



THE TIDEWATER MG 'T' CLASSICS

THE DIPSTICK

JANUARY 1982

PRESIDENT: Ross Haines (486-1496)
VICE PRES: Vince Groover (497-6904)
SECRETARY: Mary Thompson (495-0085)
TREASURER: Bess Mann (340-4011)
EDITOR: Carol Wallach (583-9387)

Happy New Year!!

I would like to thank Roy Wiley and Peggy Bradford for meeting this month's deadline. Roy submitted the upcoming events, which appear below; and Peggy called with news of an automobile accident in front of Bess Mann's on December 13. A drunk driver rammed into a group of cars--no one was injured, but Pat Mann's MGA was a total loss, Peggy's MGB GT was very badly damaged, and Bess' MGA was also damaged, as was a fourth unidentified car.

On the bright side, the Christmas party at the Asnes' was, as always, a big success. The food was superb and the company was excellent. It's always nice to see so many old friends.

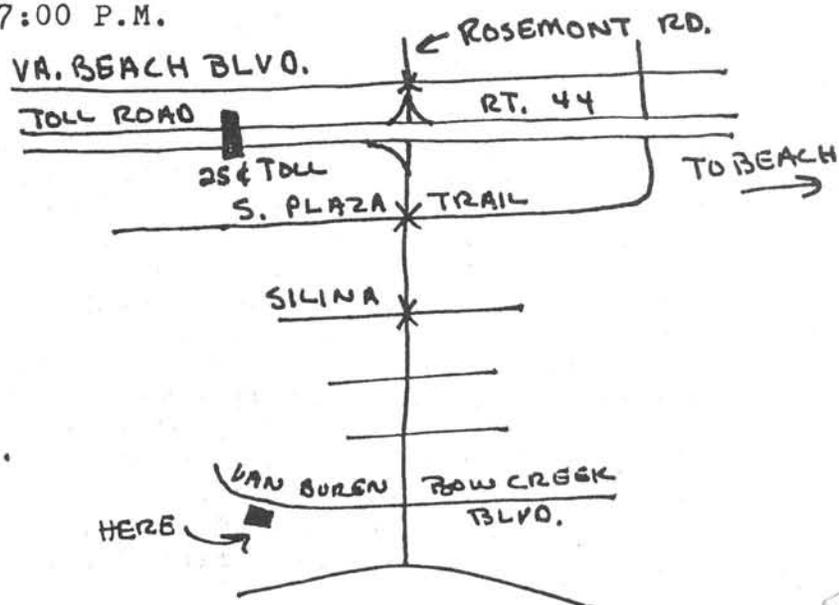
UPCOMING EVENTS:

January Meeting - Wednesday, January 6 at the Haines'. (Map is on last page.)

Wicker Basket Affair - Saturday, January 30 at Jim and Brenda Banvard's. Please call Brenda by Monday, Jan. 25 if you plan to attend to tell her what you would like to bring. Liquid refreshments (punch, coffee, and beer) will be provided. This is our annual pot luck and is always a marvelous feast so don't be late--it starts at 7:00 P.M.

WICKER BASKET AFFAIR

Jim & Brenda Banvard
3633 Van Buren Dr.
Va. Beach 340-6737
Sat., Jan. 30 at 7 P.M.



February Meeting - Tuesday, Feb. 2 at Jonn and sandy German's.

Brunch at Fort Story - Sunday, Feb. 21. Meet at 10:30 A.M. at the Old Cavalier parking lot. Walt and Mary Thompson are our hosts.

March Meeting - Wednesday, Mar. 3 at Dick and Lillian Bolen's.

Tech Session - Sunday, Mar. 28.

Dave Barrows asked me to print this picture of Jennifer, one of our more illustrious members, whnch appeared in the November issue of "C & P News Topics".



Thanks for life (L to R), Jennifer Ash of the Norfolk Red Cross presents a special award to C&P for ongoing aid to the blood donor's program. Accepting is Kenwood Wright, supervisor-construction, Portsmouth, the Eastern area's top blood donor (14 gallons). Looking on is Division Staff Manager-Residence Support Bob Neuville.

TECHNICAL ARTICLES:

Engine Cleaning

(This article is from 'Chesapeake Square-Rigger', April, 1979.)

