

THE DIPSTICK



May 1990

President.....Dave Bowling
Vice President.....Don Jones

Secretary *de jour* :Bill Keeler
Treasurer.....Frank Benson

Editor.....Chris Holcomb

Marque Time:

The Wallach/Faschini home on the Lafayette River in Norfolk was the site for the April meeting. We had a good crowd of members but only one MG drove in. Cynthia's refreshments were enjoyed by all! Andy showed plans for his new garage.

Our Treasurer, Frank Benson, did a detailed analysis of last year's finances. Over \$900 of our dues income of \$1,167 went to pay for newsletter expenses. Raffles produced a very helpful \$287 but our depleted regalia stock will need replenishment soon. Despite the rising postal rates, we'll try to continue to operate in the black without raising dues.

Congratulations to Mike and Jennifer Ash for winning the 1989 President's Participation Award.

Thanks to Don and Francine Boone for hosting the april tech session.

Planning is still underway for our next quarterly activity - a weekend trip to Bowie in June. Please help Peggy Bradford and Bill Keeler by your earliest commitment. You don't have to compete in the show or even drive an MG to have a good time.

Top down MG weather is finally starting to break. Hope to see you on the road soon. Stay,

Safety fast,

Dave

Mike Jones of Austin Healey Club is looking for a pre 75 GT or MGB with little rust. Call 482-2577.

Deadline for June Dipstick is Monday, May 28, 1990

THE TIDEWATER MG 'T' CLASSICS

MINUTES OF MEETING HELD APRIL 3, 1990

The meeting was called to order by president Dave Bowling at 8:08 PM

The minutes of the previous meeting were accepted as printed in the April dipstick.

Treasurer's Report: Frank Benson reported a beginning balance of \$1340.25 with regalia and raffle receipts of \$52.50 and printing expenses of \$66.55 resulting in a balance of \$1,326.20. Frank projects our current dues rate should be sufficient for awhile.

Committee Reports

I Activities: Jennifer Ash reports the champagne brunch was a success. GOF West is July 30-August 3 in Oregon GOF south is April 20-22 in Florida NAMGAR GT-15 is July 19-22 in Williamsburg with the car show on Saturday. Peggy Bradford reports plans are being made for a rally June 23, heading toward Bowie with overnight accommodations. Eight drivers showed immediate interest.

II Membership-No report

III Newsletter-Chris Holcomb reports the printer omitted a page from the last Dipstick. Next deadline is April 23.

IV Technical: Mike Ash reports a good turnout at Bob and Kay Bell's tech session. Next session at the Boone's April 22

V Regalia: Butch Ballback is searching for information on the location of the original screens, etc. for the club logo, with these we could print T-shirts for less.

VI Spares: Robert Davis reported on a 2-speed heater fan for the "B", and he can help you get one. He also brought a LP solid state fuel pump available from J.C. Whitney for App. \$22.00. Robert suggests setting fuel/air mixture on Weber down draughts using the Colortune. Moss has these.

VII Clubs: MGA board meeting next month, tell Mike Ash any suggestions you have.

Old Business- None

New Business- Dave Bowling presented the president's appreciation award to Mike & Jennifer Ash.

Marque Time Mike Ash's MGA threw a gunk clot from the sending unit that lodged in the pump elbow and left Jennifer walking home. Jim Villers helped Dave with his doors, and Jim is now a MGB owner. Phil Ash reports MGB single 12V batteries are available at Price Club. Dave knows someone looking to buy a MGB-GT. Ira Cantin noted his newest Moss MGA catalogue has some parts his previous one did not, (I believe this is the July 1987 printing and this applies to some other catalogues as well). Tom Lund bought a 1959 MGA. Mike knows of a 1961 MGA and a Midget parts car for sale. Jim Villers recommends replacing the rubber webbing on MGB seats as an easy project with much improvement on seat firmness. Robert and Faye Davis are moving to the promise land.

Raffle: Phil Ash won

The meeting was adjourned at 9:03 PM

UP-COMING ACTIVITIES:

- MAY 2 (Wed) MONTHLY MEETING at Anita & Jock McGrigor's (see map).
7:30 p.m.
- 20 (Sun) TECH.SESSION at Jim Jackson's: 10 a.m. until...? Bring
your problems to work on, or to be diagnosed, etc.
Drive 'em in, tow 'em home service!!
- JUNE 5 (Tue) MONTHLY MEETING at Brenda Banvard's home
23-24 BOWIE WEEKEND/RALLY - see info. elsewhere in this
newsletter. You will also find CAR SHOW REGISTRATION
form in this newsletter.

