwoman stated that the club had two new members, Jim Hutton and Mike Harper and some more prospective members. Under her activities hat, she announced the Wicker Basket Affair, telling the members to see Brenda Banvard, and imploring them - "Please no beans, potato salad, or cole slaw." Also she reminded everyone that there is no January newsletter. President Mel asked if there was a January meeting, only to be reminded by Jennifer "Yes, it's at your house."

Under Old Business, Jim Banvard's response to Mel's question: "Anything on the car show?" was "NO". President Mel stated that in the October TSO there was an advertisement for South African First Day Covers. Robin introduced guests Ras and Jennifer Turner who weren't acknowledged at the beginning of the meeting. Jennifer Ash responded "I'm getting competition." President Mel showed the scrapbook of club activities that he started. Jennifer Ash said that she had pictures of the William & Mary Homecoming Parade. Jim Hutton stated or questioned "This is a car club" and then told about his encounter with the Virginia Beach Police while in an overly-crowded MGA.

Roy made a motion to close the meeting and Jim Banvard seconded it.

Besides the personalities mentioned above, the following were in attendance: Ann Haines, John & Sandy German, Jerry & Margie Moore, Randy & Parker Rankins, Tom & Jean Hall, Vince & Pam Groover, Michael & Leslie Doyle-Davidson, Ron Stoops, Michael Banvard, Ed Hazard, Ira Cantin, Hank & Stevie Giffin, Judy Baker, Peggy Bradford, and Faye O'Daviel. Thanks, Chris & Robin for a marvelous evening.

## JANUARY MINUTES

At 8:09 p.m. President Mel Baker called 30 people to order at his and Judy's house, stating "We are cutting into Vince's drinking time so we want to get started." Mel welcomed new members Rick Arland, and Bob and Pam McClaren, and guests Chuck Frieden and David Scott. The President stated "Hope they join; get their money before they leave."

Secretary Andy Wallach reported the December's minutes will have to await presentation at the February meeting since there wasn't a December Dipstick. The President, reporting for the treasurer, gave the bank balance of \$1179.52. Hank Giffin's suggestion "Let's rebate!" was ignored. Upon hearing that Regalia receipts for December were \$208, Jennifer said, "I forgot to put them in the stocking" (Jennifer, was that the receipts or the items you bought?)

Historian/Technical Expert Mike Ash mentioned that Mel wanted to do some welding and an impromptu tech session was organized for Robert Davis's at 11 o'clock on February 2 for those who want to learn about welding. While on technical matters, the President mentioned the merits of engine de-toxin, i.e. getting rid of pollution control/smog devices. When it was pointed out that T-series do not have these devices, Mel responded - "MGB's do."

When Regalia Chairman Rony Perino reported "It is displayed in the living room on the couch.", Mike asked "Who's in the living room on the couch?" Membership Chairwoman Jennifer stated that we have seven prospective members, two new members and Chuck Frieden is about to. Chuck responded "Why ruin the chances that I'll join." Under activities, Jennifer mentioned the Wicker Basket Affair and said to call Brenda Banvard. Jim B. replied "Brenda is represented" Vince - "I'll bring Pam." Jim - "Will she serve eight to ten?" Jennifer brought up the subject of charges, "In the past we have charged \$5." Robin - "Don't tell them, just hit them when they come." Jennifer said that there will be a regular tech session on the 23rd and Hank responded "to correct the welding Robert does at the February 2 session?" Vince chimed in with "that's when you'll need a cutting torch." When Jennifer said that the February meeting is at the German's, someone said "Probably be still selling Christmas Trees - or grinding them."

Bill Gordon arrived: "Right place, right night, wrong time." President called on Robert Davis "moved spares to last but Robert was ten minutes early tonight." Robert Davis "can do other things at the (Feb. 2) tech session." President - "let's open it up, if anybody has a problem, Robert will fix it." Robert reported that he has some switches, distributors, rebuilt generators, and showed an example. Chris - "My sheepskin slip covers". Vince - "Come on, Faye was going to wear them." Robert - "that's all from parts."

