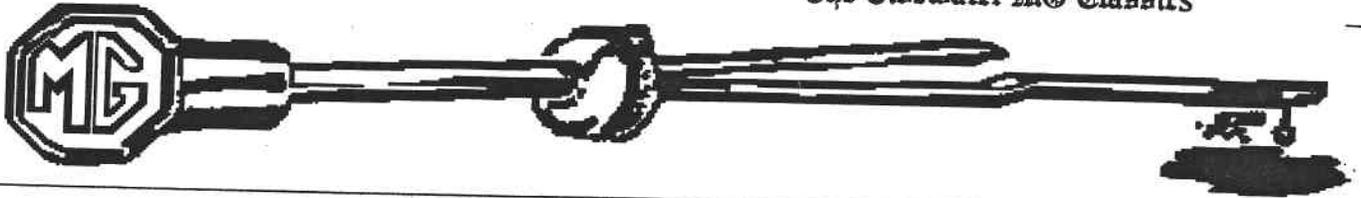


# The Dipstick

The Tidewater MG Classics



September 1995

Volume XXXI Issue 8

## Marque Time

Thanks to Bill & Libby Keeler for hosting our August meeting. The weather cooperated by providing a nice evening in the midst of a string of record hot days. Lots of folks with lots of MGs attended including two out-of-town members (Barbara Andres and Bruce Woodson) from Richmond.

**Mark your Calendars.** *September 16/17 Eleventh Annual Richmond British Car Days Weekend* - If you haven't been to one of the British Car Day meets held at Berkeley Plantation on the James River you have missed a real treat. Three to four hundred British Cars representing all of the marques makes one terrific sight. This year there are activities starting on Saturday before the show at the Airport Sheraton Inn with vendor displays, a hospitality room, and a welcome reception dance at the Virginia Aviation Museum. A caravan from the Airport Sheraton to the Plantation is planned for Sunday morning.

*Caravan to/from British Car Days (Sunday Car Show)* As we did last year, anyone wishing to travel with a group to British Car Days should meet at *Military Circle Mall near JC Penney's*. The Tidewater MG Classics group will leave the parking lot at 8:00 AM and travel up Route 460, crossing the James River at the Benjamin Harrison Bridge. Last year on our way home, a group of us stopped for a nice dinner at the Smithfield Station. Who knows where we'll stop this year?

**Pig Roast/Car Show (September 24th)** The Sunday after British Car Days is our clubs annual pig roast and car show, The Pig Pickin! Bring your appetite, your lawn chair, and your MG for a terrific day. Last year we made a real effort to fill

ral behind Chris and Shelly's house with MGs. (See the enclosed flyer).

*September Meeting* will be held at the home of Doug and Betsy Kennedy (See map inside for details). This is an important meeting for the club because this is the meeting when the nominating committee will present a slate of officers for the upcoming year. Nominations can also be made from the floor. The nominating committee this year is comprised of Peggy Bradford, Mark Childers, and Bill Keeler. If you have an input concerning the club's leadership for 1996, call one of the committee members. An election will be held at the October meeting.

A copy of the **By-Laws** are included in this issue.

*Safety first!*  
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
Dipstick Editor	Doug Squires

Wanted

**Newsletter Editor**

See back page for more info...



The Tidewater MG Classics is a club dedicated to the preservation, appreciation and maintenance of the MG Automobile, and the fellowship of the club members.



Got a Question, problem,  
complaint, comment, or anything  
for *The Dipstick*, call

Doug Squires at:  
(804) 484-8028

Need a Change of Address?  
Contact Mark Childers,  
the Membership Chairman at:  
(804) 473-1757



## Meeting Minutes

August 1995

Bob opened the meeting OUTSIDE at 8:02. Between periodic swatting of mosquitoes he welcomed Julie Cobb as a first time visitor. He also pointed out Doug Mueller's wife Darlene is at her first meeting. Barbara Andress and Bruce Woodson of Richmond were also visiting.

**Treasurer's Report:** Receipts \$415.00, Disbursements \$221.17. So... Balance of \$1209.79. Ahhh, I love the smell of a healthy treasury.

**Membership:** Mark showed a wad of paid memberships and is furiously working on the renewals. He'll have an update soon. Send in your membership information now.