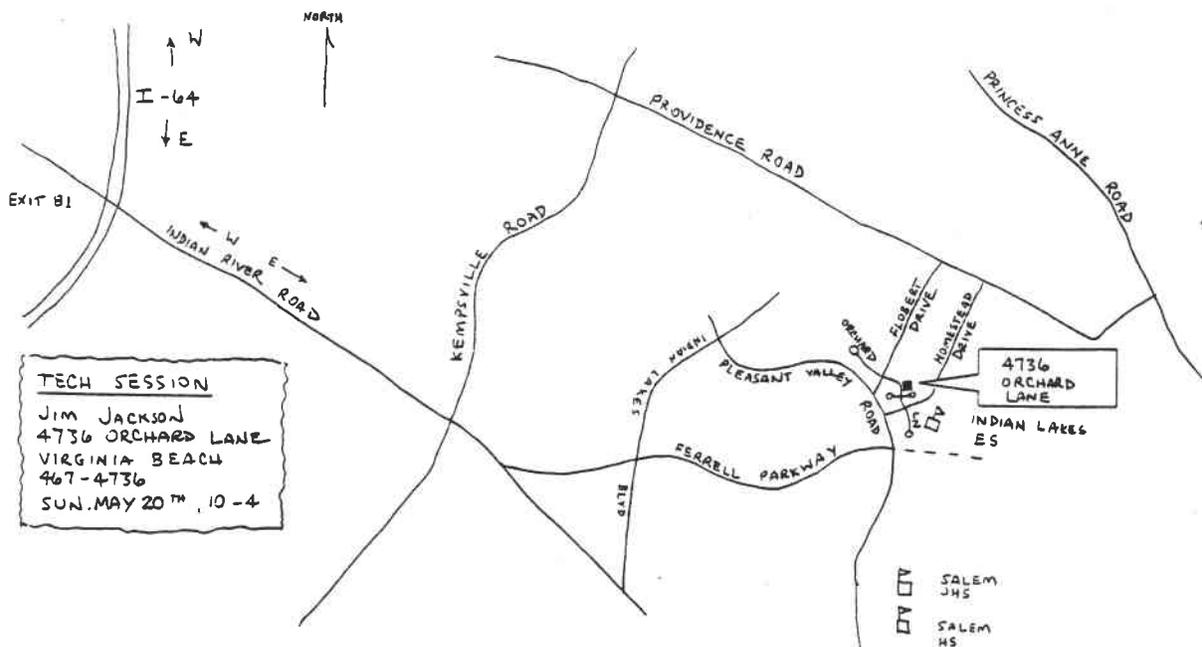
Note: ** NAMGAR members! Don't forget to register for GT-15 in
Williamsburg (July 19-22) There are over 175 rooms
already booked for this event. If you've never been to
a national gathering of MGA's before, now is your
golden opportunity to meet new people and see a lot of
beautiful machinery!

MEMBERSHIP UPDATE

Bill Keeler is on the lookout for potential new members, his most recent recruit
is Rick Carter. Rick owns a 78 MGB and is the original owner, please welcome
him at the next get-together.

I regret that I've been unable to attend many of our functions of late. Due to a
recent promotion, my geographic and personnel responsibilities have demanded
much more of my time. As ever, I'm always there in spirit, just ask Vince what
I'm going through with the rebuild of a 67 BGT. If you need to reach me during the
day, please feel free to call my office at 622-0883, just leave a message if I'm
not there.

Let's keep those MG's rolling !!!
Craig Barber
Membership Chairman



The Original British Car Day

Thirteenth Annual Meet

Sponsored By the Chesapeake Chapter of the New England MG "T" Register
SUNDAY, JUNE 24, 1990 at Allen Pond Park in Bowie, Maryland (RAIN OR SHINE)

FEATURING: ANTIQUE, CLASSIC AND NEW BRITISH CAR DISPLAY, ANTIQUE & CRAFT DEALERS, FLEA MARKET.

