

THE DIPSTICK



APRIL 1987

President.....Mel Baker
 Vice-President...Tony Perino
 Secretary.....Andy Wallach
 Treasurer.....Jerry Moore
 Editor.....Brenda Banvard

" T " N O T E S

Thanks to Judy for providing the delicious refreshments at the March meeting.

Congratulations to Tom and Jeanne Lund on the birth of their daughter, Amanda Jean. Amanda Jean was born on February 1st and weighed 7 lbs. 3 oz. The new address for the Lunds' is 892 Le Cove Dr., Virginia Beach, phone number 523-4580.

It's almost spring and time to fine-tune your MG for the nice weather ahead. The tech session on April 12th at Mike Ash's, will be a good time to prepare your car for a summer of "trouble-free" driving.

The next meeting will be at Andy Wallach's on Wednesday, April 1st.

See you there.

Mel

DEADLINE FOR THE MAY NEWSLETTER IS WEDNESDAY, APRIL 22

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

- Mar 29 - Sunday - Rally & Brunch
10:30 a.m.- Meet at Sperry Building on Viking Drive
- Apr 1 - Wednesday - Monthly meeting at the Andy Wallach's
7:30 p.m. - Kick Tyres
8:00 p.m. - Business meeting followed by a social hour.
- Apr 12 - Sunday - Tech Session at Mike Ash's garage.
10:00 a.m.- Begin fine-tuning
- May 1 - 3 - Fri - Sun - Outer Banks Weekend
- May 5 - Tuesday - Monthly meeting at Banvard's

MINUTES FROM MARCH MEETING

The March meeting was held on Tuesday, March 3rd at Judy and Mel Baker's home. Our President, Mel presided.

Mel introduced some guests: Randy Lewter (MGA) and John Jackson (driving his nice looking yellow TD). As usual a lot of club members were in attendance. We said good bye to Mike & Leslie Doyle-Davidson. They will be heading back to the UK at the end of this month. We shall miss them. Mike is going to write an article on the Tidewater club (telling them all about us) for the British club he is a member of in England.

There were no additions or corrections to the minutes of February. Jerry Moore gave us a treasury report (all I was able to catch was the ending balance - \$771.16; sorry about that). There was no publicity report or historian report due to the fact that both chairmen were not at the meeting. As usual Tony Perino announced that regalia was set up for the evening. Inventory is still too high - discounts are being offered. Tony told us that we need to get rid of the belt buckles.

Mel gave us the Activities Report: The club rally/brunch will be held on Sunday, March 29th. We need to call the Jennifer after March 8th to sign up for this. The deadline is by March 26th. Brunch will be held at an undisclosed location after the rally. The April meeting will be held at Andy Wallach's place on Wednesday, April 1st. The April Tech Session will be held at the Ash's. On May 1st thru May 3rd an outing is planned at the Outer Banks, North Carolina (The Ash's have a condo there).

Deadline for the April newsletter is March 18th.

Mel has applications for the MGB Association and "T" Register plus some publications.

Bill Gordon volunteered to host the pig roast in September. *

New Business:

Sun Coast Classic MG Club will be hosting a GOF April 10, 11, 12 in Ocala, Florida for "T" series cars, our club is invited to participate. Mel showed us a Moss Motoring publication which has some good articles for the newsletter. Vince has four (4) MGs for sale; one is an MGA the rest are Bs.

* Activities Chairman had a prior commitment from the Holcombs to host this event in conjunction with Club Car Show — get polishing, Gang! Thanks anyway, Bill & Sue.

"T" Time

Robert Davis' YT will be on the road within 6-8 months. He put disc brakes on the front of the car. Mel has some regalia publications, Octagon magazine, and M & G Vintage he passed around. The club photo album was also available for viewing. Vince is driving his TD. He needs some garage space for about one month for his Y. If anyone has any extra space, please give him a call.

Parts

Dave Bowling told us all about "ZYP" a company for MG parts with better prices than Moss. (10% off Moss price list w/delivers). This outfit is located in Cincinnati, OH. FYI - Phase One gives 10% discounts to club members. Someone mentioned another parts company for MG's - Seventh Enterprises located in Newport News.

The club directory will be published this spring. Robin Raphael is still our UK connection for parts. Please call him if you are looking for something. Robin is looking for a classic American vehicle for "sending off his Admiral". Dave Bowling knows the president of an American antique car club in the area so he is helping Robin out.

Tom & Jeanne Lund had a baby daughter - Amanda Jean. Congratulations to your family.

