

The Dipstick

The Tidewater MG Classics

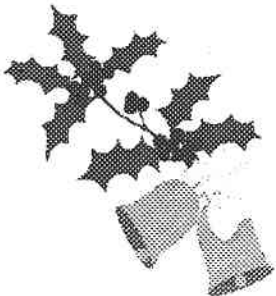


Volume XXI Issue 12

December 1994



Marque Time is the portion of the newsletter that gives the President a chance to say a few words.



Marque Time

I want to thank Faye and Robert Davis and Master Tyler for hosting the November 1994 Meeting. We had a nice turnout on a beautiful, though chilly, evening. Two MGs arrived topless: My TC had the hood folded and stowed where it belongs and Greg Coogan had a new (new to him) autocross prepared Midget that does not have a hood. I can't speak for Greg, but I can say that I had a brisk drive home.

During the meeting we discussed the upcoming Christmas /Holiday Party to be held the 10th of December at Chuck and Judy Hudson's. Each holiday party seems to get better than the last so this ought to be grand! Details in the newsletter.

Also at the meeting we had Mary Sculley from the Virginian Pilot-Ledger Star Autoweekly as our guest. Mary is writing an article on the Tidewater MG Classics which will be published in the November 25th edition. A special thanks to everyone who helped make Mary's visit a pleasant experience.

The last bit I need to mention is the 1995 Norfolk Azalea Festival. The featured NATO country is Great Britain and who could celebrate Great Britain without some great British Cars. A parade through Downtown Norfolk is planned for Friday evening, April 28, 1995. There is also going to be a static display of Classic British Cars at the Norfolk Botanical Gardens on Saturday, April 29. This is a terrific opportunity to show off our little English beauties and get some great publicity right here in Tidewater. Please read the enclosed letter and questionnaire and get involved in the Norfolk Azalea Festival 1995. More information on this later.

I hope to see you all at the holiday party at Chuck and Judy Hudson's and at the January meeting at Peggy Bradford's. (See attached maps).

Have a wonderful and prosperous 1995. Drive the MGs...it's much easier than pushing them.

Safely Fast!
Bob

Bob McClaren
President

The Dipstick is the Official Newsletter of *The Tidewater MG Classics*.

President:	Bob McClaren
Vice President:	Frank Linse
Secretary:	Doug Kennedy
Treasurer:	Bob Miller
Editor:	Doug Squires

Deadline for the next Dipstick is:

15 January 1995

Editor's Note:

The next newsletter should arrive at your homes the first week in February 1995. There will be no January newsletter.

Doug S



Minutes

2 November 1994 TIDEWATER MG CLASSICS MINUTES

Meeting was opened spirited by Bob McClaren who held court from his rocking Chair. Bob welcomed everyone and thanked Faye and Robert for their hospitality as meeting hosts. Bob also welcomed Lee Kimball (77B owner) and Mary Scully (Autoweekly VP-LS) as guests. John Harvey also recognized his wife after the membership agreed that "she counted". Minutes from the last meeting were accepted as published.

Treasurer Report: Balance forward: \$1492.16, Disbursements: \$50.44, Current balance \$1,699.72.

Activities: Peggy reported the Tech. Session 11/6 at the Bond's House. The Christmas Party is scheduled for 12/10 at the Hudson's. Chuck reported it would start at 6:00 PM and be more of a dinner than in the past. Lots of food was promised and members were requested to bring presents that would be appropriate for a 10-50 year old car.

Membership: Mark reported that we still needed a few stragglers to renew their membership. Also, the Rawlin's has a couple Midgets for sale and Travist McSwain has an MG for sale. Mark also introduced Mike Settle who has purchased a 77B for restoration (when he finds time during his MGA restoration). members equal 126 right now, and in excess of 189 listed cars. There was also much speculation that the total car count may be closer to 300 for the Davis', Groovers, and Sawyer's alone.

Newsletter: Doug was not present, but his great job on the newsletter excused him. Get any info to him ASAP.

Technical: No report. Mark Childers was commended for his recent Dipstick Article.

Regalia: Greg is contemplating golf shirts in time for the Christmas Party. Suggestions?? Speak with Greg Coogan ASAP. Mark Childers reported that the Grille Badges will fit rubber bumper B's.

