

THE TIDEWATER MG T CLASSICS

THE DIPSTICK



AUGUST 1991

PRESIDENT.....Bill Keeler

SECRETARY.....Bob Miller

VICE PRESIDENT..Susan Bond

TREASURER.....Jim Villers

EDITOR....Chris Holcomb

MARQUE TIME:

If you don't know where Robert and Faye Davis live, you've missed too many events this year. Thanks to Robert and Faye for hosting our July meeting, and their third event for this year. Our guests included Brenda and Bruce Miller with their Midget, and Bob Stein in his 1977 MGB. We hope we see you folks and our newest members, Chris and Kathy Fischer, at the August meeting.

The Waynesboro BCD is Oct. 5, 1991. Be sure to read the information contained elsewhere in this newsletter. This year's weekend includes a Sunday trip to Summit Point Raceway for some vintage racing.

Dues are due. If you haven't paid, please do so at the August meeting, or by mail as soon as possible so you can be included in the all new 1992 Membership Roster. Look at your 1991 rooster and let us know, in writing, if any changes are necessary.

I must go wax my garage floor and prepare for the August 6, meeting. See you then.

Until next time:

WELCOME NEW MEMBERS

Chris & Kathy Fischer
375 Knells Ridge Dr.
Chesapeake, VA 23320
547-3316(H) 445-2641(W)
Proudly owned by a 1979 MGB

Safety  *Fast!*

Bill

Bill Keeler

DEADLINE FOR SEPTEMBER DIPSTICK: MONDAY AUGUST 19, 1991.

MINUTES OF THE MG T CLASSICS MEETING HELD JULY 3, 1991

The meeting was called to order by Bill Keeler, President, at 8:20. Thanks were expressed to Robert and Faye Davis, our hosts for the evening. The following guests were recognized - Bob Stein, Chris and Cathy Fisher and Robert and Linda Twine.

The minutes of the last meeting were approved as published.

Treasurer's Report - The opening balance was \$1,552.01 with receipts of \$70.00 and disbursements of \$146.47. The balance as of the meeting was \$1,475.54.

Committee Reports

Activities - There will be a picnic with the Richmond Chapter on July 28th at the Berkley Plantation near Charles City. A flyer will be mailed to all members when all the information is in.

Membership - Be sure you pay your dues.

Regalia - We now have club mugs for sale after the meeting.

Spares - Robert showed us and talked about dash gauges including the Simths tilt gauge, vacuum gauges and amp gauges. Robert also discussed the availability of parts and the increase in the price of the parts. The shock kits are still available.

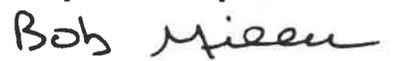
Old Business - Pete's Rally was discussed and the winners were announced. Nine cars participated in the rally with Bill Keeler taking first place.

New Business - The North Carolina car club is sponsoring an Appalachian Adventure rally in April, 1992. The rally will be approximately 350 miles. The registration fee of \$150 covers the entrance fee, lodging for one night and the banquet.

Marque Time - Butch's engine is painted and back in the car; Phil found two MGB GT's for sale on Sir Barton Drive and Indian River Road; Andy's TF is still in the garage; Ira has a few extra parts left over after he put his A back together.

The meeting was adjourned at 9:15.

Respectfully submitted,


Bob Miller, Secretary

A History of MG Modifications, Part II - By Robert F. Davis

Last month I presented a list of various MG Modifications that have been successfully completed. This month the technical aspects of the MG TD front disc brake conversion is presented. The TD disc brake conversion is best accompanied by a rear axle conversion. I chose to use MGA and MGZ series components because the parts were easily obtained in the nineteen seventies when the conversion took place.

The major objective, mentioned in last months article was to modernize the TD to a point of improving performance and reliability. The MGA front suspension components required are: steering knuckles, swivel pins, steering levers, and hubs (Illustration I -1,2,9,10,11,12,13,14,15,16,18,19,20,40,41).

