

THE DIPSTICK



NOVEMBER 1988

President..... Dave Bowling	Secretary Tom Lund
Vice President Don Jones	Treasurer Frank Benson
Editor Gloria Benson	

MARQUE TIME:

Many thanks to Don and Claudia Jones for hosting the October meeting. We had an excellent turn-out of old and new members, all of whom enjoyed Don's and Claudia's gracious hospitality.

Dave Bowling and crew put on a memorable rally on the 16th. I can't remember when I've seen so many participants traversing one leg of a rally as many times as I did on that Sunday. I believe all of us now know how to get from Salem Road to Centerville Turnpike! Glad it wasn't TSD. Dave!! One sad note. . . Bill and Cindy Gibbs had a bit of misfortune during the rally when they and their just-restored 70 MGB were involved in a shunt. No apparent serious injuries at last report, but bad enough to require brief hospitalization of Cindy and the B.

As predicted, our recent election of new officers was a classic display of the democratic process in action. Which brings me to the point where I have the opportunity to say Thank You to all the officers and committee chairpersons who provided so much support for myself and all the club members during this past year. Our goals for increased participation and revision of the By-Laws were achieved and the club remains an extremely viable way for those of us who love the MG marque to share our knowledge (or, lack of it) and enthusiasm for the automobile which brought the true meaning of "sports car" to America. Dave and his slate of new officers will be in charge effective November 1st so come on out to the next meeting and demonstrate your support.

Until then

Safety Fast

Deadline for December/January Newsletter is November 21st (Monday)

MG Meeting Minutes
October 4, 1988

The meeting began with a BIG "Thank You" to the Holcomb's for all the work they did for the Pig Roast and Car Show. Welcome to new guests Fred McCall, Dave Culler who owns a 79 Midget, AH Sprite and an 80 MGB and Jim Newman who is now a new member.

Treasurers Report - Beginning balance \$1,159.28, income of \$711.00, expenses of \$975.00 for an ending balance of \$895.28.

Regalia - All is set up in the den. The stock is getting low and Dave needs some ideas for restocking.

Activities - October 16, 1988 - Road Rally being organized by Dave Bowling and John German. Start at Parkway Shopping Center - Approx. 55 miles.

November 2, 1988 - Meeting at Mike & Jennifer Ash.
November 13, 1988 - Tech Session at the Ash's.

The December meeting and Christmas Party arrangements have not been finalized but will be decided at the November meeting.

Membership - New members - Walt Thompson, Jim Newman, Paul Speaks and John Roberts.

Old Business - A vote was taken for the election of officers. (and very fast I might add.)

Marque Time - Severn has modified hours 9 A.M.-1 P.M. Sat. and 5 P.M.- 6 P.M. Mon.-Fri. Dan Boswell has a tach reduction gear for sale. Vince aided Bruce Ballback in working on the brakes of his TD and Dave Bowling found a new way to recruit club members. Have a break-down in a TR-3. Tony Perino's problem with his TC was a half-shaft and not the transmission. There is also a MGB-GT for sale but I did not get the owners name. If interested mention it at the November meeting and we'll try to get the seller and buyer together.

The raffle brought in \$28.75. Mike Ash won a \$20.00 gift subscription to Severn Ent. and Jim Johnson won the regalia prize. The meeting was adjourned.

Members who attended the October meeting were Vince & Pam Groover (66 MGB-GT), Dave Bowling, Paul Thiergardt, Butch Ballback, Ira Cantin (MGB), David Culler (79 Midget), Bryan Massey (80 MGB), Jim Jackson (71 Midget), Jim Newman (72 MGB), Ed Hazard, Dan Boswell (77 MGB), Frank Benson, Joe Dillard (MGB), Bob & Pam McClaren, Mike & Jennifer Ash (MGB), Ron Stoops (TD), Susan Bond (72 MGB-GT), Tony Perino (MG-H (onda)), Tom Lund.