Spares: Robert mentioned Marty Fentress who has a connection to \$800 of MGA engine parts. Call 587-8808 if interested. Robert also showed a crimping tool he purchased through British Wiring in Illinois. It will crimp bullet connectors.

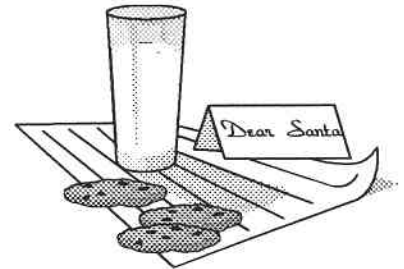
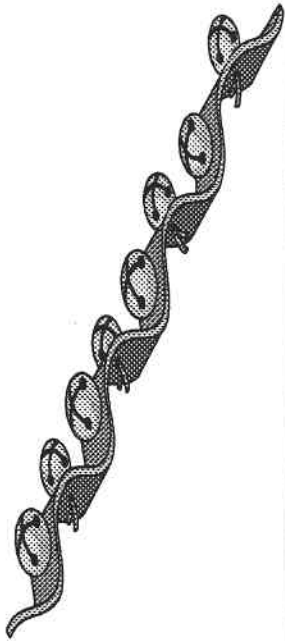
Old Business: Nothing worth repeating.

New Business: Tech. Session at the Bonds' museum of Automobilia. The Pig Roast Pig will make a second appearance. Bob is looking for people to lead committees. Next year's Azalea Festival will feature/spotlight England. This will also include a British Car Show. Unfortunately, those *%\$#&# Triumph owners have been invited, thus far we are still awaiting our invitation. We have been promised that the letter is in the mail, but we will crash the show regardless. Prepare your battering rams now. They cannot keep us out!

-Ed Note: Invite is here, put away your battering rams! See pages 5&6.

Marque Time: John Harvey reported a dealer who has a MGVA for sale (\$13,000.00) call John for more info. The Ashes then proceeded to argue furiously about their recent vacation. Inner tubes will prop up your seat so you can see over the dash - works great for hemorrhoids too. Doug Kennedy pointed out an article in the New York Times that predicted a 1955-62 MGA 1500 & 1600 Roadster worth \$8-12,000 now will be worth up to \$25,000 in the next 5 years. Terry Bond reported the Hersey Car Show was very good with mucho parts. Parts were reasonable too. The second week in October 1995. Mark Childers has performed an exorcism on Vince Groover's old (now Mark's new) Magnette. A few incantations and it started. He recommends Joe's off Witchduck for upholstery, and Culpeper in Portsmouth for gas tank repairs. Greg Coogan bought a vintage SCCA Midget Racer that he brought to the meeting. The car has every modification possible including some secret Air Force aerodynamics and nuclear powered suspension. As he races the car and has the parts declassified, he will discuss them in greater detail. Bob was called by Tom Rosendale, and he (Tom) says hi. Bob also has a connection for a B Technalon car cover - \$75.00. Vince pointed out that a new one costs the same so there is a potential for lowballing here.

The Meeting adjourned and we all ate too many cheese-stuffed Jalapeno peppers.



Membership Notes

MEMBERSHIP
MARK CHILDERS & DEBBIE KNIGHT
 473-1757 OR DP 626-9686
 5013 CARNATION AV
 VIRGINIA BEACH, VA 23462

Thanks to Vice Groover, Mike Ash and Frank Linse for rounding up new members this month. A total of seven MGA's have entered the fold in the last eight weeks! The Bond's magnificent tech. session - birthday party - pig pickin', netted two new members.

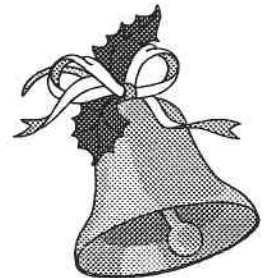
Jim Dunlap of Norfolk, owner of AAMCO in Chesapeake, has three A's, all with flawless gearboxes no doubt ... Norm Schaeffler, of Atlantic Yacht Brokers has turned to land yachts to restore a 59A. Mike and Charity Shettle are proud owners of an A, as are Mike and Sally Murphy and Lee "Butch" Parker, James "Howard" Broadbent and his wife Jillian own a red on red '52 right hand drive TD.

