

THE TIDEWATER MG T CLASSICS

THE DIPSTICK

OCTOBER 1987



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

* T * NOTES

Thanks and a tip of the English driving cap to Barbara and Tony Perino for hosting the September meeting.

Miracles do happen! The sky cleared just as British Car Day in Richmond was getting underway. About 140 cars, a very good showing considering the weather, sparkled like fine gems at the picturesque Maymont Park. Out of town members, Ron and Rosemary Eaton and Fred and Nancy Emig were seen selling hotdogs. Also helping out at the fast food tent were Jennifer and Mike Ash. Considering the small number of participants from our club, we had an excellent showing. Richard Hall placed 3rd in the T's, and I took 3rd in the late B's. Don & Claudia Jones took honorable mention in the A's, even though their car had to be pushed onto the field with a broken piston. I hope this sad footnote to the show will not discourage Don from attending future shows. Our many thanks to Fred and Nancy (Emig) for the great job they did of chairing this event.

It is hard to believe that my term as President is over and now I am just a has-been. Nothing earth shattering has happened during the past two years, but our membership has grown considerably. We have had some great events and a lot of fun. I also leave Regalia with a very good supply of beltbuckles. The treasury is a little leaner than I would like, but I have some ideas for Tony to put the club coffers into good shape.

A BIG THANKS to Tony, Jerry, Andy, Brenda, Jennifer, Mike, Peggy, and Robert for doing all the work while I received all the glory. It has been my pleasure to work with all of you. I offer my heartiest congratulations to the incoming officers. A special thanks to Judy for having the fortitude to put up with me and my "toys".

See you at the next meeting, Wednesday, October 7th at the Beuter's.

Me1

* FALL RALLY - SUNDAY, 1 NOVEMBER
DON'T FORGET! (DETAILS NEXT TIME.)

responsibilities starting in November.

September meeting minutes

The september meeting came to order at 8:05 p.m. Tuesday September 1 1987. We had a new member in attendance Skip Anderson has a 1952 TD. We had guests in attendance - Roy Wiley Perelov and Ted Mitchell who has a MG Midget. The August dues were accepted as written. A discussion ensued concerning an extraordinary array of regalia. What special do we have on a buckle? Tony stated he was anticipating a feeding frenzy. Also had some ideas but wanted to wait to "new business" time discuss them. Mike Ash was complemented on another good tech. We had 1 new member (Skip Anderson), 6 renewals but were missing 20 from last year. A new rooster is being printed but will not be out until next month. Jennifer stated she and Mike were figuring that the cost of the newsletter postage of \$.22 came to \$9.50 per member annually. Not a lot to charge for events. What provisions are in the by-laws for printing dues? It was mentioned for a second month running that thank Giffin has not paid his dues. A suggestion was made that I ought to send a dunning notice to his C.O.

The next event will be the Pig Roast. We need RSVP'S as will be catered. Chris's map is in the newsletter. Member, North Landing Road turns into Mt. Pleasant Road around Miss Airfield. The best way to get there is to go to Moyock and come back or follow the route the Perino's forged. Do we all the pig information? The guy across the street (Chris is a pig farmer. His roaster is free. it's old and has a lot of holes in it so it will cook well. cost \$.78 per lb. plus shipping it. A discussion on kosher killings and the pigs were bearing yamakas followed. There will be chicken for those who like pig. Who are they? Lots of people. Like who? Ethnic sessions again. Are we going to race at your place? No racing is anticipated at this time but there will be a car show lots of gifts, gag catagories etc. Please RSVP. The October meeting will be at Bob and Pat Buters and a tech session in Maymont at the Lunds. Also, Richmonds British Car Show in Maymont September 13 and Waynesboro's British Car Day will be on September 3.

Treasurers report \$82.60 income of which \$60.00 was dues. \$4 mailing expenses plus \$23.00 other expense. Balance \$33.

Deadline for the newsletter September 16,1987. Who's going to go to Waynesboro. (Mel) I'll go if Judy will be go.

Nominating committee.

