

THE DIPSTICK



MAY 1992

PRESIDENT.....Bill Keeler

SECRETARY.....Bob Miller

VICE PRESIDENT..Susan Bond

TREASURER.....Jim Villers

EDITOR...Chris Holcomb

MARQUE TIME

Thanks to Susan and George Ulrich for hosting the April meeting. George is a lucky man, my wife won't let me bring any cars inside the house. I figure they invented dens so one could put living rooms and dining rooms to better use.

We extend a warm welcome to our guests Richard Hamilton ('75B) and Mike Spruill ('73B) and invite them to return for the next gathering.

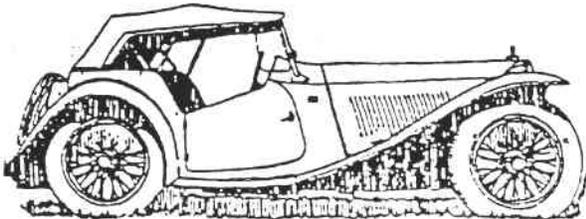
In case you missed the April meeting, I had the honor of presenting the Presidents Award to Peggy Bradford. Peggy has done an outstanding job Chairing both the Activities Committee (1991 and Co-Chair for 1992) and the Publicity Committee. Our club thrives because of the dedication and efforts of outstanding members like Peggy, and again I would like to thank her.

It was a beautiful day for our first Tech Session of 1992, and the MGs were out in force. The few who were absent, and we have your names, missed a lot of activity including Bob's Clunk Clinic, and Andy's 'Round-The-Block-Ralley'. That's right, Andy's TF was amongst the strong T-Series showing. Anyway, what could be better than hanging around a bunch (Rootes had the Group) of MG's, partaking of coffee and donuts, and smelling oil with fellow enthusiasts. Thanks for a nice day Frank.

We have a lot of activities coming up, so note the Calendar of Events. Organizers put in a lot of time, so please support them by offering help and by committing yourself to participate.

Congratulations to Robert and Faye Davis on the birth of their son, Tyler. Also, we would like to congratulate Bruce and Mary Beth Woodson on the birth of their son. Bruce is President of the CVMGC.

See you at the McClaren's.



Safety  fast!

Bill

MINUTES OF THE MG T CLASSICS MEETING HELD APRIL 7, 1992

The meeting was called to order by Bill Keeler, President, at 8:08. Our hosts for the meeting were Sue and George (Bob) Ulrich. Guests for the evening included Rich Hamilton ('75 B) and Mike Spurill ('73 B). The minutes of the last meeting were approved as published in "The Dipstick".

Treasurer's Report: The beginning balance from the March meeting was \$1,630.63 with receipts totaling \$15.50 and disbursements of \$106.90. The new balance as of the April meeting is \$1,539.23.

Committee Reports:

Activities - The club will be having a Champagne Brunch on June 7th hosted by Faye and Robert Davis. The "Fun" Car Rally will be on June 13th with the Bingham's and the Ulrich's acting as Rally Masters.

Membership - Bob McClaren's data base is up and running! Welcome to new member Gerry McVeigh.

Technical/Clubs - Mike Ash announced the formation of the North American Car Club. A representative will be at Mile and Jenifer's home on April 26th around 2:00pm for all interested individuals.

Regalia - Sue and George are still working on the Cooley drink holders. Anyone with ideas please let them know.

Spares - Robert brought the Marvel Mystery Oil top oiler from Ampco. This device may save and/or extend your engine life. See the sacred "Octagon", April 1992 Technical Topics for additional information. Let Robert know if you are interested in ordering one. Robert also announced the arrival of this new "TC" - Tyler Clinton born on March 27th - Congratulations!!!

Old Business - None

New Business - Our President, Bill Keeler, presented the Tidewater Classics President's Award for 1991. This award is presented to the individual with a Vintage MG and who has made a significant contribution to the club through hard work and dedication. This year's award went to Peggy Bradford, Activities and Publicity Chairman. Congratulations and thank you Peggy for all the hard work.

Marque Time - Good turn out at the last tech session at Frank's house. Twenty-five club members and five guests showed up for a very interesting session. Andy even towed his "TF" to the session for a tune up and it ran until it ran out of gas! A discussion about tires for B's was conducted, along with everyone's theory on oil types.

Raffle - Frank Linse was the winner.

My thanks to Ken Bingham who wrote these great minutes.

