

THE TIDEWATER MG T CLASSICS

THE DIPSTICK



APRIL 1, 1991

PRESIDENT.....Bill Keeler

SECRETARY.....Bob Miller

VICE PRESIDENT..Susan Bond

TREASURER.....Jim Villers

EDITOR....Chris Holcomb

Our thanks to Carol and Ken Bingham for hosting the March meeting. We had a large attendance with several guests. We hope to see these new faces again next month.

Remember, if you have a specialty tool or skill to share, call Ken, 721-3034, and let him include this information on the list he is compiling. Please try to call him before the next meeting.

Let the cobwebs out of your carbs, spring is here and our first event of the season is April 14, 1991. See elsewhere in this newsletter for details. There are some restorations near completion, and hopefully we will get to see them soon at one of our activities. Peggy is working hard to bring you a MG summer, so make plans early to participate and support your club.

Safety  *fast!*

Bill

Bill Keeler

WELCOME TO OUR NEWEST MEMBERS

Sue and George Ulrich
1808 Cascade Ct.
VA Beach, VA 23456
427-0043

George owns a 1971 MGB and has almost completed its restoration.

DEADLINE FOR MAY DIPSTICK: APRIL 22, 1991!!

WANTED: Weber downdraft for '76 Midget. Call Len Bieber 587-6565 after 6:00p.m.

MINUTES MARCH MEETING

March 6th, Wednesday

8:15 Meeting was called to order by our President.

Two new members - three guests
1, x 10⁶ members and guests present

We welcomed our two new members: Dick Ferko & George Ulrich and guests Dan Rogers (TD), and Rob Twine (MID)

TREASURERS REPORT: Balance Forward \$1850.46
Details available if desired

Committee Report:

Activities: 14th April Champagne Brunch at the Davis's.

Membership: A questionnaire was passed out to determine interests of the members.

Newsletter: New members on the mailing list were discussed. We decided to trade newsletters with some other clubs. Mike has completed his transmission articles and will write on a new subject next month.

Regalia: An order form will be in the next Dipstick for new mugs.

Spares: A top end lubricant was demonstrated for injecting Marvel Mystery Oil in order to stop burning valves due to unleaded gas. A test report will be issued in the future.

Publicity: A meeting notice appeared in the Virginian Pilot-Ledger Star.

Old Business: Discussion of purchasing items from the last meeting. President formed a purchasing committee composed of:

Ken, Sue, and Butch. Things to lend, things to store or things to buy should be given to a committee member.

Pig Cooker: No interest shown until the next pig roast.

New Business: Most active member award for a T, Y, or Vintage MG for 1990 was presented to Robert and Faye Davis.

Marque Time: Lots of car talk including a Crank Shaft show and tell by Chris. Sue knows of a 35 Morris 8 for sale.

Meeting adjourned at 9:25.



OUR THANKS TO BUTCH BALLBACK FOR FILLING IN AS SCRIBE
IN THE ABSENCE OF OUR SECRETARY BOB MILLER. Ed.



FIRST ANNOUNCEMENT and INVITATION TO COMPETITORS
TIDEWATER MG CLASSICS PRESENTS THE OCTOBER EVENT

A RALLY

to be known as

LE CONCOURS D'ODOMETRIQUE

* * * * *

REQUIREMENTS

A Functional MG

Functional Use of....

Algebra

Ratio and Proportion

Ability to Distinguish Between Right and Left

* * * * *

Additional Information is Forthcoming

Or Contact

The Rallymaster

Chuck Edwards

420-0030 Days

1-800-676-6342 Days

495-8110 Evenings

UPCOMING EVENTS

April 3 (Tue) Monthly meeting at the McClaren's
April 14 (Sun) Champaign Brunch at the Davis's
(See additional info in this newsletter)
April 26-28 GOF South - Mt. Dora, Fla.
May 1 (Wed) Monthly meeting at the Wallach/Fachini's
May 19 (Sun) Tech Session at the Ash's
June 8 (Sat) Pete's Rally (Pete Michen in charge)

BOOK REPORT

How To Restore Wooden Body Framing

By: Alan Alderwick

Osprey Restoration Guide 5

Available from MG Magazine Book Service For \$19.95.