The slate of nominations are:

President	Tony Perino
Vice-President	Dave Bowling
Treasurer	Jerry Moore
Secretary	Tom Lund

Slate will be published again next month. Elections will place next month and the new officers will assume their

New Business- Tony Perino- I will throw a proposal on the table for discussion plus it will drag out the meeting. I propose we give a door prize at the meetings. Roy Wiley quipped "some of that stuff has been hanging around ten years". Other conversation that was noted. We could give away belt buckles as the door prize. You could make the guy pay six bucks for the door prize. Is it a door prize or a booby prize. I think it's a dumb idea. We'll give away hats like Jennifers so soon everyone will be wearing hats like hers. How about giving it to the hostess? Tony "We don't want it! Instead of giving a door prize why don't we give a reduction of cost on an event. How about a raffle. \$.25 a ticket- at that price a give away! The door prize will be what is raffled (a blind prize). Amend the motion!! The prize will not be nominated but will come out of regalia. Details to be worked out. Chris Holcomb "We moved to vote on the amendment, now we have to vote on the original". If we keep this discussion going we're going to lose our pig roast site. For the record- I was taking such rapid notes I'm not sure if we actually voted on the motion or just discussed weather we should vote on the motion.

T-Time--- Rossevelt - At a previous tech session we worked on the front brakes and I tackled the rear brakes. I also worked on the lights. "The older I get, the more getting fired up on cars." It will be inspected and on the road soon. The Morgan has the engine in it now. Tony Perino - Last months Hemmings is on the table for the taking. There is a black MGB for sale in the paper. I received a call from her. She will take \$1800.00 for the car-If anyone is interested call 427-1502 and ask for Maria. The engine has been rebuilt. Chris Turner is going to the UK. He has an MGB for sale. 46,000 miles, mint condition- \$4500.00. Some of you older chaps who want to turn a few heads still, but need the comfort might be interested. Roy Wiley- My daughters MGBGT is for sale- \$1200.00. There are pictures of the pool party on the table. Chris Holcomb- Five years in the club and some people don't believe I have an MG. I bought tags today." I get tickled when I figure something out without someone telling me. I bought this wiper blade at K-Mart for \$.99. Disect this little fellow, pull the blades out and cut them to fit a T". Someone stated buy an 18" blade and get 2 blades when you cut it.

Chris again not so confident now "That's the voice of experience talking. I got 15" wipers. I know, I'll give the 7" stub to a TD owner. What do you think, shall we give it to the regalia person? The meeting was adjourned.(Thank Goodness).

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

- Oct 3 - Saturday - Sixth annual Fall Foilage Festival in Waynesboro
- Oct 7 - Wednesday - Monthly meeting at the Beuter's
7:30 p.m. - Kick Tyres
8:00 p.m. - Business meeting followed by a social hour.
- Oct 25 - Sunday - Tech Session at the Lund's
10:00 a.m. - Bring your problems and solutions
The more help, the merrier.
- Nov. 1 - *Fall Rally - Details next Dipstick*
- Nov 3 - Tuesday - Monthly meeting at Tom & Jean Hall's
-
-

DEADLINE for the N O V E M B E R newsletter is Wednesday, October 21.

PIG ROAST AND CAR SHOW - by Mike Ash

If you missed this event, you missed a good one! Good pig, good cars, good company and good fun. What more could you want? Our sincere thanks to our host and hostess, Chris and Shelley Holcomb, for providing an ideal location and for all the work they put into preparing the pig and preparing for the event.

About 50 people showed up to eat pig and drink beer and to put 23 cars in the show. The line up of cars was: one TC, six TDs and three TFs in the T-series class, and three NGAs, seven MGBs and three MGB-GTs in the NGA/MGB class. So the classes were fairly equally divided. Car judging was by popular vote, one vote per car in the show and one vote per club member without a car. In the T-series class, first place went to Richard & Sandy Hall's TD, second place to Tony & Barbara Perino's TC, and third place to Vince & Pam Groover's TD. In the NGA/MGB class, first place went to Chris & Shelley Holcomb's NGA, second place to Mel & Judy Baker's MGB, and third place to Jerry & Margie Moore's MGB. There were no awards or announcements for the runners-up. But, if you are interested, fourth and fifth place in each class were our TF and the Baker's TD for T-series and John & Sandy Geraen's NGA and Lee Kline's MGB for NGA/MGB.

