



THE TIDEWATER MG 'T' CLASSICS

THE DIPSTICK

JUNE 1981

PRESIDENT: Jim Banvard (340-6737)
VICE PRES: Ross Haines (486-1496)
SECRETARY: Andy Wallach (583-9387)
TREASURER: Sandy Hall (452-2821)
EDITOR: Carol Wallach (583-9387)

Hello again--

It's that time of year again--time to pay your dues and re-new your membership. A Membership Application/Renewal form is included with this issue.

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

What a month, the month of May; three mini-GOF's and the Yorktown Concours. Those who took advantage of them had a marvelous time. The Luray Lark was set at the Mimslyn Inn in Luray, a most beautiful spot with ideal facilities for a GOF. The Tidewater contingent was small but highly visible and enjoyed themselves immensely. The Ashes were our only representation at Myrtle Beach, S.C. but came back with glowing reports of a good time.

Those who attended the Battlefield Bivouac, and there were many, had a wonderful time. The Minuet Manor Motel was inexpensive, yet more than adequate. The event was very probably the best organized and run GOF that I have ever attended. My hat is off to Roy Wiley and his whole crew. I was very encouraged by the the large number of members who were heavily involved in bringing this event off so successfully. Thank you all, each and every one of you.

We were extremely fortunate to have the selected MG's for the Yorktown Concours in attendance at our event. These cars were considered the very best of model by the "T" register. Ed Karem had his beautiful SA there, Carl Fisher his VA tourer, Jim White his TD, Jack Jackson his sparkling TF, Graham John his Special Edition "B", Vince Groover his "Y" and Peggy Davis her "Z" Magnette. Brenda Banvard also had the opportunity to show her TC on the field as a representative of the marque and model.

Bess, thank you for hosting our monthly festival. A fun time was had by all. Robert's tech session was small but productive.

May was a busy one to say the least. June should be more routine as we head up to the major GOF in September. It is great to see so many "T"s out and about.

Keep on "T"ing,
Jim

P.S. I am glad to see that no one waited until the last minute to prepare for the Mini in Williamsburg.

SECRETARY'S MINUTES: MAY MEETING:

Twenty-six enthusiasts gathered at Bess Mann's for the May 5th meeting. Four guests were introduced: John and Sandy German who are looking for an A, and John and Robin Sams who have an evolving ID. Before, during, or after an utterance by Mary Thompson, Mike Ash stated that her "name appears 15 times in the minutes and I think she should keep quiet." The Secretary asked for and got approval of the minutes. The Treasurer's report related the ebb of the treasury, \$124.60 and falling, but also the good news (or bad, depending on one's viewpoint) that dues are payable in June. Vince Groover reviewed the upcoming events--tech session, mini-GOF, June 3rd meeting at the Spilmans', June 21st tech session at the Banvards', and a June 27th outing. Dave Barrows stated that there was going to be a car show at the Kempsville Recreation Center on May 10. Elsie Parr stated that she had brought T-shirts, badges, hammers, et cetera. President Banvard stated "All new members, I mean prospective members, buy a T-shirt. We have them in all sizes--none of them fit." (This is an untruth. I subsequently saw two of our guests, soon to be members--they are waiting till June so they won't have to pay a partial year's dues for only one month (typical T-ers, cheap)--in T-shirts at the Yorktown Concours and they looked fine.)

Roosevelt Moseley stated that Hank Giffin should be commended for his article on the tech session in the May newsletter. Jim Banvard: "Let me explain." Roy Wiley: "He was drunk."

Under new business Hank Giffin revealed the startling fact that "Mr. Banvard actually waxed a car." To which Vince Groover said "Brenda told me that he waxed his truck in 1971." Jim Banvard then ascertained that the Banvards and the Ashes were planning on going to the Luray Mini-GOF. To his "Let's discuss when we are going," Mike Ash replied "Jennifer and I have already discussed it." Roy Wiley: "Two years ago Mike said what he thought about caravans."

