

THE DIPSTICK



FEBRUARY 1990

President.....	Dave Bowling	Secretary.....	Jim Jackson
Vice President.....	Butch Ballback	Treasurer.....	Frank Benson
Editor.....		Chris Holcomb	

Marque Time:

Joan and I were happy to host the January meeting at our home to kick off the new year. Joan did most of the preparations and as usual, all of the refreshments. Thanks, Joan!

As we try to work through the darkest and coldest days of winter, start thinking about MG projects that need to get started. We'll have a few extra tech sessions this year, so try to order the parts you know you'll need ahead of time; and, if you are a chronic procrastinator like me, line up a friend to help push you into the job. The purpose of this club is "the preservation, appreciation and maintenance of the MG automobile" or, in other words - to help us get more fun out of our cars.

Here's looking forward to warmer days with more MG miles on the road. Stay

Safety fast,

Dave



DEADLINE FOR MARCH DIPSTICK: MONDAY, FEBRUARY 19, 1990

January Minutes:

Tire kicking started at 7:30 on January 3 at Bowling's garage. Butch Ballback and Jim Villars sifted thru several 20 year boxes but failed to find a nut to fit Butch's original design TD muffler studs. Mike Ash and Bill Keeler discussed old English bolt and thread patterns. Ira Cantin, Ed Hagard and Any Wallach inspected Dave's 53TD for possible point deductions. Susan and Terry Bond, Charles Edwards and Peggy Bradford watched smartly.

The meeting was called to order at 8:05. November Minutes were approved as published. The president welcomed guest Clair Lingenfelser, a TD owner. Craig Barber announced that Rob Streller a '71 MGB owner had become a member. The treasurer, Frank Benson, reported earnings of \$79, expenses of \$220 and an ending balance of \$1,318. Jennifer Ash reviewed activity plans. Look for more technical sessions by popular request.

Our first quarterly "main function" will be a champagne brunch on the 25th of March at the Giffin's. We need a firm commitment of those expecting to attend at least one week in advance. (Please help our activity planners by earlier commitments for all events this year.) Secretary Jim Jackson has relocated to the Beltway for about a year - a replacement secretary is urgently needed. Craig Barber has made up new mailing labels - please report any needed corrections. Mike Ash reported nothing technical to report except that the next technical session will be held at Brenda Banvard's on February 18. Butch Ballback offered to redeem Tidewater T Classic gift certificates (with Mr. Lincoln's picture) for quality regalia. No prices yet on MG Safety Fast Rugby shirts. Brenda Banvard received a rousing applause for hosting the Christmas party, but she promptly deferred all credit to our talented chefs. No new business or old business. Paul Speaks won the raffle.

Marque time: Craig Barber now owns two MGBGT's and a TF. Peggy Bradford's TD has brakes but the starter broke. Clair Lingenfelser is having trouble getting the rear drums off her TD. Mike Ash has a clunker '74 B in his front yard - also a cleanable midget tonneau cover. Will probably call a junk man or Vince Groover soon. Barbara Ross has a burnt out 80 MGB to get rid of. Ed Hazard's TD brakes went out. Frank Benson has much MGB body work. Bob Miller has an MGB heater leak. Susan Bond blew an oil line. Bill Keeler bought an inner dash from Steve Cannon that's not usable on his TD. Andy Wallach is still talking about building a garage according to Cynthia. Hank Giffin has a 47Y for sale. He's working on a MGA powered Elva Courier. Still has his Tickford No 3 (oldest in this country). Robert Davis is fitting MGB pistons to his MGA calipers for his ZB Mquette - this should give him the stopping power he needs for 1990's highway speeds!

Birth Announcement

Nicholas Eric Holcomb
January 19, 1990
8 lbs. 0 oz.

UP-COMING ACTIVITIES

FEBRUARY 6th (Tuesday), the monthly meeting at PEGGY BRADFORD's
FEBRUARY 18th (Sunday). Tech.Session at BRENDA BANVARD's.

Dates to mark on your calendar for MARCH:

MONTHLY MEETING - - Wednesday 7th at the Ashes
TECH.SESSION - - - Sunday 11th at the Bells
CHAMPAGNE BRUNCH- - Sunday 25th at the Giffins - This is stacking
up to be quite an affair! Watch your
newsletter...

You will find maps for the February events in this newsletter.

MEMBERSHIP UPDATE

Our most recent new member is Robby Strother, he is the proud owner of a 71 MGB. Robby lives at 1705 Cormith Ct. Va. Beach, Va. 23456 Phone # 468-4355. Please welcome him to the club and add this info to your Rosters.

