

The Dipstick

The Tidewater MG Classics



Volume XXI Issue 11

November 1994

Marque Time

A Tidewater MG Classics' "Thank You" to Doug & Betsy Kennedy for hosting the October 1994 meeting. The turnout was un-B-table. I mentioned that everyone seems to have drive an MGB to the meeting and was quickly reminded that some had arrived in MGCs. If I missed someone's non-MGB or MGC, chalk it up to senility.

The election is over! The club elected a new Treasurer, Bob Miller who is replacing Jim Villers. Doug Kennedy was elected to take the reins as Club Secretary from Cynthia Faschini. Thanks Cynthia and Jim for your support and your service to the Tidewater MG Classics. Frank Linse was also re-elected as Vice-President and let me be the first to say in "The Dipstick", that Frank would make a terrific President in 1996.

This past year, 1994, has been remarkable with many new members and great cars joining our group. It's nice to see the numbers of vintage MGs increasing and the number of cars being restored to their former glory is amazing; however, we also saw the departure of a number of friends. Brenda Banvard and the Racines come immediately to mind. These folks are already missed.

MY wish list for 1995... More folks driving MGs and more group input/participation. The club needs your input, or else, you'll be stuck with the same old fun and games.

See you at Robert & Faye Davis' for the November meeting. (See attached map)

Drive them MGs.....It's much easier than pushing them.

Safety First!
Bob

Bob McLaren
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:

10 December 1994

Got any computer art you'd like to see in *The Dipstick*?

I'd love to have it. 3 1/2 or 5 1/4 disks okay. Can use most formats.

-Editor



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

Minutes

OCTOBER 1994 TIDEWATER MG CLASSICS MINUTES

Meeting was opened by Bob McClaren, President who welcomed several people. There was confusion over who was to take the minutes, and once again, Cynthia put pen in hand for the last time.

Minutes from the last meeting were accepted as published.

Committee Reports:

Treasurer : Balance carried forward: 1492.16

Activities: Next meeting is Weds 2 Nov at the Davis'. 6 Nov brings a Tech Session at the Bonds. Peggy has several other functions that members are welcomed to attend. The Christmas Party is still up for grabs, let Peggy know if your interested.

Membership: Believe it or not, 16 people still have not paid thier dues. As of tonight we have 127 members.

Newsletter: If you have something for the newsletter, give it to Doug Squires.

Technical: Nothing to report.

Regalia: What are the new members interested in? Let Gregg Coogan know.

Old Business:

Peggy Bradford presented the slate of officers: President: Bob McClaren, Vice-President: Frank Linse, Secretary: Doug Kennedy, Treasurer: Bob Miller. Chris Holcomb made a motion to accept the slate as proposed by the Nominating Committee. All agreed, and the slate was approved as the officers for the 1994-1995 year!

Marque Time: Doug Kennedy presented gifts to several members for their help in getting his car on the road. 74 Midget for sale \$800.00. 61 MG A Coupe needs to be restored \$1600.00 Sue Bonds reported onWaynesboro. 120 cars were there. Tour of Blueridge Parkway was spectacular. It ended with a banquet and awards ceremony. Berkely found us with two winners. Congrats to Tom Sawyer for First Place, and George-Bob Ulrich for Third Place. We also sold three dollars in regalia. The 1994 Pig Pickin was a hugh success. Lots of food and fun. 27 cars were represented.



Activities

UPCOMING EVENTS

- 2 NOV WED Monthly Meeting at Robert & Faye Davis'
- 5 NOV SAT Montpelier Steeple Chase, Orange County, VA The Richmond Club have invited is to join them on this one day outing. FMI call Don Henck at (804) 740-6511.
- 6 Nov SUN Tech Session at Terry & Sue Bond's
- 10 Dec SAT The ANNUAL TIDEWATER MG CLASSICS CHRISTMAS PARTY at Chuck and Judy Hudson's. Check the December Dipstick for all the details, but *mark your calanders* NOW and you can even RSVP early to Chuck and Judy at 425-6882. Hope to see a big crowd again this year.