Under new business, the President reported that the T-Register can arrange insurance for events if notified 45 days prior. Also mentioned there was a letter from MG Touring Company which offered MGB's for rent. Andy asked "Do they provide road service?"; Chuck - "Does it come with a tow bar?" The President mentioned that the William & Mary Homecoming Parade made their alumni newspaper. Jennifer - "I have picture of the parade - take yours." Hank said that Laystal Lucas heads were again being made - \$600 to \$800.

Under T-time, Mel said that his was all town up and that he was installing new floorboards and carpets. Jim, still back in activities - "I would like to find out what people are bring to the Wicker Basket Affair." Vince - "you could talk a little faster." Robin said something about censoring references to Wallach and locker room activities. Tony displaying some clippings - "Excerpts of ads out of Old Car Auto-trader for February. Normally costs you \$3.50, tonight you get it free." Rober - "I'm getting a YT. Engine and gearbox being rebuilt in Toronto." Jennifer - "TSO is having a road show on 11,12,13 April in Williamsburg. Can come out and meet them. There will be a tech session. Mike is doing a thing on rebuilding brakes. There will be a big birthday cake in honor of Cecil Cousins." Vince - "I'm putting a ring and pinion in my TD to make it go quicker. Another thing I have been having a body painted since May. Up to July the price was low - it has been going down rapidly." Bob McClaren - "When we left the club in 1980, meetings didn't have T-Time. Someone at work has a '71 Midget to sell."

Jennifer and Mike moved to adjourn. Hank indicated that wanted to say goodbye. (Hank is going a-cruising in the North Atlantic). After the cheers died down, Mike and Jim simultaneously informed Hank that "he would miss the rebate....."

The following people, with greater control of their vocal cords, were also at the meeting; Judy Baker, Pam McClaren, Ira Cantin, Tom Hall, Rick Arllen, Mike Doyle-Davidson, Faye O'Daniel, Peggy Bradford, Barbara Perino, Michael Harper, Henry Collin, Pam Groover, Ed Hazard, Arla and Bill Graner, Paul Thiergardt, and David Scott.

-----  
 Andy Wallach  
 -----

MEMBERSHIP NEWS: Since the roster was compiled in November, we have six new members, and two renewals who were too late to make the roster as well as a couple of address changes. Please add these to your roster so that you can contact them if the need arises. Please introduce yourself to new members when they attend meetings and make them part of the group right away.

Rick & Nancy Arllen 5803 Upper Brandon Pl. Norfolk, Va. 23508	'80 MGB 489-7565 444-2320	Bob & Pam McClaren 5612 Susquehanna Dr Virginia Beach, Va. 23462	'68 MGC-GT  490-2114
Rodney Brining 529 Summers Dr Norfolk, Va. 23509	'66 Midget 857-6771 444-9008	Rosevelt & Doris Moseley 3604 Van Buren Dr Virginia Beach, Va. 23452	'53 TD  340-5530
Tom & Marie Early 908 Stockbridge Dr Virginia Beach, Va. 23464	'75 MGB 495-4366	R.A.S.(Raz) & Jennifer Turner 2213 Leeward Shore Dr. Virginia Beach, Va. 23451	'81 MGB 481-0224 444-5071
Mike Harper 6214 Wellington St Norfolk, Va. 23513	MGB	Dan & Susan Boswell (Out-of-Town) 300 Armiger Rd. Huntingtown, Md. 20639	'54 TF & 50 Y  301-535-5513

Change of Address

Chris & Shelley Holcombe 601 Head of River Rd. Chesapeake, Va. 23323	421-9252	Terry & Georgie Kelly 2245 Wind Branch Cir. Virginia Beach, Va. 23456	468-1499
--	----------	---	----------

# The Merits of Engine Detoxing

## Part 1—Restoring the horsepower and performance your car was meant to have

By Dan Dickinson

*Editor's note: The procedures described in this two-part series apply to most carburetor-equipped engines using "air-pump" type emission controls. Specific details are given for the MGB.*

Anyone who has driven both early and late model MGs can attest to the significant performance difference the pre-emission equipped MGs (1968-1967) have over the later models. One popular modification frequently performed by owners of late models is the removal of the emission equipment to restore the original horsepower. In this issue and the next, we will explain the steps necessary to "detox" the engine and will examine the advantages and disadvantages of this modification.