EVENTS REPORTS:

The ANNUAL PIG ROAST and CAR SHOW at the end of September was very successful, although the turn-out was a bit less than last year and the number of cars in the show was considerably reduced with only about ten cars in all, about evenly distributed between T-series and 1956-1980. The rain held off for us and the weather stayed warm enough for us all to remain out-of-doors for the afternoon with the odd visit to the pig-cooker to warm hands! Chris Holcomb handled the pig-cooking MOST ably, as usual, and Shelley handled everything else! Thanks to you both for your hospitality and for a job well done. The pig was wonderfully cooked and there was plenty of it. Enough left over for the next rally-contestants to feed off, and perhaps the next meeting too! A total of about 34 members and guests attended and about 8 or so children, who couldn't bear to think of Porky Pig being eaten and had fried chicken to eat! All the youngsters had plenty of room to play and swings and monkey-bars to keep them entertained. The winners in the car show were:

	T-SERIES	1956-1980
First	Vince Groover (TD)	Roy Wiley (MGB-GT)
Second	Paul Thiergardt (TF)	Chris Holcomb (MGA)
Third	Mike Ash (TF)	John German (MGA)
Hon.Ment.	Jennifer Ash (TD)	Mel Baker (MGB)
	Heather, 'Becca and Kellan Holcomb, (decorated bicycles)	

The FALL RALLY was a great challenge! (or so I was informed by all participants). There were only nine cars running it, which was disappointing, as so much work goes into setting up a rally. Many thanks to Dave Bowling and John German for setting it out. The week before, Dave and his wife and daughter ran the route to check the clues and refine the whole thing time-wise and they stopped by our house at the finish to determine the "official" mileage. Dave ran across the yard to Mike and said, "Everything looks good to me, but neither of THEM are speaking to me"! Here is Dave's report...

It was a beautiful fall day as nine cars started off on a grand tour of some new parts of Chesapeake! Participants included Tony Perino with Butch Ballback, Chris & Shelley Holcomb, Pam & Vince Groover, Don & Chad Jones, Susan and Lindsay Bond, Pete Micken and Ursula, Kay and Bob Bell, Paul and Eugene Speaks, Bill and Cindy Gibbs. Cars included 1 TC; 1 TD; 3 MGAs; 3 MGBs and 1 MGB-GT.

The route was intended to be non-deviuous but lack of instructions on how to stay on Elbow Rd. confused most drivers. They got off on Indian River Rd. and lost time finding their way back. Sorry guys!.

Some notable sneaky clues included "President's Residence" which turned out to be a privy called "Tony's Playhouse"; several lady fanny yard ornaments; 2 "England" mailboxes; a view of the new Chesapeake "Taj Mahal"; a notary "republic", a cemetary with a bird-house and a trip down Bunch of Walnuts Rd.

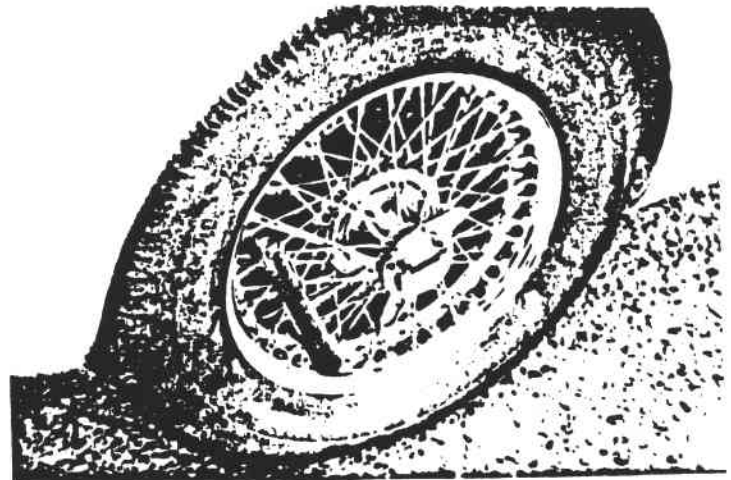
The event was marred by a serious accident involving the Gibbs' pristine MGB and a Toyota that ran a stop-sign and got totalled. (Everyone was pleasantly surprised that the MGB fared so much better than the Toyota) Ambulances and wreckers were needed and the Gibbs spent a long, painful afternoon at the Emergency Room of Chesapeake General Hospital. Mike Ash, Butch Ballback and the Holcombs relieved the Speakses as the "hospital watch"; the Gibbs' finally got released and left with their car on a flat-bed wrecker for their home in Williamsburg.


The "mystery restaurant" turned out to be the Ash residence, where Jennifer put out a great spread of hot barbecue (pig-roast left-overs) and beans, snacks and drinks. The last straggler arrived just before dark!. Awards presentation has been deferred until the November meeting.

(POSTSCRIPT: We have talked to Bill and Cindy since the accident and they are doing fine, apart from soreness; their main worry is how the insurance adjuster will appraise the damage vs. Blue Book value, etc... No doubt we will get a follow-up on this, as we are all interested in how our restored "babies" are valued in this situation).



This is the locking device Fred McCall brought to the last meeting - AVENIER bicycle lock which is a sort of long U-bolt; this is the long one I think. Quite reasonably priced at most bike shops.