**Newsletter:** Deadline is August 15th. Send Doug Squires your information so he can immortalize you.

**Regalia:** But regalia, but it now, and buy it often.

**Spare:** Robert Davis showed a spare parts kit for SU carbs that included everything for a great rebuild. The kit is from Joe Curto and is only \$25.00. He advertises in various places and Robert has his number at home if you'll call him there.

**Old Business:** This months old business was again Vince Groover.

**New Business:** Bob is looking for club officers. If you are interested in being nominated contact Mark Childers, Bill Keeler, or Peggy Bradford. John Severin is spearheading an effort to have a world wide web home page on the internet. The Secretary and he will move forward on the project and hopefully have a demo at the September meeting.

**Marque Time:** Barbara Andress of the Central Virginia MG Club (Richmond Rascals) invited is all to their Pig Roast at the Swift Creek Reservoir on August 13th at 3:00. Also, remember that the British Car Show at Berkeley Plantation is September 16. This year it's a two-day event so think about going up on Saturday for some shopping and the social. Lots of events were mentioned during this car show but hey, I can type and think so fast. Actually I can't drive alone because I need someone to work the gear shift thingy while I work the clutch thingamabob. But I digress... If you are interested in either event please call Barb at (804) 353-8413. Bill Keeler pointed out his work in progress 73B that is moving toward completion after receiving a nice paint job. Bob showed a TC kit from Hungaie's and a print he was given by Chuck Hudson. JT mentioned that he will be attending the University Motors summer party. John Severin won the raffle and is the proud owner of some headlight stone guards. The meeting adjourned, we all went in and ate like crazy while we scratched out mosquito bites. Don't forget to attend the September meeting at the Kennedy's home for wayward 69B's.



Here's the latest list of activities. Call Peggy(464-0543) to sign up for any of the ones still needing a sponsor.

Sep	24	PIG ROAST/CAR SHOW	Sponsor: Chris & Shelly Holcomb
Oct.	Late	DRIVEOUT	Sponsor: _____
Dec	9	CHRISTMAS PARTY	Sponsor: Chuck & Judy Hudson

### Meetings

Tue	Oct.	3	Jim Villers
Wed	Nov.	1	Chuck & Judy Hudson
Sep 16-17 Richmond British Car Days			
Sep 30 MG on the Rocks: Rock State Park MD			

# Membership Notes

Mark Childers & Debbie Goodwin  
5013 Carnation Av  
Virginia Beach, VA 23462  
473-1757 or Dig Pgr 626-9686

Sorry about the repeat of July's membership notes in the August Dipstick; I didn't properly title the file when it was sent to Doug for publishing.

About 86 renewals - half the 1995 membership - have been recieved to date. This includes about ten new members who renewed thru '96 early in the year. With the cost of publication on the rise, the treasury can't afford to front the cost of Dipstick mailouts beyond September for the 80+ members who are not paid up. Please get your dues in ASAP. Thanks, and 'nuff said on the subject.

New members in the past few months include Dan and Tina Surowitz, owners of a '61A undergoing restoration; Bill and Florence Stockdale and their '69 BGT; Julie and John Cobb of Norfolk, who own a '71 B.