Activities Chirpersons: Peggy Bradford 464-0543



Stolen from "Old Cars" Aug 4 '94 edition

The MG prototype used to create the MGB GT V8 has been found in Great Britain, owned by an MG enthusiast. Its true identity came to light when he decided to sell the car and began to check on its history. The MG GT was first registered on Oct 1, 1972, eight months prior to the official launch of the MGB GT V8. Other clues to the car's rarity include overdrive on all gears and hammer marks on the inner fenders where extra room was crudely made for the Rover/Buick V8's exhaust manifold. This prototype right hand-drive MG GT V8 has reportedly undergone a partial restoration, but the engine remains untouched, with a scant 70,000 miles to its credit. - Robert Danes

Membership Notes

Autumn is 'dropped-top' season. The summer sun has given way to cooler afternoons (and radiators), perfect for a drive down a winding country road to nowhere in particular. Time to think about getting your MG ready for winter too. So hit the road, savor one of life's rare treasures under a kinder, gentler sky, and while your roaring down the Pembroke to Pungo Expressway on a dazzling Saturday afternoon, think about attending the next tech session. Bring a friend, preferably one who thinks MGs are neat. They're prospective members, and potential MG buyers.

Tidewater MG Classic's L-O-N-G range goal is a Centennial Celebration in the year 2073. "Tidewater MG Classics - One Hundred Years - Proudly Preserving the Marque" would look good on a grille badge, mounted on _____'s TD. If he gets it back together by then.....

Three new members were present at the October meeting!

- Doug Wilson, an RN who resides at 149 Teal Way, Williamsburg, 23188, drives a red '76 B.
- Mike & Pat Mellion, 1404 N. Woodhouse Rd, VA Beach, 23454. Their phone number is 430-0739. Mike is a sales division manager. They own a primrose '69 C, and a red '75 B.
- Victor Collazo, USN, lives at 2316 Andre Ct, VA Beach, 23456. He can be reached at 430-0739. Vic drives a red 79 B.

When I was a kid, MG drivers were renowned for incredible feats of roadside repair. Back then, MG drivers acknowledged oncoming MGs with a simple wave and a flash of the headlamps. It was a variation on the "secret handshake". TMGC members NEVER HAVE A BREAK DOWN. We do have hands and headlamps though. Let's start waving and "Flashing." Maybe we'll attract a couple of new members, or bring one back to the flock.

Safety first!

Mark Childers

Richmond British Car Day

As September rolled around once again we headed toward Richmond to attend the **10th Annual Richmond British Car Day** held at historic Berkeley Plantation. The featured marque was **MG** and what a wonderful sampling of MGs produced throughout the years presented in a special display on the field. A few of these magnificent cars included a YA, TC, TD, TF, ZB, A, B, C, ET AL.

Our club was well represented with over 20 members and over 16 cars on display. Two lucky members brought home the "gold". Tom Sawyer placed first in class with his beautiful MGC and George-Bob Ulrich placed third with his red MGB.

Thanks to Central Virginia MG Classics, Ltd, sponsors of this event, we had the use of a large canopy enabling us to set up a membership sign-up and regalia table. This also gave our members a shady place to congregate and swap stories and speculate on the upcoming awards.

Following the show, a group of our members, including 8 MGs and one (dare we use the word) triumph Spitfire proceeded up the back roads to Smithfield Station for an enjoyable repast. A better time could not have been had . . . good friends, good cars and good times.



