

THE DIPSTICK



APRIL 1988

President.....Tony Perino
Vice-President...Dave Bowling
Editor.....Gloria Benson

Secretary.....Tom Lund
Treasurer.....Jerry Moore

MARQUE TIME:

Our sincere thanks to Dan Boswell for hosting the March meeting. For those of you who couldn't make it, the meeting was held in the clubhouse at Runaway Bay. A very nice facility and very large. Our normal size crowd of 30 or so could really spread out. Wouldn't it be nice to have a club house of our own . . . someday!!!

I apologize for failing to note Rich Mullins' generosity in making his shop available for the tech session in February. We had a very nice turnout and the warm working environment was really appreciated.

Thanks also to Don Jones and his able by-laws committee for their efforts and presentation of draft changes at the March meeting. We'll be discussing the changes at the next meeting and look for input from all the members.

It must be getting pretty close to MG weather. I rolled the TC out last Saturday (the 20th) and took a spin around the neighborhood with the top stowed. Oh, how I love that car. On the following Monday, I ordered some cosmetic parts to spruce her up a bit to prove it!

The 15th Anniversary of the club was celebrated in grand style last night by many of the local members together with some special friends who came quite a distance to join us for a fine dinner and a fun evening. More elsewhere in the newsletter.

You will also find information on the British Isles Festival attached. In summary, a car show for 1963 and older British marques will be held on Saturday the 22nd of April. Sunday is reserved for showing 1964 and newer cars. A rallye and funkhana are also planned. Register early!

Until next time then . . .

Safety Fast!

TONY

March MG Meeting Minutes
3-2-88

The meeting was called to order by Tony Perino at 8:00 p.m. Roger Snell was a guest of Robin Raphael (he bought Robin's MGB).

Treasurer's report - Beginning balance of \$847.61, income of \$44.10, expenses of \$179.10 for an ending balance of \$713.01.

The deadline for news articles is 3-23-88. The regalia drawing tonight is worth 2 mugs and regalia is set up on the table at the far side of the room.

Activities - The 15th anniversary dinner is set for March 26, 1988 at the River's End Restaurant 5215 Colley Avenue. To sign up contact Richard Hall or Vince Groover. The April meeting will be at Jerry and Margie Moore's home. There will be a tech session April 10, 1988 at Mel Baker's home. The British Isles Festival is upcoming (details later).

Membership committee - Roger Snell has moved from guest status to member status.

Old Business - Membership to MG Registers. Correspondents are needed. Lee Kline volunteered for the "B" register and Mel Baker volunteered for the "T" register. Mike Ash received a letter from the "A" register saying they wanted us to be an exclusive "A" club and have us all join the "A" register. We would agree to put something in our by-laws that we expect members with MGA's to join their register. We could have a problem with the "T" register by changing our by-laws.

British Isles Festival - A 2-day event the same weekend as the Azalea Festival. The car show is Saturday. Only 35 cars will be allowed in the designated area. A pre-inspection will probably eliminate many cars from getting into the judging area. Sunday afternoon is Funkhana on Waterside Drive. The Azalea Festival parade is that Saturday at 10:00 a.m.

Changes to the By-laws - See attached recommended changes. We will discuss changes in April and vote on the changes in May.

Marque Time - Dan Boswell still has a leak in his MGB's gas tank. Vince Groover is getting together an order from Scarbough Fair. Anyone interested in ordering parts get with him. John German and Vince bought another "cherry" B in Richmond. No rust (it all came off on Rt. 60). Dan Boswell has a 1950 "Y" type for sale for \$4500.00. Mel Baker won the beer mugs from the raffle.

Meeting adjourned.

The deadline for the MAY Newsletter is Friday, April 22nd.

▶ UP-COMING ACTIVITIES:

- APRIL 5 (Tue) Monthly Meeting - to be held at Margie & Jerry Moore's home at 7:30 p.m. (see map on back)
- 10 (Sun) Tech. Session at Mel Baker's - 10 a.m. 'til...? Bring your problems, tune-up kit, questions, etc., or just come and watch/learn/help/drink beer, etc.! (see map).
- 23-24 British Isles Festival, Norfolk Waterside. Car-show, rally and funkhane sponsored by the Tidewater Sports Car Club and Twin-B Auto Parts. See enclosed flyer for further information.
- MAY 4 (Wed) Monthly Meeting - Perino's 7:30 p.m.
- 22 (Sun) Spring Rally: Mark your calendar for this fun event. Pete Micken will be your Rallymaster; details in next month's Dipstick.

