



The Dipstick



JULY 1996

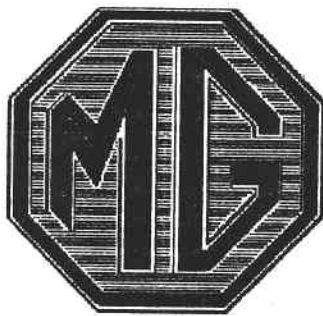
Volume

Marque Time

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.

With Frank's excused absence (do any of you out there really believe that was his mother's signature on his note of excuse?) and with Chuck Hudson mysteriously absent from the area after performing his sworn duties as VP (rumor has it he was last seen heading northward with a kind'a young looking seal) we are left without a Marque Time column. As such this will be our first TCMGCC official doodling section. Please bring your completed doodles to the next meeting for grading and marks.

**Motor Fast
Gregg**



UP-COMING CLUB ACTIVITIES...

- Sun Jun 30 Autocross-TSCC
Fentress Airfield
G Coogan 464-0543
- Wed Jul 3 Monthly Meeting
Bill Seib & Leslie Paul
617 Reasor Rd.
VA Bch, Va
(804) 420-9523
- Tue Aug 6 Monthly Meeting
Libby & Bill Keeler's
- Fri to Aug 9 Roadster Factory
- Sun Aug 11 Summer Party
Armagh, Pa
(800) 234-1104
- Sun Sep 4 Monthly Meeting
The Viller's
- Sat & Sep 14 12th annual Richmond
- Sun Sep 15 British Car Days
Central Va MG Classics Ltd
Berkely Plantation
- Sun Oct 05 Fall British Car Fest
Shenandoah Valley
british Car Club
(540) 943-5697

Got a Question, problem, complaint, comment, or anything for The Dipstick, call Gregg Coogan at: (804) 464-0543

Need a Change of Address? Contact John Severin, the Membership Chairman at: (804) 481-9054

"The Dipstick" is the official newsletter of the Tidewater M G Classics

- President Frank Linse
- Vice President Chuck Hudson
- Secretary Doug Kennedy
- Treasurer Bob Miller
- Editor Gregg Coogan
- Technical Bob McClaren

Meeting Minutes

JUNE 96

Chuck Hudson filling in for excused President Frank Linse opened the meeting promptly at 8:03. After he initiated a discussion of starting a coup d'etat in Frank's absence he realized this would mean more work so the plans were dropped. Chuck thanked Bob and Judy Miller for their hospitality. Rob Dobman was welcomed as a guest. He owns a twin cam A and a couple other british toys. Jerry Swartz who owns a yellow midget was also welcomed. Mac Baer, who's looking for an MG was present too. Lastly, the Finlays were welcomed to their first meeting.

The minutes were approved and accepted.

Treasurer's Report:

Receipts: \$49, Disbursements: \$120, Balance \$633.90

Activities: Driveout to Mel's Diner is scheduled for June 9th but because it'll be over by the time you read this I wasn't paying attention to the details. Ditto for the Scottish Festival on June 20th. June 30th is the next scheduled Autocross at Fentress Field.

Membership: Two new members joined last month. Yippee!!

Newsletter: Greg thanked Chuck, Sue Bond, and Mark Childers for their submissions. Please get him you tales of triumph and tragedy to be immortalized.

Regalia: Mark sold lots of coolies lately and mentioned that Hank Giffin bought the latest club patch. Buy Regalia and buy it often.

Clubs: Mike Ashe brought several magazines from other MG clubs formembers to peruse.

Old Business: No one mentioned Vince's name, and Ira was not present.

New Business: Bob Miller had the newest nametags for those who ordered them. If you would like our beautiful nametag see Frank "King of Nametags" Linse at the next meeting.

Berkely is limiting registrations this year for the car show so get your's in soon. Same thing for Bowie. Chuck also had applications for the Waynesboro show.

Marque Time: Terry Bond discussed the upcoming Antique Auto Club of America national show in Chesapeake that he's heading. This is a wonderful opportunity to participate at a show so close. PLEASE call him asap for this once in a lifetime (sort of) opportunity on September 7th.

Bill Keeler brought his recently received award winning car to the meeting for the first time. He also survived the battalion of nitpickers who took a look.

Mike Ashe knows of someone who has a TF 1500 and may be interested in selling it. Call him if you're interested.

Bill Keeler knows of someone who has some A parts for sale.

Rob Dobbman needs an A windshield frame.

Vince Groover and Mark Childers have purchased eight or nine (depending upon how you assort the baskets of parts) B's and are both restoring and parting out some. Give them a call if you're looking for a chrome or rubber bumper car, or some parts.

Greg Coogan showed a header that he's now stocking that is reasonably priced and fits a Weber carb. Call him for details.

