
Report on the "T" Register Road Show
by Mel Baker

According to the application, the purpose of the "T" Register Road Show is to give members a taste of what the Register is really like. In my opinion it was a laid back event complete with great weather in beautiful Williamsburg.

The club members in attendance included Robert Davis, Ira and Mary Cantin, Judy and Mel Baker, Paul Thiergardt, Jennifer and Mike Ash, and Peggy Bradford.

The weekend included some interesting Tech Sessions with Mike Ash conducting an excellent session on Brake Systems.

A flea market was held on Saturday afternoon and Robert Davis was seen hawking his wares and swapping goods with other dealers. I had not planned to purchase anything but could not resist some TD oil filters at a very good price.

The "Banquet with Speaker" turned out to be Dick Knudson, who heads up the "T" Register. Along with an interesting speech, he showed some of the MG memorabilia he has collected over the years. The food was quite good and I believe everyone who attended the event had a very enjoyable weekend.

NOTE : Deadline for JUNE newsletter is May 23

APRIL MEETING MINUTES

T O B E A N N O U N C E D ? ? ?

Andy Wallach

NOTICE

Anyone wishing to respond to Mike West's editorial, the following is his address:

Capt. F. G. West Jr.
56 Parkwood Ave.
Charleston, SC 29403

MGB Rocker Panel Replacement

By Dan Dickinson

Even though M.G. produced more MGBs than all the previous MG models combined, the MGB has a severe drawback that will prevent it from being a popular rebuild car. What is it that will probably have us seeing nicer MGAs on the road than MGBs? The unibody welded construction.

If two-thirds of the frame is rusted away and you fix it with newspaper, how sound is the structural integrity of your car?

The MGA, a restorer's delight, has a body that can be completely removed from the chassis to be dipped, sand-blasted, or whatever. The MGB, however, has no chassis. As close to a chassis that the MGB gets is the tubular members which extend out from the unibody to support the engine. The front wings or fenders are the only body panels, other than the front shroud, that unbolt. After that all other body panels are welded in place.

In 1962 M.G. went to the unibody design, primarily to lower the car's profile, as well as keep up with the state-of-the-art technology of the early '60s. The MGA body sits on the frame, the MGB body is the frame. The major horizontal support structure of the MGB is the rocker assembly, consisting of parts 2, 3, 4 and 5 (figure 1), spot welded together into a triangular tube (figure 2).

When rust attacks a car it usually is from the inside out. On the MGB problems develop when the front tires throw water back against the body. Moisture is trapped inside the rocker panel (5) and on top of the castle rail bottom (3). A few 3/8 inch drain holes would be desirable to vent and drain the boxed in areas, but

FIGURE 1

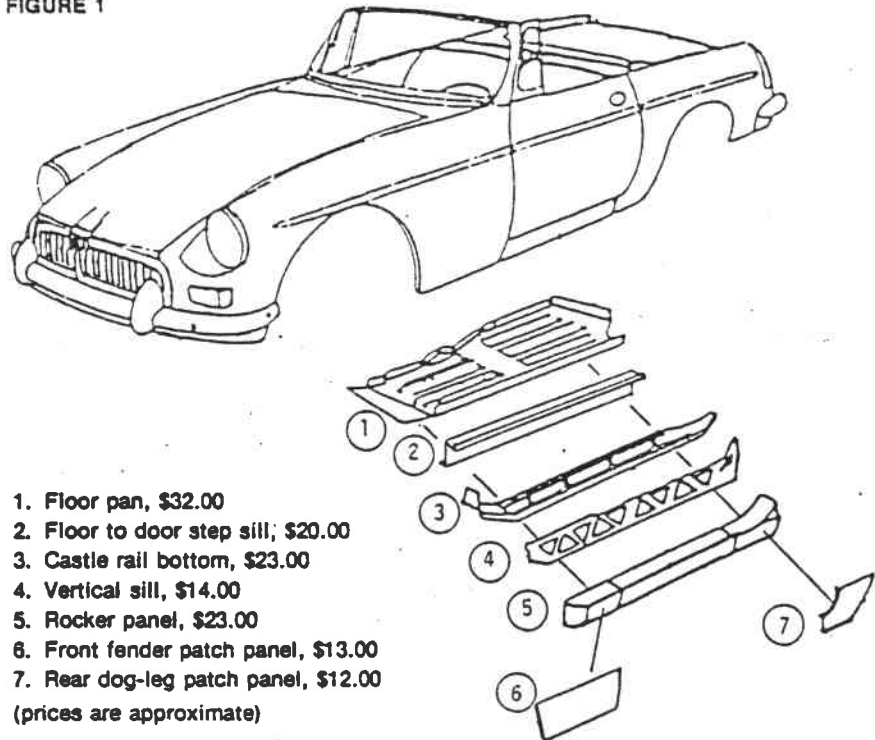
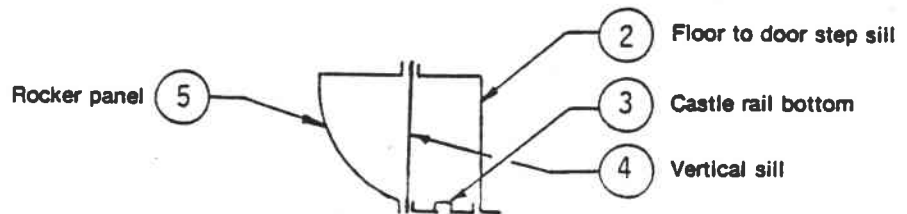


