

The Dipstick

The Tidewater MG Classics



Volume XXI Issue 2

February 1994

Marque Time



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

Many thanks to the Ashes for hosting the January 1994 meeting. The turnout was great. I think you could say we had a "capacity" crowd for our first meeting of the new year. We also had a nice turnout of MGs. (I remember past January meetings when a two MG turnout was a crowd). There were several new members and first-timers present at the meeting along with three out-of-town members with one guest from the Central Virginia MG Classics. Perhaps the Richmond folks were here to see if our club was scheming ways to win back the Chili Cook-off honors? Make your plans now to participate in the Chili Cook-off, your stomach and your clubs bragging rights are at stake. (See details inside).

The club has sold all of the car badges that we had purchased some years ago. A sample car badge with the club's logo was shown at the meeting and I'll have the sample at the next meeting also. So far, 15 badges have been requested at a price of less than \$20.00 each, the number of badges we order will determine the actual price. If you haven't spoken for a badge already, please do so at the February meeting. Also, check out the new jackets and shirts; Gregg Coogan, our Regalia Guru, says they are selling like hotcakes.

Peggy Bradford discussed the activity calendar for this year and stated that some of the activities need sponsors/co-sponsors. Peggy correctly said she could not and would not sponsor all of the activities herself. If we, as a club, want activities that involve driving and enjoying our great little cars, we need club member sponsorship, support and participation. There are still some opportunities for activity sponsors and new ideas are always welcome. Contact Peggy, Besty, or me if you would like an opportunity to excel. Our club is only as good as we, the members make it.

Finally, we started 1994 off right by having a good turnout of members and their MGs at the January meeting. Let's fill Dave & Joan Bowling's street with MGs in February!

Safe fast!
Bob

Bob McLaren
President

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

President:	Bob McClaren
Vice President:	Frank Linse
Secretary:	Cynthia Faschini
Treasurer:	Jim Villers
Editor:	Doug Squires

Deadline for the next *Dipstick* is:

15 February 1994

Editor's Note:

Ideas and suggestions are always welcome.

DGS

Minutes

5 JAN. 1994 TIDEWATER MG CLASSICS MINUTES

Meeting was called to order by the President, Bob McClaren who began by thanking the Ashes for hosting the meeting and noting what a wonderful turnout we had.

The Richmond Chapter honored us with their presence at this meeting.

It was noted that the Christmas party was a success. A good time was had by all.

Treasurer Report: Current balance \$1,386.15.

Committee Reports:

Activities: Progressive Dinner: Still need someone to sponsor this event.
Chili Cook-off: 29 Jan. 7:00 PM at the Bradfords.

Newsletter: Looked great. Applause by all. If you have anything, please give it to Doug Squires.

Technical: Look for article in February Dipstick by Mike Ash.

Regalia: Everything is here. Jackets \$25.00; Long Sleeved Shirts \$21.00; Short Sleeve Shirts; Car Badges - a sign up sheet went around.

Spares: Robert Davis not present.

Other Clubs: Various magazines were made available to browse through from the other clubs.

New Business: Next meeting at Dave & Jean Bowlings, Tues, Feb. 1.

Marque Time: Richard Mullins is putting Tom Lunz's cars together - will be back to the club as soon as that is accomplished.

Doug Kennedy is having Frank Linse help him restore his car. Frank said "No it's not bad, but it's not my car". Ten to Twenty pounds of bondo/rust from car so far.

Ira Cantin had gas tank on his TC repaired. Phase I did it for him, but it was not cheap. "Nicest thing on the car now". Ira also asked "What makes a speedometer on an "A" work intermittently?" Mike Ash answered "The instrument itself".

Scot Coogan fixed Mike Ashes MGB. This was the first time Mike has let anyone work on one of his cars. He stated it was a good job. Scot is also working on Ned Kuhn's TD.

Up-Coming Events

Don't forget the Chili Cook-Off Saturday, January 29, 7:00 PM at the Bradford's.

Dave & Joan Bowling invite you into their home for the February meeting. (See map enclosed)

Still need 2 more hosts for the Progressive Dinner (See Flyer) Ideally, someone who is 10-15 minutes from Gregg Coogan's at the north end of the beach. The Progressive Dinner is set for Feb. 26 at 7:00 PM.

**"No it's
not bad,
but
it's not
my car"**



Membership Notes

Before getting into membership business, I want to compliment Scot Coogan for getting our 51 TD in such fine running order. Scott installed our never-used supercharger, rebuilt the carburetor and installed a choke to assist during the cold weather among other needed maintenance. Judy and I road tested the TD on the coldest Sunday in January and it never ran better. Scot did outstanding work at a very competitive price so I highly recommend him to those who may need maintenance done.

