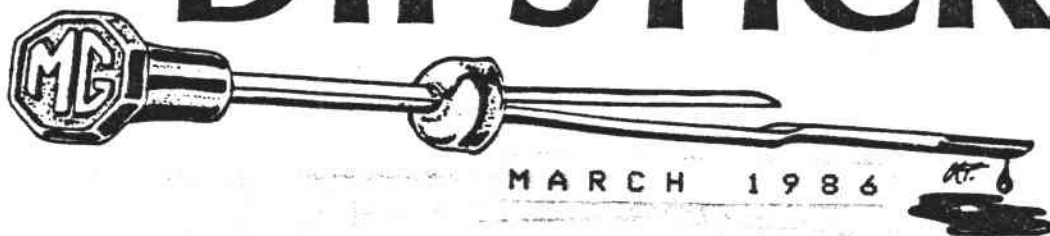


THE DIPSTICK



President.....Mel Baker
Vice-President...Tony Perino
Secretary.....Andy Wallach
Treasurer.....Pat Beuter
Editor.....Brenda Banvard

* T * N O T E S

Thanks to Arla and Bill for hosting the February meeting.

Please make plans to attend the Brunch at Fort Story on Sunday, March 23rd. I believe a drive-out to beautiful Downtown Pungo and Points South will follow the Brunch. (Details follow.)

The next meeting will be at Jennifer and Mike Ash's on March 4th.

See you there.

Me1

U P C O M I N G E V E N T S :

- | | | |
|-------------|-------------|---|
| March 4 | - Tuesday | - March meeting at Ash's
7:30 p.m. - Kick Tyres
8:00 p.m. - Business meeting followed
by refreshments. |
| March 23 | - Sunday | - Brunch at Fort Story
Details later in
newsletter |
| April 2 | - Wednesday | - April meeting at the Lund's |
| April 11-13 | - Fri-Sun | - NEMGTR Road Show
Williamsburg |
| April 20 | - Sunday | - Tech Session |
-

FEBRUARY MEETING MINUTES

President Mel Baker began the meeting at the home of Bill and Arla Graner by greeting John and Sandy German who were originally scheduled to have the meeting but then were going to be out-of-town but obviously were not since they were present. Mel introduced two new members: Alex Platt - who responded "Didn't know I was new, thought I was pretty old" and Butch Ballback. He also introduced guests Mark Taylor and, after Barbara Perino reminded him, Anne de Pujo. Tony Perino chimed in "It is so rare for people to join the club after they come to a meeting". Pat Beuter corrected the December minutes "I was there and gave the treasurer's report" and amended the January treasurer's report "made a mistake when I gave Mel the figures, the amount should have been \$1169." John German responded "Didn't spend it (the difference between the originally reported balance and the corrected balance) in my Christmas tree lot. The corrected December and amended January minutes passed.

Treasurer Beuter reported that \$100 was taken in at the Wicker Basket Affair, \$32 in dues came in during January, that \$69.50 was spent on the newsletter, and that the current balance is \$1242.36. Jennifer Ash: "I apologize that there were printer costs. I forgot that Jerry (Moore) would do it for free". Historian Mike Ash stated "Nothing interesting." Regalia hawker Tony reported selling \$65 worth at the last meeting. Mel stated "Looks like things are disappearing." Tony responded "Wait till I get to the T-shirts." Mel asked "Are the mugs still selling?" Tony: "If someone goes in and buys one - Sale, \$1 off this evening."