We also had four discretionary awards. One in each class for "the car with the most promise" awarded to Robert Davis for his TD and to Frank & Glorie Benson for their MGB. One for the "non-MG most out of keeping with the spirit of the MG" which was awarded to Bob & Pat Beuter for their Nissan truck, and one for Heather Holcomb who proudly displayed her shocking pink bicycle with the cars!

The pig was cooked to perfection, the beer was chilled to perfection, and the weather couldn't have been better. Another enjoyable and successful event.

MEMBERSHIP NEWS: The following were received, along with dues...

9 SEPT 1987

Dear Tidewaterers,

How quickly they forget! One day you're one of the "in-crowd" and the next thing they're badgering you for dues money! I'd like to know who ate and drank my share of "in-town" membership's beer, wine, caviar, and yes- even the pig- from my last year's in-town dues that I paid and never was in-town to devour???

Having departed the Tidewater area in December only a few months into the dues year, I waited patiently for a rebate from my last year's in-town dues. Not hearing from your often-difficult-to-locate-treasurer I naturally assumed the excess dues would be carried over to the new year. BUT NOT SO! Instead my name is included in a list of indigents and held up for public ridicule at your monthly gab-fest! (Speaking of indigents, I'd like to be assured that the treasury does not give any special considerations to Captain Mike West's mailings to Guam without proper reimbursement).

Now that I have brought this to your attention, I'm confident you will rectify the situation and carry over my excess 1987 in-town dues to the current dues year, which will more than cover the required remittance. Additionally, a public apology in the newsletter would be sufficient compensation for the emotional concerns you have caused me.

In order to demonstrate my genuine appreciation for the fiscal integrity of the opulent Tidewater Treasury, I've donated the enclosed Castrol \$3.00-back coupon which you will surely decide to raffle off at your next meeting. I'm confident Roy Wiley will bid at least \$6.00, which can be used to defray the excesses of your next in-town festivity.

Lastly, what's this sympathy pitch you're trying to sell us about Banvard's heart- we all know he doesn't have one!!

Keep your powder dry,

HANK

Dear Clubbies,

Enclosed is my six bucks as a "way-out-of-towner", so you can enjoy another year of food orgies and wild parties at my expense!! I hope Giffin is paying as both an "innie" and an "outie" to cover the cost of a PORTION of his gluttony!

MG's have fizzled to almost nothing on Guam. No T-types, one MGA and no more than ten MGB's are on the island. I left my beloved YB in the competent hands of a Jag. driver in Charleston, and am now driving a Japanese tin-and-vinyl rust-magnet!

I haven't been to a club-meeting in Norfolk since 1982, but would like to move that we add a brief description (condition) of the cars we own in the club directory; any seconds?...or would that embarrass Giffin, Ash and Banvard too much?! (Ed note: Too late - it was just printed; maybe next year?)

If anyone is on TAD out this way, or on a WESPAC cruise, drop in for an exciting evening of watching the sun set from our house on a 400-ft. cliff overlooking the Philippine Sea! No MG's, but lotsa talk and cheap wine!

Enjoy the six bucks - gluttons!

MIKE & DEBBY (West)



The subject of this month's article is an item that appeared in the latest issue of the "T" Register's magazine, "The Sacred Octagon". The item is called a PRELUBER and is a device that is fitted in the engine compartment to pump up the engine oil pressure before the engine is started. The idea and principle sound good, and they certainly fired the imagination of Robert Davis. Robert did a little sleuthing to determine the manufacturer, and has managed to obtain a quantity discount if enough people in the club are interested. The price for one complete unit is \$245, but for an order of 5 or more the price drops to \$200 each. For 50 or more the price is \$160 each. Read the following article and if a PRELUBER sounds right for your car, give Robert a call so that he can try to put together a quantity order. Robert's 'phone number is 468-1024 and you can most likely find him home on weekends.