Now, on to membership! A special thanks to Besty and Doug Kennedy for covering for me at the January meeting. We have three new members as reflected below. **Earl Fillmore** is really a delayed renewal having moved to Alabama. **Ned Lundquist** and **David Sheppard** were both introduced at the meeting.

Also, at the request of our president (that's Bob not Bill), I just sent an application to **Dr. G. A. Nethaway**, a veterinarian with an MGB who lives in Chesapeake. Hopefully, we will see her at the February meeting.

We have three prospective members on THE DIPSTICK mailing list to whom applications have been sent but from whom we have not seen a response. For **Don & Pat Gardner**, **Jerry Johnson** and **Doug Mueller**, if we don't hear from you by the next meeting, I'll assume you are no longer interested and remove your names from the mailing list. Hope you'll reconsider and plan to join us.

Please keep me informed (552-0292) or 423-2832, Ext 357) of anyone you think might be interested in our club.

Thanks,

Ned Kuhns



We still have yellow "MG Tickets" available to help us advertise the club.

See Ned Kuhns at the next meeting to get your supply.

Add These new people to your roster

Earl Fillmore
307 Pace Street
Troy, AL 36081
(205) 566-4991
78 B (Brown)

Earl reports he's still in the Navy but now has a new address. Hope to see him back in Tidewater in the near future.

Ned Lundquist
390 Pleasant Point Circle
Norfolk, VA 23502
(804) 455-8195
79 B (Black)

Ned is a Commander in the Navy and I believe associated with the local Navy news media and the newspapers.

David Sheppard
905 Earl of Essex Court
Virginia Beach, VA 23454
(804) 496-0787
77 Midget (Red)

David is a computer programmer who I understand heard about the club through the paper and became an immediate member.





Can you help out planning or coordinating a club event? It may be easier than it looks!

See Peggy or Besty for more info.

Activities

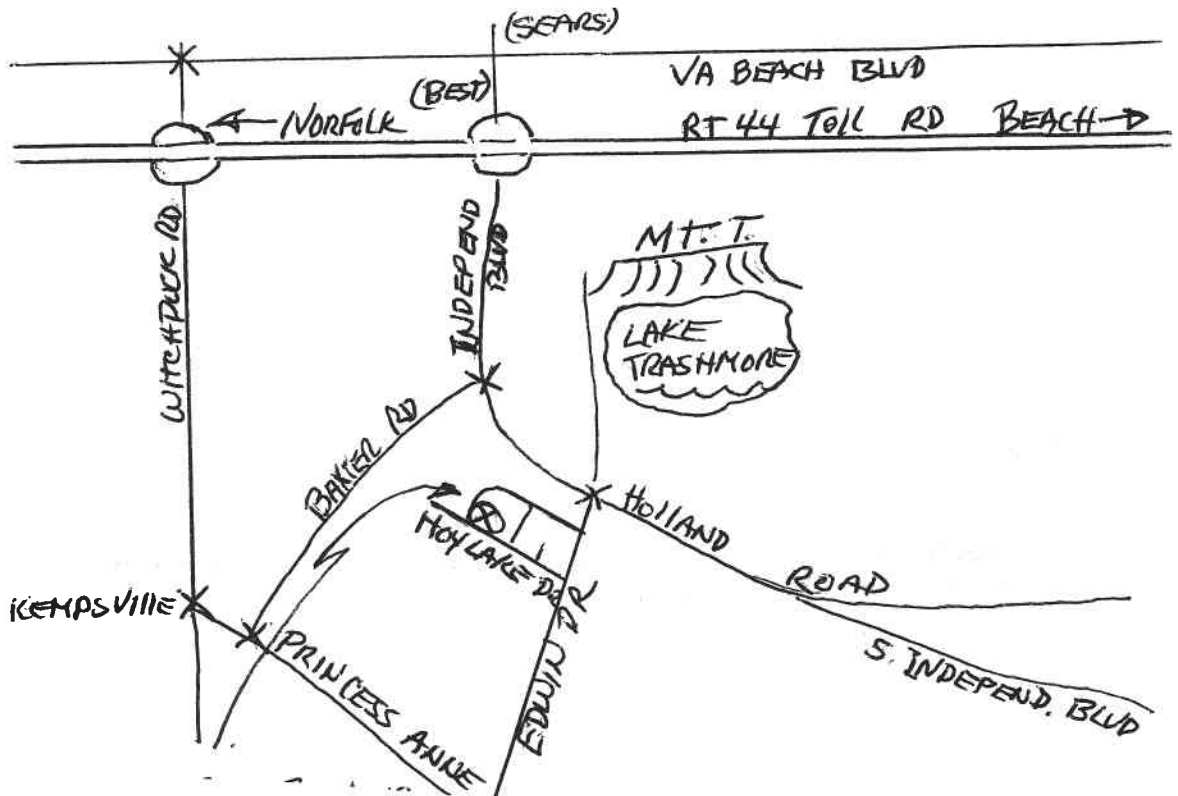
YOUR HELP IS NEEDED!!!!