Vince Groover won the raffle for the last vintage coffee cup (look for it to be brought as a present to the Christmas Party), we all sighed about our loss, and we chowed down like rabid dogs.

Autocross Calendar

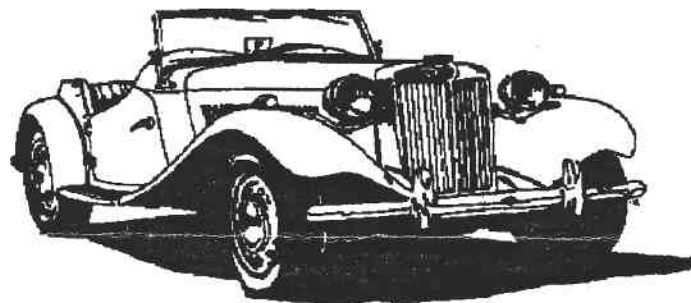
June 23	Sun	So Side Speedway Richmond, Va VMSC-K. Van Horn (804) 598-5077
June 23	Sun	Old Dom Reg-SCCA Ft Monroe D. Blankenship (804) 868-9972
June 30	Sun	Fentress NALF TSCC- C. Sanders (804) 484-6995
July 21	Sun	Old Dom Reg SCCA Ft Monroe
July 21	Sun	Tri-County Airport Murfreesboro, N. C. Tarheel SCC M. Dishman (919) 846-8145
July 21	Sun	Fort Lee, Va. Petersburg VMSC K. Van Horn
Aug 11	Sun	Too Hot Autocross TSCC C. Sanders Tenative @ Fentress
Aug 18	Sun	Fort Lee, Va VMSC K. Van Horn
Sep 08	Sun	Va Mtr Sports Park Dinwiddie, Va VMSC K. Van Horn
Sep 15	Sun	Downtown, Wilson, N. C. Tarheel SCC Tenative, Festival
Sep 22	Sun	Old Dom Reg SCCA Ft Monroe
Oct 20	Sun	Old Rocky Mount (N C) Airport Tarheel SCC

Motor Faster



**Your
Name**

Name tags are available for sale. Price is \$5.00 per tag. Order at next meeting or send check or money order to: Frank Linse, 301 E McGinnis Circle, Norfolk, Va.



1970 MGB FOR SALE Red roadster with black interior. Fresh battery, brakes and tires. Carbs rebuilt. Good runner. \$2500.00 Call Mark @ 473-1757 or Dig Pgr 626-9686

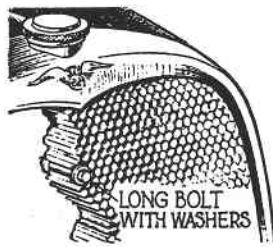
74MGB FOR SALE. Never been wrecked. Slight rust behind doors. Lots of new parts. Car is in Williamsburg. Call George Brady at (703) 709-0879 Best Reasonable Offer.

1979 MGB FOR SALE Many new parts, just tuned, overdrive and luggage rack. Blue with tan interior. Top boot and tonneau included. 71,000 miles - \$2200.00 call Dennis Sobota at 363-8733

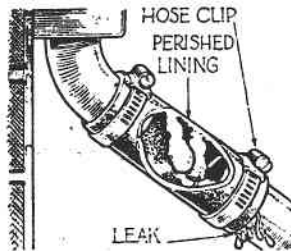
1973 MGB GT Olde Eng White w/red leather Full restoration 6 K ago. 106,000 miles Overdrive, wires, am/fm-cassette, good dash Good oil pressure. 483-5273-H, 579-2176-W Stuart Bennett, Chesapeake

THIRTEEN USEFUL HINTS

Read this page carefully; you probably know some of the tips already, but there is always a chance that one or other of them will save you time, worry or annoyance at some future date. They are reprinted from the Special Repairers' Number of "The Light Car" that was published in the spring.



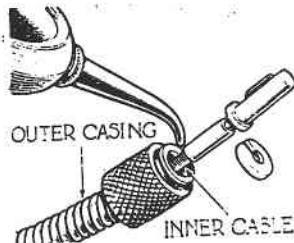
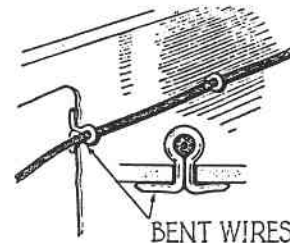
Two cooling system tips: (above) a true honeycomb radiator can be sealed by passing a long bolt, fitted with steel and rubber washers, through the leaking tube. (Right) Perished rubber connections may impede the flow of water and lead to overheating; badly fitting hose clips will often give rise to serious leaks.