Those in attendance for tonight's meeting besides those mentioned above are: Pam Groover, Chris and ^{AT THE KINE} Raphael, Butch Ballback, Paul Thiergardt, Ira Cantin, Barbara Perino, John German, Lee Klein, Frank Slaby, Jerry Goldman. If I left anyone off please forgive me.



BEFORE



AFTER

TECHNICAL CORNER - Mike Ash

Well, once again this has been a slow month technically. Maybe the Tech Session in April will bring out a few non-catastrophic problems (and, I hope, solutions) to write about. If possible, I want to keep this column to particular problems experienced by members or to items of general interest. We were on vacation for almost three weeks since I wrote the article for the last issue of The Dipstick. So, I have been a little out of touch with your problems.

There is not much progress to report on my TF. I now have the engine rebuilt, painted and ready for installation. This weekend I will get the TF into the garage for the installation and final assembly. It might be back on the road for the Tech Session.

Tony Perino called me about strange (and expensive) sounding noises from the engine of his MGB. A "run" connecting rod bearing was suspected and the removal of the oil pan and the shaking the ends of the rods confirmed that there was considerable play in number three bearing. I offered to check out the condition of the crankshaft bearing journals in case replacement of the bearing shells would have been sufficient to get the car back on the road. Unfortunately, after examination, number three bearing journal was very badly worn and scored, and the remainder were also badly scored. So, the crankshaft must be ground to the next undersize. Anyway, it was probably very optimistic to hope to get away without having the crankshaft ground. Once wear has reached the point of causing bearing failure and if the engine is run at all after the failure, it is unlikely that the crankshaft journals will be in good enough shape to accept new bearing shells. Now Tony is faced with the task of pulling the engine to remove the crankshaft. A task at which he should now be accomplished since he had just re-installed the engine after replacing the clutch himself.

While setting up the rally, Jennifer and I stopped by to see Chris Holcomb who, while recovering from surgery, was in the final stages of his MGA restoration. He was hoping to have the car ready for the rally, so I encouraged him by saying that the "final piddling little details take longer than you expect"! Anyway, the MGA is looking very nice indeed and should be a credit to the Chris and Shelly as well as to the club. Chris did ask me if there was any advantage to switching the electrical system over to negative ground. Personally, I think the only reason to do so is to install modern audio or other electronic equipment. If you want to switch over, there is not a lot to it. I changed our MGA to install a stereo radio / tape deck, and then found that we couldn't hear it over the engine and wind!

If you think you want to convert your positive ground MG (prior to early MGB) to negative ground (or negative earth, as they say in England), as I recall, the following steps must be followed:

1. Disconnect both leads from the battery. Turn the battery around and connect the primary lead (the one from the battery to the starter switch) to the positive terminal on the battery. Do not connect the negative (ground) lead at this time. The terminals on the battery are of different diameters. You may have to purchase new positive and negative cables if the existing cables cannot be made to fit;

2. Disconnect the wire from the field terminal of the generator (or dynamo, as they say in England). The field terminal is the smaller of the two terminals on the rear plate of the generator. Depending on the vintage of your generator, it is either the one with the smaller stud and nut or the smaller spade connector;
3. Reverse the connections on the ammeter (if fitted) and the fuel gauge (if fitted);
4. Reverse the connections to the primary side of the ignition coil. On original coils which were intended for positive ground, the "SW" terminal should now have the wire from the distributor and the "CB" terminal should have the hot lead from the ignition switch. On later and replacement coils, the "-" terminal should now have the wire from the distributor and the "+" terminal should have the hot lead from the ignition switch;
4. Connect the negative (ground) lead to the battery;
5. Re-polarize the generator (or dynamo, as they say in England) by "flashing the field". No, don't reach for your raincoat, but hold one end of a piece of wire on the positive terminal of the battery and momentarily touch the other end to the field terminal of the generator (you should see a spark). This will reverse the residual magnetism in the generator field poles, and cause the generation of a positive current flow.

As far as I can remember, that is all there is to it. No changes are required for the starter motor, voltage regulator (or control box, as they say in England), windshield (or windscreen, as they say in England) wiper motor or heater fan motor (if fitted). If you have any questions or problems, give me a call.

Well, on a slow technical month, I seem to have nearly filled a couple of pages. The following article that I found in "MG Talk" - the newsletter of the Southeastern MG T Register may be of interest.

Spark Plug Up-Date

The spark plug originally recommended for earlier examples of the T-Type (to engine nos. XPAG/TD2/22734 - XPAG/SC2/17993) was the Champion L-10S, but this plug was discontinued by Champion many years ago. The plug recommended as a replacement was the Champion L-7, which has the same thread reach and approximately the same heat range as the old L-10S. Unfortunately, a lot of owners didn't catch on to the change, and have been using the L-10 (no "S" suffix) which is far too hot for satisfactory use in the XPAG engine.