A new roster will be produced after the new year. They will be handed out at the meetings. If you would like to add a short notation to your name and address such as "MGA/B/C/TD/TF etc or spare available (or sought)" or if you have a special tool that you might be willing to loan out at a meeting, call or send me a note. Glad to oblige.

Don't let a prospective member get away for lack of an application blank! I'll accept scrap paper, or as in the case of one member, the information was written on a ten dollar bill. (*Ed Note - I like this one!*) Names, mailing addresses, cars, occupation and phone numbers (Home & Work) are all I need. I'll fill out a blank for the files when I put the information into the computer. If you pass the info to me by phone, hold onto the check until the next meeting, and give it to Bob Miller. I just need to know the dues are paid. Thanks. -Mark Childers

IN MEMORIAM

Fred Lange, of Freehold, New Jersey, died recently. Fred was a member of the Positive Earth Club, several MG registries, and was a long time vendor at Hersey. He was around MG's long enough to lay the cornerstones at Abbingdon, and was the kind of person who would open his toolbox, spares locker, and his heart for anyone with an MG.



Tech. Session



Sunday, November 6th, we had the now legendary (at least to us) Fall Tech. Session at Terry and Sue Bond's. I enjoyed the session because I got another chance to sample to Bar-B-Que from the club's Fall Pig Pickin.

This year we had at least 25 members and guests in attendance. Chuck and Judy Hudson came in their TC, Dave Bowling came in his TD, Mark Childers came in his "new" ZB, Frank Linse drove his MGA Coupe, and a number of people came in their MGBs and MGB-GTs. Ron Lindren, Roy Wiley, Doug Kennedy, Bob Miller and Dave Shepherd arrived in MGB/MGB-GTs.

Others in attendance may or may not have driven an MG. These included Vince Groover, Robert and Tyler Davis, Bill and Greg Keeler, Tom Sawyer, John Harvey, Howard Broadbent, George Ulrich, Peggy Bradford, and Mike Murphy.

Ivy Lister attended as a guest of the Bond's and drove his immaculately self-restored, early 50s Bentley.

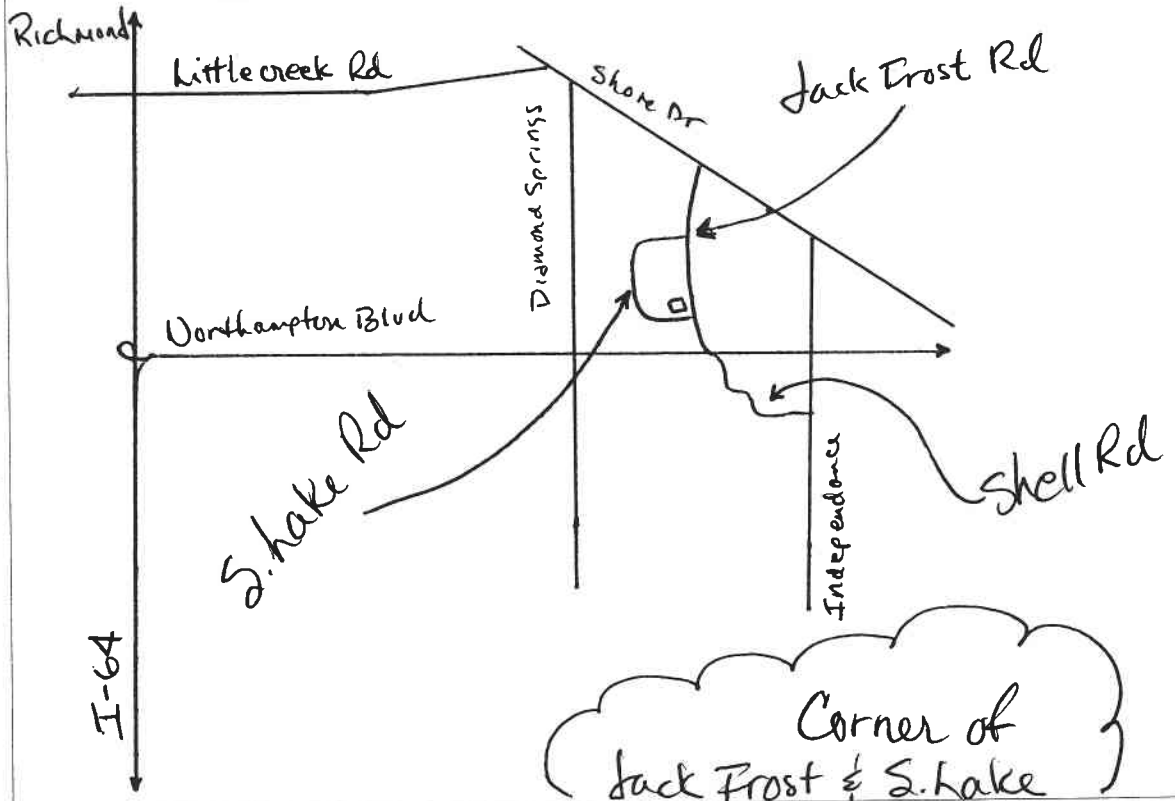
Oh, by the way, we did manage to do some minor repairs to a number of MGs, putting to rest the legends of past tech. sessions when it was "Drive em in, tow em home." I think everyone left with functional automobiles and I am sure that they left with a good taste in the mouth. So mark your calendar for sometime around November 1995 when we again be holding "The Next Great Fall Tech. Session!"