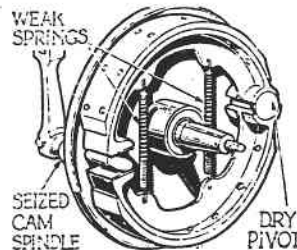
(Right) A little graphite grease brushed sparingly into the guide grooves will often cure a winding window of stiffness.



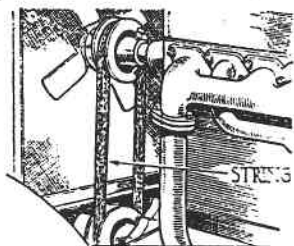
(Right) Wires dangling loosely all over the place are not only unsightly but may lead to dangerous short circuiting. They can be held neatly in position by means of large split pins or pieces of wire used as shown.



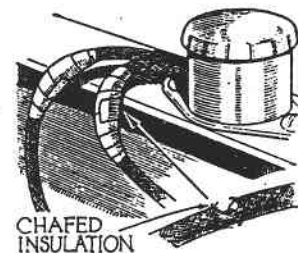
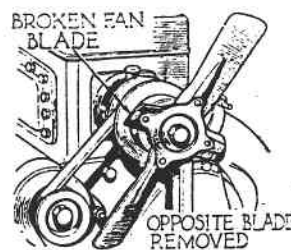
(Left) A little thin oil introduced between inner core and outer casing of the speedometer drive will obviate that irritating "whirring" noise behind the face board.



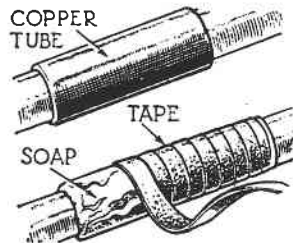
(Left) Three causes of binding brakes—weak pull-off springs, dry shoe pivot or seized cam spindle. The remedies are obvious in each case. Other possible causes are lack of lubrication on the various joints of the operating gear and very badly worn linings which allow the cams to go over centre.



(Right) If one blade of a four-bladed fan breaks, its "opposite number" should also be removed as otherwise the out-of-balance forces will cause roughness and vibration.

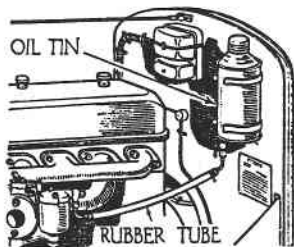
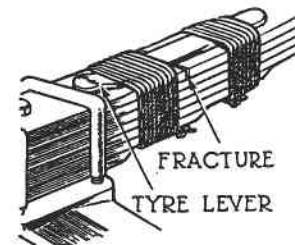


(Above) Another fan hint: should the belt break far from a garage, a temporary connection can be made with several turns of string. The car is, at any rate, drivable when this expedient is adopted.

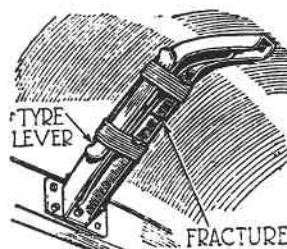


(Above, right) Watch carefully for signs of chafing on the insulation of wires passing through or close to metal parts of the chassis or body; they may develop into short circuits. Remedy—binding with insulating tape or rubber strip.

(Right) Possible repairs for a broken petrol pipe: (top) a permanent repair by means of a short length of copper tube sweated into place and (below) a temporary hook-up by means of yellow soap well covered with insulating tape



(Left) A subsidiary petrol tank, either for consumption tests or as a "get-you-home" dodge, can be made from a quart oilcan mounted on the dashboard and connected to the carburettor by means of rubber tube. Do not forget to make a small air vent in the cap.

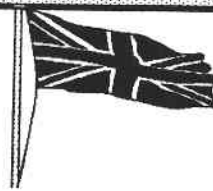


Two uses for tyre levers: (above) to effect a temporary repair to a broken spring, the lever is bound in place with stout cord; and (left) a broken wing stay which lets the wing drag on the tyre may also be fixed up with a tyre lever and cord.

English

Motorcar

Services, Ltd.



Now is the time to be preparing for Spring and enjoying your MG.
Parts, Service, Restoration

Current parts specials:

270 Mild Camshafts \$99.00

285 Fast Road Camshaft \$99.00

Aamco convertible top, zip out window \$179.00

We will beat anyone's part prices, guaranteed!!!