MEMBERSHIP NEWS:

We have two new memberships this month, as well as an out-of-town delinquent who has renewed. (That'll teach you to give blood when I'M a volunteer, Randy). I got \$6 dues AND a pint of blood from him!

Please make our new members welcome and add their names to your roster:

BARBARA & SAM BARRANCO
1005 Dartford News
Va. Beach, Va. 23452
Ph: 463-5287 Car: '54 TF

ROGER SNELL
5376 Chetham Lake Dr
Va. Beach, Va. 23464
Ph: 467-3385 Car: '77 MGB
445-3602

(Out-of-town members)
RANDY & ROBIN HICKS
512 Butler Avenue
Suffolk, Va. 23434
Ph: 539-6176 Car: TF
424-5722

BOB & KAY BELL
5185 Wittie Circle
Va. Beach, Va. 23464
Ph: 497-2123 Car: '60 MGA

! ! BIRTH ANNOUNCEMENT ! !

Bob and Pat Beuter proudly announce the birth of MICHAEL ROBERT, who came into the world on March 3rd, weighing in at 5-1/2 lbs. Congratulations to you both!



BRITISH CAR DAYS



presented by TIDEWATER SPORTS CAR CLUB, LTD.

If the car you drive came from the land of Lucds, join Tidewater Sports Car Club, Ltd., April 23rd and 24th in Norfolk, Va. That's the dates for the third annual British Car Days, part of Norfolk Festivent's British Isles Festival. "Motor-car" events will include car shows, a road rallye, and a Funkhand run on Waterside Drive.

Saturday there's a show for Antique British Cars along the waterfront in Town Point Park. The show will start at 1 PM, with Registration opening at noon. Following the show, at 4:30, will be a road rallye open to British Cars of any year. The rallye will wind through Norfolk, and end up at a British Pub doing business for the weekend in the Park.

Sunday the showing will continue, this time with newer cars, and competition vehicles. Anything built from 1964 to present in Great Britain, will be on display; along with some of England's best race cars. This show will start at 11 AM, followed by a Funkhand at 2:30. The Funkhand is an obstacle course, set up with pylons, on Norfolk's Waterside Drive. Cars will run one at a time through the course, with the best time in each class winning a trophy.

Early registration is recommended for the weekend, as there is only space for 35 cars in each show. The rallye entry is unlimited, but a 50 car limit has been set for the Funkhand. Price is \$20 for all three events if paid by April 16th, and \$25 afterwards. Event fees are \$8 each, before the 16th, and \$10 after. Registrar is Terry Edwards, 5701 Fitztown Rd., Va. Beach, Va., 23457; phone (804) 721-5111. Event Chairman is Dave Hinde, (804) 461-5700.

Please take a few minutes to review the proposed amendments to our by-laws. We will be discussing these amendments at our April meeting and your recommendations and/or comments are needed.

PRESENT BYLAWS

ARTICLE I

Purpose

Section 1: This Club is dedicated to the preservation, appreciation and maintenance of the T-series and earlier models of the MG car and to the fellowship of the Club members. Non-ownership of a T-series or earlier model MG does not preclude membership, but is considered a temporary condition to be corrected at the earliest possible opportunity. The thrust of Club efforts will be on T-series and earlier models of the MG.

ARTICLE II

Name Affiliation

Section 1: The official name of the Club shall be TIDEWATER M.G. "T" CLASSICS.

Section 2: The Club is an affiliate of THE NEW ENGLAND MG "T" REGISTER, LTD.

ARTICLE IV

Membership

Section 4: The annual dues for local membership are ten dollars and for out-of-town membership six dollars. Membership extends from July 1 through June 30. Dues shall be paid in advance by July 1. Failure to pay by the end of August shall terminate membership. Dues for local members joining during the membership year shall be pro-rated as follows:

June - September \$10.00
October - January 6.00
February - May 4.00

Annual dues for out-of-town members are not pro-rated.

ARTICLE VI

Operation

Section 2: The Club will meet in regular session during the first week of each month according to a schedule published in advance, or as otherwise decided by the members present at a previous meeting. If a meeting time, place or date is changed it shall be announced at least two months in advance.