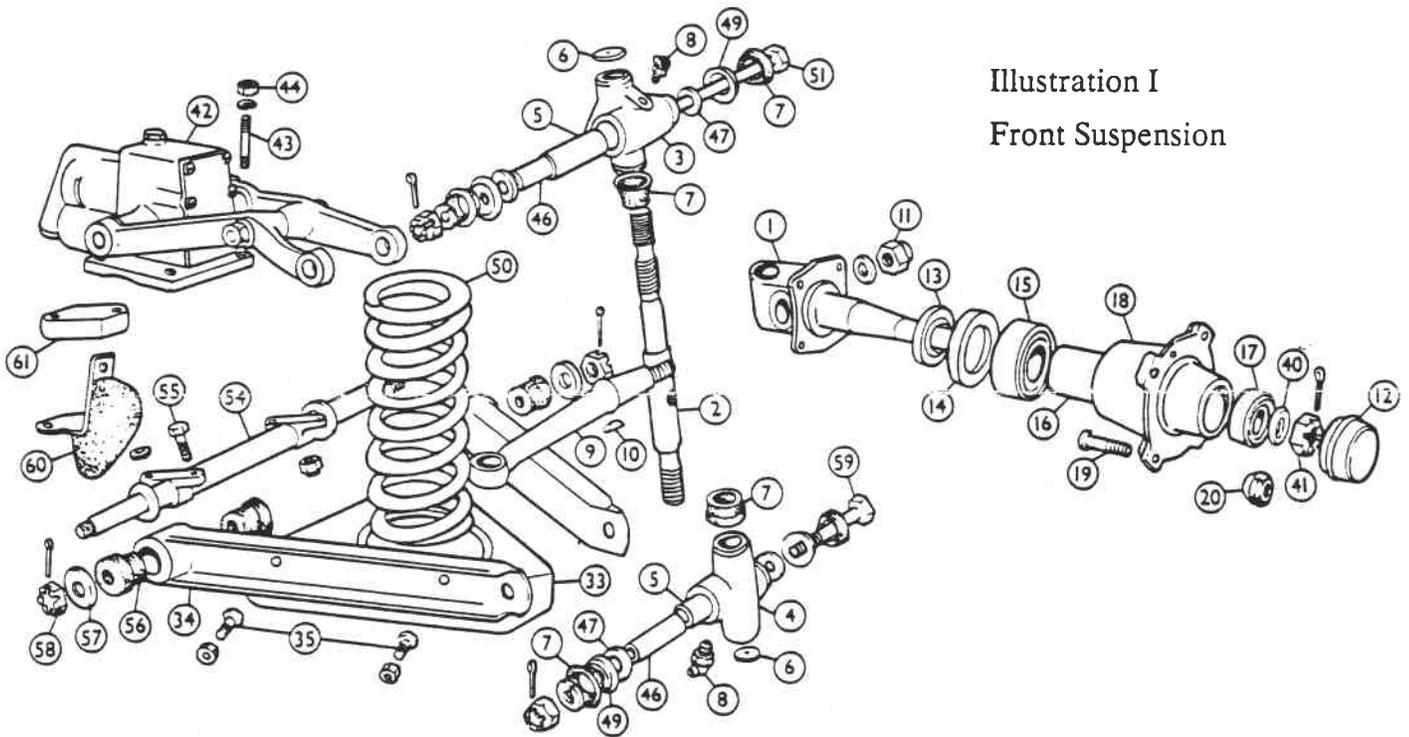


Illustration I
Front Suspension

The MGA steering components required are: tie rods and tie rod ends (Illustration II - 12 through 18, and, 29).

