



THE TIDEWATER MG 'T' CLASSICS

THE DIPSTICK

APRIL 1981

PRESIDENT: Jim Banvard (340-6737)
VICE PRES: Ross Haines (486-1496)
SECRETARY: Andy Wallach (583-9387)
TREASURER: Sandy Hall (482-2821)
EDITOR: Carol Wallach (583-9387)

Hi, y'all--

The daffodils are blooming, the trees are budding, and the T's are emerging--it must be Spring! The trip to New Bern, as reported elsewhere here, was a lot of fun. Coming up this month, in addition to the meeting, we have a Tech Session at the Ashes--a good opportunity to get your car into shape for the Battlefield Bivouac in May.

I want to apologize to Pam Groover for crediting an article she wrote for the March Dipstick to Vince. (How was I to know? It wasn't signed!) Anyway, thank you, Pam.

FROM OLDE NUMBER 2400, 7085, 4270, 7662 and VM199:

The meeting conducted at the Gordons' was a lively one to say the least. It might have even been livelier had not two couples had some problems which precluded timely attendance. These two couples will remain unnamed in order to avoid embarrassment. One couple was precisely on time plus one day; the other got in such a heated discussion enroute to the meeting that they chose not to dampen the frivolity that they normally expect at our meetings.

Gordons, thank you very much for your hospitality and for the display of your, under restoration, TA.

As I write this several of our membership are enjoying themselves and their T's in New Bern, N.C. Those who chose not to attend this event or were not able to do so are with you in spirit if not person. We look forward to your report.

Much discussion took place at the March meeting and at the follow on committee meeting with regard to Dick Knudsen's resignation as the New England MG 'T' Register chairman. The committee met, as scheduled, and came to a consensus with regard to our chapter's recommendations on this critical matter. Our recommendations have been forwarded to Frank Churchill for his consideration; more on this at the April meeting.

As I am going south tomorrow, I must abbreviate my comments. See you on April 1 at Bill Litchfield's place.

Keep on 'T'ing,

Jim

MARCH MEETING: SECRETARY'S MINUTES:

The meeting at the Gordon's commenced at 8:15 on March 3rd in spite of sabotage efforts by the, now ex-, cartographer. The minutes of the February meeting met with critical acclaim and were passed. The treasurer's report of \$239.35 in the bank met with gasps. Sandy Hall assured the assemblage that the monies had gone toward the Battlefield Bivouac Mini-GOF (Patches-\$295.12, Trophies and Engraving-\$169.34) and not car parts. Vince Groover, when asked for the activities report, stated that the Schedule of Events as promulgated in the March edition of the Dipstick is in effect with the next event being New Bern on March 21 and 22. Robert Davis wanted to know if there were mileposts in New Bern. (While most club members prefer curling up in beds at night, Robert is known to have an affinity for mileposts.) Richard Hall again suggested taking trailers to pick up the antique furnishings from New Bern. Vince stated that the proposed outing in August on the 'Spirit of Norfolk' was preempted by the decision "to sell it before it burns." (What people will do to avoid the Tidewater MG 'T' Classics Curse. Pretty soon they will pay us not to even consider staying or going somewhere.) The June meeting will be at the Spilman's. The July meeting is still open. Jennifer Ash asked Mike, "Are we going to be there?" in response to being reminded that the April Tech Session is at their house. The June 21st Tech Session will be at the Banvard's.

President Jim introduced guest Tom King (73 MGB GT), who is on temporary duty in Tidewater and will be attending the Armed Forces Staff College.

Robert Davis reported that he has "a group of engineers going around the world looking for Lucas parts. It's a 3 or 4 month trip and a 6 month list of parts." He also reported having available late FD-TF distributors which have been converted from MGA distributors. Roy Wiley stated that he can obtain sealed beam quartz halogen headlamps at an approximate 60 percent discount for interested members. Jim Banvard: "Thank you, Roy--that's illuminating."

President Banvard reported that Dick Knudsen has resigned as chairman of the New England MG 'T' Register effective 1 July and that the club received a letter from Roy Mercer asking for inputs on the selection of a new chairman. After some discussion, a special committee was formed to meet and draft a reply to Roy Mercer.