FIGURE 2



none are provided.

Have you ever wondered what the small 1/4 inch hole in the forward end of the door jam is for? To drain the door from water which runs down the window and into the door, then out the bottom of the door and into the door jam drain hole. But where does it go from there? Into the rocker panel on the outer side of the vertical sill. If you crawl around and look you will see that the rocker doesn't have sufficient means to drain the water. No holes! Thus the inevitable rust from the inside out.

Replacement

If your M.G. is showing rust, with a hole all the way through the outer body skin, such as the lower front fender, under the door, or directly behind the door, you can bet that you will need to replace member 4, 5, 6, and 7 as a bare minimum. But members 4 and 5 must have a clean surface to weld up to, so you may have to replace member 3 as well. The temptation when holes appear on the outer body is to stuff old copies of the

(over)

ROCKER PANEL REPLACEMENT

cont'd

Chicago Tribune into the holes, patch with fiberglass, body putty and a quick coat of paint . . . and it's good as new for two years until you do it again. (Don't laugh—September 2, 1982 was the edition I pulled out of my car!)

The problem with the cheap fix is, remember, the body is the frame. If 2/3 of the frame is rusted away and you fix it with newspaper, how sound is the structural integrity of your car? It is at this point you begin to notice the doors are hard to close because the car has sagged in the middle. If the alignment of the door with the body shows a large gap at the base of the door on the curve and no gap at the top of the door, your car has sagged! Now what do you do?

First of all you have got to get it set in your mind that if you fix it you're going to fix it right. That means buying all the prefab pieces for replacement. You may as well do the floor pans at the same time, even if only a few small holes have rusted through. You may only need from the seat forward replaced on the floor pan, but only the full length pan is available. Fortunately for us, body panel parts are readily available and at very competitive prices. I listed the price I paid for the parts I used in figure 1.

Second, get a copy of Lindsay Porter's "Guide to Purchase and Restoration of the MGB" from Classic Motorbooks, \$19.95. This book provides no less than twenty photos showing the step-by-step procedure for a total replacement, plus many more tips.

Third, before cutting rockers out, or before you have someone else cut them out, consider a means of building a jig to hold the body in a true position before you cut it loose and weld it up twisted. On my car they placed two angles across the door on the inside and used existing bolt holes to lock the body in with the alignment desired.

Fourth, the welding of body panels cannot be done with an arc welding machine. The heat intensity of an arc weld will warp and twist new panels. Make sure you or the shop you're using knows that a low heat intensity MIG welder must be used.

Fifth, remember this is the last time this work will have to be done. If you paint each panel with a rust inhibitor and drill extra drain holes, you hopefully will never do it again.

Sixth, before painting the car, strip all the paint off down to bare metal. Of course I'm talking about a total restora-

THIS 'N THAT.

REPORT ON THE APRIL TECH SESSION

The April Tech session was held on Sunday the 20th at the garage of Mike & Jennifer Ash. The weather co-operated and the day was productive for those in attendance. Ira Cantin was able to diagnose his charging problem as a faulty regulator and fitted a borrowed spare. Tony Perino did some tune-up work and problem diagnosis on an MGB recently acquired for his son, Mathew. Mel Baker connected the brake servo vacuum line to the Weber carb. manifold on his MGB, and dusted his engine compartment. Rick Arllen did some tune-up work on his MGB. There were also several helpers, watchers and technical advisors in the form of Roy Wiley, Vince Groover, Jim Banvard, and Robert Davis.

NEW MEMBER: Please add to your roster...