26 Feb. Sat	Progressive Dinner	Begins at the Coogan's . <i>Need 2 more co-sponsors near the north end of the beach.</i>
14/15 May 21/22 May	Charlottesville Driveout & Winery Tours	<i>STILL NEEDS A SPONSOR</i>
Jun 11 Sun	Funkhanna/Picnic	At the Bond's . <i>Still need a co-sponsor.</i>
Jul. 17 Sun	Summer Olympics/Car Display	<i>STILL NEED A SPONSOR</i>
Oct 29 Sat	Driveout/Dinner & Hayride	<i>STILL NEED A SPONSOR</i>
Nov 19 Sat	Turkey Shoot & Pot Luck	<i>STILL NEED A SPONSOR</i>
Dec 10 Sat	Christmas Party	<i>STILL NEED A SPONSOR</i>

The January DIPSTICK had all the other activities listed. If you are interested in helping out, contact Peggy Bradford (464-0543) or Besty Kennedy (460-5037) for more information.

Next Meeting

Next Meeting: Tue. Feb. 1, 1994 Kick Tyres: 7:30 PM, Business Meeting: 8:00 PM.
Hosted by **Dave & Joan Bowling** 4636 Hoylake Drive, Virginia Beach 499-6632



Tech Session - By Mike Ash

It has been a very long time since I last wrote a tech article for the Dipstick. Robert Davis took over for a while to regale you with tales of engine swaps and other "upgrades" to his fleet of MGs, and I got out of the habit of writing articles every month. Robert finished his articles and got back to his fleet of Land Rovers, but I still did not get back to writing any articles. Well, *The Dipstick* is now under new management and Doug has talked me into an article again. So here goes!

HORN PROBLEMS

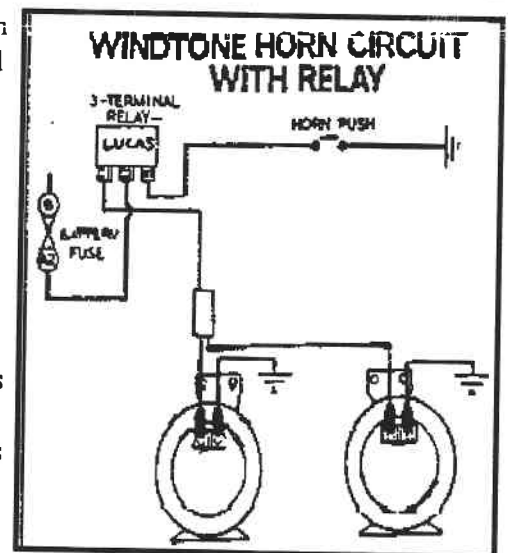
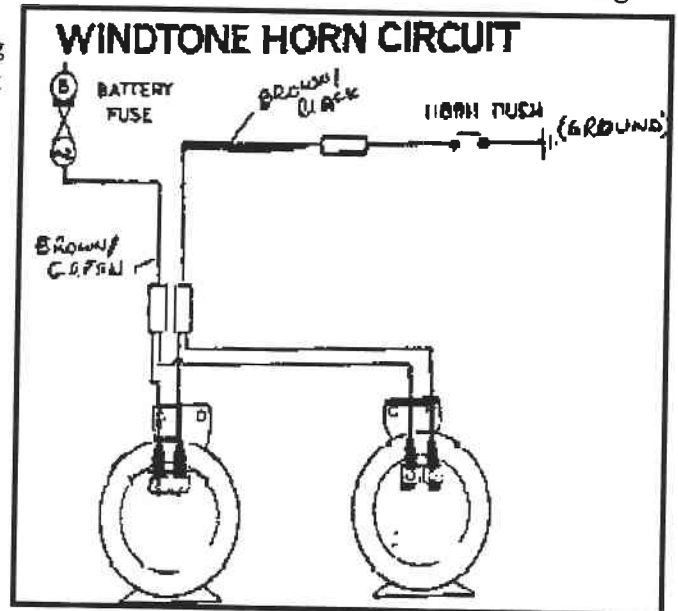
Some time ago, I noticed that the horns on our MGA Coupe were getting a bit weak. In fact, only one was working at all, and then not at full strength. I rarely use the horn, so I had not noticed the deterioration, but on this occasion I was checking the car over before taking it for the state inspection. It reminded me of the days when I had a 1964 Corvair on which the horn only worked twice a year; once when I had cleaned and tweaked the contacts prior to going for the inspection, and once (fortunately) when I had to sound it for the inspector.