This is a hardbound little book of 128 pages that can be read in one evening. Printed in England, it deals with several British cars including MG. There are a lot of good pictures, and an entire chapter (19 pages) dedicated to doors. A good portion of the book deals with selecting the proper wood, making templates, using the right tools, and shaping the pieces. This may be useful when it's time to restore your Allard, but with the frame pieces for a T-type readily available, you might choose the easier way out.

I learned that my "C" clamps are "G" cramps and I need to buy more. It's a small book for \$19.95, but if you learn after restoring your car that you should not have used brass screws, then a little knowledge can be worth a lot. I was particularly interested in an expert's suggestions on wood preservation and weather-proofing.



NASA CHOOSES LUCAS

It is rumored that the National Aeronautic and Space Administration has awarded a 7.2 billion dollar engineering contract to the Lucas Electrical Corporation of Great Britain to completely revamp the lighting and systems monitoring gauges for its manned and unmanned space programs. A spokesman from Lucas, citing some of NASA's more renowned troubles such as faulty o-rings and telescope mirrors said, "We are proud to be able to make significant contributions to NASA's problems."

A local NASA official who could neither confirm or deny the rumor commented that at first he was receiving periodic sketchy information from Lucas but is now completely in the dark.

TECH SESSION - by Mike Ash

Since I missed writing an article last month, I thought I had better come up with something for this month. I had decided that, based on my articles for the MGA Register magazine, the description of a complete transmission rebuild would probably take the next ten issues of The Dipstick, and I did not think that there was sufficient interest to warrant that. So I am back to topical topics, but don't have many ideas at present. For this issue, I thought I would use something that I had used in the in the MGA Register magazine - the transistorization of the SU fuel pump. I wrote the article in response to a question from an MGA Register member, although most of it was plagiarized from an issue of the T-Register magazine of 10 years ago.

The original query from the MGA Register member concerned converting the SU fuel pump to solid state electronics. However, the SU fuel pump cannot be fully converted to "solid state" because the operation of the pump requires the mechanical opening and closing of the contacts to move the diaphragm, and to sense the back pressure to shut the pump off when the carb float bowls are full. However, there are all solid state electronic fuel pumps on the market, as often promoted by Robert Davis at meetings. These pumps have a solid state oscillator that magnetically oscillates a valve to provide the pumping action, thereby eliminating the need for contacts. These solid state pumps operate continuously so, unless you are careful where and how you mount them, the noise can be a bit annoying. They rely on the back pressure from the carb as being sufficient to overcome the strength of the pump, rather than shutting off when the float bowls are full. It is therefore essential to use a solid state pump of the correct pressure rating, or the carbs will flood.

Electronic components can be built into the SU fuel pump, however, with the purpose of reducing the current through the contacts and, hopefully, prolonging the life of the contacts. I know of no companies that offer a conversion service, although I believe that some of the SU-type fuel pumps on the market today do contain some electronic components. The all-plastic replacement pumps, made somewhere in the antipodes, are marked with positive and negative terminals; although as I recall they only contain a diode to help suppress the spark across the points. In my experience, these pumps do not last very long, so I am not sure the diode is of much help.

The February 1981 issue of "The Sacred Octagon", the magazine of The New England MG "T" Register, had the article that detailed a transistorization conversion procedure for the SU fuel pump. The parts required are one 2017 NPN transistor, one 1N4003 diode, one 27 ohm resistor (quarter watt), some shrink tubing and two solder lugs. All the parts can be obtained at Radio Shack or other electronic parts store. The following is the procedure, as described in the TSO.

1. Disassemble, clean and adjust the fuel pump in accordance with the shop manual. Before reassembling the points they should be cleaned and shaped using an ignition file and then polished using a small fine sharpening stone or polishing paper. If the old points are beyond salvage, install new ones.
2. When attaching the stationary point (fig. 1, #1) to the mounting pedestal, do not put the coil wire (fig. 1, #3) under the mounting screw as you normally would. Instead, put one of the solder lugs under the screw (fig. 2, #9).