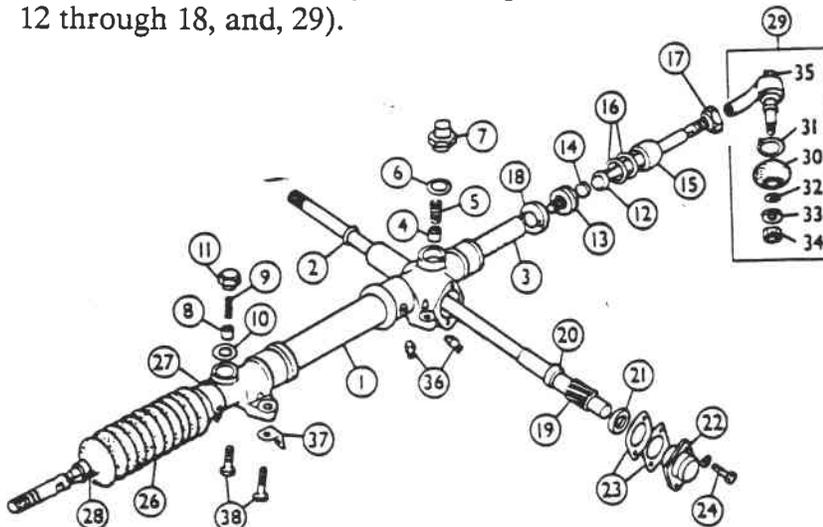


Illustration II
Steering

The MGA braking components required are: the calipers and discs (Illustration III-109, 126, and 130 through 138).

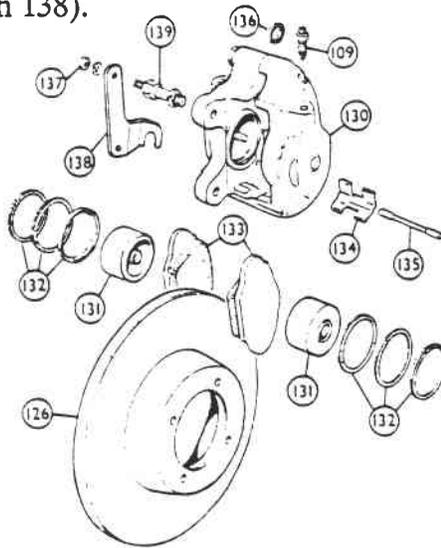


Illustration III
MGA 1600 and
MKII Front Disc
Brakes

The MGA components described in the before mentioned illustrations were installed on the TD. Because the MGA braking components use Society of Automotive Engineers (SAE) threaded fittings and the TD uses British Standard Fine (BSF), a special brake line was made with a BSF fitting on one end and a SAE fitting on the other. This special brake line allowed the use of MGA brake unions and MGA/MGB SAE fittings on all the remaining brake lines. The special brake line was connected to the original TD master cylinder at one end and the SAE brake union at the other.

The next major modification was to solve the problem of the disc brake requirement of a larger fluid reservoir. The original TD master cylinder could be used without an additional reservoir, however the cylinder would require "topping up" on a regular basis. I tapped a fitting into the rear of the TD master cylinder and connected a line from the master cylinder to a brake fluid reservoir mounted on the firewall. The original TD master cylinder filler plug was then filled with epoxy to seal the air vent. The new firewall mounted brake fluid reservoir had its own vent. Since the fluid level in the TD master cylinder was slightly higher than the position of the reservoir feed line, the filler plug was removed to circumvent air being trapped in the top portion of the master cylinder reservoir. This was accomplished by filling the new firewall reservoir with fluid and removing the TD master cylinder plug to let the air escape. When the fluid began to spill over the original filler plug was quickly installed. The brakes were bled and became operational. When using the brake fluid reservoir mounted on the firewall, one no longer needs to remove the carpet, bang your head, and twist your neck while "topping up" the TD master cylinder. If a new master cylinder is required at a later date the tapped plug in the rear of the cylinder can be removed and installed on the new master cylinder. The only visible difference from the original TD equipment being the brake fluid reservoir mounted on the firewall, perceptible only when the left side of the hood was raised.