Kelly Blaylock '53 TD
317 Garrison Place
Va. Beach, Va. 23452 461-0103

BRITISH ISLES FESTIVAL - WATERSIDE

by Mel Baker

We had a good showing from members of our club - five cars - and we took home four prizes. Tony and Barbara Perino won a prize for their Healey and one for the funkhana; Ira and Mary Cantin won an award for their TC, and I & Judy and I won in class for the funkhana. Paul Thiergardt was there with his TF and Judy and I also had the TD in the show.

tion here, which may not be necessary if you have a late model MGB that just needs rockers. Why strip to metal? Because the lower third of the car after replacing the rockers is down to metal and the upper two-thirds isn't. The line where the paint-over-paint meets paint-over-metal will constantly expand and contract with hot and cold changes in the weather. The result may be cracking fine lines in the paint.

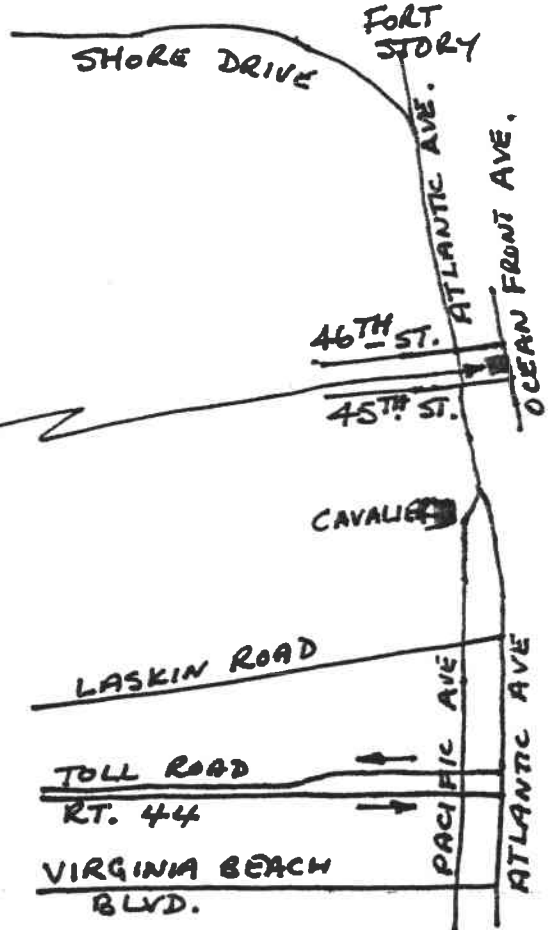
The total restoration of the MGB will not be a popular item in the future. The unibody construction will require enthusiasts who are committed not to cut

corners during restoration. That commitment is a price too high to pay for most MGB owners. Thus, the reason you will see in the future, ads for "Ts" and MGAs with "total from the ground up restoration", but you won't see many for the MGB. This should make the few totally restored MGBs that much more desirable because there won't be many to choose from. Consider the cost—I think it's worth it.

Dan Dickinson is Membership Chairman of the Kansas City MG Car Club, for owners of MGBs, MGCs and Midgets.

MAY MEETING
 TUESDAY, MAY 6
 7:30 pm.
 PAT MASTERSON
 4504 OCEAN FRONT AVE.
 425 - 8043

(Between 45th and 46th Street
 on Ocean Front Avenue,
 the oceanside of Atlantic Ave.)



3/3/86

Dear Editor,

Glancing over the minutes of meetings, looking on jealously from afar, I see orgies, club funds wasted on the privileged few, and photos of MGB's with cadillac fins (probably Giffin's)!! Sheer DISGUST! You take my hard-earned pesos and spend them on you lot, then send Capt. Giffin (he ought to be frocked) XED.NOTE...I think I've read that right, or does he mean de-frocked? !!) to spy on me here in Charleston. Mike Ash treated us rudely when we called him at 2:30 a.m. (Ed note...But his wife was exceedingly charming considering she was woken at that hour); my son is driving his MGB with top up so it won't mess up his hair!! Is the world coming to an end?

I've added to my MGBs -

- (1) '74 running and good-looking B-GT (white) with yucky rubber bumpers and air-conditioning!!
- (2) '71 B-GT, runs, not rusted but sure looks bad - painted in primer.) \$1800 for
- (3) '67 B-GT, BRG, no engine, but looks OK. No title. Wire wheels; gd. trans.) both

I'll happily sell the last two B-GTs - \$1800 takes all! BARGAIN - stored inside in Charleston, S.C. - many spares, too!

Giffin drives Corvettes - saw him in one - and he LIKED it!! He's probably a Commie and known menace to society! Charge him In-Town AND Out-of-Town dues!

F. (Mike) West
 PROTECTOR OF T-TYPES (Ed note - POTTY??)
 CONVERTER OF VIRGINS
 ALL-ROUND GOOD GUY

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



PEGGY BRADFORD
3802 DUNNEBROK CT.
VA. BEACH VA. 23455