In the Mini-GOF report, it was stated that the club reserved 35 rooms on Friday and 50 on Saturday. The gorgeous multi-color patch was also exhibited.

Thank you Bill and Sue for a very pleasant evening with fine refreshments.

UPCOMING EVENTS:

April Meeting--Wednesday, April 1, at Bill Litchfield's. (Map on last page.)

Tech Session--Sunday, April 5, 10 AM
Mike and Jennifer Ash
5149 Bellamy Manor, V.B.
424-1560



Technical

By Bob Sterling

SPRING CHECK-UP FOR SUMMER EVENTS -- OR, OUT OF MOTH BALL

1. **Brake** - Go through and completely check the breaking system -- if you are going to drive it. The most important part of the automobile is brakes. There are many old MGs running around with rotten brake hoses. When you check the 2 front hoses, make sure you also check the one in the rear; there are 3 rubber brake hoses altogether. If rotten, replace-- there is no repair. Then check all steel brake lines for any weak or rusted out areas. If there are copper brake lines on your car, replace them with steel lines. Some old TCs had copper. Copper is too soft and can burst.

Also, check the rear brake hose to make sure it is not rubbing on any part of the body. It has happened to one of our members and he lost his brakes.

Then pull off the wheels and brake drums and check all the wheel cylinders for leaks. If leaking repair or replace. While you have the brake drums off, free up all the brake adjusting screws and replace lining on the shoes if worn thin or oil soaked (TCs)--this could happen in the rear wheels. If the rear ones are oil soaked, it also means you need rear wheel seals--do this at the same time.

After the wheels are back on, check out the master cylinder for leaks. If leaking, repair or replace. If you are confident all leaks have been fixed, flush out the system with fresh brake fluid. This usually takes 2 people -- one to pump up and hold the brake pedal down hard, while the other person is opening up the bleeder screw on the wheel cylinder. The first individual should not keep pumping while the bleeder screw is open. Be sure to communicate your signals clearly so you know when to pump...when to hold down hard. Remember -- always start at the farthest wheel cylinder away from the master cylinder. Then work up to the closest one last. Of course, always adjust the brakes BEFORE bleeding. Remember, going is fun -- but stopping is extremely essential!

2. **Steering** - Check your steering for any free play. If loose, something is worn -- probably tie rods or/and king pins.
3. **Wiring** - Some of the wiring on these old cars is getting pretty ragged and fragile. If you don't have the time or money to replace with a new wiring harness right away, make sure no 2 wires that are bare are touching each other. Any bare wires should be wrapped with electrical tape. Also be sure any wires going through metal areas, such as the fire wall, should be properly covered. Make sure the rubber grommet in the fire wall is there and in good shape. This problem has caused a problem with one of the cars in the club on one of the tours. Lucky it wasn't serious.
4. **Fuel System** - Check your gas tank for rust and dirt. If rust or dirt is present in the gas, drain the tank and remove it and seal with tank sealer. It is not a difficult task or expensive -- and well worth it. Also, blow out the fuel line from the tank to the fuel pump. Make sure the fuel pump is working properly. If not, repair or replace. Clean out the screens in each carburetor where the lines go into the float bowls. (There should be filter screens in there.) For added protection, it is advisable to put an in-line fuel filter on the car. Put this filter before the fuel pump. Not original -- but it's better than walking!
5. **Oil** - Change the differential (or rear end) and transmission with fresh oil. (80W for TDs and TFs; 120W for TCs.) Of course, it is advisable to change the engine oil and filter before a long trip.
6. **Cooling System** - Check all radiator hoses for cracks and bulges. If they look old and cracked, replace them. Check the radiator carefully for any leaks. If in doubt, take out the radiator and go to a radiator shop for cleaning and repair. At the same time check the water pump for leaks. If the radiator water hasn't been changed within the last 2



years, drain and refill with 50% water to 50% antifreeze -- or the recommendations on your antifreeze can.