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New Windshield
New Dash
Overdrive
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Great Paint Job.
Runs Great

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Submitted by: Peggy Bradford

Tech Session

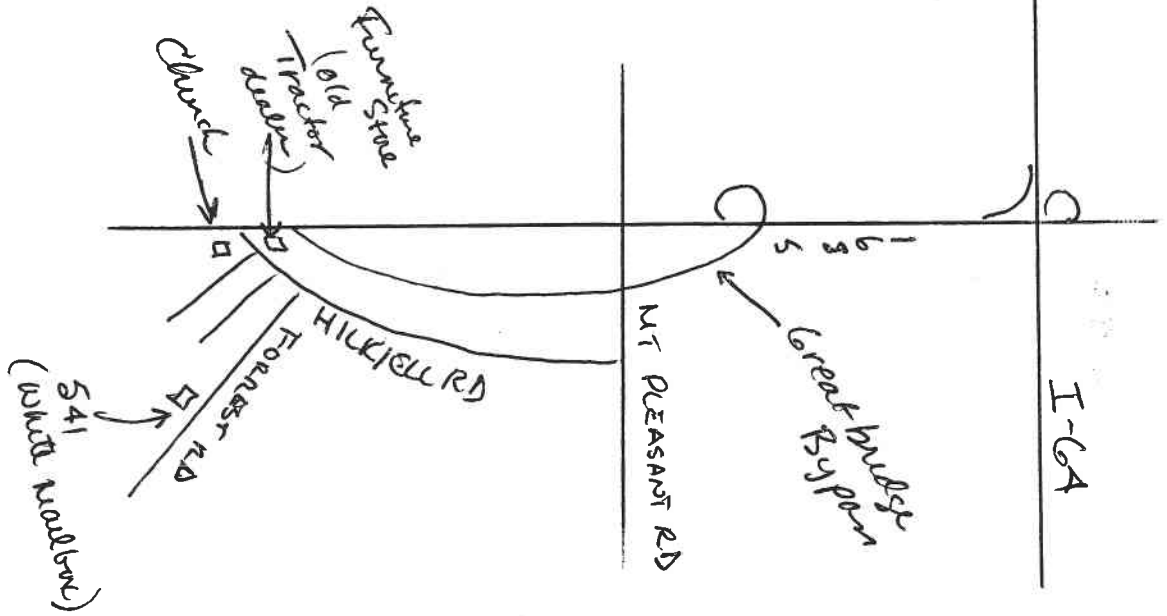
Tech Session Sunday 6 November 1994

Hosted by : Sue & Terry Bond 541 Forest Road Chesapeake 482-5222



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

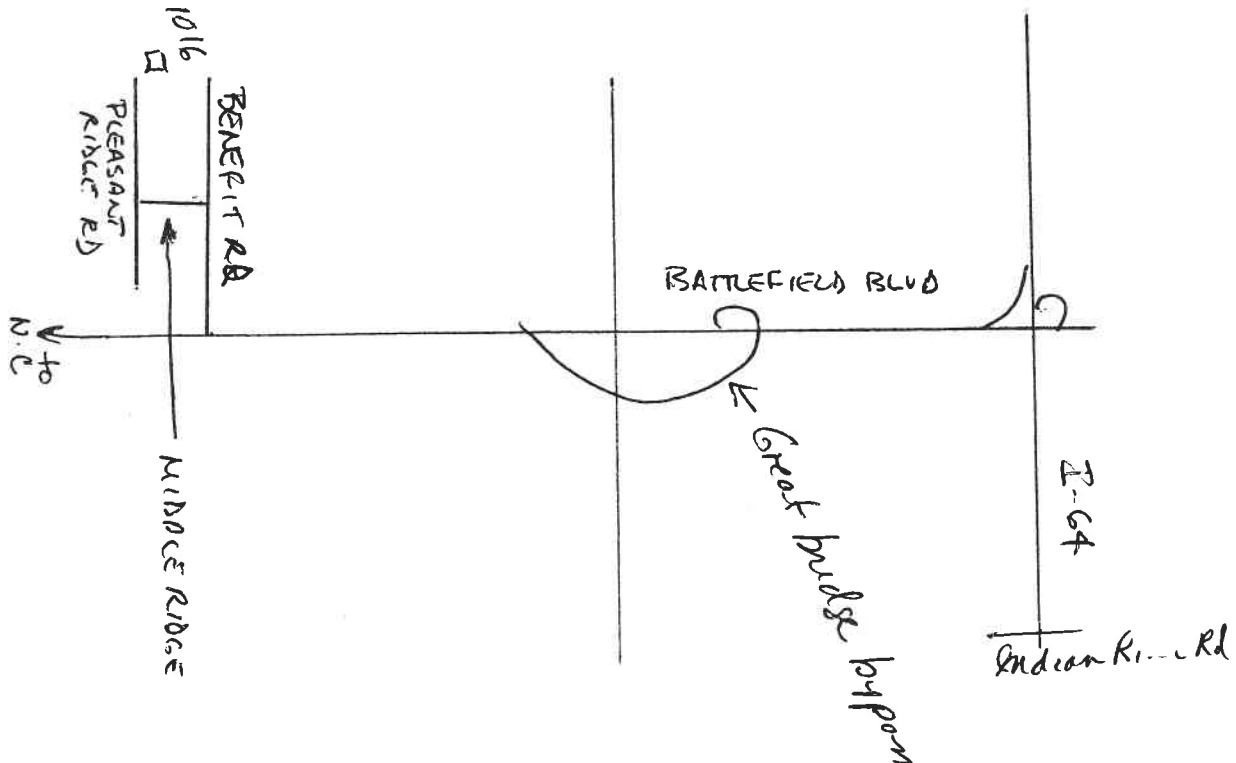
See Peggy or Betsy for more info.



Next Meeting

Next Meeting: Weds 2 November. Kick Tyres: 7:30 PM, Business Meeting: 8:00 PM.

Hosted by DRobert & Faye Davis 1016 Pleasant Ridge Drive Chesapeake 421-3504



The tire-kick is my favorite part of our club meetings. Nice cars, interesting conversation and a variety of olfactory delights - from the munchies in the oven and the beer on my shirt - to that unmistakable combination of old leather, hot engine oil, brake fluid, and gear lube, with just a hint of antifreeze; the perfect blend of "Essence du marque" that inspired Mark's Corollary to Murphy's Law: *"An absolutely airtight MG drivetrain will exhibit multiple leaks only when parked on a host's freshly scrubbed driveway, in plain view of club members."*