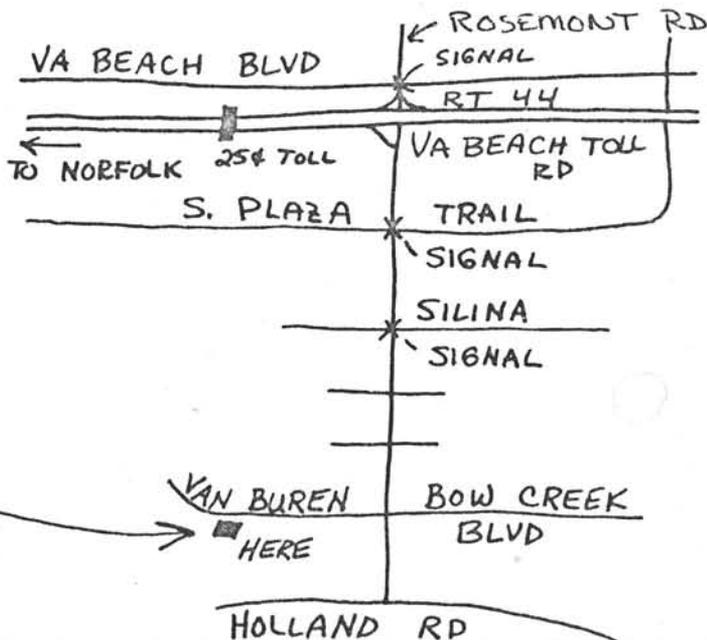
Roy Wiley reviewed the schedule of the Battlefield Bivouac mini-GOF as Ross Haines collected monies. The group then adjourned to a very fitting spread of refreshments. Thank you Bess for your hospitality and your on-going active support of club functions.

SCHEDULE OF EVENTS FOR JUNE AND JULY:

June 3 (Wed.)--June meeting at Spilmans'. (Map on last page.)

June 21 (Sun.)--Tech session at Banvards' at 10 a.m.

3633 Van Buren Dr.
Va. Beach 340-6737



June 27 (Sat.)--Drive out/rally to be concluded at a secret location for a picnic/funkhana. Bring food for your family plus one. Beverages will be provided. Departing at 10:00 a.m. from Kettler's parking lot located diagonally from Sears at Pembroke Mall. For those not wishing to participate in the drive out/rally, contact the Groovers or the Thompsons before 9:30 Saturday morning for the picnic location. Grills for cooking will be available.

July 7 (Tues.)--July meeting at the Wileys'.

July 18 (Sat.)--Drive out to Dan and Susan Boswell's (Maryland, about four hours.) Departing Pembroke Mall at 8:30 a.m. (Bring a snack.) Caravan to Dan and Susan's for lunch about 1:00, followed by some relocation and plunder through Dan's garage and barn. Dinner will be at a restaurant picked by Susan (plan on Maryland crabs and Chesapeake oysters.) After dinner, we will return to the Boswells' for the night--bring sleeping bags if you have them. On Sunday, we will have different routes planned for your return; pick one to your liking, form up, and move 'em out after breakfast.

The weekend is shaping up to a Marvelous Maryland Mixer with country markets and flea markets within a few miles, old homes on the rivers and by-ways of southern Maryland, and a campfire get-together with good food and drink. We have to know who and how many are going by the night of the July meeting, so Susan can make firm arrangements for sleeping and dinner. Y'all come, ya hear!

Please note--Only one meeting date, November 3, is open for anyone wishing to host one. Make your desires known at the June meeting.

P.G.

IF YOU STILL HAVE YOUR NAMETAG FROM THE MINI-GOP, PLEASE RETURN
IT TO THE SECRETARY

For Sale: Five nights for two at the Cortina Inn with tennis lessons for two included. The Cortina Inn is located in Killington, Vt., the site of the GOP MK XXXI. This is a \$200+ value for only \$75. Call Jim Banvard (804) 340-6737.

NEW MEMBERS:

John & Sandra German
3725 Virginus Dr.
Va. Beach, VA 23452

486-8212 '74 MGB

ADDRESS CHANGE:

Elsie Parr
1117 George St.
Norfolk, VA 23502

BATTLEFIELD BIVOUAC - MINI GOF - MAY 22 & 23

What a weekend!!! MG owners and enthusiasts blended good food, good company and good times in the right amounts to create a memorable weekend in the historic Williamsburg-Yorktown area. And, of course, the MGs were there in all shapes, sizes and colors to lend their own special brand of excitement.