TOLL FREE: 1-800-CAR-1099
(804) 473-0868
(804) 473-0876

**EXOTIC MOTORCAR
ACCESSORIES**

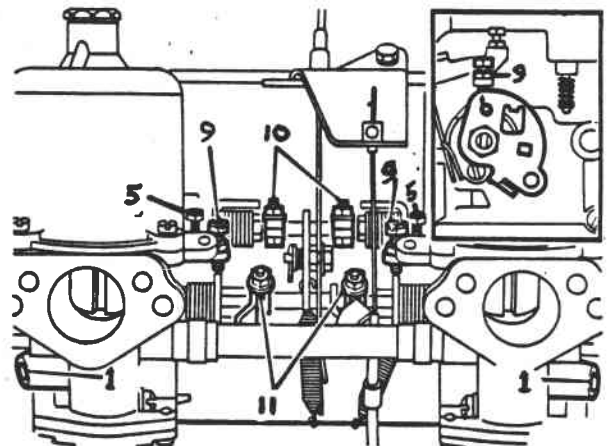
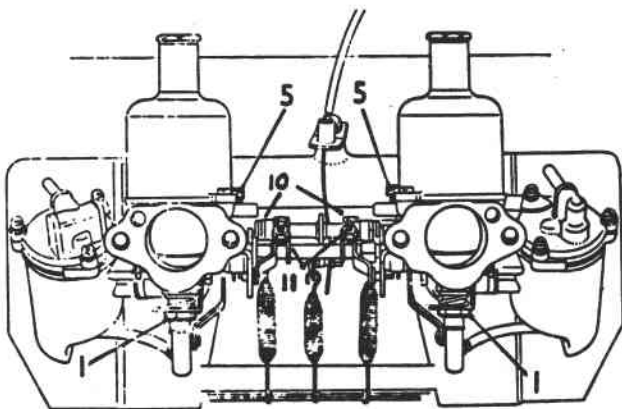
RICHARD L. MULLINS
5045 VIRGINIA BEACH BOULEVARD
VIRGINIA BEACH, VIRGINIA 23462

TECHNICAL CORNER - by Mike Ash

Last month, I talked about the tuning of the H-type SU carburetor as fitted to the T-series MGs and the MGA. This month, to give equal time to the MGB, I will discuss the tuning of the HS-type and HIF-type carburetor as fitted to the MGB through about 1975. I have had no experience with the Zenith-Stromberg carb used from 1975-80, so I can offer no advice on tuning that carb, except to suggest that it be replaced with the SU carb set-up! Most MGBs (from 1968) were subject to emission controls, so the tuning instructions given in the shop manual are usually for use in conjunction with an exhaust gas analyzer. However, all of the principles I discussed last month for tuning the H-type carb apply to the HS and HIF carbs as well. Basically, the steps are:

1. Disconnect the choke and throttle linkages.
2. Balance the carbs with the idle set screw so that both carbs are drawing the same amount of air at 1200 to 1500 RPM (a UNI-SYN is recommended for this step).
3. Set the mixture on each carb by adjusting the mixture control screw.
4. Re-check the balance and set a normal idle.
5. Re-connect and adjust the throttle and choke linkages.

Once again, as before, I would like to stress that there is no point in trying to tune the carbs until you are sure that the points and ignition timing are correctly set, that the spark plugs are clean and correctly gapped, and that the carbs themselves are in good condition. SU carbs do not need to be adjusted every week, every month, or even every year. Once set, they should only need slight adjustment to compensate for very long term wear in the engine or the carbs themselves. If engine performance appears to deteriorate, do not immediately tweak on the SUs. Check the plugs and ignition first and then check the carbs for proper operation. When the cause of the problem is found and corrected the SUs will probably still be correctly set.