It should be noted at the onset of this series that legislation concerning vehicle inspections in many states is progressing toward the day when not only will the car be inspected for safety items, but also for the presence or absence of emission control equipment. If you decide to modify your car, make sure you don't throw anything away. A few states have already enacted certain laws concerning emission control device tampering, and it may be illegal for you to remove this equipment from your car in certain states. If there is such a law in your state, our advice is to leave well enough alone. It should also be noted that only you can do this modification, as the federal government has made removal of the equipment by any repair shop a federal offense to the tune of a \$10,000 fine. But there is nothing in the federal law that says the owner can't do it himself.

### The Merits of Detoxing the Engine

On occasion the owners of 1968 and later sports cars tinker with the devious idea of removing the air pollution equipment that strangles the car's horsepower, and thus returning it to its original, intended performance level. The obstacles which prevent them from carrying out this plan are threefold, and as yet they have heard no reasonable explanation of why they shouldn't pursue such a quest.

The unanswered questions preventing

the would-be detoxer from carrying out his or her fantasy are voiced through these three concerns:

1. "How will it affect my car's performance?", asks the performance enthusiast.
2. "That's not original, is it?", asks the purist.
3. "How do I do it?", asks the mechanically inclined.

The most important question is the one of performance, so we will address it first. Will it really make a difference (for better or worse) in your car's performance? Four major improvements can immediately be detected:

1. A 5 to 10 percent increase in horsepower depending on the year of your car and its related pollution control equipment. Actually, it is not an increase, as much as it is a return of the horsepower which the engine was originally rated at. Owners of 1968-1974 1/2 model MGs for example, will see a 5 percent increase since these cars are equipped with the dual SU carbs and dynamic distributor like the pre-1968 models. The 1975 and later MGs will have a 10 percent increase since the change to one carb and electronic ignition multiplied the pollution equipment's affect on the car's performance.

2. The car no longer backfires during periods of deceleration and gear changes. One of the steps taken in removing the parts is to remove the air pump and injectors which connect to the head near the spark plugs. The cause of the backfiring is found in the line running from the air pump to the injectors. In this line is a check valve which serves the purpose of restricting back-pressure on the engine. Back-pressure is caused by the closing of the throttle during shifting or coasting while the engine is running at a higher RPM.

3. Valve life is increased. The engine can now run cooler as a result of the fuel now only burning in the combustion chamber and not in the intake or exhaust manifold as described above.

4. Improvement in deceleration and elimination of variable idle speeds due to a modification of the carburetor throttle plates. Emission models have a small spring and valve assembly located on the

back side of the throttle plate that opens when the engine is revved up or decelerating. They control how quickly the throttle plates shut under the vacuum inside and frequently cause problems when they become dirty. They may stick open or closed at the wrong time, making the carb synchronization off.

The best solution is to install a set of throttle plates from a pre-1968 model SU carburetor. These older style plates from MGAs and early MGBs are of the same dimension as the ones you take out of your newer model, except they don't have the valve assemblies on them. It should be noted that the plates are not parts that see excessive wear, if any at all, so don't be afraid to use a salvaged part. Note: If you will be taking the carb down completely to remove and change the plates, it would be wise to inspect the throttle shafts for excessive wear at the same time and replace them if worn, which they are prone to be after many miles. This procedure was described in "SU Tricks and Other Tips" in the June 1985 issue.