-Bob McClaren



Next Meeting

Next Meeting: Weds. Jan. 4, 1995 Kick Tyres: 7:30 PM, Business Meeting: 8:00 PM.
Hosted by Peggy Bradford 5104 South Lake Rd, Virginia Beach 464-0543



NORFOLK AZALEA FESTIVAL 1995

The 42nd Annual Azalea Festival will be held in Norfolk from 24-30 April 1995. The festival marks the links between NATO and Norfolk and each year one of the NATO Nations is chosen as "Most Honored Nation". In 1995 the chosen nation is Great Britain. To add a British flavor to the week there will be a British Car Rally on Saturday 29 April. It is intended that 10 or 12 classic British cars will take part in the Festival Parade on Saturday morning. To involve the community and allow as much local participation as possible, the organizers would like to take the opportunity to allow 2 or 3 deprived children to ride in each of the cars and take part in the parade.

After taking part in the parade, the cars will drive to the Botanical Gardens in Norfolk, where they will meet up with other British cars on display. It is hoped that there will be at least 40 cars at the Gardens.

More details will be provided closer to the event. In the meantime, please make a note of the dates in your diaries. The contacts for the event are:

Commander Howard Broadbent, SACLANT Headquarters, Norfolk.
Telephone (804) 445 3416
Jim Paxton, The Paxton Group Ltd (804) 626 0424

NORFOLK AZALEA FESTIVAL 1995

PARADE THROUGH DOWNTOWN NORFOLK 7PM FRIDAY 28 APRIL 1995

I am interested in taking part in the parade. Please send me more details.

Name.....

Address or phone number.....

.....
.....

Make of car/model/year

I would/would not * be willing to have any/1/2/3 * children in my car.

I would/would not * be willing to have any/1/2 dignitaries in my car.

I will/will not * be able to attend if it is raining.

CAR RALLY IN NORFOLK BOTANICAL GARDENS, SATURDAY 29 APRIL 1995

I am interested in taking part in the Car Rally. Please send me more details.

Name.....

Address or phone number.....

.....
.....

Make of car/model/year

I will/will not * be able to attend if it is raining.

* Delete where applicable

Please return or fax this form to:
Commander J H Broadbent Royal Navy
Resources Division, C-424
SACLANT Headquarters
7857 Blandy Road
Suite 100
Norfolk
Virginia 23551 (Fax 804 445 3609)

Or if you prefer, ring 804 445 3416

News Bits

Items stolen from various sources.

From the New York Times (Unk date)

Every year for the last 10 years, Mr. Cole, a partner in the World Classic Auction and Exposition Company in Danville, Calif., has published his "Gold List" of cars that he expects to appreciate significantly in the next five years. Here are his recent selections:

1972-74 BMW 3.0 CS coupe

Current value: \$8,000 to \$14,000. Five-year projection: up to \$25,000.



1940's woodie sedans and wagons

Current value: \$22,500 to \$27,500. Five-year projection: up to \$35,000.

1951-62 Mercedes-Benz 300 sedan

Current value: \$8,000 to \$15,000. Five-year projection: up to \$30,000.