7. **Engine** - Warm up the engine to operating temperature and adjust valves as per the owners manual. After the valves are adjusted, take a compression test on the engine. If the compression is lower than 120 lbs., you may have problem; or if there is a difference in the 4 cylinders of over 10 lbs., there could be problems. If compression on the engine is erratic or bad, it is no use going any further tuning the engine. The head must be removed and a valve job performed. If compression is OK, install new points and plugs. Reset timing and then do the carburetor adjustments. Refer to September 77 newsletter. Remember -- do the carburetors last. If other parts of the engine are not "up to snuff", you never will get the carbs set properly.
8. **Drive Shaft** - This is one area most car owners don't even think about. Check universal joints carefully for any sloppiness and wear. If everything seems tight or snug, grease them. Give 3 or 4 strokes of grease from the grease gun to the universal joints front and rear. While you are at it, add grease to all fittings on the car.

This check list is not to scare you. Preventative maintenance will enable you to have hundreds and thousands of miles of T-touring fun!!!

(This article borrowed from "Triad T Talk".)

SPEEDOMETER/TACHOMETER SERVICING By Len Renkerberger

Note that this does not say repair. Perhaps it should, since what I have outlined below will solve 90% of all "T" series Instrument problems. But since I am no expert on adjustment or repair, and all you will be doing is cleaning and oiling, let's just call it maintenance. Given below is the procedure for the speedometer. The tach is easier. If you can do this, you can do the tachometer.

First, make sure your cable is turning freely and neither end is rounded-off and slipping. If the cable is free and your problem involves a needle that oscillates badly (or used to) then you probably just need a little cleaning.

You will need a Jewellers screwdriver, a small pair of needle-nosed pliers, some Alcohol and thin, no-lint rag. Also, make careful notes of the disassembly sequence, and how it was done.

If you are lucky enough to have a trip meter setting extension, remove it. Remove the chrome ring and glass by rotating the ring a bit in either direction. Remove the tiny screws on either side of the needle, which holds the face in place. Remove the two large screws at the rear of the case, which secures the mechanism in the case. Tip the bottom of the face forward as far as possible, being careful not to bend or loosen the needle (turning the needle to about 30 MPH helps). You should now be able to remove the mechanism from the case.

Remount the face. Looking to the left side of the unit, you will see a bright disc, parallel to the face, which moves when you move the needle. It should have a notch in it for an index mark, but in the event it doesn't, make your own mark. With the needle on the 0 MPH peg, reference your index mark on the casting which makes up the rear part of the mechanism. This is very important, for without this reference, your speedometer will require recalibration by an expert with the proper items of equipment, or you will have to do it by trial and error, which involves removing and disassembly for each trial.

Using pieces of cloth to prevent scratches, slip the points of the pliers around the needle and GENTLY lever it off. Remove the face. Remove the springs holding the catch levers for the Tripmeter and Odometer. These levers are at the top right and lower left of the instrument. You will note that the meter dials are mounted on a plate bracket which is attached to the rear casting by four (4) small screws (1 is a very small screw under the trip-meter catch lever). You can not separate the two "halves" of the instrument. You will note that there is a slender needle pointed shaft projecting from the disc which you indexed. Clean this thoroughly with alcohol as well as the recess in the odometer drive gear from which you removed it. Now remove the brass drive gear from the yolk casting. Clean both and apply a very small amount of a very light oil. (Editors' note: jewelers use a type of fish oil.) Apply a minute quantity of oil on the needle shaft.

Reassembly is a reverse of the above. Hope you kept good notes.

(This article borrowed from "T Times", Fall 1980, among others.)