Not only does detoxing return the intended horsepower to your car, it also has the advantage of a slight increase in gas mileage as the fuel is now burned more efficiently.

### What Is "Original"?

Now to address the enthusiast who is concerned about restoring or maintaining his late model car in as close to the original condition as it was in when purchased new from the dealer.

The argument as to what is "original" takes two paths, but the final destination of either path can lead to detoxing. The first path as to what is original is, what did the factory in England consider as original for the same model year? For example, the 1969 MGB in the U.S. came with emission controls of the type discussed above. However, a 1969 MGB in England would be found with absolutely none of the emission controls mentioned. So it can be argued that what is original is what the factory originally intended the car to be if the U.S. air pollution laws hadn't forced them to modify the car.

## Engine Detoxing

(Continued)

Thus, the enthusiast who goes through these steps would actually be making his car even more original.

The second path of the "original" argument is that the condition of the car as purchased from the U.S. dealer (i.e., with emission controls) is the original condition of this particular car. This alone certainly doesn't limit the owner from detoxing his car. Certain measures can be taken to return performance without taking any equipment off the car, giving the car an original appear-

ance. Some of these measures are:

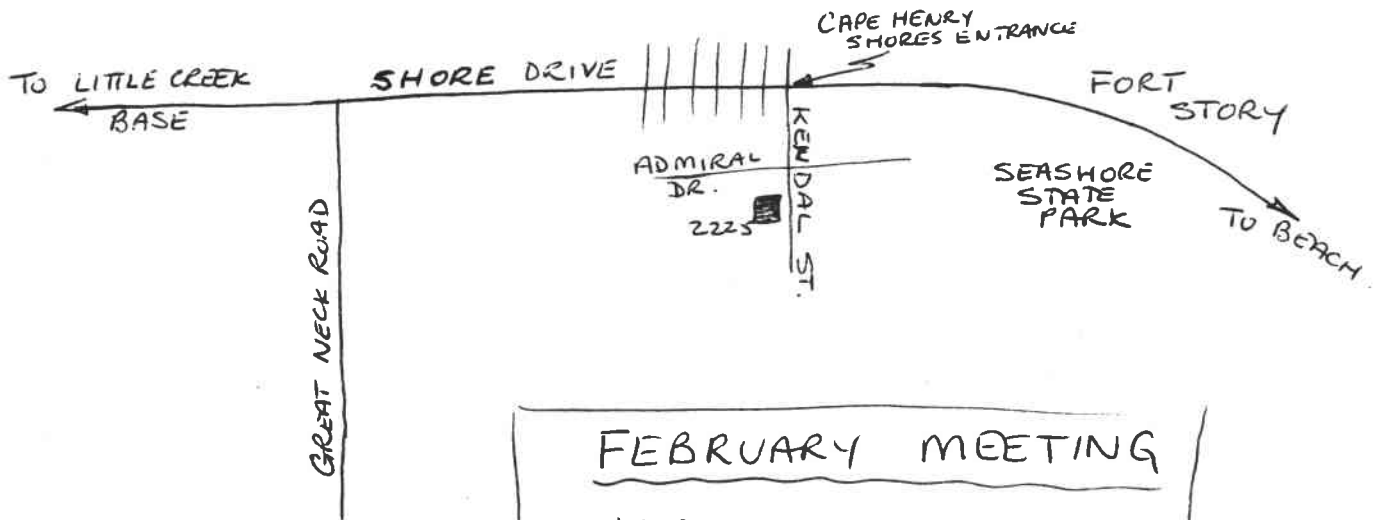
1. Remove the air pump belt, rendering the pump inoperative.
2. Pinch the air injector lines with pliers so that no air can flow out of the combustion chamber and into the injector lines.
3. Replace the throttle plates for reasons already discussed.