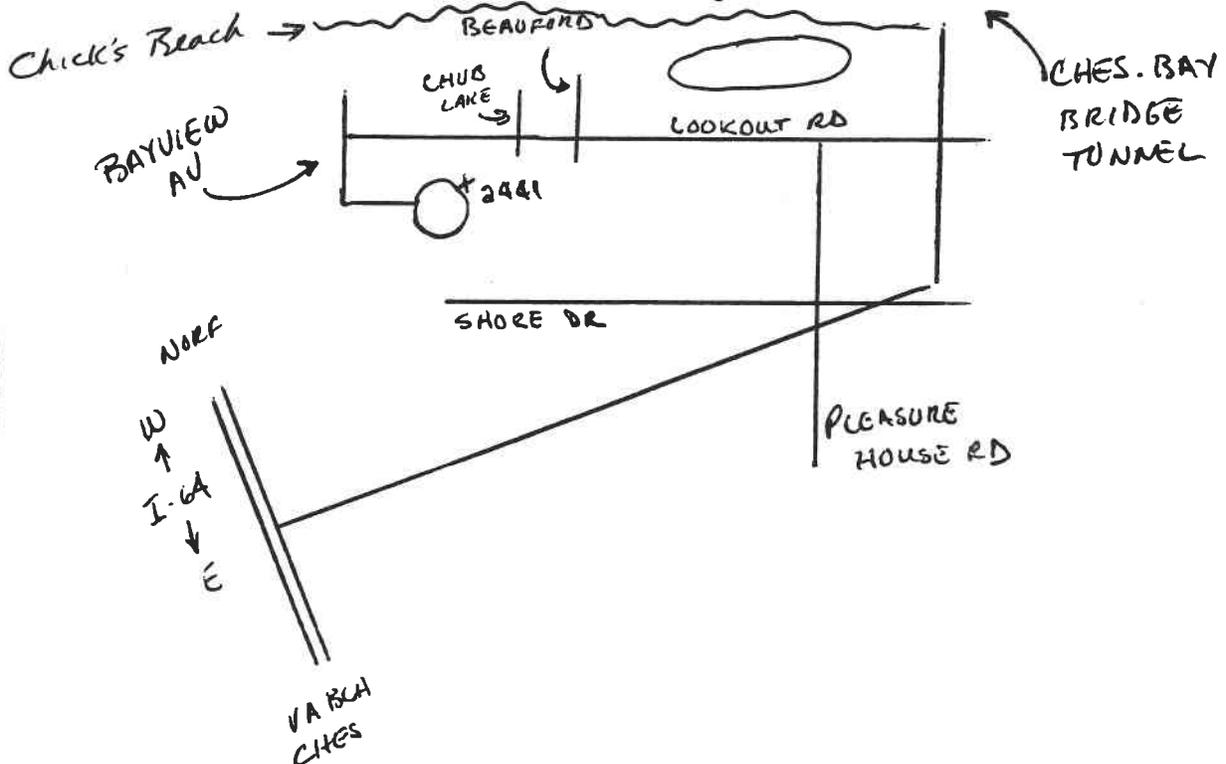


Name tags are available for sale. Price is \$5.00 per tag. Order at next meeting or send check or money order to: Doug Squires 4909 Orleans Dr. Portsmouth, VA 23703.

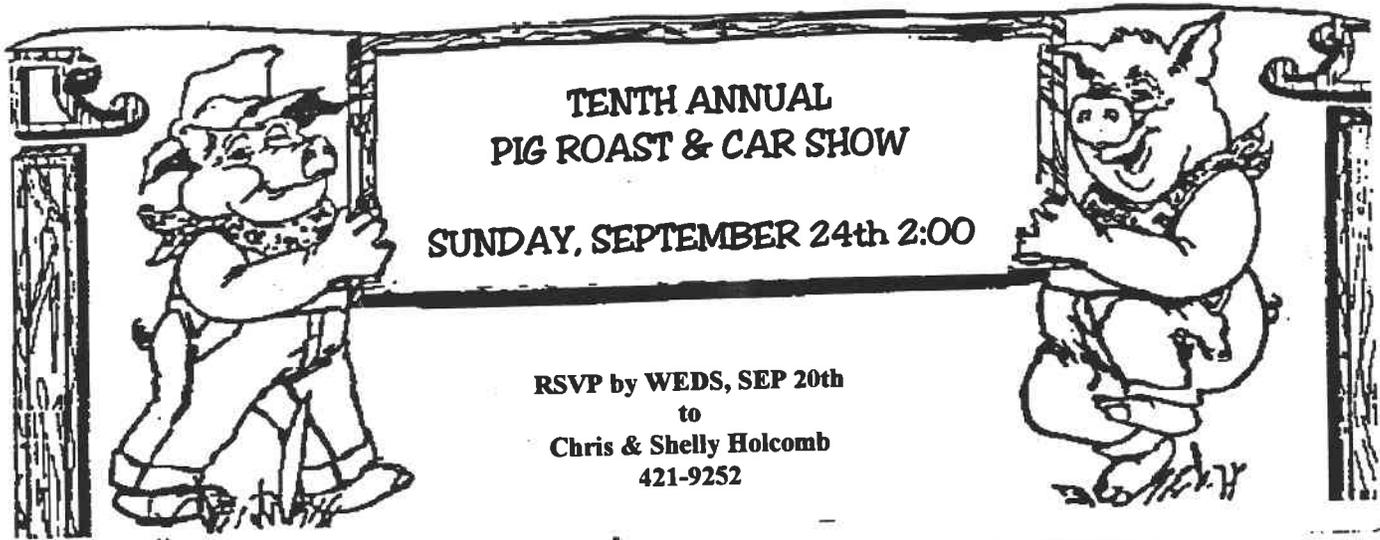
Tags ordered at a meeting will be ready for pick-up at the next meeting.