There was a misprint in the Roster pertaining to Robert & Faye Davis, their phone number should be: (H) 468-1024 (O) 919-335-4687.

I have recently built a new data base for all our membership information, so if there is any new info or errors in the roster and mailing labels please bring it to my attention.

THANKS,
Craig Barber
Membership Chairman

The following is a letter from out-of-town member, George Perry, who apologizes for being a bit late in writing...

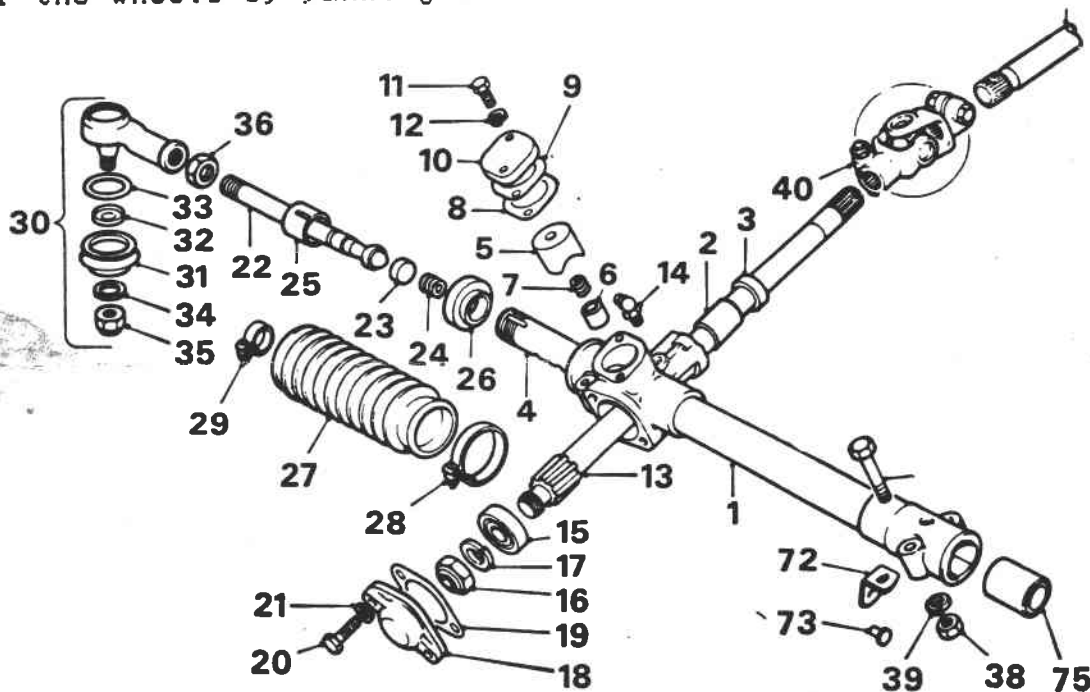
Do MG people support each other? You can bet your SU carbs. they do! On Saturday, October 7th, en route to the Waynesboro British Car day, My '52 TD threw a fan belt just before Afton Mountain! I was able to carry on with a spare belt from an MGB owned by Wayne Metheny, who was carvanning with us (the Richmond Club, Ed.). Got to the show, parked the car next to Brenda Banvard's TF, and went in search of a belt among all the parts-vendors; no luck! Ron Eaton (another Tidewater out-of-towner, Ed.) came along and volunteered to take me into town in search of a new belt. Brenda Banvard and her friend, Jim Villers, say "Hold everything - we have an extra belt". Boy, could I have hugged their necks! (Well, Brenda's, anyway - Jim might have wondered!) Furthermore, it was a brand new belt, and they would not accept payment for it. Their reasoning was that if they ever broke down, they would hope someone would be as helpful to them.

Isn't that great, folks, to be associated with people like that? Thank you so much, Brenda and Jim; it's people like you that make the difference.

GEORGE PERRY

TECHNICAL CORNER - by Mike Ash

Seems like it has been quite a while since I wrote a technical article for "The Dipstick". So, since a topic hit me at the week-end, I thought I'd give it another go. The topic of this article is "When did you last lubricate your steering?". The hulk of a parts car (74 MGB) is still in my front yard and this week-end I thought I would do something to make it a bit more mobile in preparation for the final parting out. The car had sustained severe front end damage, and the frame had buckled to the point where it was tight against the steering column. Until recently, I had been able to move the car around the yard, but with great difficulty in turning the steering wheel. However, ever since Robert had been over to get the steering wheel and column, steering the wheels has been impossible because the steering shaft out of the steering rack was stilled jammed against the frame. To relieve this problem, I decided to remove the shaft so that I could then steer the wheels by yanking on the tires.