Here's a semi-original idea that you might be unaware of - Having trouble getting that grimey old neglected engine cleaned up? Not exactly anxious to invest several dollars in Gunk or other brand degreaser? Well, Cheer Up - help is as near as your laundry room. Mix up a solution of one part Tide and 2-3 parts water. I usually fill a quart jar about 1/3 full of Tide and slowly fill it on up with warm water. It makes a white milky solution without many suds. After protecting the precious electrical parts with plastic bags or something, apply the solution over the whole engine (or other part to be cleaned) either by spraying or brushing. I like to use a pumper type oil can because you can really direct the spray nowever, brushing works very well. Allow it to stand 5-10 minutes and rinse with a water hose. You'll be amazed now clean it will come. Just one other word of caution - avoid the exterior paint job as that strong solution will really leave a mark if not rinsed immediately. I scrape off large hunks of grease and dirt, and really bad spots may require two applications, but it is inexpensive, quick and very effective.

Grady Cook

Hints from AUSTIN'S / MORRIS GARAGE

By JERRY AUSTIN

(Reprinted from "Octagon Topics", Vintage MG Club of Southern California)

Has your wheel and drum ever fallen off? It's embarrassing, indeed, to lose a wheel in traffic when a little checking will prevent it. The rear drum is held to the axle by a castle nut as you know. Unfortunately, when you fit the later style nut to a replacement axle the turrets of the nut may go well past the pin hole when the nut is tight. Therefore, it may be necessary to shim the nut with 7/8" I.D. spacers so the cotter pin prevents even a partial turning of the nut. You may also use shims or grind a small amount off the bottom of the nut to line up the slot to the pin hole. Do not be afraid you will over tighten the nut. It should be as tight as possible. And don't forget, when reinstalling the road wheels, to line up the hole in the wheel with the hole in the drum, in the case of disc wheels, and to keep the widest space between the spokes of a wire wheel in line with the brake drum hole to allow access to the adjustments. Make sure also that the splines of the rear hub are not worn as to allow play when the axle is fitted.

Have you ever been unable to fit your rear hub caps to your disc wheeled car? Whoever last changed axles or rear wheel bearings on your car failed to put the bearing distance washer behind the bearing. This allows the axle shaft to protrude from the hub an additional .190", thus preventing the cap from being installed. Keep in mind the dished side of the spacer goes onto the axle first.

The rear carb on my TD keeps flooding over. I've replaced the needle and seat, float, float chamber lid, float lever and pin. Can you help? The only other possible answer to your problem is that the overflow pipe is plugged or pinched. It is very easy to fill the end of the pipe with dirt or grease while installing it by rubbing it against a dirty frame. Clean the pipe out or replace a pinched one so air can enter the float chamber and your problem should be solved.

Here is a chart showing the volume of T engines that have been fitted with oversized pistons:

	<u>XPAG</u>	<u>XPEG</u>
Std.	1250 cc	1466 cc
.010	1260 cc	1476 cc
.020	1269 cc	1486 cc
.030	1279 cc	1496 cc
.040	1288 cc	1506 cc
.060	1307 cc	1527 cc
.080	1327 cc	1548 cc
.100	1346 cc	1569 cc
.120	1366 cc	1590 cc