The T-Series, MGA and MGB use the same basic horn circuit wherein a hot lead is applied to one side of the horn, and the horn button provide a ground to the other side of the horn to complete the circuit and sound the horn.

The MG YB and Magnette sedans went one stage further by using a horn relay to isolate the horn button from the full current of the horn. The diagrams show these two basic types of horn circuits, the wire colors are pre-MGB. The MGB uses purple wires!

MGs use horns of the "two terminal" type. If a relay is not used, a "hot" wire runs from the fuse block to the horns, and a "ground-side" wire runs from the horns back through the horn button to ground. The terminals at the horn are always "hot" and, to sound the horn, the terminal on the ground side is grounded through the horn button. There are several connectors in the circuit; one close to the horn button and two doubles near the horns to split the circuit to each horn. The horns have their own separate fuse on the fuse block. The fuse feeds back directly to the battery, not via the ignition switch. So the horns are always "hot", even when the ignition is off. However, do not be tempted to connect the horns through the ignition circuit because the ignition switch will not take the current.

If a relay is used, the "hot" wire runs to the relay from the fuse block, and a "Ground-side" wire runs from the relay back through the horn button. An additional wire runs from the relay to one terminal on the horns, and the other terminal is connected to ground. In this case, the terminals at the horn are "hot" only when the horn is sounded. Because the horns draw a significant current (10-15 amps), an advantage of having a relay in the circuit is that the high current circuit path is shorter. Also the power to the relay can be run through the ignition switch so that the horns are disabled when the ignition is off.



There are probably three (or four) primary reasons why an MG horn will not sound - a faulty horn button, a faulty circuit, faulty horn(s), or, in some cases, a faulty relay. On the MG circuits without a horn relay, the horn button carries the full current for both horns, which is 10-15 amps. If the horn is used a lot, the high current can cause burning and pitting of the contacts inside the button assembly until the contact is not longer reliable. Some horn buttons can be disassembled for cleaning, but replacement is usually the best solution if it becomes faulty.

To trouble-shoot the horn problem on our MGA Coupe, I started at the horns. I removed the dome covers from each horn (not necessary on the MGB where the terminals are exposed), and checked for voltage on the horn "hot" terminals. There was voltage on one, but not the other. I unplugged and replugged the double connectors, and now there was voltage on both horns. This is a common Lucas problem, particularly with the high-current horn circuits. The connectors and exposed fuse blocks are very susceptible to dirt and corrosion, and usually the source of electrical malfunctions.

With voltage now restored to the horns, pushing the horn button resulted in a reasonable sound, but not up to full strength. The next step was to check the horns individually. With the horn covers still removed, I removed the brown/black wire from each horn. I then grounded a jumper wire to the car chassis near the horns, connecting the other end to each horn in turn, at the terminal from which I had removed the brown/black wire. The high note horn gave a nice clear note, but the low note horn gave a muffled, fuzzy note. I monitored the voltage on the "hot" terminal of the low note horn while I grounded the other terminal and the horn sounded. The voltage remained pretty close to 12 volts, indicating that the circuit was good and that the problem was with the horn itself. I reconnected the brown/black wire to the high note horn and tested it with the horn button. I got the same clear high note, indicating that the horn button was good. I removed the low note horn from the car and taped up the wiring so that it would not short out to the chassis. One working horn was good enough for state inspection.

The procedure I used is a general for checking out horn problems. The first step of checking for voltage at the "hot" horn terminal checked the primary horn circuit. In this case, no voltage indicated that the circuit was open; which could be caused by dirty or corroded connections or a blown fuse. With the "hot" terminal primary circuit checked out, the second step is to by-pass the secondary circuit and horn button by connecting the other (secondary) terminal directly to a chassis ground close to the horn. If this sounds a good strong note on the horn, then the horn is good. If the horn is weak or fuzzy, then the horn may be bad or the primary circuit may still be bad. To re-check the primary circuit, monitor the voltage at the "hot" terminal while the other terminal is grounded. If the voltage at the "hot" terminal drops below about 10 volts, then there is probably still a bad or corroded connection in the primary circuit. If the primary circuit is still good, then the problem is with the horn. Horns are difficult, if not impossible, to repair successfully, and should generally be replaced. If the horn is good, and the primary horn circuit is good, but the horn will still not sound from the horn button, the problem is either bad or corroded connections in the secondary circuit, or a bad horn button. Check the secondary circuit by grounding that circuit at the horn button. If the horn sounds, then the problem is the horn button; if the horn does not sound, then check the connections in the secondary circuit.