FIELD OPENS AT 8:30 A.M. — JUDGING BEGINS AT 12 NOON

All British Cars and Motor Bikes welcome, Car Parts Vendors, Antique, Flea Market and Craft Dealers are also invited. Last year over 600 cars were on display and more than 115 awards were presented to the car owners. The show was attended by more than 4,000 people.

A dash plaque is guaranteed to all preregistered cars and every car will be placed in a class for judging and award purposes. Cars not parked in assigned class will not be eligible for awards.

AWARDS:

First place pewter for each marque or series with at least 6 PREREGISTERED cars.

First and second place pewter with at least 9 PREREGISTERED cars.

First, second and third place pewter with at least 12 PREREGISTERED cars.

Honorable mention ribbons.

Judging done by registrants (Popular Vote).

The field opens at 8:30 AM, the judging begins at noon and the balloting is closed at 2:00 PM. The awards will be presented at 4:00 PM.

"FOR SALE"

A special area will be set aside for all "For Sale Cars." \$25.00 preregistered, \$30.00 at the gate. "For Sale" class will have awards based on number preregistered. All "FOR SALE" cars must be driven onto the field. No "For Sale", etc. signs will be allowed in award classes display area.

VENDOR SPACES:

Minimum size for one space is enough area for a van and two tables. \$20.00 preregistered. \$25.00 at the gate. Absolutely no selling, vending in display areas. Any advertisement of this event without written consent is prohibited.

ADVERTISERS:

Send 600 inserts before June 16 along with \$50.00 and we will put one in each registration packet. Inserts/flyers, etc. may only be distributed from a vendor space.

CAR ENTRANT:

Car classes will be based on number preregistered by June 8th. Preregistration by June 8 is \$8.00. After June 8 by mail and at the gate the fee is \$13.00. The field will be limited to 700 cars. No race prepared cars will be accepted. No car trailers allowed on field.

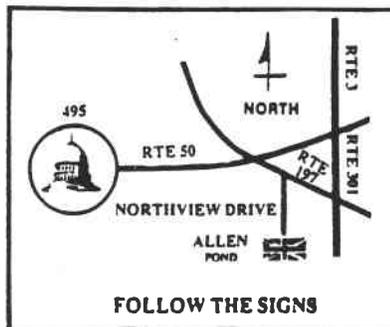
SPECTATORS:

\$1.00 per person admission and children under 12 accompanied by an adult are free. Parking is \$1.00 for car.

FOOD:

Food and beverages will be sold at the show and picnic areas will be available.

All Profits from British Car Day Will Help Sustain Local Non-Profit Organizations.



Plans are being made to formulate a rally to coincide with the Bowie British Car Day. We will leave Tidewater Saturday, June 23, and the rally will end at an undisclosed location for Saturday night's accommodations. Then it's on to Bowie, MD., Sunday for one of the biggest and best British Car Days. There are cars to represent most marques in the show competition, cars for sale, spares reps., and a nice flea market. We need firm commitments to organize the rally; so make your plans and call:

Peg Bradford: 427-3365, 445-1309/10

Bill Keeler: 547-2700, 436 3508

ONE CLASSIFICATION PER FORM

Mail before JUNE 8 to:

RUTH RENKENBERGER
5 Miller Fall Court
Derwood, MD 20855

Please make check payable to:
Chesapeake Chapter, NETR

For information call:
(703) 323-1260
(301) 948-8269

PRIORITY EARLY REGISTRATION FOR _____ CLUB MEMBER
NAME (owner) _____ TELEPHONE () _____
ADDRESS _____ CITY _____ STATE _____ ZIP _____
MAKE OF CAR _____ SERIES _____ MODEL _____ YEAR _____
VENDOR NAME _____

WAIVER OF LIABILITY — MUST BE SIGNED TO ENTER. NEITHER I OR MY HEIRS WILL HOLD THE CHESAPEAKE CHAPTER OF THE NETR, LTD., OR THE CITY OF BOWIE LIABLE FOR ANY DAMAGES DONE TO ME OR MY CAR WHILE ENGAGED IN, OR TRAVELING TO OR FROM THIS EVENT.

SIGNATURE _____

CLASSIFICATION:	PRE-REG.
<input type="checkbox"/> CAR ENTRANT	\$8.00
<input type="checkbox"/> CAR PARTS VENDOR	\$20.00
<input type="checkbox"/> ANTIQUE VENDOR	\$20.00
<input type="checkbox"/> FLEA MARKET VENDOR	\$20.00
<input type="checkbox"/> CAR FOR SALE	\$25.00
<input type="checkbox"/> ADVERTISER	\$50.00

BOWIE RALLY

MARCH !