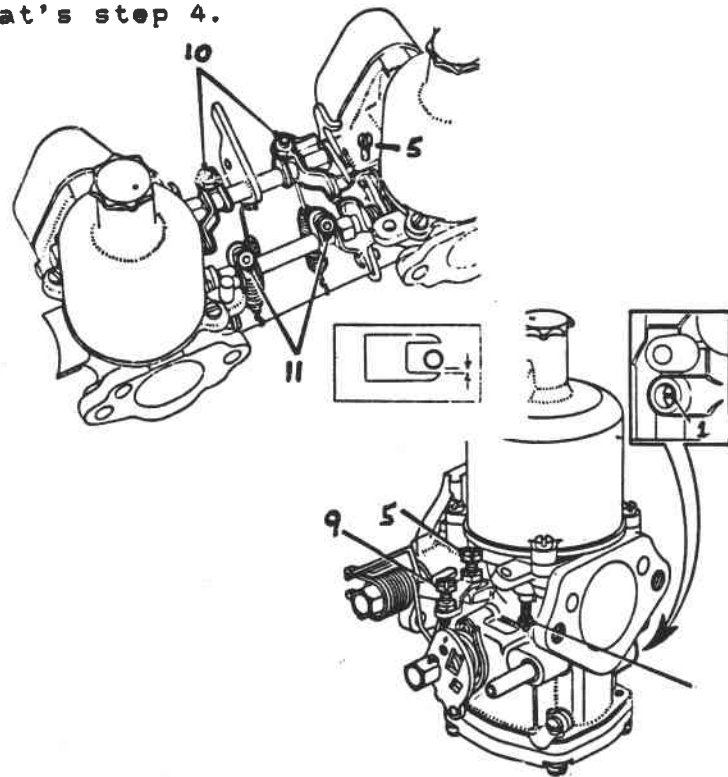


Before you start, warm up the engine to normal operating temperature, remove the air cleaner(s), slacken one of the clamping bolts on the throttle linkage (10) so that each carb throttle will work independently, and one of the clamping bolts on the choke linkage (11) so that each choke will work independently. That's step 1.

Using a UNI-SYN, balance the carbs by adjusting each of the idle screws (5) so that each carb is drawing the same amount of air with the engine running at 1200 to 1500 RPM. That's step 2, and the UNI-SYN (available from MOSS for \$20-\$25) is the easiest and surest way to perform this step.

The next step is the adjustment of the mixture by turning the jet control screw (1). For the HS-type, the screw turns up to weaken the mixture and down to richen it. On the HIF-type, the screw turns out (counter-clockwise) to weaken the mixture and in (clockwise) to richen it. Work on each carb in turn. First adjust the jet control screw for even running with a regular beat to the exhaust. With the tip of a screwdriver, raise the carb piston about a sixteenth of an inch. If the engine speed increases, the mixture is too rich and the jet control screw needs to be screwed up (or out). If the engine speed decreases, the mixture is too weak and the jet control screw needs to be screwed down (or in). Turn the jet control screw one flat (or quarter turn) in the appropriate direction and raise the piston again. Repeat this process, with finer adjustments on the screw, until, when the carb piston is raised a sixteenth of an inch, the engine speed increases momentarily and then settles back to the same speed. This is the correct mixture adjustment. Repeat this process until both carbs are correctly adjusted. That's step 3. Repeat step 2 to re-check the balance, with the idle set back down to about 800 RPM. That's step 4.

Re-clamp the throttle linkages, ensuring that the pins are in the same position in the fork as shown in the inset at right. The manual says that the clearance should be 12 thousandths, but I don't think it is too critical as long as it is the same for both carbs. Tighten the choke linkage clamps and adjust the fast idle screws (9). Examine the operation of the choke linkage as the choke knob on the dash board is pulled out. The movement should first rotate the fast idle cam and then move the jet down to richen the mixture. Set the choke to the point just before the movement of the jet, and then set the fast idle screw for an idle of 1000 RPM. Push the choke knob back in, and check that there is then clearance between the fast idle screw and the cam. That's step 5, and the end of the carb adjustment.



The process really is quite straight forward. If everything is in good condition, you should not have any problems. The setting of the correct position of the jet control screw should be quite obvious using the method of step 2. If it isn't, then there is a problem elsewhere in the engine or in the carb itself.

MEMBERSHIP NEWS

We welcomed two guests at the October meeting, and they were immediately impressed with our Club - its orderly meeting (bedlam), the problem-solving process (hash it over until past caring) - and the camaraderie - THE VERY BEST! Please add their names to your new roster and welcome them at the next meeting:

BRYAN & NANCY MASSEY
2029 Lough Lane #104
Va. Beach, 23455

DAVID CULLER
4800 Duke Dr.
Portsmouth, 23703

Ph: 460-2868 w/444-2414

Ph: 483-6262 w/444-2414

Bryan and Nancy have a 1980 MGB and David has a 1979 Midget and a '65 Sprite (for which we will forgive him!)