Several tire-kicks ago, while examining a fresh puddle forming under his newly resealed gearbox, a member raised a question regarding HYPOID-90 as a *factory approved* gearbox lube. It's not. But, for five years, HYPOID-SAE 90 was, on paper - if not in practice - the *only specified* gearbox lube. Two factory service documents (fig 1) shed some light on this, but please bear in mind that the gospel - according to St. Malcolm of Abingdon - was written in the ever-dimming flicker of a Lucas (dis)courtesy lamp.

Bentley's *The Complete Official MGB* provides pertinent data from the original factory maintenance and owner manuals. The *1962-1974 Workshop Manual* (©1975) specifies a variety of factory approved engine oils for gearboxes, based on climate. No mention of additives is made for non-overdrive gearboxes. Regarding overdrive units, the factory cautions: "NO ADDITIVES ARE TO BE USED IN THE GEARBOX OR OVERDRIVE UNIT." The *1974-1980 Workshop Manual* (©1980) has an identical chart, and also states that HYPOID-SAE 90 gear oil may be used in either the standard or overdrive unit, with cautions against servicing gearboxes with anything other than the existing lubricant. If the type of existing lubricant is to be changed, the gearbox should be drained and thoroughly cleaned before reservicing. Haynes Manuals specify engine oil as the lube of choice; HYPOID is not mentioned.