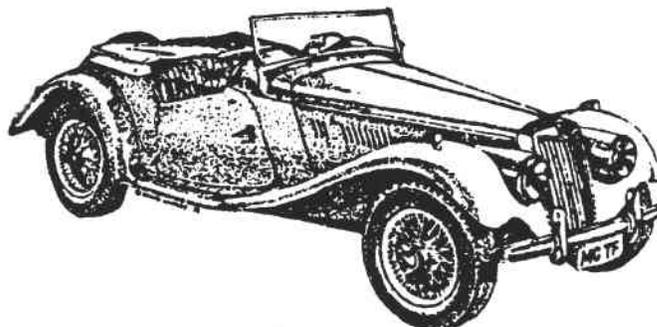
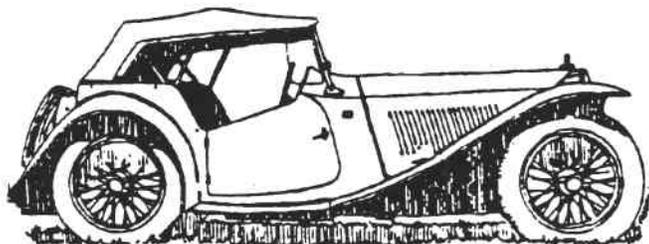
The MGA steering components identified in Illustration II were used to line up the front suspension. This is required because number 9 of Illustration I is longer on the MGA to accommodate the larger brakes. The MGA tie rods (Illustration II - 12 through 18) must be shortened one inch. In order for the MGA tie rods to screw into the MGA tie rod ends (Illustration II - 29) the shaft must be threaded the additional inch.

The MGA/ZB disc wheels were used in conjunction with the ZB rear axle member, the topic of next months article.

UPCOMING ACTIVITIES

- AUG 6 (TUE) MONTHLY MEETING. HOSTED BY THE KEELERS.
KICK TYRES 7:30 PM. MEETING 8:00 PM.
- AUG 23 - 25 MG SUMMER PARTY AT UNIVERSITY MOTORS
GRAND RAPIDS, MI (616) 245-2141
- SEP 4 (WED) MONTHLY MEETING AT THE EDWARDS'.
- SEP 22 (SUN) RICHMOND BRITISH CAR DAY. SEE ANNOUNCEMENT.
- SEP 29 (SUN) ANNUAL PIG ROAST AT THE HOLCOMBS.
- OCT 1 (TUE) MONTHLY MEETING. WE NEED A VOLUNTEER HOST !!
- OCT 5 (SAT) SHENANDOAH VALLEY BRITISH CAR FESTIVAL.
SEE ANNOUNCEMENT.
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DUES ARE DUE!! IF YOU HAVEN'T DONE SO, PLEASE FILL OUT THE MEMBERSHIP APPLICATION IN THIS DIPSTICK AND RETURN IT (WITH CHECK) PRONTO!!!



EDITORS NOTES

There are several exciting events coming up in the next couple of months: Richmond BCD, Shenandoah BCF, MG Summer Party by University Motors, etc. Members, both in town and out-of town, who participate in these activities are encouraged to write a paragraph or two about the event and send it to me for publication in our newsletter. Enthusiasm to join in the fun or even help to organize the next rally, or party, or tech session, or World-wide Invitational Concours may be sparked by your contribution!

Send your manuscript to:

Chris Holcomb
601 Head of River Rd.
Chesapeake, VA 23322

OUR THANKS TO ROBERT DAVIS FOR HIS EXCELLENT TECHNICAL ARTICLES ON MG MODIFICATION. KEEP 'EM COMIN'.

TECHNICAL TIP STOLEN FROM THE EASTERN NEW YORK MGA CLUB

BRASS CLEANING

Twice in the last month I've been asked about cleaning solutions for brass. What follows is an antique clock restorer's recipe for cleaning brass gears (You thought they spent endless hours with a rag and "BRASSO" ... right). I'd like to give proper credit for this, but I've had the directions scribbled on the back of an old envelope for years and can't remember the source.

Concentrated (28%) Ammonia	8 fl.oz. (250 cc)
Oleic acid	4 fl.oz. (125 cc)
Liquid detergent	4 fl.oz. (125 cc)
Acetone	2 fl.oz. (62.5 cc)

1. To 3/4 gallon (approx. 3 liters) of water add oleic acid and mix well.
2. Add detergent and acetone.
3. Slowly add ammonia.
4. Age at least 3-4 days and shake well before using.