## Next Meeting

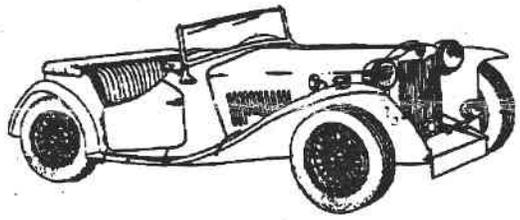
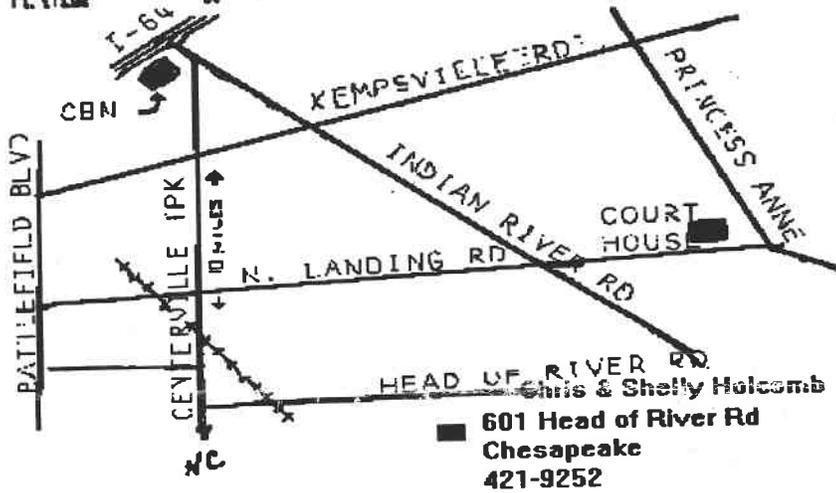
Tues Sept 6, 1995 Kick Tyres: 7:30 PM. Business Meeting: 8:00 PM.  
Hosted by: Doug & Besty Kennedy 2441 Bayview Av, Va Beach, 23455 460-5037



# TIDEWATER MG CLASSICS PRESENTS:

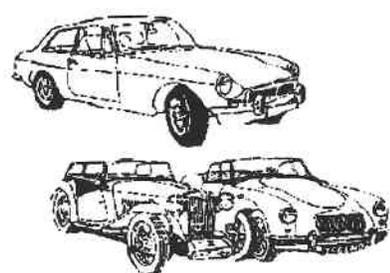


RSVP by WEDS, SEP 20th  
to  
Chris & Shelly Holcomb  
421-9252



### The Club Provides:

- ◆ PIG & TRIMMINGS, baked beans, Buns, Coleslaw, Sauces, Chips, etc...
- ◆ BURGERS for non-pig pickers
- ◆ DESSERTS



### You Provide:

- ◆ Your own alcoholic beverage, if you wish
- ◆ LAWN CHAIR
- ◆ APPETITE
- ◆ \$5.00 adults, \$2.50 for kids under 12



### CAR SHOW DETAILS



This event has become the annual opportunity to show off your pride and joy with all the chrome polished and sparkling or to park your daily driver in the line-up so the rest of the club can see an MG that gets lots of use.

In previous years we have seen a wide variety of cars in every conceivable condition. There is plenty of off road parking with a special area just for MGs. If your car is drivable, there's no excuse for not showing it.

Judging is by popular choice.

Anyone looking for LINREAD bolts will be forced to chug bar-b-que sauce.