3. Enlarge the hole in the mounting top of the transistor (fig. 2, #8) by filing it out to a fork shape, and mount it under the left-hand pedestal hold-down screw (fig. 2, #2). Clip off and discard the center (collector) lead of the transistor.
4. Solder one end of the resistor (fig. 2, #6) to the left-hand (base) lead of the transistor. Insulate with shrink tubing. Bend close to the transistor and solder the other end to the solder lug attached in step 2 (fig. 2, #9).
5. Solder the wire from the coil, which you disconnected in step 2 (fig. 2, #3), and the end of the diode (fig. 2, #7) with the band on it to the right-hand (emitter) lead of the transistor. Insulate with shrink tubing.
6. Place another solder lug under the nut which secures the pump's "hot" or input terminal (fig. 2, #5) to the bakelite pedestal. Solder the other end of the diode to the lug.
7. Check to be sure that all leads are insulated from each other and from screws, etc. which could short circuit them, and that they do not interfere with the operation of the points.

When the pump is connected in the normal manner it should, according to the article, work. The TSO author said that he had used one for 20,000 miles "... and the points looked like brand new". I remember that one or two members in the club converted pumps back then, but I do not recall if any were put into service, and I don't have any first-hand knowledge of the success of the procedure.

The TSO article implied that this modification was suitable for both positive and negative ground. However, that is not the case. The conversion described is only suitable for a positive ground installation. A negative ground installation would require a comparable PNP type transistor, and the diode would be installed the other way around.

If anyone would like to try this conversion, I would be willing to offer assistance to see how it turns out. For me, I would prefer to continue to use an SU fuel pump, but not one of the cheaper look-alikes. I have never got much life out of a rebuilt pump, but a new SU should be good for about 100,000 miles.

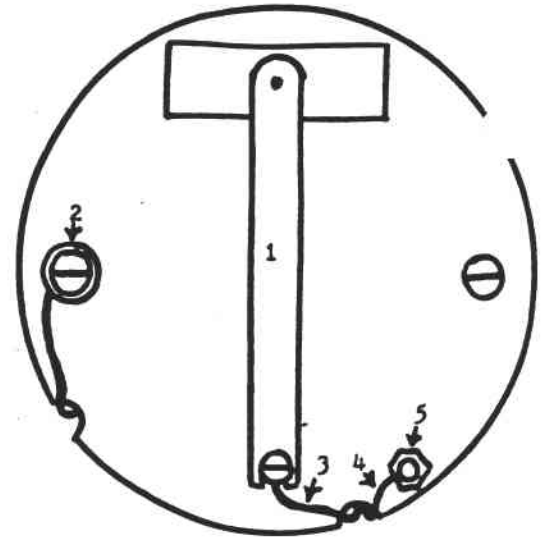


Fig. 1: This is what the fuel pump pedestal looks like before conversion.