Store in a tightly stoppered container (plastic or glass) out of light. Pep up by adding small amounts of ammonia as necessary.

To use, treat parts for 15-20 minutes and scrub with a toothbrush. Wash with clean water and burnish with fine (0000) steel wool. Wear gloves and take precautions as with any cleaning solution.

The active component seems to be ammonium oleate. If you read the contents on a tube or can of "Simichrome", a favorite of owners of Harley-Davidson's, British Sports Cars, and '59 Caddy's, you will see that it contains ammonium oleate.

Ammonia and oleic acid may be available at your local pharmacy. Acetone is available with paint supplies in local stores.

THE BRITISH ARE COMING!



The Seventh Annual Richmond British Car Day

Presented by: The Central Virginia MG Classics Ltd., Chapter of The New England MG "T" Register

Where: Berkeley Plantation — Route 5, Charles City, Virginia 23030

When: Sunday, September 22, 1991
Field opens at 10:00 a.m. — Registration closes at 12:30 p.m.

Awards: Judging by registrants, noon to 2:00 p.m. — Awards at 3:00 p.m.
Pewter - Best of Show
Pewter - Berkeley Award (Special Berkeley Selection)
Pewter - First in Marque or Series with 6 or more cars Pre-registered
Pewter - Second in Marque or Series with 9 or more cars Pre-registered
Pewter - Third in Marque or Series with 12 or more cars Pre-registered
Plaque - Oldest British Car
Plaque - Distance Award
Plaque - "M.O.F.I." (Most Opportunity for Improvement)
Ribbons - Honorable Mention

Photo Contest: Bring your best black and white or color photographs for judging. Photographs may be unframed, but your name should appear on back.

What else you get: Door Prizes - All Registered are eligible
Dash Plaques - All Pre-registered Cars and at gate while available
Registration Packet - (Full of Goodies) - All Registered

Food: Food and beverages will be sold, or you may bring a picnic lunch.
Sorry: No pets or alcoholic drinks are permitted.

DIRECTIONS TO THE SEVENTH ANNUAL RICHMOND BRITISH CAR DAY

From the North, take I-95 south to I-295 (Norfolk exit). Take I-295 to Rt. 5. East on Rt. 5 for 19 miles.

From the East, take I-64 to 199 exit. Follow to Rt. 5.

From the South, take I-95 north to Rt. 136 to Rt. 10. Left at Benjamin Harrison Bridge to Rt. 5. Right on Rt. 5.

From the West, take I-64 to I-295 east. Follow I-295 to Rt. 5 east for 19 miles.

Information Write: Alan Serafim
or 4141 Mountain Road
Registration: Glen Allen, VA 23060

Phone: (804) 266-3328
After 6:00 p.m. or
Before 10:00 p.m.

Mail before September 10th
Make Check payable to: Central Virginia MG Classics

Pre-registration — \$ 8.00
After September 10 — \$12.00
Vehicle for Sale — \$15.00
Vendor Space — \$25.00

Name: _____ Phone: (_____) _____

Street: _____

City: _____ State: _____ Zip Code: _____

Make: _____ Model: _____ Year: _____ Series: _____

Make: _____ Model: _____ Year: _____ Series: _____

WAIVER OF LIABILITY: Must be signed to enter show

Neither I nor my heirs will hold the Central Virginia MG Classics, the New England MG "T" Register, or Berkeley Plantation liable for any injury, death, or damages occurring while engaged in, or traveling to or from this event.

Signature: _____





Shenandoah Valley British Car Club, Ltd.

requests the honour of your attendance at its
10th annual British Car Festival

to be held
Oct. 5, 1991

(rain or shine)

beginning 9 a.m. in

Ridgeview Park, Waynesboro, Va.

Classes based on pre-registrations

Judging by popular vote

Awards presentation at 3 p.m.