APRIL MEETING

WEDNESDAY, APRIL 1

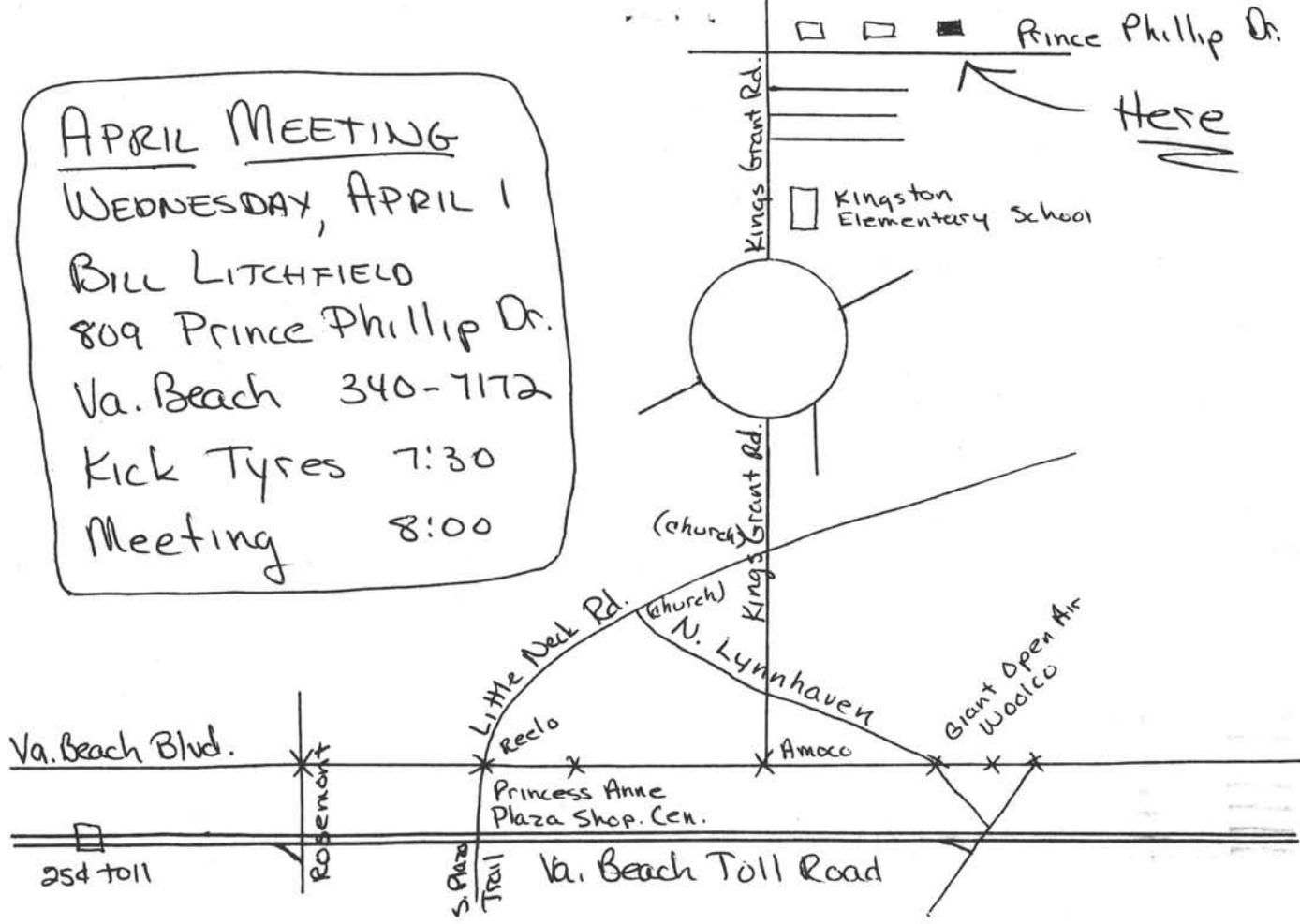
BILL LITCHFIELD
809 Prince Phillip Dr.

Va. Beach 340-7172

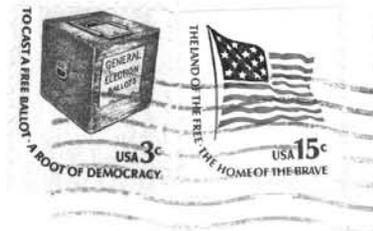
Kick Tyres 7:30

Meeting 8:00

Tennis Courts



Tidewater MG 'T' Classics
7704 Bergen St.
Norfolk, Va. 23518



ROSS & ANN HAINES
633 PINE TREE DR
VA BEACH VA 23452