Removal of the steering shaft, item 13 in the diagram was not too difficult. Once the cap (18) was removed, the shaft, complete with bearing (15), could be knocked forward out of the rack housing. I had to cut away part of the front valance to get it all the way out. This, then, brings me to the point of this article. To my surprise, the gear and bearing were completely dry and a little rusty, as though the steering assembly had never been lubricated since the car left the factory 15 years ago!

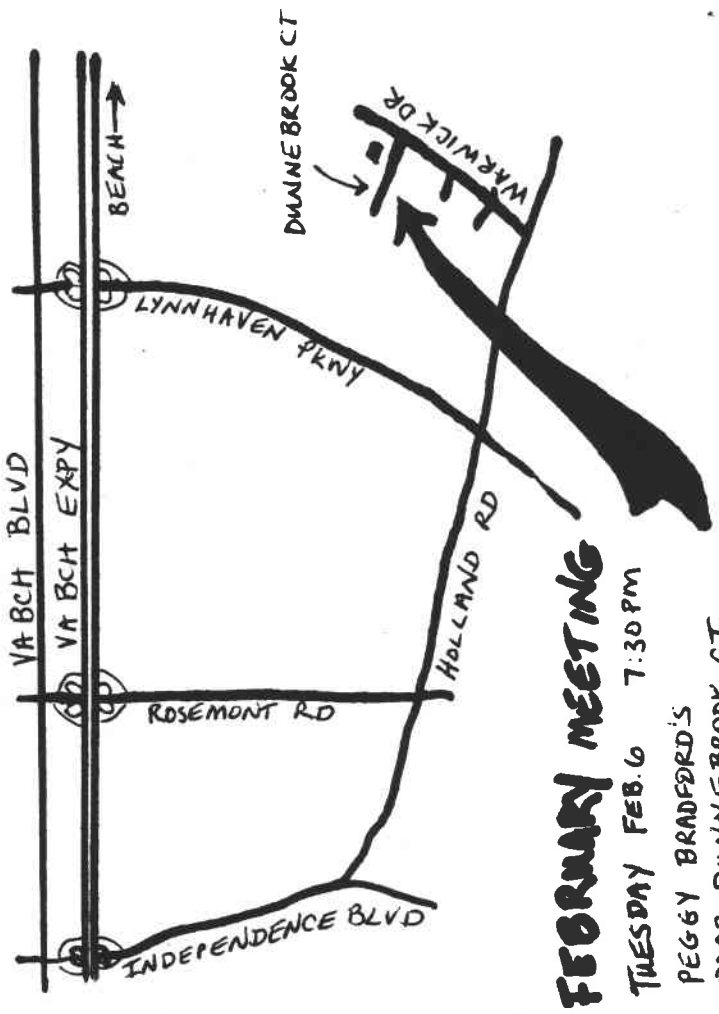
If that steering rack on that car was that dry, I wondered about the condition of the steering rack on my 69 MGB. The steering racks on the TD, TF and MGA have grease fittings, and I periodically give them a shot of OIL when I am greasing the front end. But there is no such fitting on the MGB to invite periodic lubrication. I checked the owners manual to see how often it recommended that the steering be lubricated, and the answer appeared to be "never". However, the lubrication chart did recommend 90 weight gear oil as the lubricant. I next checked the shop manual to see how

the steering rack was supposed to be lubricated, and it said: "Before securing the gaiter (rubber boot) clip on the tie-rod at the pinion end (left on LHD car), stand the assembly upright, and pour in 0.4 U.S. pint of Extreme Pressure S.A.E. 90 oil through the end of the gaiter, or pump the oil into the rack housing through the nipple provided.". I checked the parts car and my MGB again, and could see no "nipple provided". Obviously I did not want to go to the trouble to remove the entire steering rack to lubricate an "upright assembly". So the solution was to get oil in through the cap (10) that holds the damper assembly (5,6,7).

On my 69 MGB, the cap (10) is visible from above behind the radiator, and was quite easily seen and removed from beneath the front of the car. With the cap removed, the damper can also be removed. Looking into the hole from above, I was relieved to see signs of oil. Probably because I had lubricated it in the "upright position" while it was off the car some 5 or 6 years ago. From the top, I was able to pour in some more oil, using a plastic tube attached to the spout on the cap of the container of Castrol gear oil. I then replaced the damper assembly, shims (8,9) and cap, and the job was done. Quite easy, really.