PROPOSED AMENDMENTS

ARTICLE I

Purpose

Section 1: This Club is dedicated to the preservation, appreciation and maintenance of all models of the MG car and to the fellowship of the Club members.

ARTICLE II

Name Affiliation

Section 1: The official name of the Club shall be TIDEWATER M.G. CLASSICS.

Section 2: It shall be the intent of the Club to seek affiliation with appropriate National and International M.G. Registrars.

Section 3: Members shall be strongly encouraged to join the Register appropriate to the model of their car(s) and to participate in Register events.

ARTICLE IV

Membership

Section 4: The annual dues for local membership are twelve dollars and for out-of-town membership eight dollars. Membership extends from July 1 through June 30. Dues shall be paid in advance by July 1. Failure to pay by the end of August shall terminate membership. Local members joining in May and June of the current membership year shall pay the full dues and be paid-up through the end of the following membership year.

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Operation

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PRESENT BYLAWS

PROPOSED AMENDMENTS

ARTICLE VII

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Officers

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Section 3: The Vice-President shall exercise all of the functions and perform all of the duties of the President when the President is not available or at the President's request. In addition, he will perform other duties at the pleasure of the President.

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Section 4: The Secretary shall ensure that the minutes of all meetings are recorded and that they are read at the following monthly meeting. He shall maintain a file of minutes, after their approval by the membership. He shall maintain a permanent record of all Club correspondence for future reference. In addition, he will perform other administrative duties at the pleasure of the President.

Section 4: The Secretary shall ensure that the minutes of all meetings are recorded and that they are published in the following month's newsletter. He shall maintain a file of minutes, after their approval by the membership. He shall maintain a permanent record of all Club correspondence for future reference. In addition, he will perform other administrative duties at the request of the President.

Section 5: The Treasurer shall keep, or cause to be kept, full and accurate records and accounts of receipts and disbursements in books belonging to the membership and shall deposit all monies and other valuable effects in a depository or depositories in the Club name. He shall disburse the funds of the Club as may be ordered by the membership, making vouchers therefor. He shall render to the President and membership quarterly, or whenever requested, an account of all transactions as Treasurer and of the financial condition of the Club. In addition, the Treasurer will maintain the records of dues payments.

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ARTICLE VIII

ARTICLE VIII

Chairmen

Chairmen

Section 7:In addition, the Membership Chairman shall, after the end of August (See Article IV, Section 4) obtain from the Treasurer a list of all paid-up members for the new membership year and prepare a new membership roster for distribution no later than with the October issue of the Newsletter.

Section 7:In addition, the Membership Chairman shall, after the end of August (See Article IV, Section 4) provide to the Treasurer a list of all paid-up members for the new membership year and prepare a new membership roster for distribution no later than with the October issue of the Newsletter.

ARTICLE XII

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Dissolution

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Section 1: The Club may be dissolved by a majority vote of all local memberships voting in person or by proxy. Members will be given at least one month's notice prior to a dissolution vote. If dissolved, all Club assets shall be sold for a realistic value and all resulting funds shall be equally distributed among all Club memberships. Any donated assets shall be returned to the donor if at all possible.

Section 1: The Club may be dissolved by a majority vote of all local memberships voting in person or by proxy. Members will be given at least one month's notice prior to a dissolution vote. If dissolved, all Club assets shall be sold for a fair market value and all resulting funds shall be equally distributed among all Club memberships. Any donated assets shall be returned to the donor if at all possible.

TECHNICAL CORNER - by Mike Ash


Well, it's that time again and I am really short on ideas. We had a Tech Session since the last issue of "The Dipstick", but that did not produce much in the way of fodder for a tech article. So I'll have to fake it. The Tech Session did have a good turn-out in spite of the bitter cold weather. Maybe it was the promise of a heated work-space. Richard Mullins generously made his shop on Virginia Beach Blvd. available, and what an ideal place it was. I think we had about five cars in there at one time, with room for a couple more. Mel Baker brought his TD to replace the front motor mount, and that was successfully accomplished without even removing the radiator hoses. I had not thought it possible to replace the front mount without at least removing the top hose. But at Vince Groover's urging, we tried it. Fortunately, Mel's TD had a new top hose. With the engine jacked up high enough to replace the mount I think an older and less pliable hose would have split under the strain. Joe Dillard was there reconnecting the under dash wiring on his MGB after its encounter with the neighborhood vandals. I heard "@#\$% Lucas" muttered a few times but, apart from that, I think he got it all straightened out. Roy Wiley and Bill Gordon were there with their Bs for a little engine tuning. Tom Lund was there with his TD. I know that he topped up the shock absorbers but I am not sure what else he did. Dave Bowling brought along a few bits from his TD. We tried to remove the drive gear from a starter motor, but we lacked the right tools to do the job without serious risk to life and limb. There were quite a few other members present, but, like myself, their purpose seemed more social than work oriented.