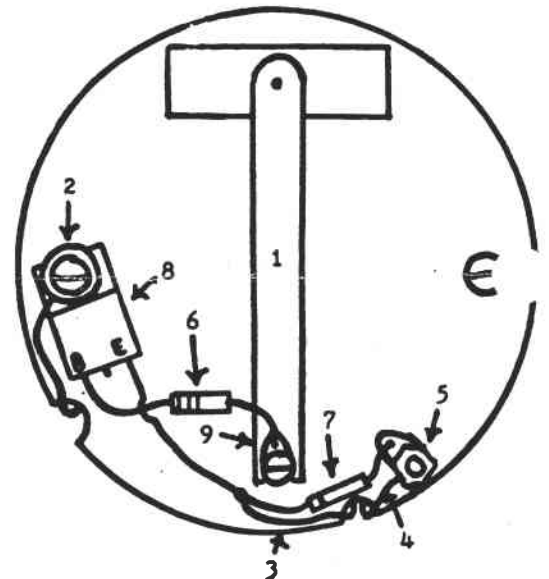


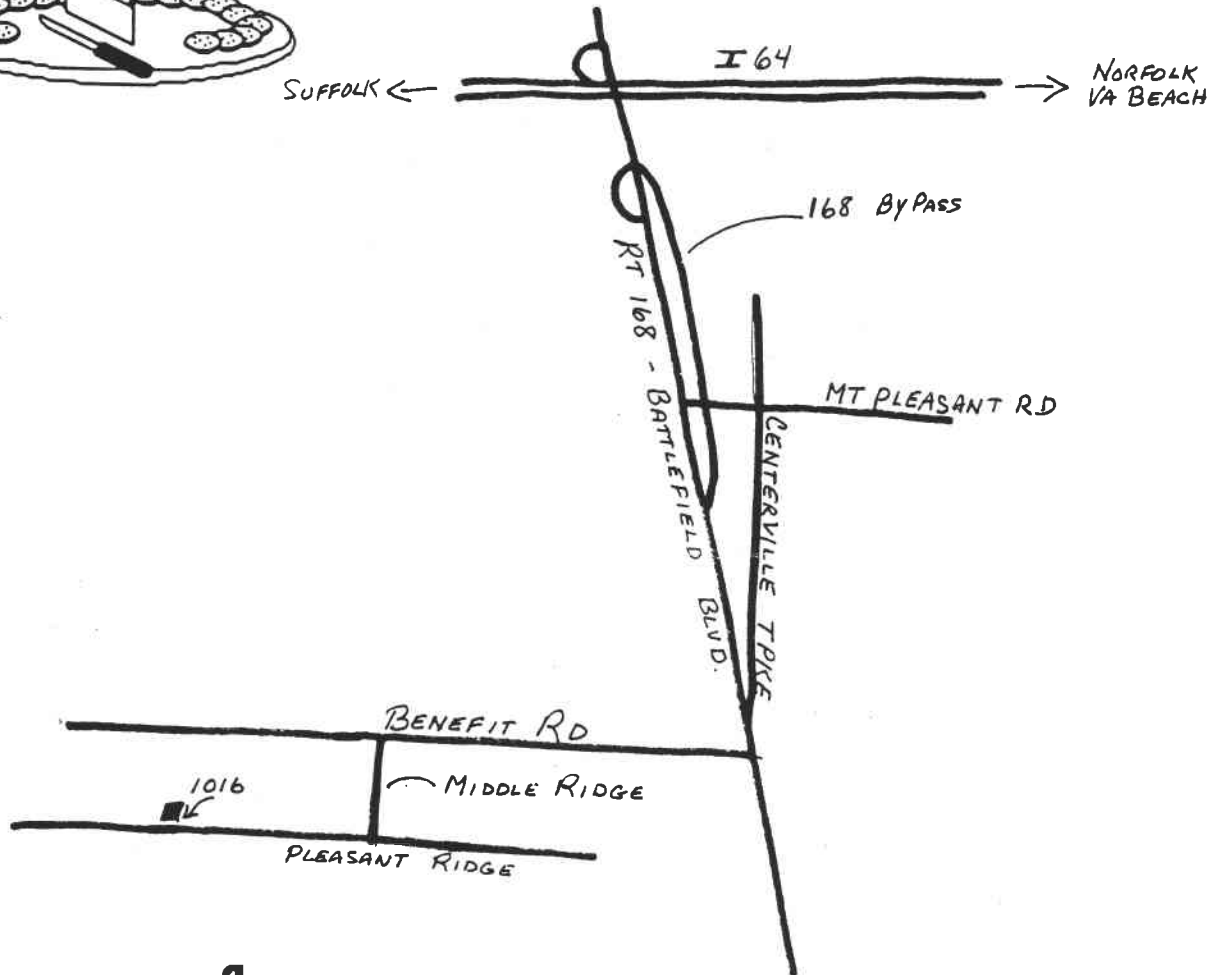
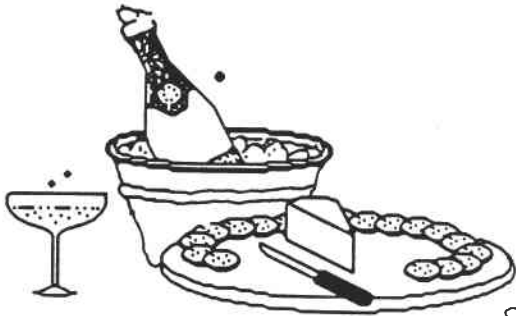
Fig. 2: And this is what it should look like after transistorization of the pump is completed.