Jennifer Ash "I knew I was supposed to say something. Activities - there is a brunch at Fort Story. They did say that we are on their Black List - did not tip very well. So going to include gratuity. Price includes gratuity. There is a dress code." John German: they should "accept us the way we are." Alex Platt: "tip is to ensure promptness." Jennifer: "they do go out of their way for us." A discussion on tipping ensued. Mike Ash: "I think it's a nice place to go." Jennifer: "It's convenient." There was then a discussion on shorts and T-shirts. Mike: "There are some people in the Club who wear shorts in December." John German: "Banvard!" Mel asked "Is there any activity afterwards (after the brunch)?" Jennifer asked "How do people feel about a rallye. Clothes may not be acceptable." Mel asked if we have the numbers for a rallye. Barbara Perino responded "Very small. There was a big showing by the Austin Healey Club when we went to the Chesbay Brewery." Jennifer: "So you want a drive-out?" Tony: "Could park and watch the traffic lights change" (on Fort Story? Ed.) Jerry Moore: "We could go down into Pungo." Further discussion of a drive-out followed. Mel lamented: "Too bad we can't have a rallye - especially one where you come in first place."

Jennifer reviewed other upcoming activities: New England MGT Register Road Show in Williamsburg on April 11,12,13; Tech session on April 20. Jennifer to Butch Ballback "I want to give you a membership application for the New England MGT Register." Butch responded: "Do I get a balloon?" British Car Day was discussed with Tony suggesting the Pavilion or Dome as a

Bill Graner, in response to Mel's announcement that Robert Davis, Spares Chairman, was not present, stated "He called and said because we give him so much static he is not coming." President Mel moved on to New Business, stating there is no Old Business. A check for membership was received from a company and a discussion of corporate memberships ensued. Patrick Masterson stated "It (our membership list) is worth more than \$10." When Alex asked "Is there any problem with giving it to them", someone responded "But they can sell it?" John German asked "What has happened in the past?" Tony: "It came up and Jim Banvard got his back-up (was strongly opposed)" A motion to accept the membership was made. Butch stated "the guy was honest. He could just have sent in his name." John German; "let's get a discount - he is honest with us - let's be honest with him." Pat Beuter: "Just send him a bunch of names and addresses." Jennifer: "Take his name, send him the mailing list, take his card and put it in the newsletter so people can contact him." Mike: "We are going to get all that (literature) in the mail, so no need to put his card in the newsletter." The motion was passed to send him the roster.

Mel mentioned receiving some "data on British tools - you can take the address and send for a price list." Also received a card from the MOTO-Build team in England. He passed brochures for Regalia Limited. Someone mentioned T-time in San Diego from July 23 to 27. Jennifer said she was sending a blurb on the club to the Abingdon Club magazine with the hope that they will print it and, in turn, we will get more members. Mel asked if we send data to the TSO (T-Register Sacred Octagon) on the club. Jennifer told him "We sort of give them a summary " of our activities. Mel said that there are more photos from William and Mary Homecoming in the scrapbook.

Under T-time, Mel stated "My two cars are up - out of commission." The B had a minor fire. Mike Ash: "Sort of major." Robert adjusted the Weber Carburetor; the car backfired; caught fire under the hood; Robert put the fire out. Mel's T is over at Robert's for welding on the frame. Bob Beuter said: "I have a couple of pictures of a B for sale. I don't know what year, how much it costs, or who owns it. Sort of a friend of a girlfriend of a friend of mine." John German said "Picked up an Autotrader in Florida. If you have some extra parts you can do the same as this person did." He passed around the magazine with a photo of a composite custom car. Tony Perino asked if anybody has responded to the advertisement on the back of Hemming's on how to use the collecting car hobby to save on taxes so he can borrow it. Mike Ash responded "I'll never tell." Tony also mentioned that there is a T listed in the Trading Post for anyone that is serious - \$10,000. Mel brought up the subject of nametags, stating that it is a lot easier for new members to learn names. A discussion ensued on the merits of pin-on versus clip-on. Mel asked for a motion to adjourn and Jerry so moved.

In addition to the persons mentioned above, the following were present: Ron Stoops, Tom Hall, Paul Thiergardt, Chuck Frieden, Margie Moore, and Bobby Pellerin.

Andy Wallach

ENGINE DETOXING

Part 2—How to Detox the Engine for Maximum Performance

By Dan Dickinson

Editor's note: This article outlines procedures which apply to most carburetor-engined cars with "air-pump" type emission controls. Specific instructions are given for the MGB.