A couple of things came to mind from the Tech Session, one of them was SU carburetor adjustment. Personally, I think the SU carb has an undeserved reputation for poor reliability and the need for constant tweaking. Nothing could be further from the truth. If the engine, ignition components and the carbs themselves are in good condition, the carbs should not require adjustment in many thousands of miles. If engine performance starts to deteriorate, the cause is probably not the carbs but the ignition or even the engine itself. I have put about 6000 miles on my TF since I got it back on the road last May after an engine rebuild. In that time I have not touched the carb adjustment. Last weekend, I figured that the engine should be about broken in and maybe in need of some adjustment. I checked the points and ignition timing first and found no adjustment necessary. I checked the spark plugs and found them relatively clean and correctly gapped. I should have checked the valve clearances but did not have time. I then used a "Colortune" to check the mixture and found that to be correct. So, other than to check the oil level in the carb dashpots, I had no reason to even open that side of the hood! Notice the order in which I checked things; there is no point in checking or adjusting the carbs until everything else has been checked and adjusted. After 100,000 miles or more, SU carbs do begin to show signs of wear. But they can be quite easily rebuilt at no great expense. If they are not rebuilt when they need it, then correct adjustment will be virtually impossible. The SU carb video tape I mentioned a couple of months ago is an excellent source of step-by-step instruction, but maybe I will give it a try in next month's article.

Another topic that came up recently was the SU fuel pump. Another wrongly maligned SU product. From new, the SU electric fuel pump was good for 100,000 miles or more in regular use. About the same as, or perhaps greater than, the life expectancy of its U.S. mechanical counterpart. Personally, I have never had much success in rebuilding SU fuel pumps. When I have tried, they have usually worked well for a while, but then let me down. Usually at a most inconvenient time. For the older style pumps, TC, TD, TF and MGA, new points are available but new diaphragms are virtually unobtainable. So even if you decide you want to have a go at a rebuild, you may not be able to get all the parts you really need. As critical as the pump is to making the car go, and as embarrassing as it is when they fail, I would recommend buying a good new one. New original-type SU fuel pumps are available and expensive, \$100 or more depending on the model, but worth it for the peace of mind they provide. The cheaper, all plastic replacement pumps don't last very long and require some modification to the fuel lines on some MG models. Personally, I would not waste my time on them.

A less expensive and reliable alternative is the U.S. made electric fuel pump (AC, Autopulse, etc.) for about \$30. These require some fuel line and mounting changes, but can be worth it in the long run. I have had an Autopulse on my MGB for some years now, and I think it is the only way to go. What ever model MG you mount one on, it has to be mounted near to the fuel tank. So on the TC, TD and early TF the installation problem is increased. One solution is to remove the valves from the original SU pump on the firewall, but leave it there, disconnected. This will retain the look of authenticity as well leaving the plumbing intact. Then, mount the new pump to the chassis frame near to the fuel tank, and break into the fuel line to hook it up. The U.S. made pumps are less sensitive to the back pressure from the SU carb than the original SU pump, and may cause the carburetors to flood. An easy solution to this problem is to replace the needle valves in the carbs with "Grosse Jets". These are an improved type of valve with a much more positive shut-off mechanism. I have them on both the TF and the MGB and find them much more reliable and durable than the original type needle valve. Moss Motors sells the "Grosse Jet", and you may be able to get it locally as well.

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FIFTEENTH ANNIVERSARY CELEBRATION - by Andy Wallach

Fifty-five people gathered for dinner at the River's End Restaurant on Saturday, March 26 to celebrate the Club's fifteenth anniversary. After a social hour current President, Tony Perino, welcomed everyone and then Jerry Moore gave the invocation. Tony, checking his program... "Says right here 'eat'". While we all were eating salad Robert Davis, with Fay O'Daniel, made his traditional late entrance with the excuse he had to iron Fay's dress before he left! While Brenda Banvard made it first to the buffet table, Vince Groover got main course to the mouth first.