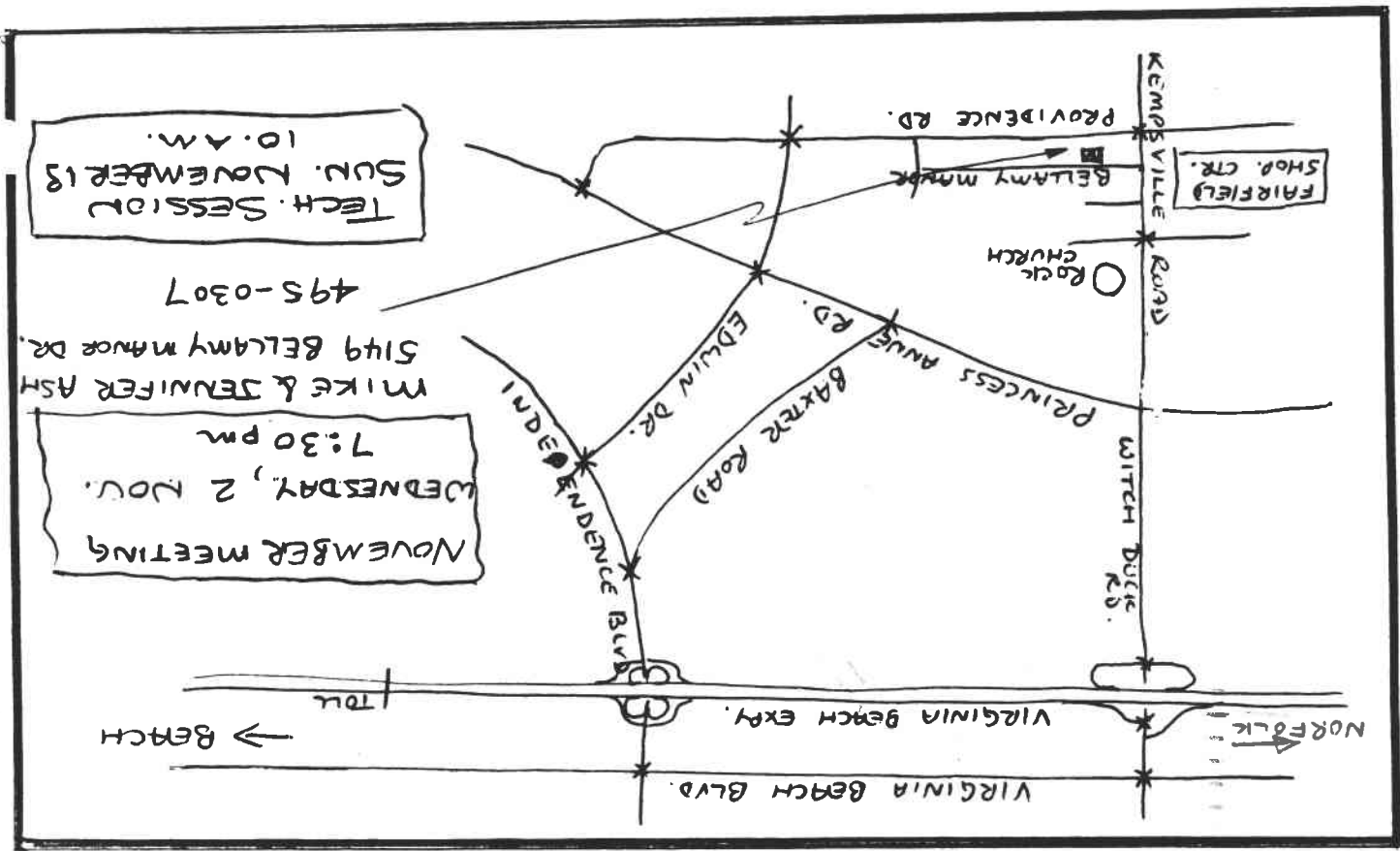
UP-COMING ACTIVITIES

- NOV. 2 (Wed) MEETING at the Ashes - 7:30pm. (see map). New officers will be installed.
- 13 (Sun) TECH. SESSION - 10 a.m. - also at the Ashes; bring your problems, or watch someone else solve theirs. Tow 'em in - drive 'em home!
- DEC. 10 (Sat) PARTY-TIME!!! Joe Dillard has rented the party-room at his club-house. It is ideal for our needs and really solves all our problems. More details in next Dipstick. Oh, yes - we will need a couple of volunteers to help decorate the room that morning.



FOR SALE

BRAND NEW from Europe - for TD's -
Michelin XZX 155 R15 blackwall
tyres. Only 15 left; under \$50 ea.
Call: Fred Emig, Richmond 1-272-6836



Tidewater M.G. "T" Classics
 5149 Bellamy Manor Drive
 Virginia Beach, VA 23454



FIRST CLASS