In 1975, BL Engineering released a technical service bulletin, approving HYPOID as the specified gearbox tube, superseding "the previous specification calling for oil." Exactly why they changed to HYPOID is unknown to me, but from an engineering perspective, its virtually identical industry-wide formula (conforming to SAE, SNA, and MIL specs) may have eliminated some problems caused by servicing gearboxes with low quality, high paraffin content motor oils. HYPOID remained the 'official' gearbox lube until the issuance of the 1980 bulletin which reiterated the importance of using *engine oil*, "as specified in the owner's manual." Perhaps five years of under-warranty gearbox changes dictated the policy shift. While there may well be thousands of B's on the road with flawless HYPOID-filled gearboxes, until the 'factory' says otherwise, I'll stick with engine oil. However, I'd venture that 95% of its failures are due to running dry or catastrophic mis-shifts, and have nothing to do with the lube of choice.

For the Tidewater area, it's safe to go with any high quality 10W-30/40 or 20W-50 engine oil; additives are unnecessary, but if Slick-50 or Wynns is added to a non-overdrive gearbox, you might notice smoother shifts or reduced bearing howl. A fresh gearbox oil change will generally do the same, with or without additives. Single grade 40 weight racing oil is suitable; 50W might prove a bit thick during cold spells and 30W may not provide adequate protection for well-worn gearboxes in the heat of summer. Regardless of which grade or brand you choose, the recommended gearbox oil and OD filter change interval is 24,000 miles or 24 months.

A cryptic, HYPOID-related note in the factory service manual states: *"Do not drain the rear axle when the Aftersales Service is carried out."* Why would a dealer need to drain the rear end? MGB differentials leak bone-dry soon enough on their own; although newly resealed rear ends (as well as engines and gearboxes) do tend to lie in wait until parked on a freshly scrubbed driveway, in plain view of a half-dozen club members, including the host.....

TECHNICAL SERVICE BULLETIN NO.75-D-5 APRIL,1975

BRITISH LEYLAND AUSTIN MG

GEARBOX LUBRICATION MODELS: MGB - MGBGT

Will service personnel please note that HYPOID SAE90 oil has been approved for use in the gearbox on MG vehicles. This supersedes the previous specification calling for oil, and is suitable for vehicles equipped with or without overdrive.

BLC TECHNICAL SERVICE BULLETIN

FEBRUARY, 1980

ITEM # MBO/005

SUBJECT: GEARBOX LUBRICATION SPECIFICATIONS

MODELS: MGB

Service Personnel are engine reminded of the importance of following the factory recommended gearbox oil specifications selected for MGB vehicles as detailed in the Owners Manual, i.e., Synchronesh Gearbox - use the same oil as the engine.

EP90 (HYPOID GEAR OIL SHOULD NOT BE USED!)

National British Car Month??

Susan Bond

September was the month to overdose on British cars. Seven's open house and Berkeley, our pig pickin', and Waynesboro were on consecutive, glorious fall weekends, the perfect weather for driving an MG.

I didn't get to Seven Enterprises Open House until mid-afternoon, but it was a good chance to stock up on spares for the upcoming road trips. I didn't win a T-shirt for getting all the parts right on their "Guess the parts" board, but I did win a gift certificate in their door-prize drawing, for which my MG thanks them, and I enjoyed putting faces with the voices that take my orders.

We decided to take a different route to Berkeley this year, so two groups left Tidewater and drove up route 10 through Smithfield, took a right at Hopewell and crossed the Benjamin Harrison bridge. Another right and it was just a short drive to Berkeley, where we picked up more dirt from one mile of driveway than we did on the whole rest of the trip (those with yellow cars were lucky, the mud didn't show). This year's featured marque was the MG, with over 70 on the show field and representative cars from 1933 to 1980 on display--including Vince Groover's Y, Robert Davis's Magnette, Bob Mosby's GT, and the C that used to belong to Bob McClaren. Bob drove his "new" TC (it used to belong to Ira Cantin) and was having anxiety attacks when he went around a corner and the oil pressure dropped to 5. Turned out a banjo fitting had loosened so he borrowed oil from several people before "winning" a case of Castrol. Congratulations to the other winners, George Ulrich took a third place, and Tom Sawyer a first. For the first time, our club set up a "Visitor's Center" to sell regalia, sign up new members, and give everyone a place to meet and sit in the shade, a very good idea. We retraced our route on the way home and stopped at Smithfield Station for an excellent dinner, making it a long but very enjoyable day.

