

THE TIDEWATER MG T CLASSICS

THE DIPSTICK



JULY 1991

PRESIDENT.....Bill Keeler

SECRETARY.....Bob Miller

VICE PRESIDENT..Susan Bond

TREASURER.....Jim Villers

EDITOR....Chris Holcomb

MARQUE TIME:

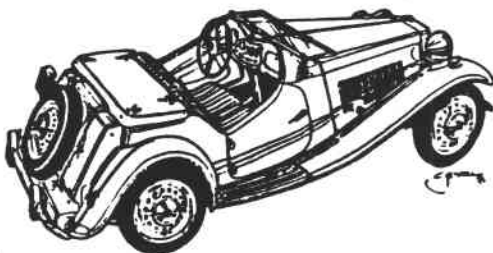
Our thanks go out to Bob and Judy Miller for allowing us to meet poolside in their beautiful back yard. It was a pretty good showing of MGs out front, be sure to bring yours for the next tyre kicking.

June 8th was just perfect weather for Pete's rally and open air driving through some of Chesapeake's finest country roads. I've lived in Chesapeake for 16 years, and I saw places that I've never seen before. Some of these compelled me to pass them several times as I slightly exceeded the mere fifty miles in which Pete ran the course.

I'm sure Pete would have liked to have seen more cars, especially with the amount of time he put into this event. Imagine mapping out a 50 mile run, thinking of all those questions, typing, copying, making flyers, making arrangements with the restaurant, running the course 4 times, and spending all day at an event in which you can't participate. Imagine a rambling sentence. Members like Pete give an incredible amount, and clubs thrive because of people like him. I can't overstate how much I appreciate the efforts of Pete and all of the other hard working members, and I encourage everyone to reward them with their participation.

Ken Bingham has gone down to the sea and we look forward to his December homecoming. In the meantime, we expect to see Carol at all functions.

Until next time:



Safety  *Fast!*

Bill

Bill Keeler

DEADLINE FOR AUGUST DIPSTICK: MONDAY JULY 22, 1991.

MINUTES OF THE MG T CLASSICS MEETING HELD JUNE 4. 1991

The meeting was called to order by Bill Keeler, President at 8:00. Thanks were expressed to Bob and Judy Miller, our hosts for the evening. Bill Hodges was welcomed as a guest.

The minutes of the last meeting were approved as published.

Treasurer's Report - The opening balance was \$1,573.99 with receipts for the month totaling \$120.00 and expenditures totaling \$141.98. The balance as of the meeting is \$1,552.01.

Committee Reports

Activities - Pete's Rally is scheduled for June 8th. The course is 49.7 miles that should take between 2 1/2 and 3 hours. There are 7 pages of instructions and 120 items.

Technical - Although the weather did not cooperate, some work was accomplished Sunday.

Regalia - The first order of mugs are here. The cost is \$8.00 which includes your name on the mug.

Activities - The Great American Race will start from Waterside on Saturday, June 22nd from Towne Point Park.

Spares - Robert talked about MGA brake calipers that are sleeved in stainless steel. The cost is \$200 per set.

Old Business - None

New Business - None

Marque Time - Terry Bond showed slides from the British Car Day, Bob attempted to make it to the tech session but his B didn't want to go, it was rumored that Butch was sandblasting the body of his car, Vince still has some MG's for sale.

Raffle - Ed won the raffle.

The meeting was adjourned.

Respectfully submitted,

Bob Miller

Bob Miller, Secretary





PLEASE CHECK THIS LINE IF THERE ARE NO CHANGES IN INFO _____

MEMBERSHIP APPLICATION

RENEWAL FORM

Annual membership dues are payable on JULY 1st of each year.

All members are strongly encouraged to join the MG Register appropriate to the model of car they own, if they don't already belong. Register application forms may be obtained from me at Club meetings.

Please complete ALL of the following information so that we may maintain up-to-date membership records. Please include the first names of both husband and wife.

NAME(S): _____

ADDRESS: _____

CITY: _____ ZIP: _____

PHONE: _____ (work. optional) _____

MGs OWNED:	<u>Model</u>	<u>Year</u>	<u>Membership #</u>
			T-Register (NEMGTR) _____
			MGA Register (NAMGAR) _____
			MGB Register (AMGBA) _____

MEMBERSHIP FEE: The fee for NEW in-town memberships is \$15.00 per year. (\$7.50 Jan through June). In-town membership is defined as residence in the cities of Virginia Beach, Norfolk, Chesapeake, Portsmouth, Hampton, or Newport News.