Now Champion has made the situation even more confusing. Recently the L-7 plug has been discontinued, and the plug now recommended by Champion for the earlier XPAG's is the L-85. This plug has a heat range approximately equivalent to the old L-7 and the Older L-10S. The only real difference is in the thread reach; the reach of the L-10S and L-7 was exactly $\frac{1}{2}$ " , which the reach of the L-85 is 12 mm (.472"). This means that the threaded portion of the plug is .028" shorter than the older plug, but in most cases this will not cause any problems.

If you are still confused, take comfort in the fact that you are not alone. Just remember to ask for Champion L-85 plugs, not L-10, or L-7.

Owners of later cars requiring the $\frac{3}{4}$ " reach Champion N-Series plugs should remember that the NA-8 originally specified was discontinued many years ago, and was superseded by the N-5. Fortunately, the N-5 is still being made by Champion.

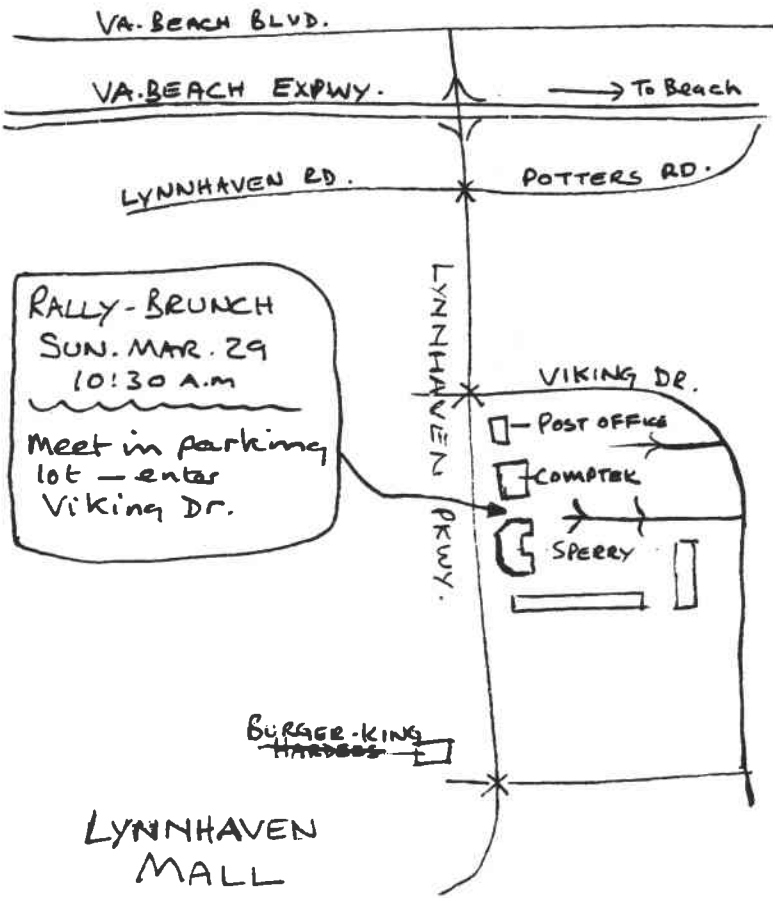


READ YOUR "MG WORKSHOP MANUAL"