This information is presented as an aid to readers who are considering the removal or modification of the emission control system, not as a recommendation. The level of air pollution in your community and the amount and type of use the car is subjected to should be taken into consideration.

Detoxing could be better phrased as "taking the air pollution equipment off your car". Before going on, it should be restated that in some states it may be illegal to remove air pollution control equipment. Our advice to readers in those states is, don't. Also, laws in other states may change in the future, so keep everything you take off!

Why Detox?

In Part 1 we examined in detail the specific advantages of detoxing and explained "on-car detoxing"—how to detox the engine without actually removing anything.

Briefly, the advantages to detoxing the engine are:

1. A 5 to 10 percent increase in horsepower.
2. The car no longer backfires during periods of deacceleration and gear changes.
3. Valve life is increased.
4. Improvement in deacceleration.
5. Elimination of variable idle speed tendency.
6. Slightly better gas mileage due to more efficient fuel combustion.

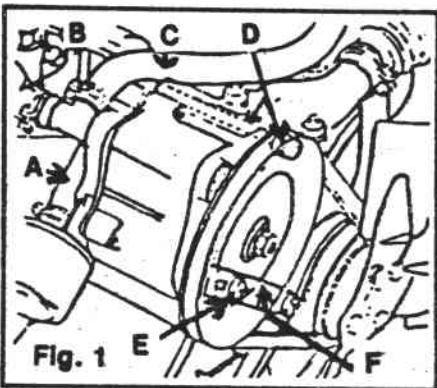


Fig. 1

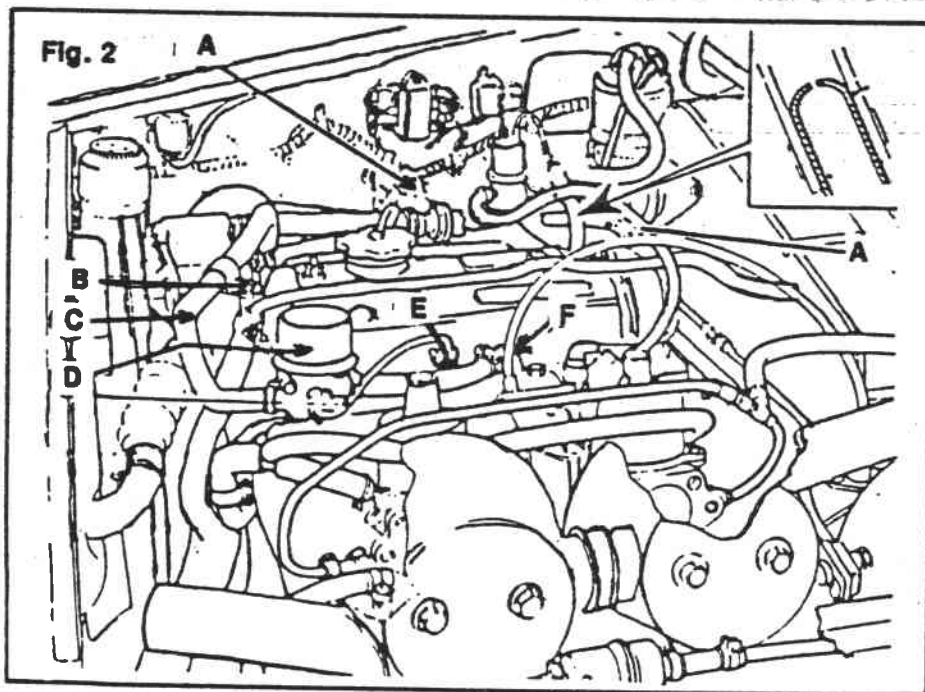


Fig. 2

How Do I Do It?

We can now confine ourselves to the "hows" of detoxing.

Since air pollution equipment changes significantly between 1975 and 1980 models (MG), we will restrict the "hows" to the 1974 and earlier engines. Many of these steps, however, do apply to later models.