Pre-Lubrication

For the owner of a classic M.G., oil and grease are the cheapest insurance available. Frequent oil changes and lube jobs have to be high on your list to make your car last. It just does not make sense to scrimp here.

Rebuilding an XPAG engine these days is very expensive. The same is true for any pre-1956 M.G. It makes sense, therefore, to do anything you can to make it last longer. The answer just may be in pre-lubrication. Here's what Rick Titus had to say about it in the April 1987 issue of *Motor Trend* (p. 128):

For years, the Society of Automotive Engineers (SAE) has been telling us that 80% of all engine wear occur during the cold-start cycle. A recent study by McDonnell Douglas Corporation pushes that number to 90%. Automotive consumers have come to accept that as fact, and have begun to use multiple-viscosity oils in an effort to alleviate the problem. However, the SAE now tells us, and plenty of consumers have already learned by experience, that hot shutdown on turbocharged engines is the newest enemy of an engine's lubricating system.

The lubrication problem, as related to cold starts, is the result of hot and, in turn, thinner engine oil draining off high-friction components at shutdown. Items like crankshafts, pistons and cylinder walls, camshafts, and valve guides all depend on a microscopic oil film to protect them against wear. The loss of that film, with overnight drainage, for example, forces these components to run unlubricated and in direct metal-to-metal contact, while the engine's oil pump works to provide enough volume to fill

and pressurize all the engine's internal lubricating passages and galleries. Zero pressure to full operating psi can take as long as 10 seconds on the average, depending on the type of oil pump the engine uses. Given that most engines require anywhere from 1500 to 2000 rpm idle to cold start, that's a lot of time and load with little or no oil protection.

In the tough case of turbocharging, the problem is more the effect of the turbocharger turbine rotating at high speed for up to two minutes after the engine has been shut off. The problem here is twofold. First, at shutdown, the turbine spins in an unrenewed oil supply. Hot, and no longer under pressure, the oil is forced off the turbine bearings, leaving these closely machined tolerances to run in a diminishing oil film. In short order, the turbo bearings wear themselves out, the turbine no longer fits its housing properly and things begin to deteriorate rapidly.

Herein lies the reason most automotive manufacturers request that the engine be run at idle for two to three minutes before being shut down in an effort to help slow and cool the turbine and its bearings. The hidden enemy here is heat-soaked oil, which develops a condition referred to as "coking." Basically, coking is the effect of the oil burning, not unlike burnt pudding; it forms a sticky film that is scorched to the surface. And, though small in total volume, this oil's lubricating qualities are destroyed; then it mixes with the engine's principal oil supply, slowly contaminating it, which results in the destruction of the engine's lubrication protection.

Both car manufacturers and oil companies have addressed this problem. The major oil companies have produced lubricants better able to deal with the temperature extremes in the turbine section, while some manufacturers have engineered a water-cooled turbine housing that uses a

vapor-driven system. After shutdown, engine water flows through the hot heating section, cooling it and preventing the coking problems. Chrysler Corporation, for example, uses the water-cooled turbo approach, and offers a five-year warranty on its systems—unheard of a few years ago. These fixes for the heat generated in the turbo do not address the question of cold-engine startup, however, and a significant percentage of the wear on IC engines occurs in those critical moments when the engine is brought to life in a cold garage.

But, as we find with most complicated problems, somebody usually manages to think of a simple solution.