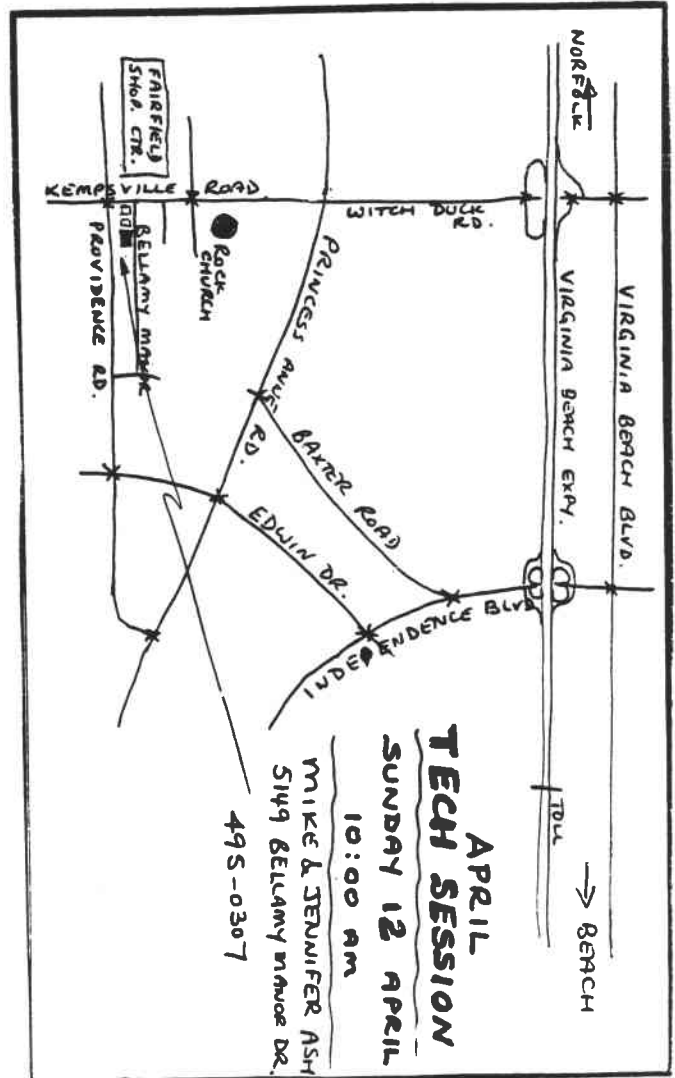
UP-COMMING EVENTS

Don't forget the RALLY & BRUNCH next Sunday - March 29th. We have enclosed another map to the start. The first car will be started at 10:30 and at 2-minute intervals after that. Our reservation for brunch is not until around 1:45, so there will be PLENTY of time to do the rally, and perhaps relax on the deck or in the lounge (depending on the weather - but "THINK DECK") until our tables are set up. Even though we are staggering the start of the rally, we hope to be seated as a group. The price of the brunch will be \$10.00 per person (\$5.00 for children) and this includes all taxes and gratuities. This includes non-alcoholic beverages only; drinks from the bar will be extra, of course. We will collect the money at the start of the rally, and we'd prefer CASH, so that we can pay the bill in one lump sum. Of course, in the event (horror of horrors!) you should get so hopelessly lost that you don't find us, your money will be refunded - if we ever find you! This is not a difficult rally - just read the instructions carefully and HAVE CONFIDENCE IN YOURSELF!

DEADLINE FOR BRUNCH RESERVATIONS FRIDAY, MARCH 27th.



RALLY-BRUNCH
SUN. MAR. 29
10:30 A.M.
Meet in parking
lot - enter
Viking Dr.



APRIL
TECH SESSION
SUNDAY 12 APRIL
10:00 AM
MIKE & JENNIFER ASH
5149 BELLAMY MALL DR.
495-0307

TECH. SESSION at the Ashes - This has been moved to April 12th (it had been inadvertently scheduled for Easter Sunday!) and you will find a map somewhere in this newsletter. Bring out your cars with their woes, or bring along a component you want to learn how to re-build, or just come along to see what's going on and maybe learn something you didn't know! Let's hope the weather will be warmer than last time!

OUTER BANKS WEEKEND May 2 - 3 (Sat & Sun). If anyone wants to leave on Friday, 1st, we can make reservations for that too. The plan is to leave on Friday evening or Saturday morning, and get down to Kill Devil Hills before noon; have some lunch, check into the motel, and spend time "doing your own thing" alone or in groups. There is the Wright Memorial and Museum, several nature walks - Nags Head Woods and Bodie Island Marshes and Lighthouse; the Elizabethan Gardens (which are lovely at that time of year), where one can spend a very pleasant afternoon; the Lost Colony Trail, the Marine Fisheries Museum. Anyone wanting to go further down the outer banks can take in Hatteras Light and the Buxton Woods Nature Trail. We plan on all meeting up for dinner and gathering at our Condo. for a relaxing evening. Sunday, again is doing what you want to do - either having a leisurely breakfast/brunch, or getting on the road to go the long route home via Edenton and/or Somerset Plantation, and having a lunch in Edenton and doing a walking tour of the lovely little town on the Chowan River and Albemarle Sound. You can make of it what you want - get away and do nothing, or go and see all there is to see in the neighbouring part of North Carolina. Room rates at the Holiday Inn are \$51 and \$63 (Depending which view you have!) and military personnel can probably get that discounted. We will take a list of names of people interested at the APRIL Meeting, or if you can't be at the meeting, call the Ashes for information - 495-0307.

FOR SALE:

1969 ~~HGH~~ - New tires, new valve job; interior and body - fair; not running but wouldn't take much; good project car or potential parts car - \$500. Call Bob Beuter - 482-7840 after 5 p.m.