Respectfully submitted,

Bob Miller

Bob Miller, Secretary

CALENDAR OF EVENTS

WED, MAY 6 MEETING - Bob & Pam McClaren

SUN, MAY 17 HEALEY Club Meeting/gathering,
Colonial Williamsburg - See 'Dipstick' for

TUE, JUN 2 MEETING - Ken & Carol Bingham

SUN, JUN 7 Champagne Brunch - Robert & Faye Davis

SUN, JUN 13 CLUB RALLY - Ken Bingham and George Ulrich
(See Info in this month's Dipstick)

SUN, JUN 14 TECH SESSION - Robert & Faye Davis

SUN, JUN 28 BOWIE British Car Day, Bowie, MD
Hosted by Chesapeake Chapter

SUN, JUL 26 TECH SESSION - Jim Villers

(Note that the McClarens and Ulrichs have switched from the original dates for hosting the meetings for April and May)
We desperately need someone or somepersons to coordinate a car-related event (Rally/Funkanna/driveout/weekend..whatever..) for early October timeframe. Please call Peggy Bradford, 427-3365 or Ken Bingham, 721-3034 if you can host these events or have any suggestions of something you'd like to see our club do or participate in.

MEMBERSHIP NEWS:

Welcome to our new members who joined us in April 1992.

Mike Spruill ...73 MGB and Jerry McVeigh... 65 MGB

Prospective members are out and about with some mighty fine MGs. April's prospective members all hail from Virginia Beach and include Randy Blanchard who drives an MGA; Andy Anton who has a 69 Midget; and Richard Hamilton who owns a nice 75 MGB. Many of us met Richard Hamilton at George (Bob) and Susan Ulrich's April meeting. Randy's and Andy's names were provided by Mike Ash and Richard is a neighbor to the Ulrichs.

MG CAR CLUB OF NORTH AMERICA

ON SUNDAY APRIL 26, SEVERAL TIDEWATER MG CLASSICS CLUB MEMBERS MET AT PRESIDENT KEELERS ESTATE WITH PHIL RICHER A REPRESENTATIVE FROM THE MG CAR CLUB OF THE UNITED KINGDOM TO HEAR ABOUT THEIR PLAN TO BRING THE MGCCUK TO NORTH AMERICA. PHIL MADE HIS PRESENTATION TO BILL KEELER, DAVE BOWLING, SUSAN BOND, BOB McCLAREN, KEN BINGHAM, ANDY WALLACH, AND CHRIS HOLCOMB.

THE MGCCNA IS ASKING US TO JOIN, BOTH INDIVIDUALLY AND AS AN AFFILIATED CLUB. THIS WILL BE DISCUSSED AT THE UPCOMING MEETING AND WE WILL VOTE ON THE AFFILIATION ISSUE. PARTS OF THE MGCCNA BROCHURE AND APPLICATION ARE PRINTED ON THE FOLLOWING PAGES FOR THOSE WHO WISH TO JOIN AS MG OWNERS.

Dear M.G. Enthusiast

The M.G. Car Club North America

The M.G. Car Club North America is being launched on October 1st, to serve **ALL** North American M.G. owners, clubs, registers and chapters.

This occurs because the M.G. Car Club in Abingdon, England experienced increased difficulties maintaining and developing services to its North American members and affiliate Clubs.

The M.G. Car Club North America Limited is incorporated as a 'non-profit social club', to adopt the policy and style of the parent Club. This brings: member representation at all Club levels; annual election of the Club's officers and representatives; all residue funds passed on to the next operating year; supported by the primary services of:

- a. Membership for individuals, their spouse and family, for M.G. Clubs, Registers and Chapters;
- b. A monthly magazine 'Safety Fast! North America';
- c. Free Register membership;
- d. Regalia;
- e. Events for **ALL** M.G. owners;
- f. Central Office of Administration, Register and Regional Officers;
- g. Special features to be developed to meet the requirements of the North American members.

While the Club is being established, certain directors of the parent Club shall be the M. G. Car Club North America directors. We have been fortunate to gain support of prominent North American M.G. people and organizations to be the Club's officers, for the time up to the first elections, October 1993. These people shall be responsible for the Club administration, regional and register matters and collectively responsible for management decisions to bring about an effective Club and for developing services to the membership.

There is vast scope for your managers to best achieve what you would wish to see in place, as a member, along with the majority of your fellow members.