Dash plaques guaranteed to all pre-registered

Photo contest for show participants

Vendor space available

R.S.V.P. by Sept. 20, 1991

Ridgeview Park borders the South River and offers a creative playground for the children, tennis courts, large shade trees and convenient restrooms. A variety of food and soft drinks will be available on site for your enjoyment. Picnic tables and grills adjoin the show area.

Nearby, there are plenty of craft items for sale as part of the Virginia Fall Foliage Festival. Shenandoah Outlet Village, featuring name brand factory outlets, is just a few minutes away. In Short, there is something for everyone, so bring the entire family.

Again this year will be the "Premier" class for the first-place winners of each class in last year's show. Eligible cars entered in this class will be judged against all marques in this special class. (Eligible cars may compete in their regular class if they prefer.)

A full weekend is planned from our hospitality party—FREE to all show participants—at Days Inn (formerly Red Carpet Inn) on Friday night, to a caravan to Vintage Racing at Summit Point Raceway on Sunday, Oct. 6! Plan to stay over Saturday night and caravan with us to the races on Sunday morning. Show participants will receive \$5 per person off the gate admission price to see some of the finest road racing. Come cheer your favorite marquee; see cars you have only read about and enjoy a few parade laps around the track in your own classic.

If you are planning to stay overnight, you are urged to make your room reservations early. Lodging is scarce in the area during the Virginia Fall Foliage Festival. We have made arrangements with Days Inn at 1-64 and U.S. 340 and General Wayne-Comfort Inn, 640 W. Broad St., to set aside a block of rooms at discounted prices. Make your reservations now, but no later than Sept. 30, 1991. Please tell them you are with the British Car Festival to receive your discount.

For additional information on lodging in the area, call George Mays at (703) 885-2649. We look forward to having you join us for a weekend you will long remember.

REGISTRATION FORM

Name _____
Street address _____
City and state _____
ZIP and telephone _____
Make of car and year _____
Amount for registration enclosed \$ _____

If you placed first in your class last year and wish to participate in the premier class, check _____

Vendor _____ Amount \$ _____
Photo contest Yes _____ No _____ No charge

Total enclosed \$ _____
FEES

Make check payable to: _____
SVBCC Show: \$10 before 9/20/91
2513 Knollwood Dr. \$14 after 9/20/91
Staunton, Va. 24401 Vendors: \$15

WAIVER STATEMENT
I and my heirs hereby release Shenandoah Valley British Car Club Ltd., its officers, acting officially or otherwise, and its members from any and all claims or actions on account of any injury, death or damage which may occur before, during or after the 1991 British Car Festival.

Must be signed to enter _____ Date _____

MOTEL RESERVATIONS
Reserve by 9/30/91

Days Inn
1-64 & U.S. 340 - Rosser Ave.
Waynesboro, Va. 22980
Call: 703 943-1101

Comfort Inn
640 W. Broad St.
Waynesboro, Va. 22980
Call: 703 942-1171

NI

SUFFOLK

I 64

NORFOLK
VA. BEACH

AUGUST MEETING

Tuesday, Aug. 6, 1991
Tyre Kicking 7:30p.m.
Meeting 8:00p.m.

Bill & Libby Keeler
636 Montebello Circle
Chesapeake, VA 23320

DOMINION BLVD
RT 104

CGH

KEMPSVILLE RD.

BATTLEFIELD BLVD
AT I 64
I 64 BYPASS

TCC

LAS
AVIOTAS

WATERS RD.

AUTUMN
CARE

PINES OF
WARRICK DR

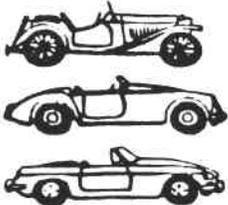
(NOT WARRICK RD.)

CEDAR RD.

G.B.
BRIDGE

1.6 mi

MT. PLEASANT



THE HOLCOMBS
601 HEAD OF RIVER ROAD
CHESAPEAKE, VA 23322