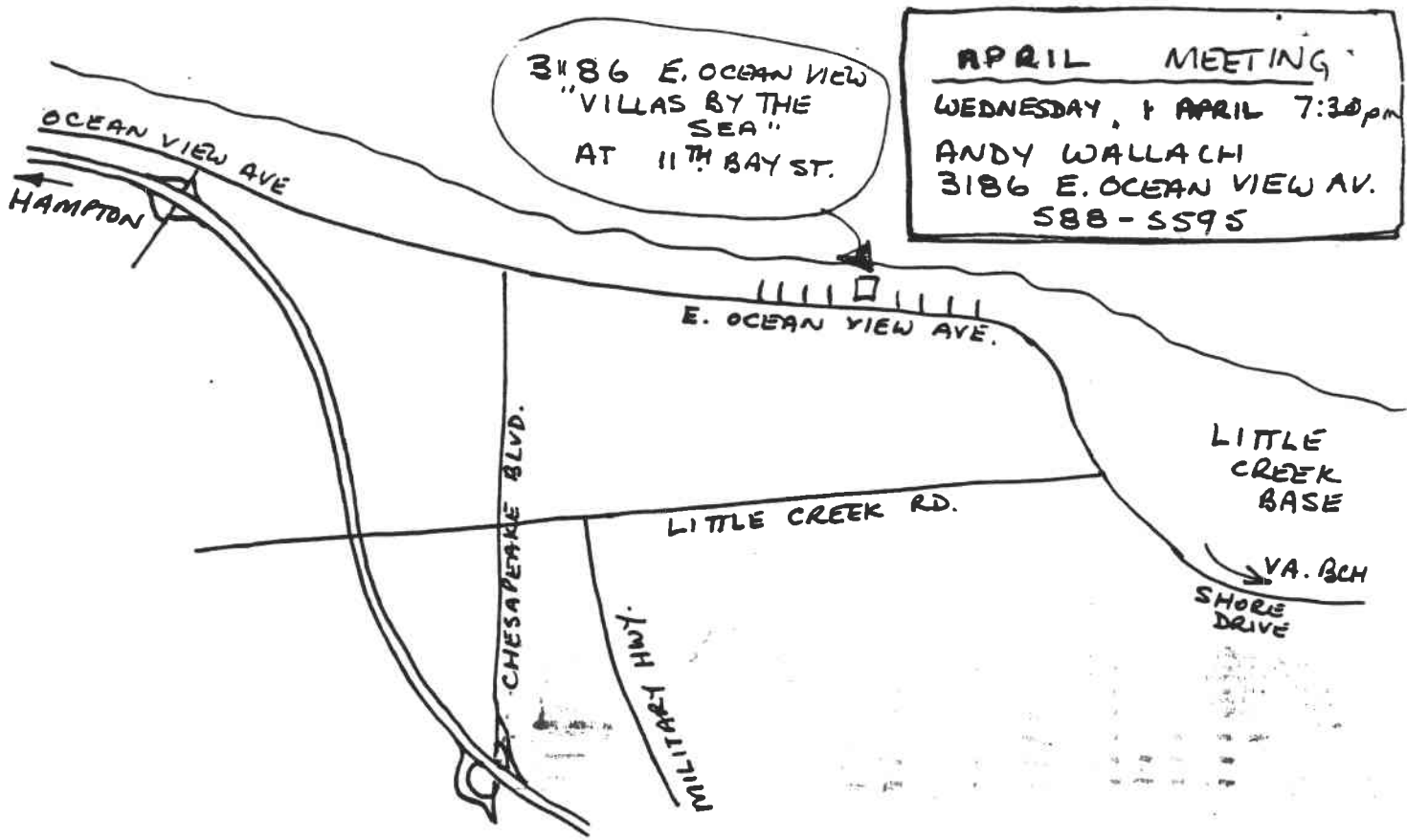
MEMBERSHIP NEWS - Congratulations to Tom & Jeanne Lund on the birth of Amanda Jean! Also, please note their new address and phone number...

892 Le Cove Dr.
Virginia Beach, 23464
h - 523-4580
w - 523-4000

Please welcome two new members and their wives - as far as we know these people are not related, but it's a co-incidence they have the same surname and join in the same month, don't you think? And please add their names and numbers to your roster:

John & Carol Jackson
4736 Orchard Lane
Virginia Beach, Va. 23464
467-4736

Jim & Lorraine Jackson
801 Westminster Lane
Virginia Beach, Va. 23454
340-1386 / 499-8772-work



APRIL MEETING
 WEDNESDAY, 1 APRIL 7:30pm
 ANDY WALLACH
 3186 E. OCEAN VIEW AV.
 588-5595

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



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