The advantages of doing any or all of this "on car detoxing" is that it is simpler and the car still looks original. It will also make it easier to re-connect the system should it be necessary in the future. □

*Next month: Step-by-step "how do I do it?" engine detoxing.*

Sport & GT Market

December 1985



FEBRUARY MEETING

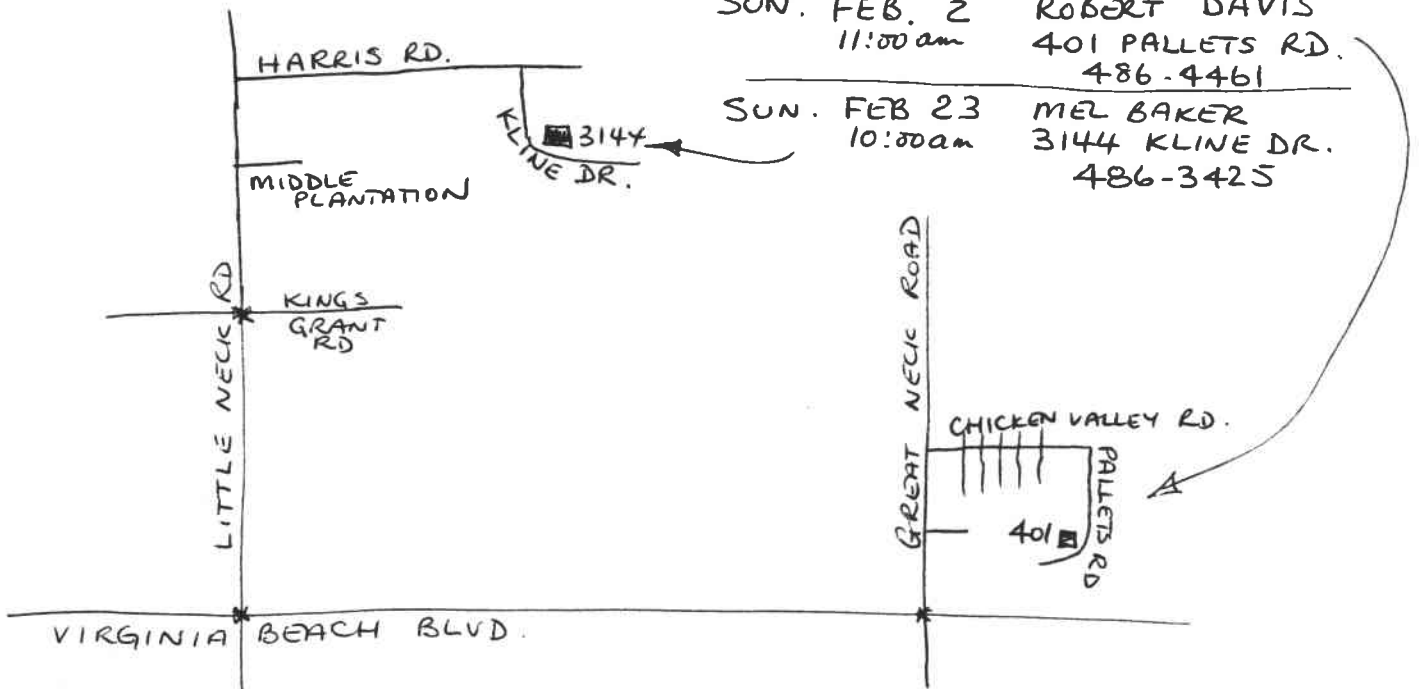
WEDNESDAY, FEB. 5  
7:30 pm

ARLA & BILL GRANER  
2225 KENDAL STREET  
VIRGINIA BEACH  
(CAPE HENRY SHORES)  
481-7743

TECH SESSIONS

SUN. FEB. 2    ROBERT DAVIS  
11:00 am    401 PALLETS RD.  
486-4461

SUN. FEB 23    MEL BAKER  
10:00 am    3144 KLINE DR.  
486-3425



11A

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



PEGGY BRADFORD  
3202 DUNNEBROK CT.  
VA. BEACH VA. 23456