Dinner over, Tony states, "...I must cut the cake." Normally camera-equipped, Mel Baker was unable to respond to a call for pictures, and Mike Ash had left his camera home, certain that Mel would be up to the occasion, so Jerry Moore rushed to his car for an instamatic. Tony asked Mike to come up and help cut the cake. Mike responded "I'm waiting for another beer" (We must keep priorities straight). All the past presidents present - Mike Ash, Roy Wiley, Ron Eaton, Ross Haines, Vince Groover and Mel Baker, joined Tony for a photo-session. Then Mike cut while Tony held down the cake!

Mike presented an overview of the Club's history; Jim Banvard and Dave Barrows had the initial idea of forming a Club. Dave kept a notebook on local T-series MG owners; Mike, newly-arrived in the area, found Dave's name in the Sacred Octagon and contacted him. Dave called up his list of local T-owners and seven cars showed up at Pembroke Mall and then proceeded to the Banvard's house to organize!... At first, it was strictly a T-club; as we grew and became more social, we threw the doors open to MGAs, MGBs and Midgets... If we had stayed strictly a T-club we wouldn't have survived... We had good times; especially liked to eat! Rallying didn't go over too well at times, but recently has drawn a lot more interest... We seem to have gotten rid of the jinxes - restaurants and hotels burning down the week before we were scheduled to visit; the Rome (Italy) post office burning with our club badges in a parcel there... We sustain a membership of 60 to 70 in-town, and another 20 or so out-of-town. Out-of-town members enjoy maintaining contact. Tonight, the Ron and Rosemary Eaton are here from Washington, DC; O.D. and Jonnye Dawson from Camden, Delaware, and Rafael deEcheandia (who came from N.Carolina to visit us on our 10th Anniversary) is here from Richmond for our our 15th with his son and daughter.

Mike continued; "I promised to write a history of the Club, and AM going to write it."... Would like to drink a toast to Dave Barrows and the memory of Jim Banvard for the contributions they have made to the success of the Club. Mike read the list of presidents and said that the limitation set on officers only serving two years has been good for the Club... "Personally, I think it's excellent - I've done my two years and don't want to do it again." Past President, Roy Wiley said "I was only 9 when I served - couldn't get me to shut up, so made me President"; Ron Eaton tried to make a speech but was gagged by all around him, but managed to get out... "I had a chance to translate my speech into Latin on the drive down here", before being shut-up once more.

The "formal" remarks over, general comments were picked up by your correspondent... "Are Robert and Fay really going to the Waynesborough British Car Festival on their honeymoon?"... Roosevelt Moseley - "I'd like say this Club really is an equal-opportunity employer".... Pam Groover - "I'm glad Ron Eaton came because it makes Vince look like a choir-boy". Ron Eaton: I'm president of the MGA Club in Washington, and we'll be hosting the East-Coast annual G-T (Get Together) in Williamsburg in 1990 and we'd like your help and participation - y'all come!

Jennifer Ash conducted the drawing for the door prizes, guaranteeing that there were no belt buckles! As each number was drawn, Ron Eaton claimed he'd won, but the real winners were Dave Bowling, Doris Moseley, Mel Baker and Judy Baker.

Thanks are offered to Vince Groover, Richard Hall and Ross Haines for organizing the celebration. The celebrants present were, Mike & Jennifer Ash, Jason & Karen Jordan, Mel & Judy Baker, Ron & Rosemary Eaton, Brenda Banvard, Rafael, Chris & Laurie deEcheandia, Dave Barrows, O.D. & Jonnye Dawson, Frank & Gloria Benson, Roy & Marilyn Wiley, Dan Boswell, Andy Wallach & Cynthia Faschini, David & Joan Bowling, Paul Thiergardt, Peggy Bradford, Randy & Parker Rankins, Ira & Mary Cantin, Tony & Barbara Perino, Robert Davis & Fay O'Daniel, Roosevelt & Doris Moseley, Joe Dillard, Jerry & Margie Moore, Tom & Marie Early, Karl & Jan Mahumed, John & Sandy German, Chris & Shelley Holcomb, Vince & Pam Groover, Tom & Jean Hall, Ross & Ann Haines and Richard & Sandy Hall.