1. (Figure 1) Remove the three hoses to the air pump (A, B, C). Remove the long bolt ($\frac{1}{2}$ -in. wrench), holding the air pump to the thermostat cover (D) and then remove the bolt from the adjusting strap (E), using a $\frac{1}{2}$ -in. wrench.

2. Remove the air pump and belt and kick it down your driveway. Now go pick it up and store it, just in case.

3. Remove the air pump adjuster bracket (F). If this is left in place, and if it should loosen, it could foul up the alternator fan pulley. Use a $\frac{1}{2}$ -in. wrench.

4. (Figure 2) Remove the four air injectors (A) with a $\frac{7}{16}$ -in. wrench. Surprisingly, this is much easier to do when the engine is still warm. If the injectors will not unscrew, you can cut the tubing at the injector with a hacksaw and use a $\frac{7}{16}$ -in. socket to take them out. Remove the bolt holding the injector manifold to the right rear head nut.

Replace the air injectors with four $\frac{7}{16}$ -in. fine bolts or allen screws and tighten snugly. A little bit of Loctite will help seal the screws.

6. Hold the tall nut at the thermostat cover with a $\frac{1}{2}$ -in. wrench to keep it from turning, and remove the bolt at the top (Fig. 2, B) to free the hose that went from the air pump to the carburetor.

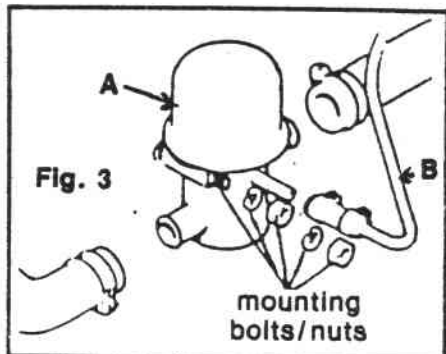


Fig. 3

mounting
bolts/nuts

(over)

intake manifold (C). In this line is the gulp valve (D).

7. Remove the two bolts holding the gulp valve (Fig. 3, A) to its bracket. Use a 7/16-in. socket and wrench.

8. (Figure 3) Lift the gulp valve, the 90 degree pipe fitting (B), and the hoses away. It may be necessary to twist the 90 degree fitting to facilitate removal.

9. Remove the bolt holding the gulp valve bracket (15/16-in. socket). Replace bolt and washer and tighten snugly.

10. (Figure 2, E) Tap the hole from the 90 degree fitting with a 1/4NPT. There will be metal shavings and it's best to grease the tap before cutting the threads so the shavings will remain on the tap, or better still, remove the intake manifold for tapping.

11. Fit a 1/4NPT plug or allen screw in the hole. To stop possible vacuum leaks, use some Loctite.

12. Remove the vacuum tube that went from the gulp valve to the manifold. (Fig. 2, F). Remove the manifold fitting (F) and replace it with a 5/16 x 1/2-in. fine bolt.

Something I did rather than tapping into the intake manifold was to buy an old (pre-1969) manifold. These are still available at various salvage yards—mine was \$15.00. The old manifold has a Smiths PCV valve fitted to the manifold with a tube that runs from the PCV to the crankcase breather. This will allow you to disconnect the vacuum tubes leading to the carbs and plug them. The particular advantage to this alternative is that vacuum is pulled off the center of the intake manifold, rather than one carb or another, making it easier to synchronize the carbs and allowing even pull of vacuum through each carb on acceleration. I found some good plugs for the carb vacuum tubes at a hardware store—the rubber caps you can fit to countertop appliances so they don't slide around. (Vacuum plugs are also available in many sizes from most domestic auto parts stores).

Note: When removing the emission controls, do not seal off or disconnect the crankcase ventilation system. This normally consists of a vent tube off the rocker cover which leads back to the evaporation cannister that collects the engine oil and moisture vapors until they are drawn out of the cannister through the tube along the firewall back into the carb(s).