CHAMPAGNE BRUNCH

SUNDAY, APRIL 14
1:00 - 4:00

\$16.00/Couple

(Adults only, please)



Please Join Us

Hosted by:

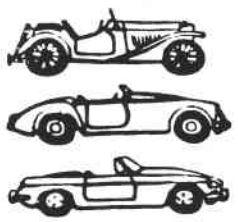
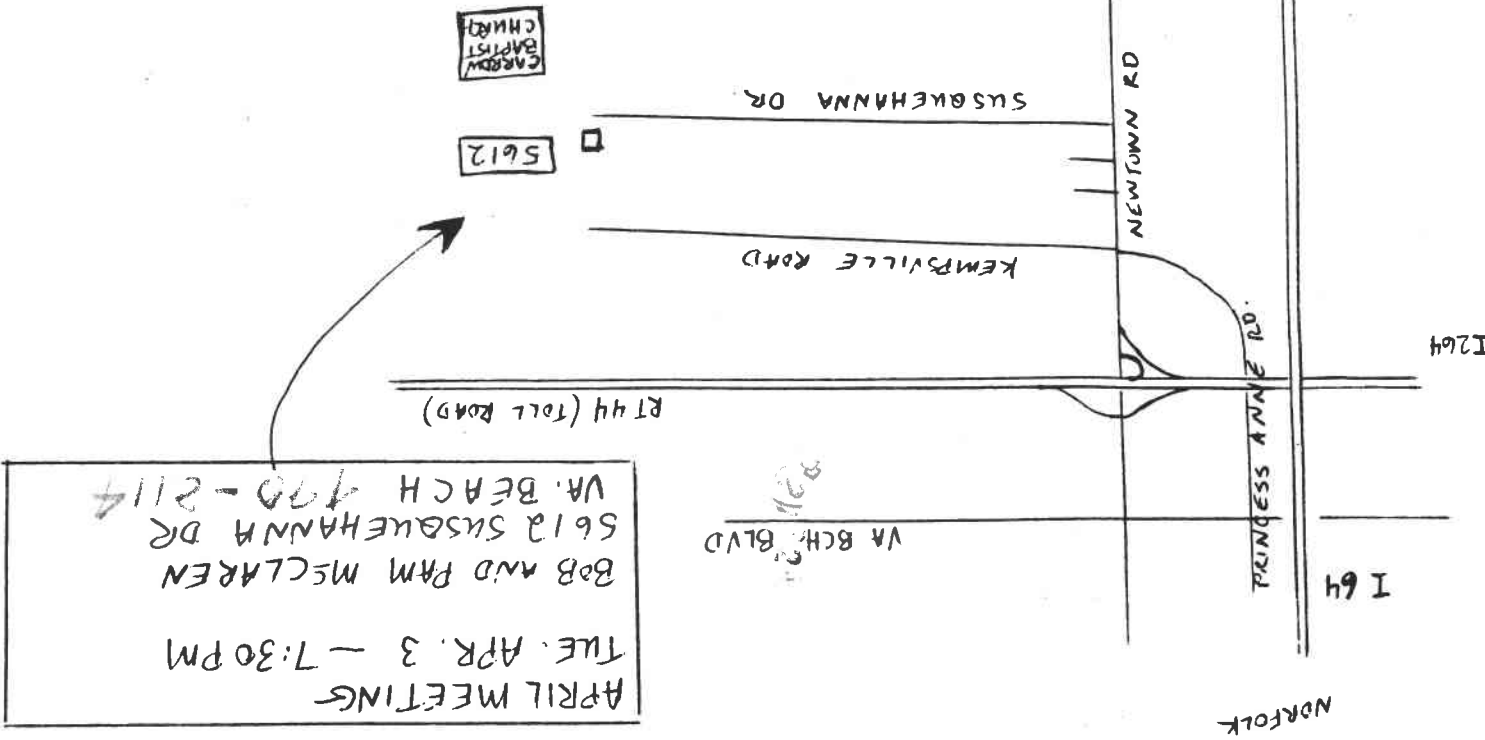
Robert & Faye Davis
1016 Pleasant Ridge Dr
Chesapeake

RSVP by Wednesday, April 10

427-3504 or 427-3365



CHESAPEAKE



THE HOLCOMBS
601 HEAD OF RIVER ROAD
CHESAPEAKE, VA 23322



FIRST CLASS