Pig Pickin' 94 was another great day in the country at Chris and Shelley Holcomb's. The pig was cooked to perfection and we had 25 MG's, 2 wannabes and 5 bikes in the corral. The winners were:

Best Bicycle, Kelyn Holcomb

Best Interior, Mac Burns

Best Paint, Chuck Hudson

Best in Show, Frank Linse's immaculate newly restored A coupe

Longest Distance, Jerry McVeigh

Many thanks to Chris and Shelley for another great day!

I have wanted to go to Waynesboro for years, but never wanted to drive my MG that far by myself. This year, 2 friends from the antique car club wanted to go too, so we traveled up together. This was an impressive show. Friday night was a free barbeque dinner with beer supplied by the Roadster Factory. Then a spares auction. You could tell most of their members had TR's or Austin Healeys--there wasn't one MG spare to be had! So I lost interest and talked to Chuck Edwards for a while, and then we wandered around the parking lot in front of the hotel previewing cars and meeting owners.

Since the hotel was in Staunton and the show field in Waynesboro, we met bright and early Saturday to caravan to the show field. Check-in was easy--we had done it the night before--and the flea market was open with all sorts of goodies, and it was bigger than Berkeley. There were some beautiful cars on the show field, but not very many MG's, only one TD and one TC. B's were in just 2 classes, chrome and rubber bumper, but I had a good

time talking to other owners, including one from Tennessee with a beautifully restored "Blaze Red" roadster. I also talked to Peggy Bradford and Greg Coogan, who didn't bring an MG but enjoyed the show. At 2:00 we lined up for the Blue Ridge Parkway tour. Small groups led by local members drove up and down REAL HILLS!! I hadn't had so much fun driving since we left Scotland. We stopped at several overlooks to get breath-taking views of the valleys, and the locals said it was an exceptionally clear day so we took lots of pictures. The leaves hadn't changed color yet, but that didn't bother us--we were on hills that were over 3000 feet high, very impressive when you come from the Tidewater table top.

The awards banquet at the Ingleside Motel seated at least 300 people and was served buffet-style with fried chicken and prime rib. Trophies were awarded by popular vote, and most classes had first, second, and third place awards. Judges also presented one award in each class to the car they felt was most like its original condition--no extra chrome, headlights or horsepower. There was also a Premier class for those who had been judged winners in previous shows. Best in show went to Larry Blankenship's 1968 MGB which is also a national award winner in the Antique Automobile Club.

We didn't win any of the door prizes that were raffled off at the banquet and during the day, and we didn't take home any trophies, but we drove our cars 560 miles and met some great people from Michigan, Tennessee, Maryland and Pennsylvania, in addition to all the Virginians and North Carolinians. Waynesboro is definitely on my schedule for next year.



Austin Healey



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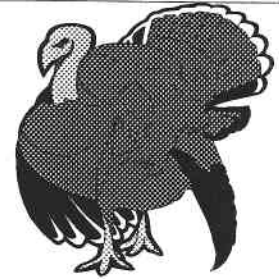
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John M. Tokar

Bill Brown

The
Annual
Tidewater
MG Classics
CHRISTMAS
PARTY will be held at
Chuck and Judy Hudson's
home **Saturday, Dec 10th**
Check December Dipstick for all the
details. Mark your calendar NOW and
RSVP early to
Chuck & Judy
at 425-6882



Happy Thanksgiving



The Dipstick The Tidewater MG Classics



Doug Squires
4909 Orleans Drive
Portsmouth, VA 23703



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