1955-62 MGA 1500 and 1600 roadster

Current value: \$8,000 to \$12,000. Five-year projection: up to \$25,000.



1950-51 Mercury Monterey coupe

Current value: \$8,000 to \$12,000. Five-year projection: up to \$20,000.

1961-67 Chevrolet Impala and Impala SS convertibles

Current value: \$10,000 to \$15,000. Five-year projection: up to \$35,000.



1963-65 Alfa Romeo Giulia, Spider and Spider Veloce

Current value: \$13,000 to \$16,000. Five-year projection: up to \$25,000.



1956-67 Volkswagen microbus

Current value: \$1,000 to \$8,000. Five-year projection: up to \$25,000.

1969-71 Jaguar XKE roadster

In average condition (to be driven rather than displayed at car shows). Current value: \$18,000 to \$25,000. Five-year projection: up to \$35,000.

1959-64 Plymouth Fury and Sport Fury convertibles

Current value: \$8,000 to \$16,000. Five-year projection: up to \$25,000.



By-Laws

During the past several months, I have included sections of the By-Laws. This is the final installment of the By-Laws for the Tidewater MG Classics.

Article IX Checks

Section 1. The treasurer and one other officer designated by the President shall have the authority to individually sign checks drawn on Club funds.

Article X Removal of Officers

Section 1. An Officer of the Club may be removed from office by a majority vote of all local memberships voting in person, or my proxy. Members will be given at least one month's prior notice prior to a removal vote.

Article XI Amendments

Section 1. Amendments to these By-Laws may be made by a majority vote of all local memberships voting in person or by written proxy. Club members will be provided with the text of any proposed amendments at least one month in advance of a By-Laws amendment vote.

Article XII Dissolution

Section 1. The Club may be dissolved by a majority vote of all local memberships voting in person or by proxy. Members will be given at least one month's notice prior to a dissolution vote. If dissolved, all Club assets shall be sold for a fair market value and all resulting funds shall be equally distributed among all Club memberships. Any donated assets shall be returned to the donor if possible.

From MG Magazine (Nov 94)

We fully expect that the new M. G. will make its debut at the Geneva Auto Show next spring. Code named the P#, it is expected to be called the MGD when it is ready for market. European dealers expect it in the summer of 1995, and there's an outside chance it could be on this side of the Atlantic a year later. That may be wishful thinking. Most of the information indicates that the car will handle and perform with the Miata and MR2: preliminary indications, however, that it won't compete in price... the MGD being much more expensive.

ZENITH-STROMBERG CHOKES

by Mark Childers

Winter is fast approaching and before long at least one black-bumper driver will be late for work because the Zenith automatic choke has expired. The Haynes manual, cans of carb cleaner and WD-40, a #2 Phillips head and a medium bladed straight slot, a 1/2" combination wrench, and a pair of pliers can go a long way to improve battery life, fuel economy, and your general attitude toward driving a ragtop in sub-zero weather at "O'dark thirty".... Contrary to popular belief, these carbs are very reliable. The some problems seem to crop up with every one that I rebuild, and poor overall performance is usually the result of choke failure.

1. With the engine stone cold, disconnect the throttle return spring(s) from the air filter housing. Remove the three 1/2" bolts holding the housing to the carb. With the air filter housing out of the way, remove the three countersunk screws securing the triangular cover adjacent to the diaphragm dome. Remove the cover and gently press the plunger to the bottom of its stroke. Any tendency to stick will cause the carb to remain in a rich condition after the choke spring has heated to operating temp. Spray a firm of WD-40 into the bore (more is not better...) and ensure that the plunger moves freely. Align gasket, re-install cover, and tighten screws.

2. Grasp the choke housing at the triangular cover, and with firm pressure, try to rock it back and forth. Perceptible movement can cause a choke pull-off circuit vacuum leak, and can also allow airborne trash to clog the metered pull-off vacuum port. Carefully remove the three screws which hold the choke stove to the choke assembly, noting the location of any wood or sheetmetal screws which may have been installed to repair stripped threads. Back the stove away from the choke housing. CAREFULLY pry out the black plastic ring that separates the choke stove unit from the choke assy housing. If it breaks, superglue helps. It's only a spacer, not an airtight seal, but if the choke is exposed to engine grunge, it won't last long... be creative if you must....