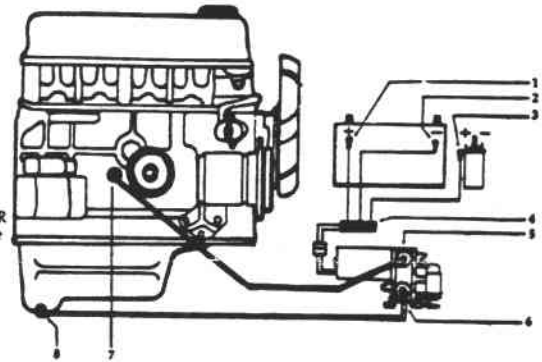
Enter Lubrication Research Inc., developer of a product called the Preluber. Reduced to the simplest terms, the Preluber is an externally mounted, electrically driven pump that pulls oil from the engine's storage sump, forcing it, under

PRELUBER/PRE-TURBOLUBER

TYPICAL INSTALLATION DIAGRAM

1. Battery Positive Wire
2. Battery or Chassis Ground Wire
3. Coil Positive or Keyed Wire
4. Electronic Control Box
5. Pump Inlet
6. Pump Outlet
7. Engine Oil "Idiot Light" Sending Unit and Kit Supplied Tee
8. Kit Supplied Engine Oil Pan Plug. Replaces Stock Plug

NOTE: The PRELUBER/PRE-TURBOLUBER also comes with an easy oil change hose. Simply remove the outlet hose from the pump and install the oil change hose. Turn the key on, then off. The PRELUBER will empty the oil pan into any container. A clean, quick, and easy way to change oil. Boat owners will love this!



pressure, to all the normal oil pump-feed locations, effectively bringing the engine's oil pressure to full operating range before it can be started.

To do this, Lubrication Research Inc. has developed an easy to install Preluber kit that can be fitted to any standard or turbocharged engine. The Preluber's 6-sec timer can be initiated a number of different ways, but the most common method is to wire the timer to the ignition key's accessory mode. Within the space of six seconds or less, the Preluber's 150-gal/hr pump has the engine up to 50 psi.

From race cars to firm equipment to all consortment of street cars, the Preluber is fast becoming the answer to a nagging problem. Some

experts project that the use of this device might extend engine life by as much as 100 times. Not a bad investment for under \$300.

The pump body itself is 9" x 5" and fits nicely in the T Type's toolbox. The manufacturers recommend mounting it close to the sump's drain plug; that would mean putting it on the firewall (left side) as low as possible. I preferred the toolbox spot.

The directions specify picking up the oil from the drain plug. To do this, you have to drill and tap your existing plug to take their 1/4 pipe thread adapter. Easy. And don't worry about oil changes getting complicated. It's just the opposite. You merely slip on the oil change tube on the outlet

side of the pump, turn on the key, and the sump is drained in seconds--into any container you wish. You won't even have to get under the car.

The electronic brain for this gadget is a thin 4" x 4" box which easily fits under the dash.

Since the equipment operates only on a negative ground, you'll need to make that change in your car. The generator will have to be repolarized. First, disconnect the generator, temporarily connect a length of wire to the battery positive terminal and flick the other end of this wire several times against terminal "F." That repolarizes the generator. Now you can hook up the original cables connected to terminals "D" and "F." The control box