Although the steering racks on Ts and As, Ys, early Bs, Magnettes and Midgets have what looks like a grease fitting and what is described as a grease fitting in the manuals, they must be lubricated with GEAR OIL. Lubricating with grease may lubricate the rack (4) in the housing, but the grease will probably never find its way to the rack and pinion gear teeth, the bearing (thrust washer on Ts and As), or the ball joint assemblies (23,24,25,26) at each end of the rack. So those racks with "grease" fittings must have oil pumped in from a suitable oil gun filled with gear oil. Unfortunately, a suitable oil gun is not that easy to find. The cartridge-load, high pressure grease guns so common today are totally unsuitable for oil. The original tool kit grease gun is the most suitable for pumping oil, but it is still a messy job. Moss advertises a suitable gun (item # 386-710) in the T and A catalogs, but it costs nearly \$30. However, proper lubrication of the steering rack assembly is essential for smooth operation and for minimizing wear. Unfortunately, other than the MGB, the other MGs with rack and pinion steering do not have a suitable or accessible damper that can be removed.

On another topic, parts chairman Robert has been extolling the virtues of solid state fuel pumps, available for a reasonable price (under \$25) from J.C. Whitney. Unfortunately, myself and a few other club members who have ordered the pump for an MGB have had their orders returned with the statement "CATALOG ERROR - NOT AVAILABLE FOR YOUR VEHICLE". I knew that the pumps were suitable since they are available through CEW for about \$40. So I called the JCW technical hot line to find out the problem. The technical expert at JCW, after researching the problem told me that the only MG the pump will fit is the 1967-80 MG ALL. So apparently if you don't have an MG ALL, you're out of luck! Seriously, though, the way the pumps are specified in the JCW catalog is "67-80 MG-MGC. MK III". So if you order one for an MGC or MK III, you will probably get what you want, and it should be a low pressure type suitable for any MG from 1955 through 1980 that has the original SU pump mounted at the rear near the gas tank.

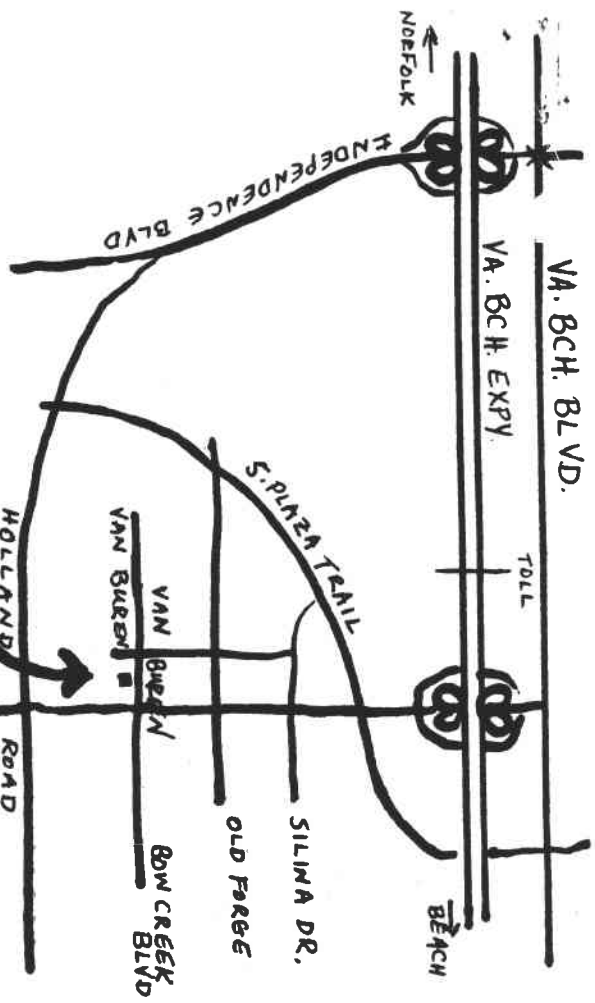


FEBRUARY MEETING

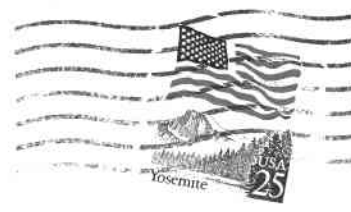
TUESDAY FEB. 6 7:30 PM

PEGGY BRADFORD'S
3202 DUNNEBROOK CT.
VA. BCH. 427-3365

TECH SESSION
SUNDAY FEB 18 10am - ?
BRENDA BANVARD'S
3633 VAN BUREN DR VA BCH 340-6137



TIDEWATER M.G. CLASSICS
5149 BELLAMY DRIVE
VIRGINIA BEACH, VA 23464



FIRST CLASS