That about covers the basic horn check-out procedures. I hope it proves to be of some use to someone out there.



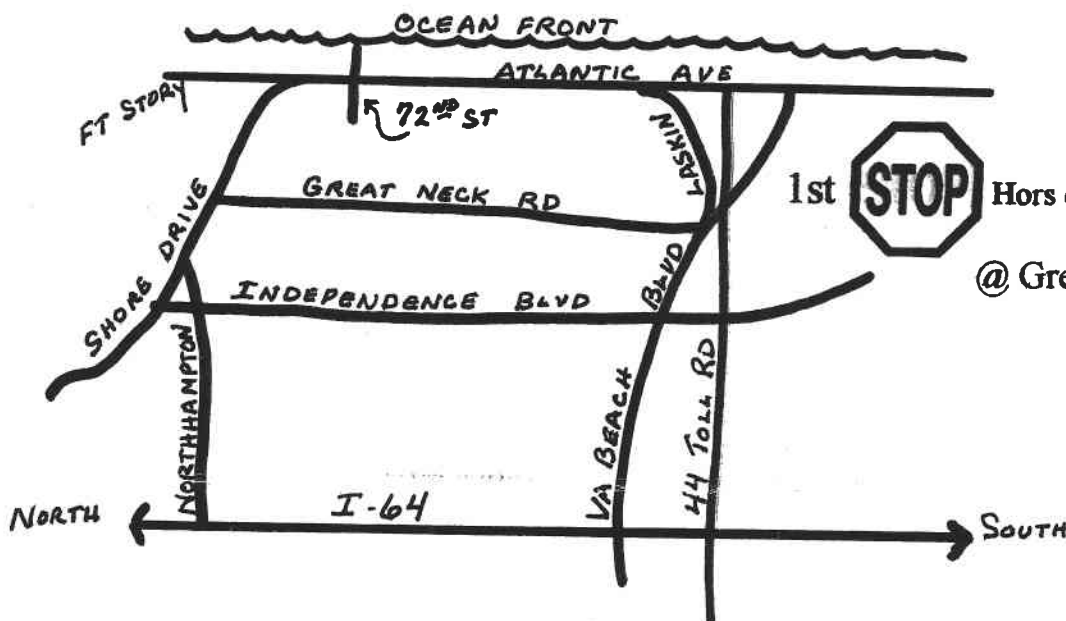
The Tidewater MG Classics



Progressive Dinner

Sat, Feb 26

7:00 pm



1st



Hors d'oeuvres & salad

@ Gregg Coogan's
 114 72nd St.
 (oceanside)
 Va. Beach
 425-8900

2nd STOP: Main course

HOST NEEDED



3rd STOP: Dessert

HOST NEEDED

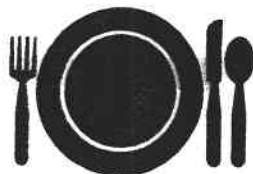


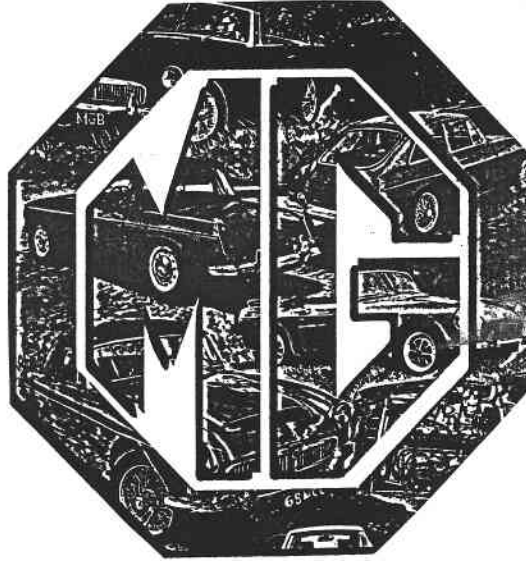
RSVP: by Wed, Feb 23

To: Peggy Bradford - 464-0543 or
 Betsy Kennedy - 460-5037

Tell us what you will contribute:

- Hors d'oeuvres
- Salad
- Main dish
- Vegetables/side dish
- Rolls
- Dessert





The Dipstick The Tidewater MG Classics



Doug Squires
4909 Orleans Drive
Portsmouth, VA 23703



FIRST CLASS MAIL