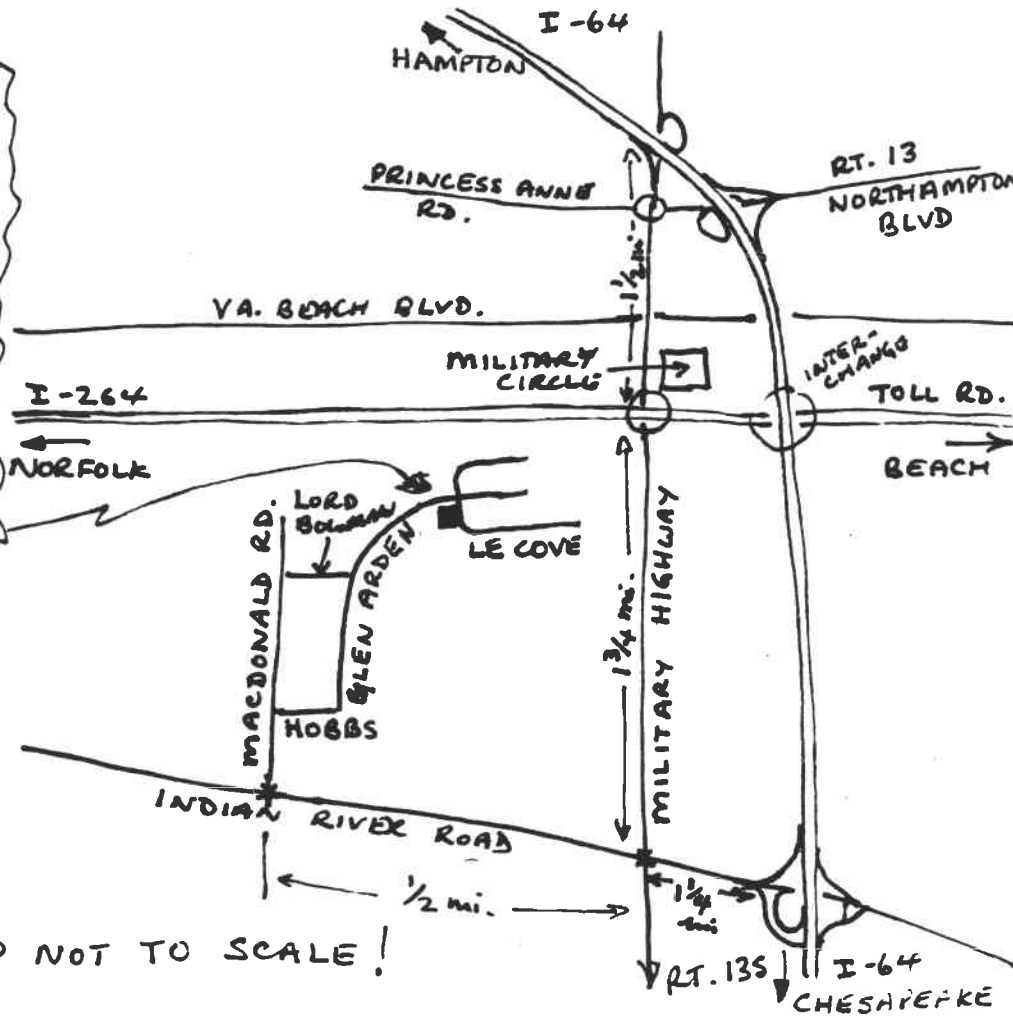
repolarizes itself automatically. You will have to reverse the ammeter wires. Everything else will work fine without changing a thing.

The Pre-Luber makes sense. A careful installation really won't change the looks of the engine compartment noticeably, and the peace to mind is wonderful.