To encourage a good level of member's involvement the Club offers membership credits to Club members:

- having letters or articles placed in Safety Fast! North America;
- arranging enrollment of new member/s;
- proposing innovative Club schemes;
- or bonus for arranging trade advertisement for the Club magazine.

We would appreciate photographs of your M.G./s, details of your local M.G. Club/s, your M.G. supplier etc. and M.G. colleagues. Should you have resource, skill or profession that you could offer the Club we would be grateful to receive details.

As an individual member, you will gain the following services from the Club:

- a. A uniquely numbered membership card will be issued.
- b. A copy of the Club magazine 'Safety Fast! North America' will be dispatched to you each month. This is anticipated to be a 56-60 page magazine, contributions from the Club's Regional and Register representatives, members articles and letters, from members Clubs etc. from the U.K. Club, Rover Group, Ex-Abingdon Factory workers and Overseas M.G. Clubs, details of the Club officers, North American Member Club officers, their monthly and major meetings and their services, details of International M.G. events and Advertisements drawn from North America and elsewhere and anything your Joint Editors consider of particular North American interest.
- c. Details of your M.G. ownership shall be passed on to both your appropriate Register Officer from who you will gain register services such as technical, originality and spares information and your appropriate Regional Officer so that the local circumstances can be best managed. Strong links with the U.K. M.G. Car Club registers shall be developed.
- d. Regalia carrying the Club name and badge, is currently available, the range shall be developed in the future to meet North American needs. Specific regalia will be available to specific classes of members.

Classes of membership include:

- a. **INAUGURAL MEMBERSHIP** This class shall apply to all those joining the club on or before October 1, 1992. This Class of membership shall attract all privileges of Full Membership and may purchase regalia specific to the inauguration of the Club.
- b. **FULL MEMBERSHIP** This class shall generally apply to all those joining the Club after October 1, 1992 and the privileges and services shall be as detailed above and as developed by the managers during the course of membership. A full member may arrange membership for their spouse and direct family member (under 17 years old) who shall gain from the Club Services through the Full Member.
- c. **FOUNDER MEMBERSHIP** This class is provided for those wishing to make significant financial contribution towards the Club and by this gain some special items of regalia. This includes a winged Club Radiator badge; a gold plated winged Club lapel badge; an illuminated parchment certifying membership signed by the International M.G. Car Club President John Thornley; the opportunity to be recognized in the Founder Member Directory which can be arranged to include the details members their M.G. cars including photographs provided by the member, and the probability of purchasing appropriately numbered copy of the Directory once the project is completed. Copies of the Directory shall be held once the project is completed. Copies of the Directory shall be held at the Club's office and at the M.G. Car Club office in Abingdon.
- d. **ASSOCIATE MEMBERSHIP** This class will be granted to advised members of an Affiliated member M.G. organization, all M.G. Car Club North America services shall be gained from their local Club.

March Tech Session

The first tech session of 1992 was held at Frank and Gloria Linse's garage on Sunday March 29th. The turnout was as terrific as the weather--what a beautiful day and a great turnout. MGs were everywhere; TDs and TFs nearly as numerous as the Bs and B-GTs. A best guess count of attendance came up with 21 members and 4 or 5 guests.

George Ulrich had his head under the bonnet of his "B" but I don't know what was done. Andy Wallach towed his "TF"- top down of course- to the session. He tweaked on it, got it started, and drove it around the block several times before running out of gas. With a new supply of gas, Andy was able to drive it around the block several more times before towing it home. Susan Bond's "B-GT" now has a heater control that works - just in time for warm weather, and the radio works correctly thanks to Frank. Bob and Andy Miller worked on their "B" doing something under the bonnet. Other work was probably done but it seemed as if everyone enjoyed themselves kicking tires. The anti-clonking kit installation demo is described elsewhere.

RENEWAL OF SUBSCRIPTION BY CARDCHARGE

The Cardcharge Authority does not specify an amount. This enables the M.G. Car Club North America Limited to use the form for a number of years without the expense of obtaining a fresh authority should it be necessary to change annual subscriptions in the future.

Please advise the Club office of any changes to the card detail indicated below, to benefit from the discounted subscription rate.

Debits under this scheme will only be originated on, or immediately after, the first day of the month in which the subscription becomes due. We undertake to advise you of any change in the annual subscription not less than two months prior to the debit being made to your account.