TECH SESSION - by Mike Ash

Bob and Kay Bell hosted a very productive Tech Session on Sunday, 11 March. It was a beautiful sunny day, with temperatures in the 80s. Just the kind of weather to give you spring fever and a taste of top-down motoring.

When I arrived, new member Steve Sasser was already there, and Bob was about to check the brake adjustment on his MGA. I brought the MGA Coupe to change the valve cover gasket and check the car over ready for state inspection the following week. I had bought the valve cover gasket at Phase 1 earlier in the week and found that the gasket they supply as a separate item is far superior to the one in the gasket sets. The old gasket was a cork one from a set, and it had shrunk back under the cover in one corner. The new gasket was made of a neoprene impregnated cork material that holds its shape better and is far less susceptible to shrinkage with age. Incidentally, I have mentioned it before but it bears repeating, if you need a valve cover gasket for a T-series XPAG engine, the valve cover gasket from a Fiat 124 with push-rod engine is a much better and longer lasting fit than the one supplied for the T-series.

Bob Miller showed up shortly after me with his son and their maroon MGB. Bob tweaked on his Zenith carb again, and did a few other odds and ends to his car. Frank Slaby and children arrived in Frank's TD with the original Clipper Blue paint. We spent a while trying to diagnose a knock in the engine without coming to any definitive conclusions. Frank intends to pull the engine soon to replace the clutch, so a look in the engine at that time may reveal the problem. In pulling a rear wheel off his MGA before adjusting the rear brakes, Bob Bell discovered that most of the spokes on the right rear were very loose, and a couple were broken. Bob had an extra wheel in the garage, so we managed to do a little tire changing using screwdrivers as tire irons. Such are the joys of owning an MG with wire wheels!

Dave Bowling brought his TD and attempted to pump oil into the steering rack with a new oil pump gun he had just bought. I don't think that the effort was very successful. Jock McGrigor brought Anita's purple MGB and ascertained that a bad sending unit was the cause of no reading on the temperature gauge. Jock also fitted a pair of bumper over riders to the rear of the car. Phill Ash and Staci adjusted the rear brakes, changed the spark plugs, and worked on the stereo system in Phill's red MGB GT. Sue Bond came over with her son Kenny in his maroon MGB GT. Kenny worked on his GT, while Sue discussed the problems of her own GT. Jennifer brought the yellow TD, top down, and sat in the sun.

Joan Hauger brought her green MGB GT to change the turn signal switch. However, that was not the problem, and a new wire from the fuse box to the flasher unit provided a temporary fix for the turn signals so that Joan could have the car inspected. The new (used) switch didn't work, anyway. Joan also put a new (not used) sending unit in the fuel tank, and that fixed her fuel gauge problems. Robert and Faye Davis came over in their blue TD, and Robert assisted with the various on-going projects. Bill Keeler and son stopped by late, and checked out a few things on Jennifer's TD.

I am sure that I may have forgotten someone, but that is all of the activity I can recall. Our thanks to Bob and Kay for their hospitality and for the excellent spread of refreshments. Overall, a very classic Tidewater MG day!

Power To The MGB

As the owner of a '77 MGB I had become restless with the low power output of the 18V883 engine. This irritation became even more acute when I rode in an older car and felt the (relative) spunk of an 18G or GA engine. Consequently, I began the search for more power. The MGB is a wonderful test bed for experimentation with internal combustion engines because it is inexpensive, simple, and well-supplied by parts vendors.

Searching Tommy's Junk Yard in James City county produced a pair of HS-4's with intake and exhaust manifold in good condition. A complete rebuild of the SU's, including new throttle shafts was undertaken and these were installed in place of the single Stromberg CD-175. Instant boost.

In order to make the SU's function, it was necessary to set dynamic timing at approximately 25 degrees BTDC. The reason for this is because the SU's provide substantially more air/fuel mixture through 2 one and one-half inch throttle bores as opposed to 1.75 inch of throttle bore as supplied by the single Stromberg. Even so, this still seems to be a lot of advance, and as I probed further I found the answer to be the camshaft.