Engine oil, like all other liquids, will start to vaporize when hot. The crankcase ventilation system, or PCV as other manufacturers call it, vents these vapors

out of the engine. Without this kind of provision, the vapors will build up internally and begin to pressurize inside the engine to the point when it will cause any weak gasket to lose its seal and start to leak oil. Typically, cars that have been detoxed improperly also have oil leaks the size of a Texas oil well! Older cars just had an oil vent tube that was open to the air and exhausted these vapors outside the engine.

To prevent this problem, leave the crankcase ventilation system connected since it really does not have an adverse affect on horsepower; or re-route the vent hose off the rocker cover to the

carb(s) directly or through a fitting on the intake manifold. You could also install an intake manifold from an earlier MG, such as a 1968, which has the serviceable PCV valve.

This is also a problem with Weber carburetor conversions where detoxing has been done. Most Weber conversion kits have no provisions for a PCV system. If you have one of these conversions, it would be worth your time to adapt a fitting and hose to the manifold, or the air cleaner, which would re-connect the system. □

Dan Dickinson is Membership Chairman of the Kansas City MG Car Club.

This little gem was seen in an "auto-trader" in Florida!!



Have car will trade, call me, 1974 MGB Custom, Rolls front, 1959 Caddy fins, Lincoln spare kit, am-fm cass., TV ant., 40 ch. CB, completely rebuilt, new top, new paint job, tinted windows, Boynton 305-736-9012. WPPRRFJ2DA

MEMBERSHIP NEWS

Please welcome the following new members to the club and add their names to your roster.

Butch Ballback	'52 TD	Chuck Frieden	'70 MGB
760 Oriole Dr.	422-0710	5656 Tidewater Dr. #70	855-4748
Va. Beach, VA. 23451	461-1903	Norfolk, VA. 23509	444-1071
David & Joan Bowling	'52 TD	Holly & Larry Gillian	'54 TF
4636 Hoylake Dr		3567 Campion Ave.	431-0731
Va. Beach, VA. 23462	499-6632	Va. Beach, VA. 23462	473-0217
Richard Crockett		Alex Platt	'76 MGB
Canam Int'l, Ltd.	716-385-1331	2925 Cape Henry Dr.	'74 Midget
PO Box 430	716-385-1380	Va. Beach, VA. 23451	481-6001
E. Rochester, NY 14445			