Early arrivals on Friday afternoon at the Minuet Manor in Williamsburg decked the hospitality room in red and blue streamers, put beer and sodas on ice in a horse watering trough, really (courtesy of the Fishers) and set out snacks in preparation for the more than sixty people who arrived on the scene. The hospitality room was across from the motel swimming pool and many of our group, especially the children, took a dip in the not-too-warm water.

Those pitching their tents at the motel included the Ashes, Banwards, Barrows, Bolens, Robert Davis, Ken Dellinger, the Fishers, Gordons, Groovers, Haines, Bill Litchfield, Bess Mann, Pat Mann, her navigator, Joy, Bob Pellerin, Elsie Tarr, the Rudds, Thompsons, and the Wallachs. Out-of-town members Carroll, Trudy and Peggy Davis, the Boswells, Eatons and the in-town out-of-town Hank Giffin were also in attendance. Others joining the festivities were Graham and Glynis John from Ontario, Jim and Sandy White, Alexandria, The Smiths, also from Alexandria, Ed Kareem and son, Steve, Kentucky, Joan Null, Pennsylvania, and Jack Jackson, Falls Church. Roy Wiley, Richard Hall, Roosevelt Moseley and Randy Colker were also on hand at one time or another during the weekend. The many children contributed a family atmosphere to the happenings.

Friday evening we went in search of chow. Some of the group went to the Lobster House, some had Pierce's famous Pit BarB-Q and a rather riotous bunch went to the King's Arms in Colonial Williamsburg. The good people at King's Arms must have remembered us from the Colonial Clutch three years ago, as we found ourselves waiting almost twenty minutes for our reserved tables which just happened to be in the same faraway corner as before. Oh well, no one has ever accused us of being stuffy.

Promptly at noon on Saturday, Richard Hall led our caravan along the beautiful Colonial Parkway to the Yorktown Center where the car show was held. Twenty-five MGs were entered. In the Variant class Peggy Davis won first place and Pat Mann picked up second place. In the TC class first went to Brenda Banvard and second to Ron Eaton. In the TD class, Jim White won first, Jim Rudd came in second and Bess Mann won third. Jim Banvard was the TF winner. In the premier class, Dan Boswell won first and Vince Groover won second. In the Vintage Premier class, Ed Kareem won first and Carl Fisher captured second. Jack Jackson of the Chesapeake Chapter won Best of Show. Jack was also awarded the Distance Award. In the Photo Contest, Pat Mann was declared the winner. Dan Boswell's model of a TC under restoration won the Model Contest.

The banquet at the Sheraton Patriot was a special treat. The dinner was delicious. Awards were announced and the pewter handed out. Some very lucky people had a lot of winning tickets for prizes donated by local and out-of-town businesses.

On Sunday, the Yorktown Concours was held at Kingsmill on the James. The Concours offered the once-in-a-lifetime opportunity to see restored and original autos dating back to 1907. At least 200 cars were exhibited on the shores of the James. The MG marque was well represented.

Afterwards, we all made our way home in our beloved little cars, with fond memories and sunburned noses, and looking forward to GOF MK XXXIII in September at the Cavalier Hotel in Virginia Beach.

Pam Groover



THE TIDEWATER M.G. 'T' CLASSICS

MEMBERSHIP APPLICATION/RENEWAL

Annual membership dues are payable in JUNE. Memberships not renewed by SEPTEMBER will be terminated. Membership shall be reinstated upon payment of the full annual fee. Please complete ALL of the following information so that we may maintain up-to-date membership records. Please include first names of both husband and wife.

NAME: _____

ADDRESS: _____

ZIP: _____

TELEPHONE: Home: _____ Office: _____
(Office number is optional)

M.G. CARS:

Type: _____ Year: _____ NEMG'T® _____
Reg. No: _____

MEMBERSHIP FEE: Members who are renewing memberships must pay the full fee of \$10.00. The fee for new in-town memberships shall be pro-rated according to the following schedule. Please check the appropriate box.

In-Town Renewal* (\$10.00) _____ New Member: _____
Out-of-Town (\$6.00) _____ Jun-Sep (\$10.00) _____
Already Paid _____ Oct-Jan (\$ 6.00) _____
Feb-May (\$ 4.00) _____

Make checks payable to "Tidewater M.G. 'T' Classics" and send to:

Sandy Hall
500 Mustang Dr.
Chesapeake, VA 23322

*Defined as the cities of Virginia Beach, Norfolk, Chesapeake, Portsmouth, Hampton and Newport News.