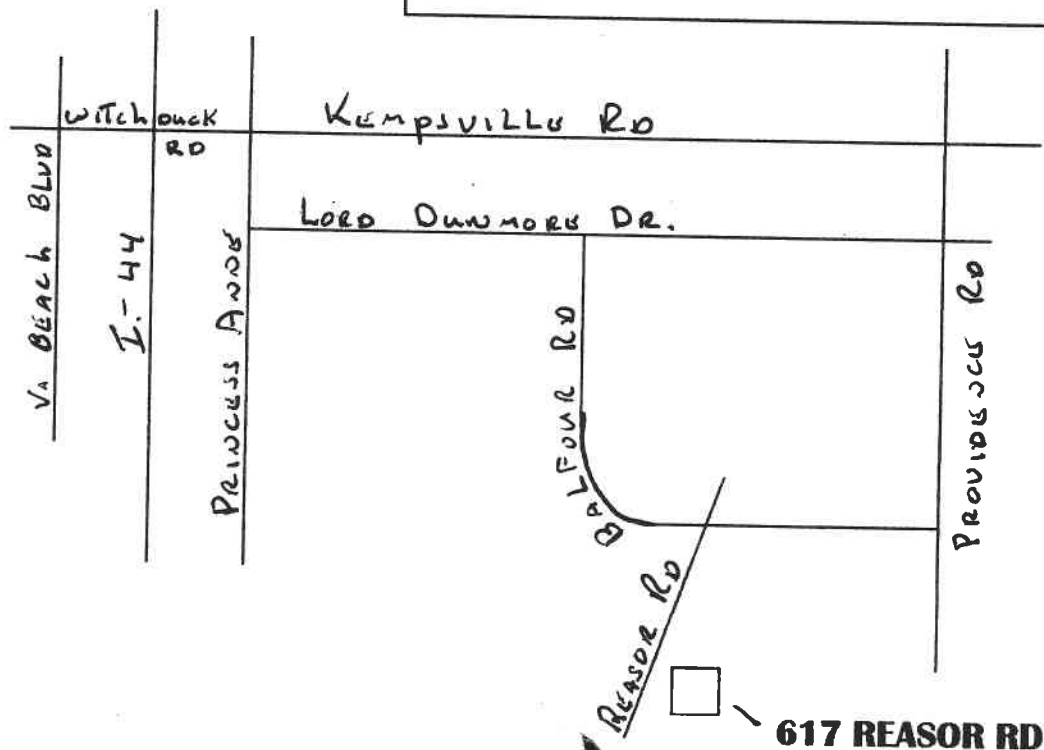
Scot Coogan
Moss Distributor

(804) 497 0787



Next Meeting

Weds July 3rd Kick tires: 7:30PM Business meeting 8:00 PM.
Hosted by, Bill Selb & Leslie Paul (804)420-9523
617 REASOR ROAD, VA. BCH. VA.



Technical Tidbits

The following items were purloined from the internet where they were submitted by John Twist of University Motors :

MG CYLINDER HEADS: The earlier heads have a deeper combustion chamber, The later ones a larger but shallower chamber, both of which are the same size (about). The early heads have double springs (all 18G engines) and the later heads have single springs (18V or 1972 and later). The early heads have the oil port at the rear pedestal BETWEEN the 5/16 and 3/8 stud ; the later heads (75 ->) the oil port is located in front of those studs and uses a different pedestal. The early heads have no provision for air injection into the exhaust; the later heads (68 ->) have that provision. There were , during production, and available as a a factory supplied item, a "large valve head", but what size I do not know.

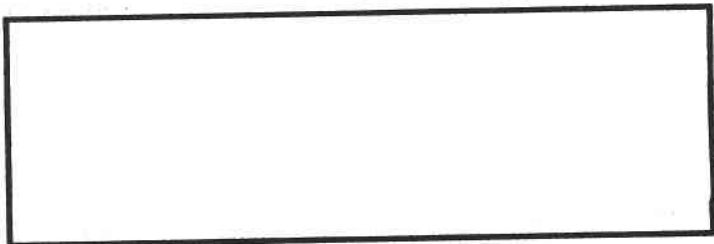
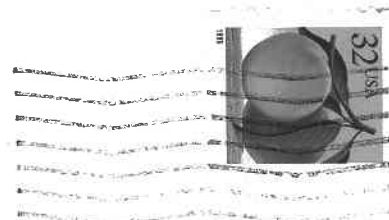
The UNIPART supplied heads from England now often DO NOT have the provision for the air injection. And just as a last note: the first valve to fail is the #3 exhaust, MGA ->MGB. Oh, and all MGA/MGB cylinder heads weep between the head and block, just under #2 and #3 plugs — well, almost all. Both these are design flaws. The second (weeping) can easily be cured. Note that running a dual chain with a single sprung head iis OK if you use the short lifters: however, you should NOT run a sinsle chain with a dual sprung head, especially with tall lifters..

The Dipstick



Gregg Coogan
5104 South Lake Drive
Virginia Beach, VA 23455

The Tidewater MG Classics



JULY, 1996

First Class Mail