The chart below compares the crankshaft degrees at opening and closing for the intake and exhaust valves of the early engine (18G, GA) compared to the later emission-controlled 18V883 engine. Also presented are degrees of valve duration and degrees of overlap from the time the exhaust valve opens until the intake valve closes. Included for comparison are the same values for the English Ford Kent 1,600 CC engine as used in stock SCCA Formula Ford racing. The Kent engine is not aggressively timed and has been seen by everyday drivers as the engine used in early Pintos, Mercury Capris, and Ford Fiestas.

Engine	Valve	Opens	Closes	Duration	Overlap
18G,GA	Intake	344	236	252	107
	Exhaust	129	21	252	
18V883	Intake	352	222	230	96
	Exhaust	126	18	252	
FF1600	Intake	331	253	282	134
	Exhaust	119	31	272	

Note that the intake valve duration of the 18V engine is 22 degrees smaller than the duration of the exhaust. In the 18G engine valve duration is equal, and in the well-balanced FF1600 the intake is open 10 degrees longer than the exhaust valve.

Next month I'll offer some ideas on what to do.

Chuck Edwards

1 X 10⁶ Thank yous to Chuck for submitting this welcomed article. So many of our members have MGB's; it's nice to have some technical contributions which cover it.

Editor

APRIL TECH. SESSION REPORT:

The day was a bit dreary to start out, so maybe that was the reason for the small turn-out; however, the sun came out and warmed things up quite a bit and a few people accomplished a few things on their cars...

Dan Boone - our host - changed the timing-cover gasket on his Midget and also fixed the temperature gauge, which has been needle-less for years because the needle was sitting in the bottom of the gauge and Dan didn't know it was recoverable; we put him straight on that and saved him the \$35 it would have cost for the new gauge he was thinking of buying! Dave Bowling was there with his TD and got a lot of advice from Vince Groover and Mike Ash on how to make his door shut properly; the problem is just about solved and just needs executing now. Mike got his brakes adjusted and the timing checked on the TF, ready for the long trek into the mountains of far-western Maryland next week. Sue Bond was there with son, Ken, who fixed the windshield wipers on his B-GT; and Bill Keeler came to have a look-see, as did Jim Jackson - who is hosting next month's tech session. I sat and talked with Francine Boone most of the day, and we all enjoyed her scrumptious muffins and egg-and-sausage casserole. Thank you, Dan and Francine, for hosting your first event (and for clearing the pony "patties" off the drive-way, from the day-before's birthday party!!)

Explaining to an insurance company how ups, downs on job caused accident

EDITOR'S NOTE: Edward (Ed) Muich, president of Emco Sales & Distributors, St. Ann, Mo, thought the following story (author unknown) would give readers a chuckle.

Insurance Claim #232

Dear Sirs:

I am writing in response to your request for additional information. In block #8 on the accident form, I put "Trying to do the job alone" as the major cause of my accident.

You said in your letter that you needed a more detailed report, and I trust the following will be sufficient.

I am an air conditioning/heating serviceperson by trade. On the date of the accident I was working alone on the roof of a new six-story building.

When I completed my work, I found that I still had about 500 pounds of tools on the roof. Rather than carry these tools down six flights of stairs by hand, I then decided to lower them from the roof in a barrel by rope and pulleys.

Securing the rope at ground level, I then went up to the roof and swung the barrel out and loaded the tools into the barrel. Then I went back down to ground level and untied the rope, holding it tightly to insure a slow descent of the 500 pounds of tools.

You will note in block #11 of the accident report that I weigh 135 pounds. You can imagine my surprise when suddenly I was jerked off the ground, lost my presence of mind, and forgot to let go of the rope.

Needless to say, I proceeded at a rather alarming rate up the side of the building. In the vicinity of the third floor, I met the barrel coming down the side of the building. This will explain the fractured skull and broken collarbone.

Slowed only slightly, I continued my rapid ascent, not stopping until my knuckles on my right hand were buried two inches deep into the pulley.

Fortunately at this time, I regained my presence of mind and was able to hold onto the rope in spite of the pain.

At approximately the same time, the barrel hit the ground and the bottom fell out of the barrel, dumping the tools into a pile on the ground.