The SU fuel pump has to be the bane of every MG driver. While some people consider it a pain to have to tweak and tune the SU carbs, the SU fuel pump is just a pain - period. Consider - you are out for a pleasant drive in the country on a nice sunny afternoon, just motoring along, enjoying the drive when suddenly your little gem coughs, sputters and dies or, as happened one day to my wife, it does that a total of 13 times within 45 minutes (and that included stopping on two bridges). Nothing serious, mind you, but the situation necessitates climbing out, armed with a hammer (or other suitable instrument) and great oaths (&c%\$?! fuel pump will do for starters), open the bonnet and rap the fuel pump a few times until the familiar "tick tick, tick" is restored. You now close the bonnet, store the hammer, get back behind the wheel and continue along your merry way. By now the mood of the day has been broken and you are probably left speculating on and muttering about the ancestry of the fool who designed the blasted thing.

After a few episodes of enduring the above scene and trying everything short of laying the pump in front of a fast moving steam roller in the way of fixes (an ultimatum from the wife helps!) I finally sat down with meter in hand and made a few measurements. It was quickly found that when the pump is operating it is drawing nearly 3 amp through the set of contacts. This explains why the contacts burn and start sticking so soon causing the car to stop running. One quick easy solution to this would be to mount an AC or similiar fuel pump under the car (out of sight) and disconnect the wire to the SU pump. A far less expensive, though slightly more involved, fix is to transistorize the SU pump. Being basically cheap, I opted for the second course of action and had such tremendous success I decided to write up the procedure for others to follow.

The parts needed to make this modification are:

- 1 2017 transistor
- 1 1N4003 diode
- 1 100 ohm resistor
- 6" 1/8th inch shrink sleeving or other insulating material
- 2 solder lugs

All the parts can be obtained from Radio Shack for about \$3.00. Once all the parts are assembled proceed as follows:

1) Disassemble, clean and adjust fuel pump in accordance with the shop manual. Before reassembling the points, they should be cleaned and shaped using an ignition file and then polished using a small sharpening stone.

2) When attaching the stationary points (see Fig. 1) to the mounting block do NOT put the wire from one end of the coil (fig.1-3) under the screw with them. Instead, put one of the solder lugs under the screw.

3) Enlarge the hole in the mounting tab of the transistor (fig. 2-8) (I filed it out to a fork shape) and mount under the left hand hold-down screw (fig. 2-2). Clip off and discard the center

lead of the transistor.

4) Solder one end of the 100 ohm resistor (fig. 2-6) to the left hand lead of the transistor (base), insulate it with shrink sleeving, bend close to the transistor so it passes under the other lead and then solder the other end of the resistor to the solder lug attached in step 2 above (fig. 2-1).

5) Solder the lead from the coil left disconnected in step 2 (fig.2-3) and the end of the diode (fig. 2-7) with the band on it to the right hand lead of the transistor (emitter), insulate with shrink sleeving.

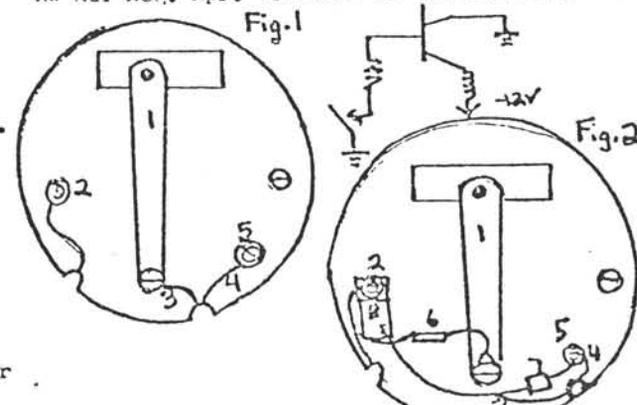
6) Run the other end of the diode to a solder lug attached to the input terminal of the pump (fig. 2-5), solder.