From The Octagon Bulletin June 1995...

For those who may not know! I contacted Champion recently about the recommended spark plugs for the TC. The current equivalent to the L10S listed in the instruction manual is the L82C. The most interesting part of their letter was in the inclusion of their Application Catalogue (not listing the TC of course) complete with a "sales symbol explanation guide" explaining all those strange letters and numbers one sees on spark plugs. The L82C plugs were not readily available from Halfords or numerous motor accessory factors. However I finally tracked them down to Edmunds-Walker the motor factors who I believe have depots in most large towns. At the trade price ex VAT of £1.03 each they struck me as a good value. John Clare, Brampton, Cumbria.

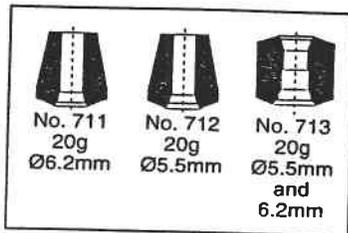
Balancing wheels

In bulletin No 301 an answer from Stephen Randle drew attention to information on balancing from Hofmann Balancing Techniques Ltd who are world leaders in the manufacture of machines for balancing. Further information is reproduced here for which we thank the company.

At 60mph the centrifugal force on a car wheel caused by a mere 30g (1oz) imbalance has the effect of a sledge hammer. At half this speed the sensation may be tolerable, or even barely noticeable. But as speed doubles, these forces actually increase fourfold. At high speeds a car with unbalanced wheels becomes dangerous. The wheel no longer runs true, strains are placed on the steering mechanism and consequently the driver. Braking becomes risky, tyre wear is greatly increased and the wheel bearings are subjected to additional stress and vibration.

**HOFMANN**

*Fitment to motorcycle spoked wheels*



As motorcycles develop speeds equivalent to those in the high sports car class. Therefore correct balance in the wheel and tyre assembly is of the utmost importance to the machine's performance and the rider's safety. Both static and dynamic balance can be achieved using Hofmann wheel balance weights.

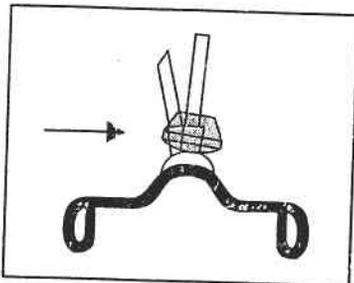
Static balance

To achieve a static balance on a spoked motorcycle wheel you must use the weights 711, 712 or 713 depending on the spoke diameter. When applied to the spoke they will fit in the centre of the rim, just above the spoke nipple.

First place the weights tightly on the nipple. After initial mass correction,

clamp the weight to the spoke using tool 385/1

If the amount of imbalance requires several weights they are placed symmetrically on the nipples to the left and to the right of the first weight.



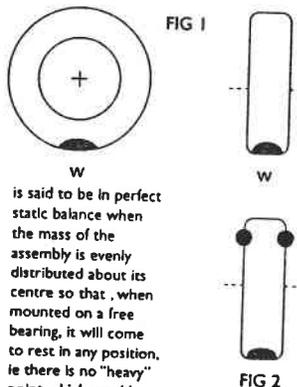
**IGNORING THE PROBLEM CAN BE COSTLY**

Imbalances can affect front and rear wheels, but is more noticeable (and hazardous) on the front wheels. So imbalance is not something which should be left to chance. The cost for a correct balance by the garage or tyre depot is small compared with the price you might find yourself paying by ignoring this important service.

**THE CAUSES OF IMBALANCE**

There are two types of imbalance. Your wheels may be affected by one or both.

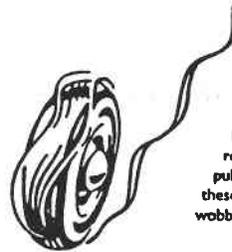
Static imbalance is responsible for the bouncing of the wheel. A wheel



is said to be in perfect static balance when the mass of the assembly is evenly distributed about its centre so that, when mounted on a free bearing, it will come to rest in any position. ie there is no "heavy" point which would always come to rest at the lowest point.

Fig 1 shows heavy mass (W) on a free spindle, the wheel will rotate until (W) is at the lowest point. It is statistically imbalanced.