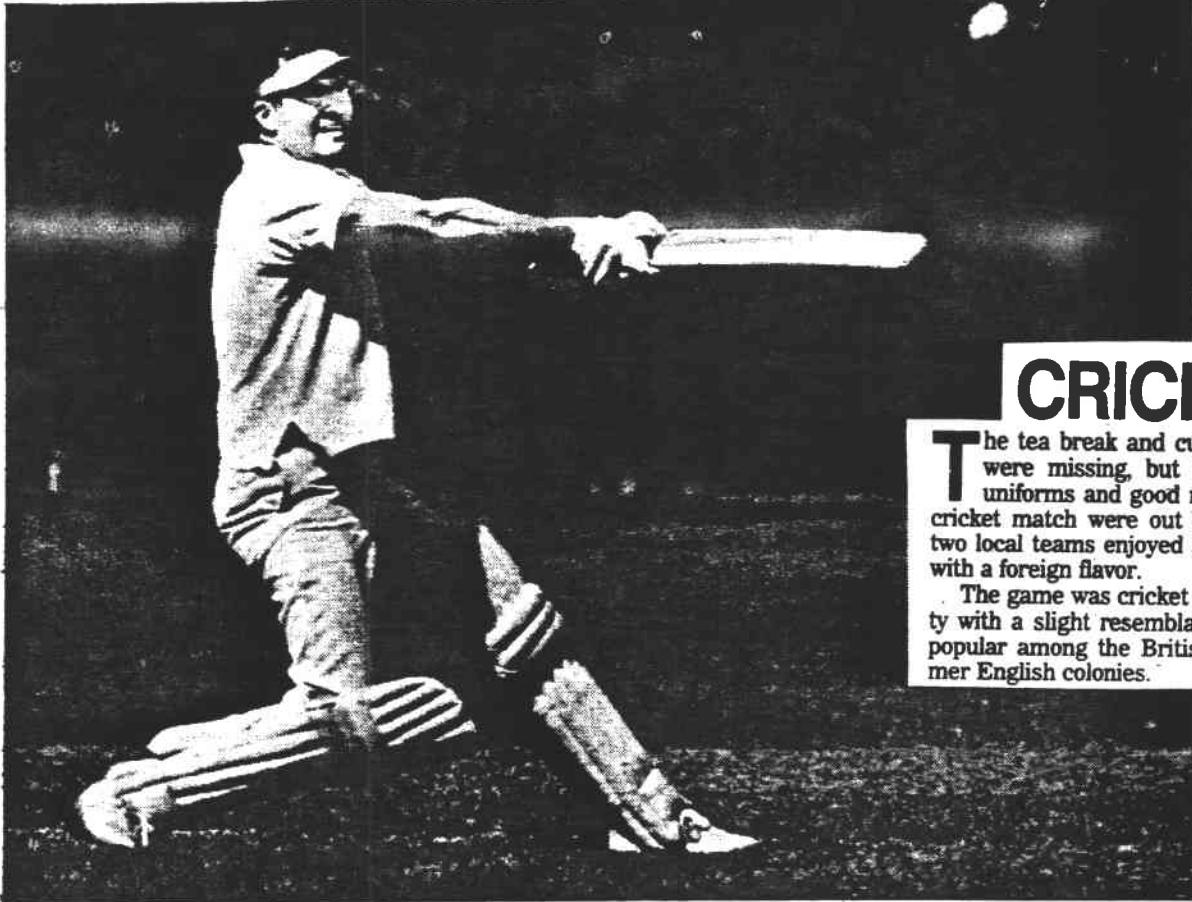
RLK

TECH. SESSION
 SUN. OCTOBER 25
 10:00 AM
 TOM & JEANNE LUND
 892 LE COVE DR.
 VIRGINIA BEACH
 523-4580

Get your car in shape for the Nov 1st Rally!



MAP NOT TO SCALE!



CRICKET

The tea break and cucumber sandwiches were missing, but the flat bats, white uniforms and good manners of a typical cricket match were out in force recently as two local teams enjoyed a sporting afternoon with a foreign flavor.

The game was cricket — an athletic activity with a slight resemblance to baseball and popular among the British and those in former English colonies.

Robin Raphael makes a hit.

THE BEACON, JULY 9/10, 1967

DID YOU KNOW?

...if you store enough engine parts on a very old piece of plywood in the rafters of your garage, they will eventually fall through and land on your motorcycle.

...if you put the front end of your "T" up on jack stands with the engine in gear and then try to adjust the rear carb with a 7/16 Whitworth wrench, you'll arc the remote starter switch burning the skin off your left hand, breaking your watch and causing the car to leap forward off its jackstands and flatten your trouble light, making it suitable for framing.

...if you crawl under your MG and poke your forehead on the sharp corner of the peddle box, you will instinctively jerk away, slamming the back of your head on the garage floor. The pain will cause you to jerk instinctively away from the garage floor and slam your forehead back into the peddle box. And so on. This destructive cycle will continue indefinitely until your wife sells the car or you have the presence of mind to crawl out on your own recognisance.

...if you need the following items, you can always find them by ripping the carpeting out of a hopelessly shot British sports car: a short crayon, some paper clips, a pink comb, a ballpoint pen full of rusty water, all six bolts that are supposed to be holding your motor mounts in place, a green penny with dog hair sticking to it, some broken tonneau fasteners, an empty Buss fuse tin and the remains of an unpaid parking ticket.