You may cancel your authority at any time by writing to the Club Office. It is not necessary to notify your card company, as this would only cause delay in action being taken. Account holders normally receive a statement of their account which detail debits. Should the Club have debited you in error, you should seek immediate reimbursement by contacting the Club Office directly. We will do everything we can to correct the error as speedily as possible.

CARD AUTHORIZATION

To M.G. Car Club North America Limited

I authorize you, until further notice in writing to charge my

.....
an unspecified amount on, or immediately after, the first day of the month in which the Club's annual membership subscription becomes due.

Credit Card detail:

Number

Holder's Name

Address of Card Holder

.....(as on Credit Card)

Signature.....Date ... / ... / ...

M.G. Car Club North America Membership No

*Please insert relevant Card name Mastercard or VISA

The Club office will insert your Membership Number, should this authorization form part of your membership application.

Please return this Authorization to

M.G. Car Club North America Limited
P.O. Box 1446
Keller, TX. 76244-1446 U.S.A.

(for office use)

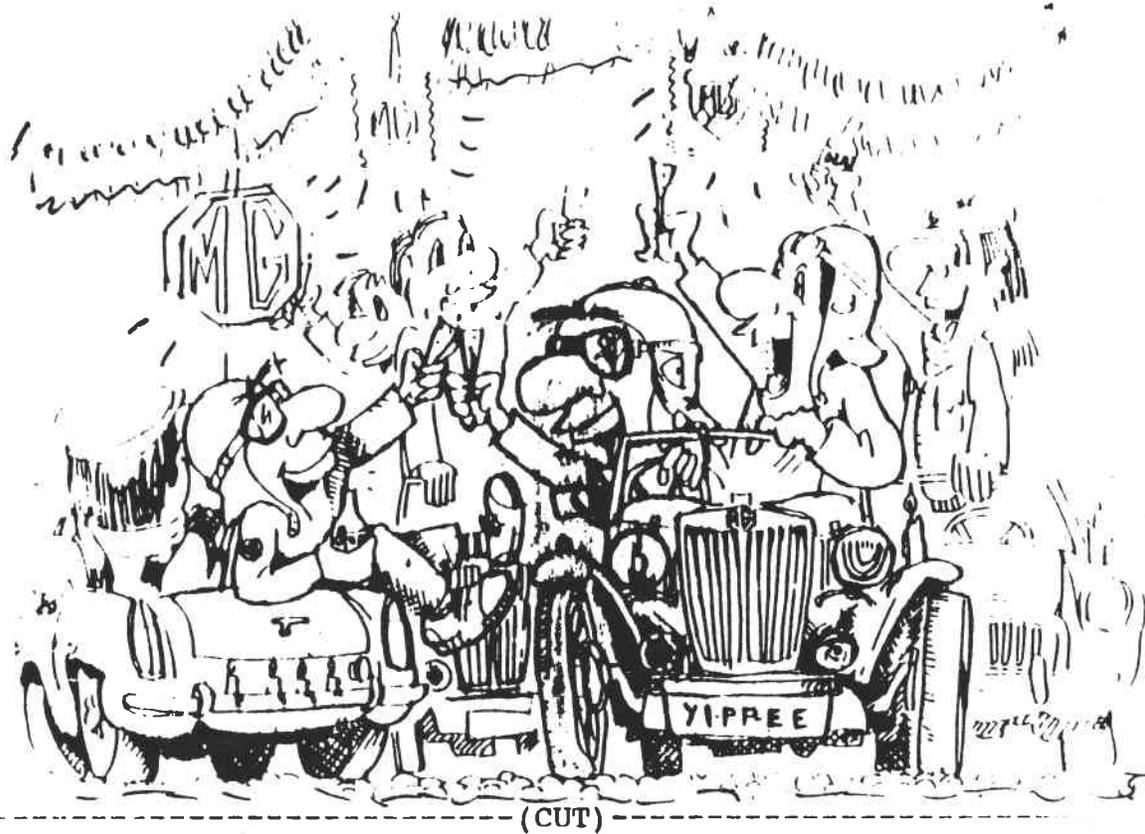
Merchant Reference.....