3. Open the throttle by hand, then wedge it open with some convenient tool. This will assist in removal, reinstallation and adjustments. Locate the three copper screws (straight slot) which hold the choke assy housing to the carburettor body, noting that they are of different lengths. Gently pry the housing away from the carb. On the carb body, locate the small brass orifice that's set in a kidney-shaped recess. Install a plastic tube in the spray head, and carefully squirt a shot of carb cleaner into the orifice. SAFETY NOTE: if the hole is clogged, carb cleaner will atomize under pressure and return squarely into your unprotected eye... WEAR GOGGLES. Be careful about sticking wires into the hole, as it makes a 90 degree bend after about 3/4". If the hole becomes permanently closed, the choke can't open. I use a very small diameter, 1" long silk sewing needle, and insert it eye-first with a rolling motion. The eye breaks up the trash, and when followed by sufficient carb cleaner, the hole will eventually clear out.

4. Inspect the choke housing mechanism. Ensure that both pistons actuate and return when the lever is moved by hand. Ensure that the nut which secures the through-shaft (turn the housing over) is snug but not so tight as to bind. Lube the pivot and contact points with a very light coat of WD-40 after a thorough wash-out with carb cleaner. On the bottom of the housing assembly is a yellow plastic button surrounded by an outer protective skirt. Ensure that the button travels freely. Often, heat from the exhaust manifold will warp the skirt and cause the high speed idle to remain on after the choke has heated. If it's warped or melted, any bad sections can simply be cut away with wire cutters. Just leave enough plastic to prevent the plunger from falling through.

5. Check gasket for damage prior to reinstallation. A little silicone sealant will repair most damaged choke housing to carb gaskets. Tighten the copper screws evenly. Release the throttle. Observe the high speed idle pin's relationship to the black plastic high speed idle cam. Rotate the cam counter clockwise until the pin falls completely off the steps, and adjust the spring loaded idle screw until the pin is about 1/16" away from the cam. If you can't seem to get it close enough, try adjusting the smaller grub screw adjustment (often covered with a 1/16" protective nut) in or out to obtain the required clearance. Bear in mind that changing the idle adjustment (usually) will result in a too high or too low idle speed when warm. With the pin adjusted, check the clearance between the idle screw and the high speed throttle lever, once again balance the two screws to obtain just less than 1/8" clearance, while maintaining about 1/16" between the pin and cam. Once you've got it, reinstall the choke stove (make sure the spring eye captures the choke actuator lever), and line up the index marks on the stove and housing. Reinstall the air cleaner and springs.

6. Clear the engine compartment, depress the throttle to the floor to set the choke. Start the engine. Idle speed should be about 1300. Blip the throttle after fifteen seconds, and it should fall to about 1100. Repeat a couple of minutes. It should warm sufficiently to idle at 750-800. Adjust the screws sparingly, remembering that once it's cold is warm, you'll have to wait until it's dead cold again to set the high speed idle. Usually, twice is enough. Done right, and it's the kind of early morning tweak you can perform even in a suit.

If you really want to do the work yourself, but don't have the tools or courage to go it alone, give me a call at 473-1757 or page 628-9686. I'll try to arrange a one-on-one tech session to get your carb right, without the expense of a manual rebuild.

Merry Christmas and how about a New Years Party too.....

It's all happening at the Hudson's up that steep, steep hill, beginning around 6pm and going until we run out of nerve to turn around to go down that hill.