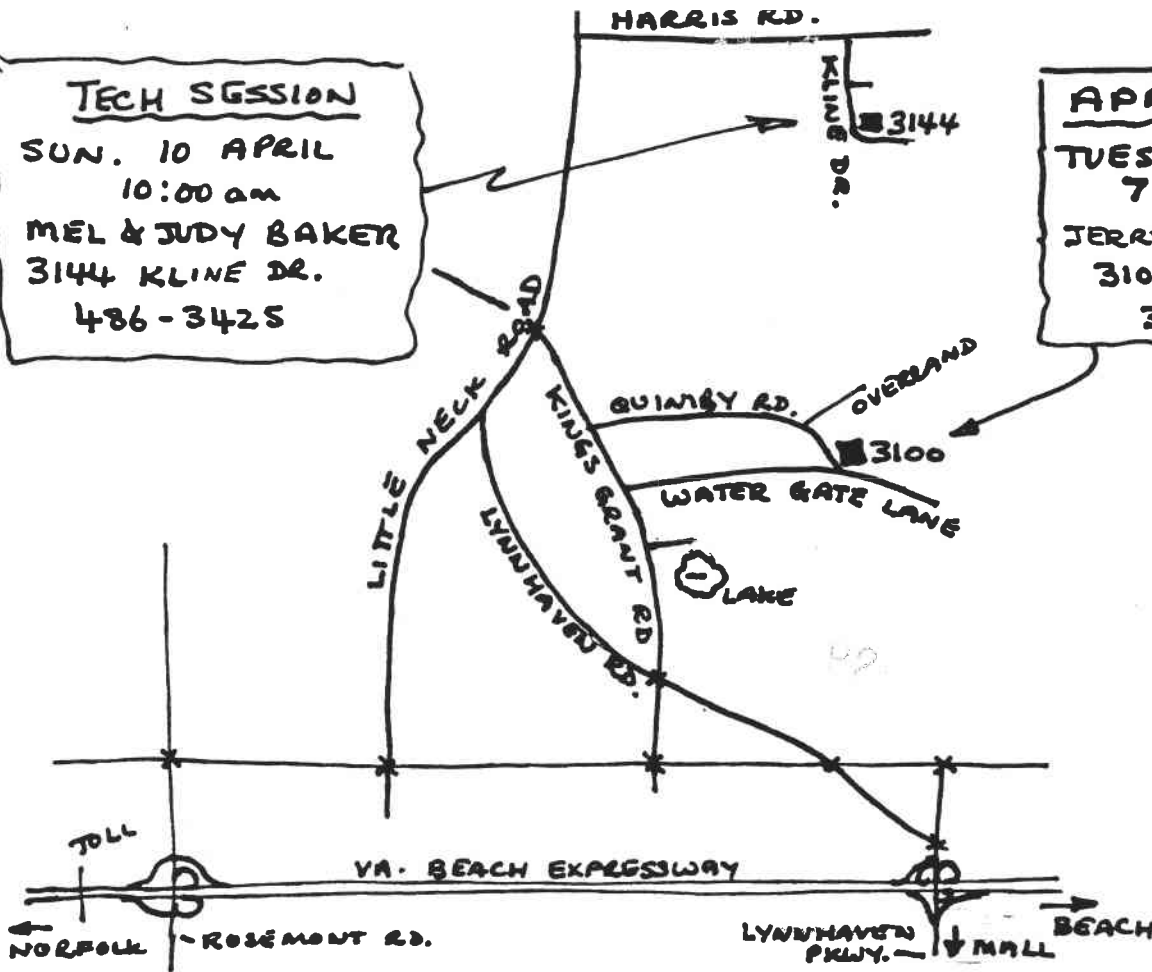
Socializing continued, gradually thinning out until only a hard-core group remained, dancing to the combo and reminiscing... Another memorable event!

TECH SESSION

SUN. 10 APRIL
10:00 am
MEL & JUDY BAKER
3144 KLINE DR.
486-3425

APRIL MEETING

TUES. 5 APRIL
7:30 pm.
JERRY & MARGIE MOORE
3100 QUIMBY RD.
340-6993



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