Renewal due First day of(month in words)



"FUN" CAR RALLY

START: 13 JUNE 1:00 PM
PLACE: PUNGO SQUARE
 SHOPPING CENTER
 DOWNTOWN PUNGO, VA
END: SURPRISE LOCATION FOR
 COOKOUT FINALE!!!
GOALS: TIME/DISTANCE
 AND QUESTIONS
AWARDS: PRIZES FOR FIRST,
 2ND, 3RD, AND LAST
RALLY
MASTERS: BINGHAMS & ULRICHS



RALLY/COOKOUT FEE \$10.00 PER CAR TO BE PAID BY JUNE 6TH

YES I WILL ATTEND RALLY & COOKOUT - NUMBER OF PERSONS

YES I WILL ATTEND COOKOUT ONLY! - NUMBER OF PERSONS

NAME: _____

PHONE NUMBER: _____

CHECKS/MONEY PAYABLE TO:

KEN BINGHAM (721-3034) 1005 SORIA CIRCLE, VIRGINIA BEACH, VA. 23456 OR
 GEORGE ULRICH (427-0043) 1808 CASCADE COURT, VIRGINIA BEACH, VA. 23456

THE ANTI-CLONK TECH DEMONSTRATION- by Bob McClaren

Have you ever started work on your MG and found that things didn't go quite as you had planned? The straight-forward appearing technical demonstration turned into the proverbial "can of worms"? There were enough "worms" in the demonstration that it could have been named "Fish Bait". Any way, for those of you that missed the fun at Frank and Gloria's, here is a summary of "little things" that went wrong as we attempted to install an anti-clonk kit (new thrust washers) into a tube-type rear axle.

First, there was the

- Brake line connection frozen at the back of the slave cylinder. The line twisted off, but heck, I needed new brake lines anyway. Then came the....

- Drain and fill plugs with small square holes (smaller than Frank's fill plug remover tool) We have used Frank's shop-made tool to remove plugs on other rear ends, MGB fill plugs specifically. Why were these different? "Was this a fluke?", we questioned.

No further problems were encountered until.....

- A wire wheel hub won't budge. The instruction sheet says "load the hub by pulling on it, and strike the edge with the hammer. It should pop free. Rarely is a hub puller needed."

NOT!

We pulled and tapped the hub with a small hammer. Next we pulled, we pried, and tried a larger hammer. We then used two hammers in unison and then a hub puller. Finally, the large hammer, the hub puller, and some serious persuasion "popped the hub free". So free, in fact, that the hub and puller flew off the axle and nearly landed on Vince's foot! "Where did we get these instructions from?", I wondered. (Note: the hub puller broke during the evolution!). Thanks to Vince Groover, Mike Ash, Gerry McVeigh, and others for their heroic efforts in getting the hub free.

- The half-shaft came next and it came out easily, just like the instructions said it would - "What's going on here?" I wondered again, "It must be another fluke." Sure enough, more fun awaited within the differential, namely....

- A pinion pin that defied our best efforts. The instructions say "Use a large punch (3/8") and drive the pinion pin forwards about 1/2". Do not drive the pin too far forwards or it will be impossible to turn the carrier!"

NEWS FLASH!

Driving the pinion pin 1/4" forwards was sufficient to lock the carrier up! After a lot of head scratching, some persuasion, and some more head scratching, our intrepid group got the carrier to rotate. "Where did we get these instructions from?", I asked aloud.

We fiddled with the carrier rotating it slightly to make more room for the pin to move forwards and tapped it out as far as we could. Following the instructions again, we rotated the carrier to expose the extended pin, grasped the pin with a Vise-Grip, and twisted and pulled on the pin. No luck! I worked the plier back

and forth vigorously, only to see the pinion pin work its way back into the carrier from whence it came. That pin should have slipped out. "Who brought these instructions anyway?", I questioned, knowing full well that the culprit was me. (Or was it "I" ?)

Anyway, application of the small hammer many times to the Vice-Grip plier was needed to coax the pin completely out of the carrier. (One should not get the impression that the hammer was a tool of first resort, actually we tried several different schemes at each step before we went to bashing on the darned thing.) Luckily, the pin did come out eventually and the rest was easy. You see, once the pinion pin is out, the differential basically falls apart.

- Now for the bad news! One differential pinion (a small gear that rides on the pinion pin) and the pinion pin itself were scored beyond further use, though not from anything that we had done to them. Perhaps this bad differential pinion was the source of some of the clonking noise. I'll let everyone know after I replace the pinion gears and pin. Our targets, the thrust washers, were worn but not as badly as was expected. They will be replaced with new thrust washers when the new pin and gears are installed.