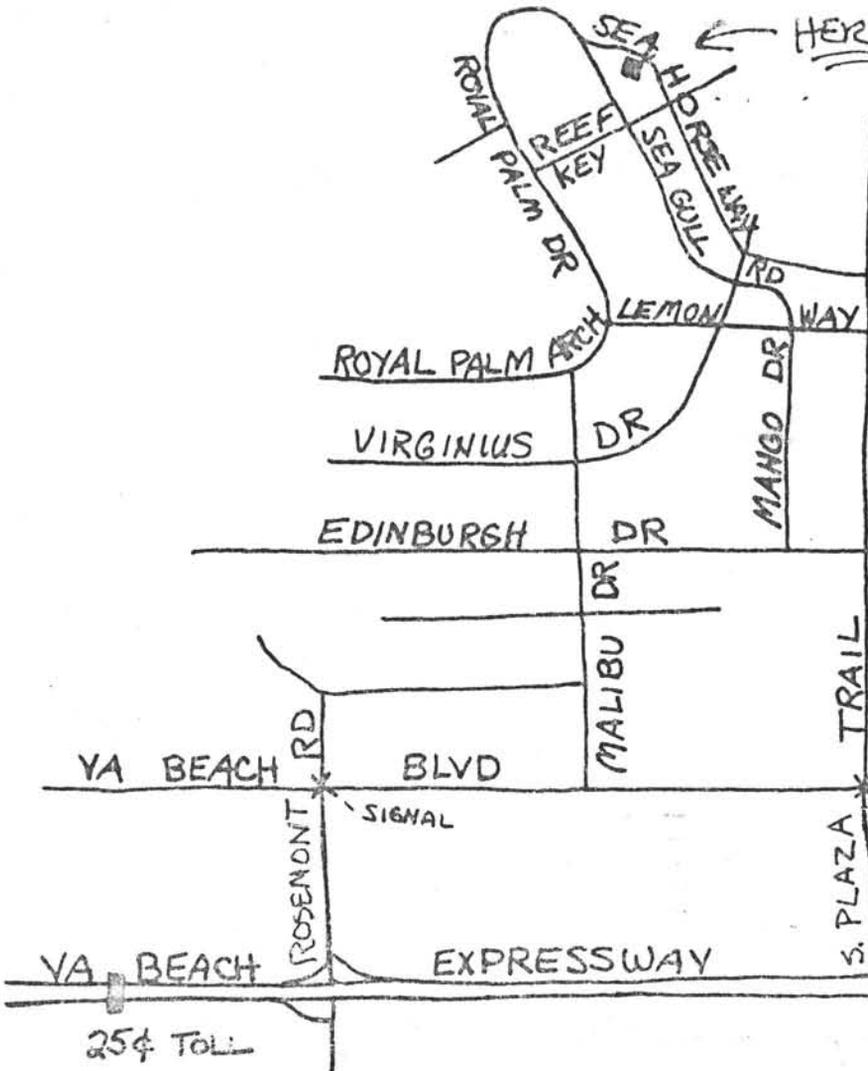
7) Check to make sure that all the leads are insulated from all other leads, screws, etc. and that they do not interfere with the operation of the points.

At this point the pump should be checked by attaching a wire from one of the screws around the frame of the pump to a convenient ground on the car. Attach a wire from the input terminal of the pump to the Neg(-) terminal of the battery - the pump should start pumping like mad if everything has been done right. You may find when fitting the cap back on the pump that it will be necessary to grind off the two projections on the inside of the cap in order for it to fit all the way down into the groove around the body. This can be done using a small hand grinder. Once the cap is on there is no visible sign of the modification. I did this to my pump about a year and a half ago and now, with 10,000 miles on it, can see no visible wear on the points.

One more thing can be done to improve the reliability of these pumps and prevent vapor locking remove the outlet fitting from the pump top. Underneath is a valve arrangement with 2 brass disks. Using a very fine polishing compound (rottenstone) polish these disks to a mirror smooth finish. Using a small (1/2") felt buffing wheel and a hand grinder, polish the seats also. This procedure (gleaned from Chris Couper in Octagon Topics) should minimize vapor lock.

(Ed. note: Thanks again to Dave and the INV MGT Reg. Apr. 78 issue of the Bonnet)jk





JUNE MEETING
 WEDNESDAY, JUNE 3
 TED & VICKI SPILMAN
 3617 SEA HORSE WAY
 VA. BEACH 340-2964
 KICK TYRES 7:30
 MEETING 8:00

TIDEWATER NG 'T' CLASSICS
 7704 BERGEN STREET
 NORFOLK, VA. 23518



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