Please remit payment by check or cash. checks made payable to "TIDEWATER M.G. CLASSICS". and forward with this form to:

CHARLES EDWARDS, MEMBERSHIP CHAIRMAN
632 GREEN VALLEY DR
VA BEACH, VA 23462-4628

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

Presented in this introduction to MG Modifications is a list of the various modifications which have been successfully completed. The next article will include the technical aspects of the actual conversions. Some personal and historical background information will also be included with each article.

Unlike most people in the real world I drive MGs. That doesn't mean I drive an MG to the local and national MG events, and then drive something else the rest of the time. At one of the Tidewater MG Classics meetings someone, during a terrible thunderstorm, remarked "Robert I know you didn't drive an MG". My answer was: "Well if I didn't drive an MG I had to have walked, but I have enough sense not to go on long walks in the rain".

Using an MG for daily transportation has led to the following modifications:

MGTD - MGA front disc brakes, Girling brake fluid reservoir mounted on the fire wall, front anti-sway bar, MGA rear axle available in 5.125, 4.55, 4.1, 4.3, and 3.9 gear ratios

MGYT - Wire wheels, MGB front suspension, MGA rear axle, Girling brake fluid reservoir mounted on the fire wall

MGZB - Servo assisted brakes, MGA front disc brakes, Air Conditioning, electric idle boost solenoid, MGB all synchronized gearbox with overdrive, MGB 5 main bearing engine, vacuum reservoir, vacuum sensor cutout for Air conditioning and overdrive, downdraft Weber carburetor, redesigned exhaust with headers, high pressure cutout for air conditioning, dual speed windscreen wipers with mist control, heavy duty 18ACR alternator

MK III Magnette - Redesigned front suspension, steering stabilizer, MGB front disc brakes, Air Conditioning, electric idle boost solenoid, MGB all synchronized gearbox, MGB 5 main bearing engine, Twin HIF SU carburetors, vacuum sensor cutout for Air conditioning, electric cooling fans with temperature control, redesigned exhaust with headers, dual speed windscreen wipers with mist control, heavy duty 18ACR alternator

The real idea of modifying my daily transportation started early one evening in 1975 when I was a college student at ODU. My first TD had been on the road for about six months, succeeding an MGA. On the way to rugby practice an Opel Kadet slammed on brakes in front of me to avoid hitting someone who had just pulled out. The TD was unable to stop in time and received front body damage. Even the water pump housing had cracked from the radiator hitting the front of the XPAG engine. The policeman issued me a ticket for following too close. I told him the brakes had failed; after all, the TD was superior to the Opel, wasn't it? The policeman showed me long skid marks on the pavement and explained that the brakes were operating at full efficiency for a car of that period. At that moment it was concluded that the TD brakes would be improved for daily traffic conditions...(more to come next month)

UPCOMING EVENTS

- July 3 (Wed) Monthly meeting at the Davis's
- July 18-21 NAMGAR GT-16, Huntsville, AL
(MGA Register event)
- July 18-21 AMGBA MINI-CON, Chicago, IL
(MGB Register event)
- July 28 (Sun) FUN DAY WITH THE RICHMOND CHAPTER !
Family drive-out to Berkley Plantation
for picnic and fun with friends from the
Richmond club. A flyer will follow with
details but mark your calendar now!!!
- August 6 (Tue) Monthly meeting at the Keeler's



JULY IS MEMBERSHIP RENEWAL MONTH. PLEASE FILL OUT THE APPLICATION IN THIS MONTH'S NEWSLETTER AND RETURN IT TO CHARLES EDWARDS BY MAIL OR AT THE NEXT MEETING!!!

WANTED: MGA. CALL PLATO MATHEWS 421-7706.

Check Those Hubcaps

Once upon a time, I had the only MGA on the block. Then my neighbor became interested in owning an MGA.

It was a beautiful summer when we went to look at one advertised in the paper. It was driveable, had gearbox noise, had brakes, and the price was right. So the neighbor bought it. I thought we would pick it up tomorrow? *No way....*he wanted to have in now....drive it home tonight. OK, well..."Jack, you drive..." It was very dark, and of course only one

headlight worked, no taillights. No problem, just follow really close so no one can get between us, and off we go. The top was down, perfect temperature, and the ole A drove pretty good. Even pushed the speed up to about 70-75 mph, just to check out the tire balance (of course).

We had a 25-mile drive home to Mooreville. I stopped at the light as we entered town and yelled back at my neighbor, asking what was the best way through town to avoid the local police. He

called back that he wasn't sure, and he added, "When we started out way back the, we lost a hubcap..." I got very weak, arms and legs trembling, chest pains—the MGA had wire wheels....The neighbor didn't understand the cute little hubcap was the knock-off....that holds the wheel on....I pulled off the road, called my wife to remove a knock-off from my car at home and come to town with it. So remember, check those *hubcaps*, especially on a strange care before you drive it home....