Apologies to Alex Platt; he paid his dues, but was omitted from the roster

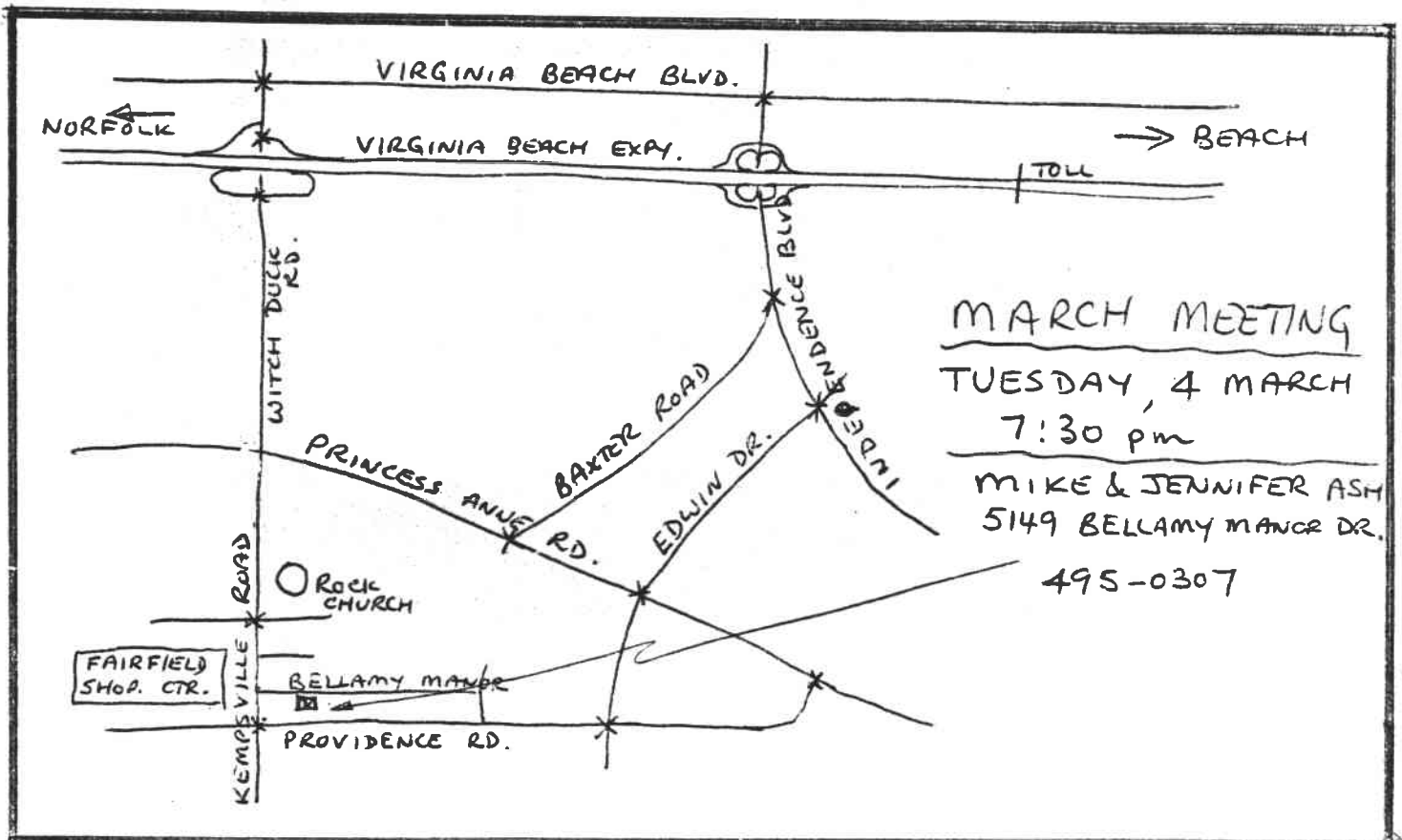
In last month's update, I mis-spelled Georgia Kelly's name (she's not Georgie!)

BRUNCH AT FORT STORY - SUNDAY, MARCH 23

Meet at the OFFICERS' CLUB on Fort Story at 10:45 a.m. so that we can be seated at 11 o'clock. You reach the Officers' Club from the Shore Drive entrance to Fort Story (between Seashore State Park and Atlantic Ave.). Ask the gate-guard for directions to the Club - it's only a couple of blocks from the gate. Cost of the brunch is \$6.85 for adults and \$3.45 for children; this includes gratuity, and will be collected by the Activities Chairman during brunch, as we will be billed on one check. The dress-code is "casual" - i.e. no shorts, T-shirts, faded denim or sweat-shirts, please.

For those who want to go on the drive-out, we will depart the O-Club parking-lot at about 1 p.m. (or thereabouts). Depending on the weather, the tour will take about two or three hours, with stops at points of interest. (Everyone will be given a map, in case you get separated from the crowd and don't know where you are!). It might be advisable to have a pair of comfortable shoes in the car, ladies!

PLEASE R. S. V. P. to me - Jennifer Ash, 495-0307 - BEFORE FRIDAY, 22nd March, so that I can confirm our reservation with the O-Club. (It is Palm Sunday, so they may have a crowd there.)



TIDEWATER M.G. "T" CLASSICS
5149 BELLAMY MANOR DR.
VIRGINIA BEACH, VA. 23464



PEGGY BRADFORD
3202 DUNNEBROK CT.
VA. BEACH VA. 23456