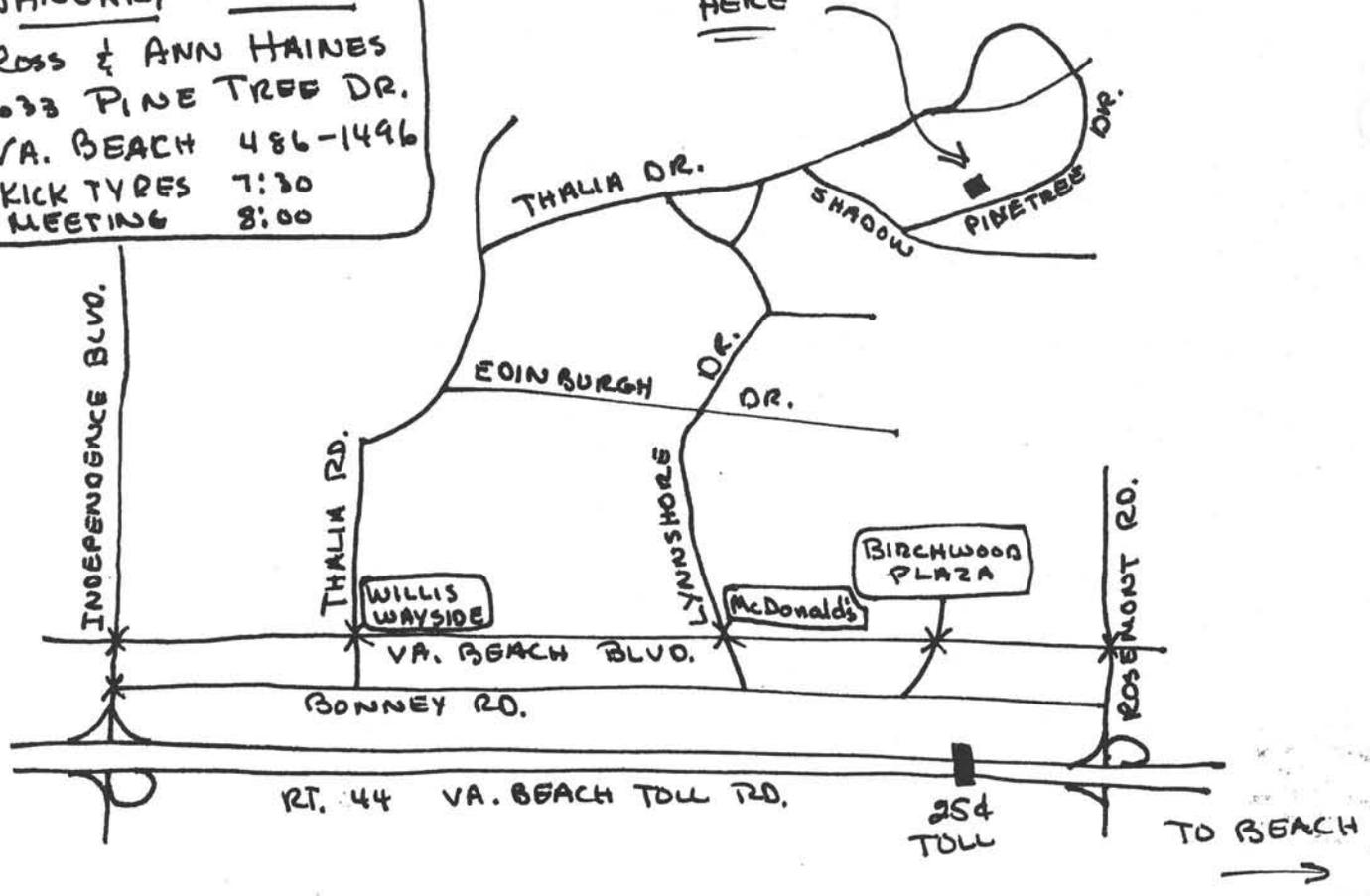
A modification to the tach drive, not found in any service manual: To help prevent the tach drive from loosening and dropping to foul the low voltage lead of the distributor, install a washer, BMC part #3H550, around the input or driving shaft of the drive that slips into the dynamo. This tends to prevent the drive's loosening by allowing the fixing nut to draw the drive's collar tight against the boss on the dynamo end bracket.

If you have a leak where the oil gauge pipe joins the gauge itself, you have forgotten to install the leather sealing washer, BMC part #2K4936.

WEDNESDAY, JAN. 6

HERE

JANUARY MEETING
 ROSS & ANN HAINES
 633 PINE TREE DR.
 VA. BEACH 486-1496
 KICK TYRES 7:30
 MEETING 8:00



TIDEWATER MG 'T' CLASSICS
 7704 BERGEN ST.
 NORFOLK, VA. 23518



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

Mary didn't really lose the minutes -
She misplaced them with my clipboard

- 1/6/82
- ✓ 1 - Guests & New Members Don Williams '52 TD
 - ✓ 2 - Secretary's Report (Mary Thompson) - Roy not at Nov. mtg
Ken & Molly Rose '52 TD appointed
 - ✓ 3 - Treasurer's Report (Bess Mann) \$1101.67

List of unpaid as of meeting

- ✓ 4 - Events (Roy Wiley) - Stick with \$2.50/person wicker basket
- ✓ 5 - Regalia (Elsie Tarr)
- ✓ 6 - Parts (Robert Davis)
- ✓ 7 - Tech Librarian (Dawn Barrows)
Dawn receiving other chapter's news letters?
- ✓ 8 - Editor (Carol Wallace) - cutoff for Feb newsletter? - Jan 22

Old Business

- ✓ Shop manuals ordered? No.
- ✓ Ltr notifying of club contact sent? Done
- ✓ Report of accident at Bess' place

New Business

- ✓ Carol Wallace to OCS next fall - will need new editor
 - ✓ Christmas card from Rocky Mountain "T" Register
 - ✓ Christmas card from Pam & Herschel Smith - address correction?
 - ✓ Trivia insert in newsletters
 - ✓ ~ 10/15 questions per mo. - answers to me - results to Carol
 - ✓ answers & discussion following mo.'s newsletter
- incentives:

- (10 mos)
- ✓ monthly winner - \$5 credit on Regalia - no repeat win-
cash
 - ✓ yearly winners - \$15 - first: \$10 - second: \$5 - third: \$2
certificates? - present at XMAS party?