(freely adapted from the work of Peter Egan)



T-Talk



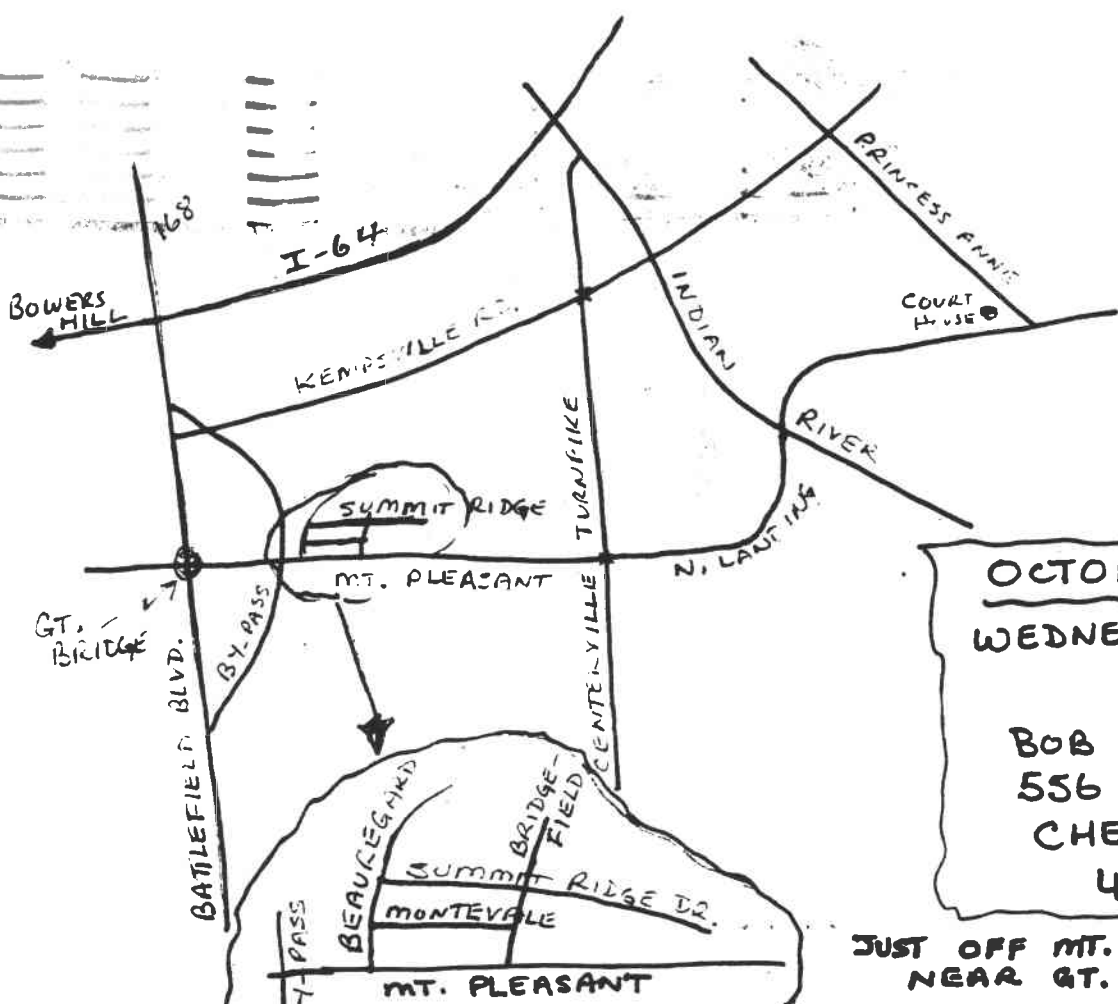
THE DELAWARE VALLEY CLASSIC  CHAPTER

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

FIRST CLASS MAIL



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



OCTOBER MEETING
WEDNESDAY, 7 OCT.
7:30 pm
BOB & PAT BEAUTER
556 SUMMIT RIDGE DR.
CHESAPEAKE
482-7840

JUST OFF MT. PLEASANT RD.
NEAR GT. BRIDGE BY-PASS