Fig 2 shows counter weights neutralising the heavy point (W). It is now statistically balanced.



Dynamic Imbalance is responsible for wheel wobble. Weight unevenly distributed on one side of the wheel not only causes vertical vibration but lateral vibration too.

To understand this better, imagine the heavy points on the wheel as the pedals on a bicycle. Although one pedal may balance the other (thus being in perfect static balance), the fast rotation in fact generates sideways forces too, with each pedal pulling in towards the centre line. As the pedal completes a circle, these lateral forces induce a zig-zag strain on the axle, hence the wobble motion.

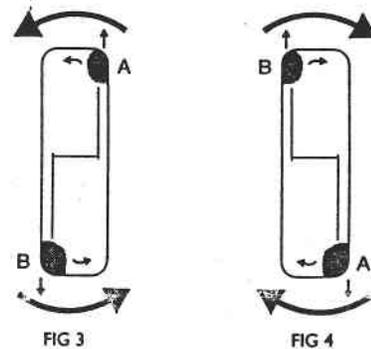
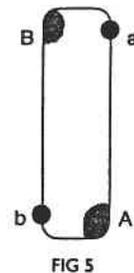


Fig 3 indicates two heavy points A & B, which generate lateral forces causing an anti-clockwise twist.

Rotated through a half circle, the lateral forces have now switched to a clockwise twist. (Fig 4) Hence the zig-zag action.

To rectify, (Fig 5), the counter weights applied to neutralise the heavy points must be in the same plane. Heavy point A is neutralised by balance weight a, and B by balance weight b. The forces of the balance weights oppose and therefore cancel out the forces of the imbalance. The wheel is now dynamically balanced.

Correct balancing improves safety and driving comfort and will reduce maintenance costs & fuel consumption.

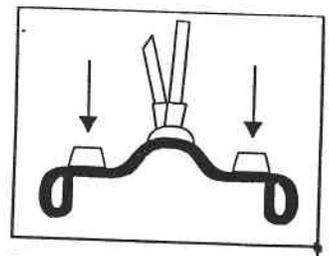


Do not fit more than one weight per spoke. These weights are designed to fit to the nipple and if they are not applied in this manner, they may become loose and fly off.

**Dynamic Balance**

To achieve a dynamic balance on a spoked motorcycle wheel you will need to employ two adhesive weights. The Hofmann motorcycle adhesive weights type 714 or 715 are ideal for this purpose.

When the amount of imbalance has been determined, place two equal weights either side of the spokes.



The angle of inclination of the surface to which the adhesive weights are applied must not be greater than 15 degs. If this angle is greater than 15 degs then the centrifugal effect from the wheels rotation may dislodge the weights and cause them to fly off.

Dipstick Editor

Doug Squires

# A Final Thought . . . .

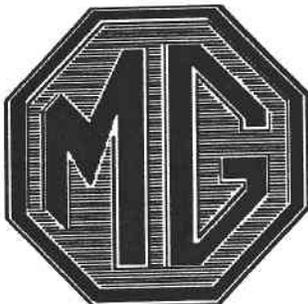
Recent developments in my job, is going to make it difficult in the near future for me to continue to produce the DIPSTICK. I will be leaving town for two and three weeks at a time, from now until April or May. With all the out-of-town time, I don't think I'll be able to continue to give the time to publishing the DIPSTICK as it and you the members deserve.

It is time to start looking for a new Editor for the Dipstick

Putting this monthly newsletter together is fun, and at times challenging. But it is not real difficult. Much of what you see in the DIPSTICK are contributions from various club members, or items I find from other newsletters or magazines.

It does not have to take a lot of time, but it does take the dedication of blocking out a period of time after the deadline to get it done. I average four to six hours a month on the newsletter. That includes the time spent calling to clarifying submissions, and taking it to the printers. Some months are longer, some months are less.

If you think you might be interested in giving it a try, give me a call and we'll talk about it. It takes no special talents, and can be very rewarding. I will provide all the help I can to get the new Editor up and running.



# The Dipstick

The Tidewater MG Classics



Doug Squires  
4909 Orleans Dr.  
Portsmouth, VA 23703



First Class Mail