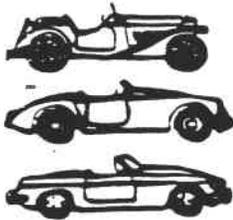
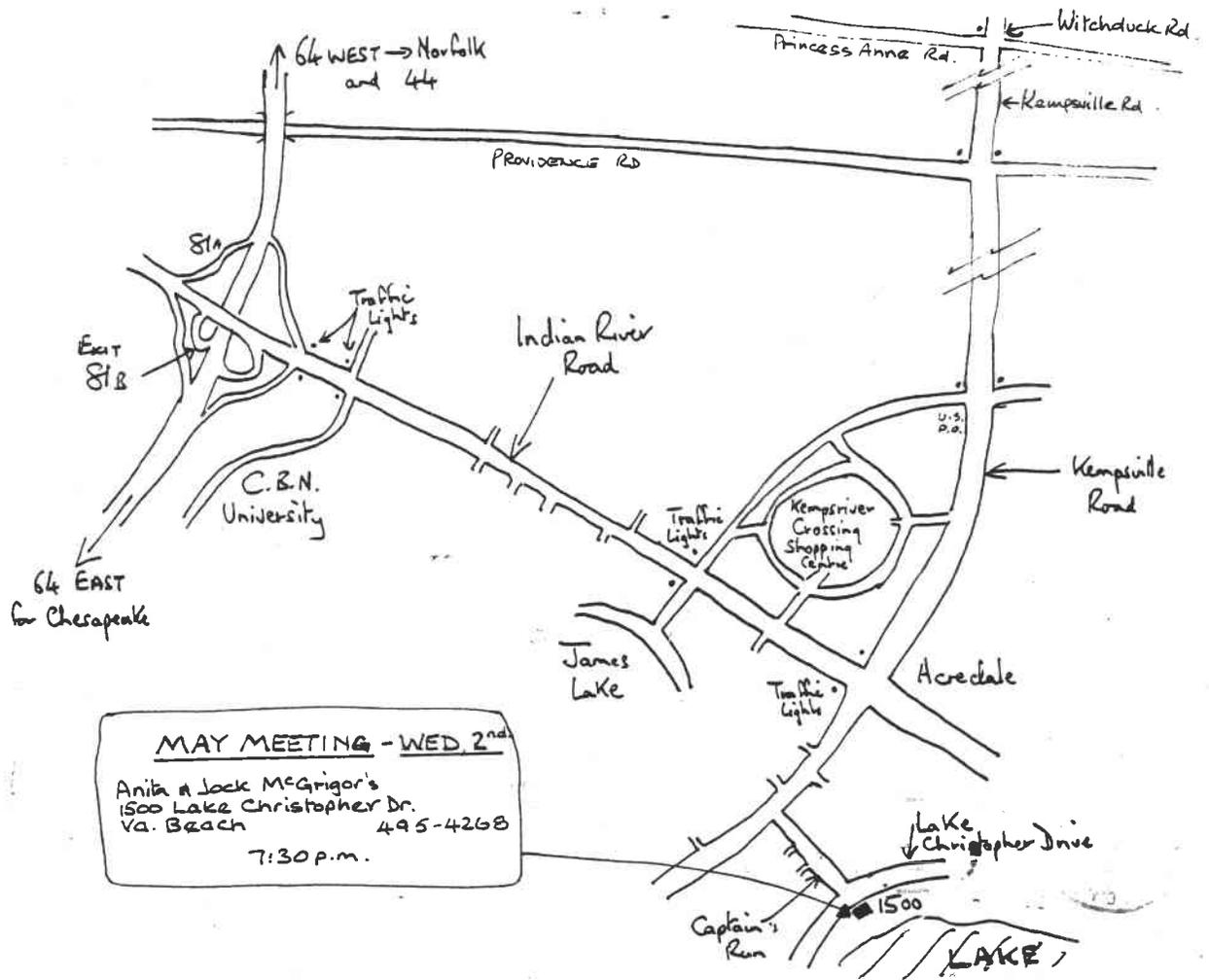
With the barrel now empty—and again I refer you to the block #11 on my weight—I began a rapid descent down the side of the building.

Again in the vicinity of the third floor, I met the barrel coming up. This will explain the two fractured ankles and lacerations on my legs.

When I hit the barrel, it slowed me down enough so that when I fell on the tools, I only sustained three broken vertebrae in my back.

I am sorry to report that as I lay on the ground in pain, I again lost my presence of mind and let go of the rope. The barrel came down and broke my hip.

I hope that this is sufficient information for the insurance company. Please send the check to me. (7)



FIRST CLASS