- The good news is that a serious problem was found that could have been disastrous. Considering that the rear end was out of an MGC with an automatic transmission (3.307 final drive ratio), I feel that the tech session saved further damage to the rear end, something that would surely be difficult to replace. The 3.307 ring gear and pinion sets are "no longer available". The best news is that the differential pinion and pinion pin are identical to the parts in the MGB tube-type axle and these parts are readily available.

- The "bottom" line... neither the job nor the instructions were as bad as I made them out to be ... on second thought, that hub was well and truly stuck.

- My unsolicited advice... pack a lunch before tackling an anti-clonk repair.

Note: One week after the tech session, I had to pull the left rear hub on my other MGC. You guessed it. This one was also stuck tighter than a tick on a hound dog. The hub puller, after being weld repaired, failed to budge the hub. An eared knock-off nut screwed on to the hub failed to budge the hub when rapped smartly with a hammer. Frank Linse came to "The Orphanage" and suggested inserting a wedge between the hub and the axle seal housing. It worked like a charm! A log-splitting wedge has been added to my MG tool box. I believe that using the wedge was much gentler on the hub than the previous pulling and hammering had been. You can be assured that a liberal application of "anti-seize compound" was made to the axle and hub during reassembly.



THE TIDEWATER ASSOCIATION OF CLASSIC HEALEYS

INVITES YOU

T.A.C.H. to cordially invites ALL your club members to join with us for our MAY 1992 meeting. We call it our:

MAY SHINE AND SHOW

COLONIAL WILLIAMSBURG VISITORS CENTER

17 MAY 1992

10:00 AM UNTIL

Our membership thought it would be fun to invite members from the other British Car Clubs in the area to join with us for an INFORMAL gathering of our different marques. A chance to swap lies about our babies, praise Lucas the prince of darkness, drink some warm beer, and kick off the summer season.

We have arranged with Colonial Williamsburg to have as much of the parking lot at the Visitor Center as we need roped off for us. We can show off our cars to the visitors to that old English colonial city, as well as to ourselves.

There is NO REGISTRATION FEE, and there will be NO AWARDS. Just informal fun and the chance for us to get to know each other. Our club hopes that there will be a big turnout. If we get a good number, we might try to do this each year to start the summer show season.

Colonial Williamsburg has offered discounts on rooms in any of their Hotels. Contact us for further information.

We ask that a club contact person notify us if there is an expected large group [more than 4 cars] with the number expected. We want to make certain that you can all be together.

CHEERS!!

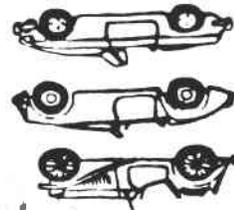
Contact:

Harold H. Weiler
4808 Berrywood Road
Virginia Beach, VA 23464

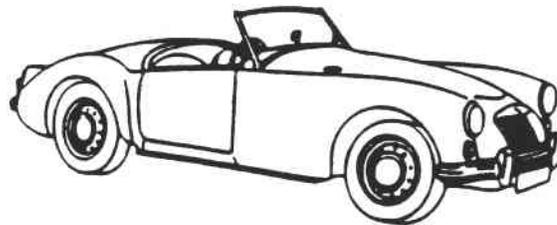
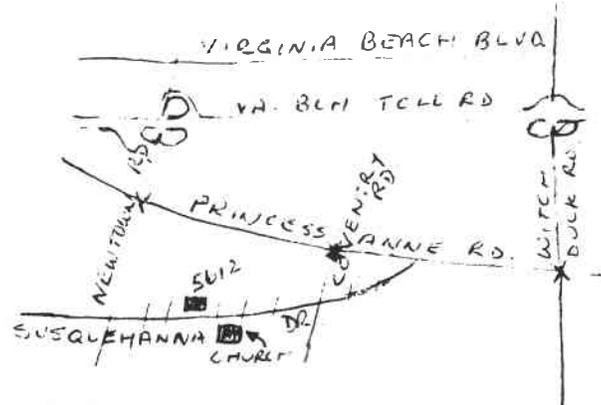
804-495-1458

FIRST CLASS

THE HOLCOMBS
601 HEAD OF RIVER ROAD
CHESAPEAKE, VA 23322



MAY MEETING
WEDNESDAY MAY 6, 1992
KICK TYRES: 7:30 PM DST!
BUSINESS MEETING: 8:00 PM
HOSTS: BOB AND PAM McCLAREN
5612 SUSQUEHANNA DR.
VIRGINIA BEACH
490-2114



THIS SHOULD BE A GOOD MEETING WITH LOTS OF MGS. BE THERE!