PRINTED FROM THE MIDWEST MGA CLUB NEWSLETTER

SUFFOLK ←

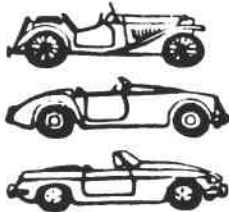
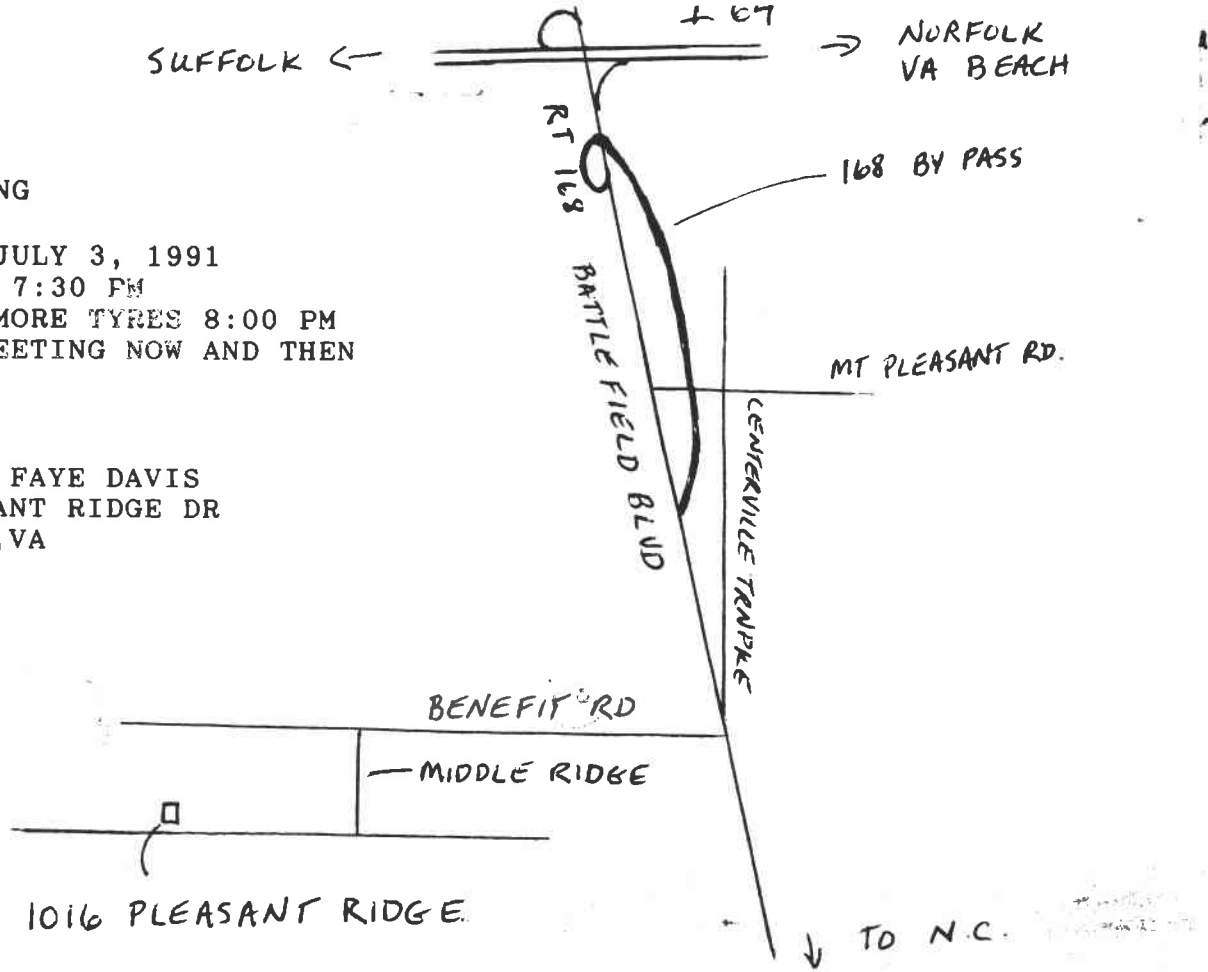
→ NORFOLK
VA BEACH

JULY MEETING

WEDNESDAY JULY 3, 1991
KICK TYRES 7:30 PM
KICK SOME MORE TYRES 8:00 PM
BUSINESS MEETING NOW AND THEN

HOSTED BY:

ROBERT AND FAYE DAVIS
1016 PLEASANT RIDGE DR
CHESAPEAKE, VA



THE HOLCOMBS
601 HEAD OF RIVER ROAD
CHESAPEAKE, VA 23322