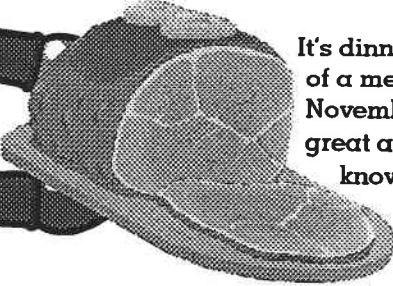
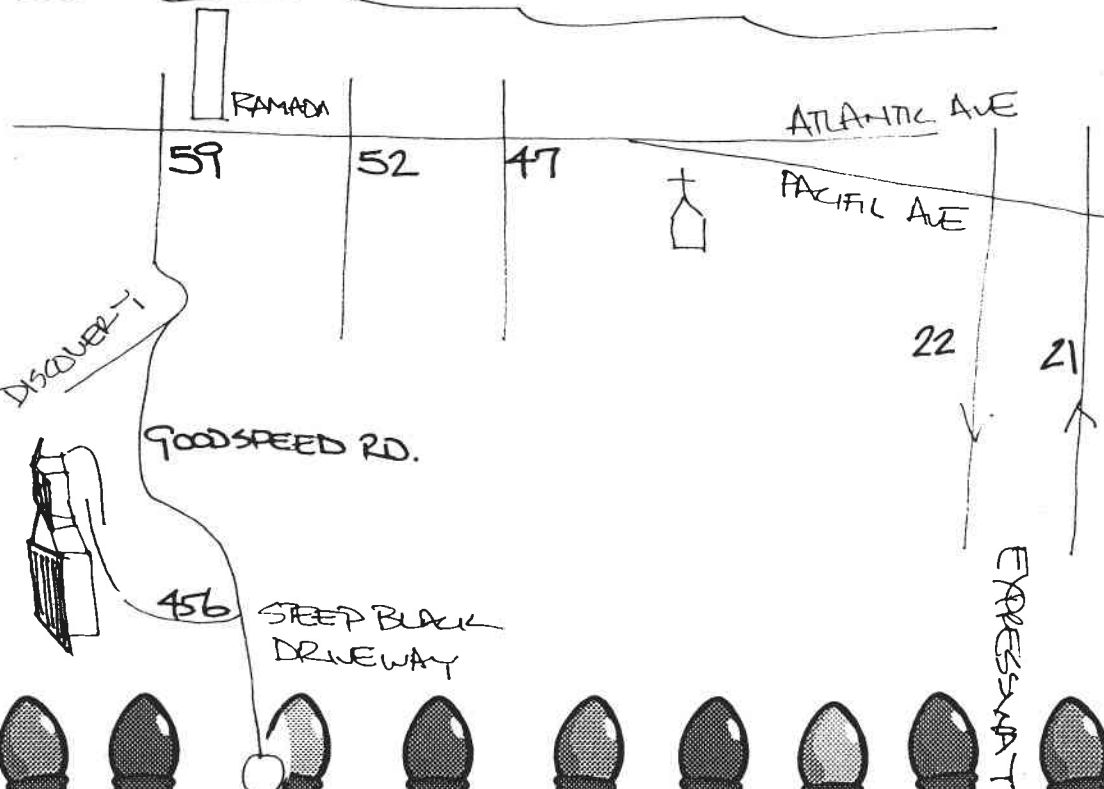
It's dinner with glazed ham and all the trimmings you can create. There's sort of a menu to go by, so please call Chuck or Judy at 425-6882, after 30 November to offer your's, Mom's, Great Aunt ...'s speciality that would taste great and look good next to the ham. The menu isn't specific, but we need to know we won't have too many Hagsis or porridges, and need another dessert or green veggie. Beer, wine, soda and coffee will be there. Bring your own whiskies of you feel a nip in the air.

Now what's Christmas without presents! We know our "Children" are all over 12, so maybe something "MG"-13 rated, under \$10.00. Disguise it well, and put a loooooong ribbon on it.

We also need to show our Christmas color ties, skirts, corsages, sweaters, suspenders, vests, ad nauseam, those once a year wearables. Now you will be assured they are ready for Santa. They're may even be prizes for the most atrocious, ostentatious, obnoxious apparel.

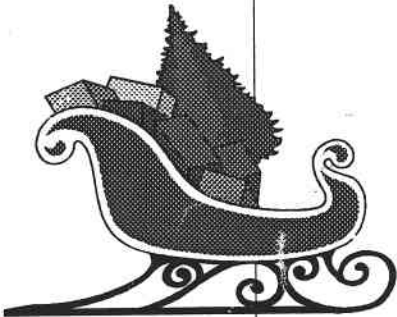
Here's looking forward to a jolly good evening!

Saturday, 10 December 1994 6:00 PM
Chuck & Judy Hudson 456 Goodspeed Rd Virginia Beach, VA 425-6882





Happy Holidays



The Dipstick The Tidewater MG Classics



Doug Squires
4909 Orleans Drive
Portsmouth, VA 23703



FIRST CLASS MAIL