

THE DIPSTICK



ELECTION - NOVEMBER 11TH -

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

" T " NOTES

Thanks to Jerry and Margie Moore for hosting the October meeting. We had an excellent turnout from our membership, which has been the trend for the last few months.

Welcome new members Karl and Jan Mahumed and prospective member Rick Mullens.

I hope that Jim or Brenda Banvard will brief us on the British Car Festival in Waynesboro since Judy and I had a last minute change of plans and did not attend. The Groover's thought it was too hot, and the Ash's broke a crankshaft almost within walking distance of the show site.

There seems to be some confusion as to how the new technical question and answer column in the Dipstick will work. If any member has a technical question, he should call Mike Ash (495-0307) and the question and answer will appear in a future newsletter.

Tom Lund has agreed to compile a source list of parts for the club. We hope to publish this list in January and ask that you send your sources to Tom. These sources should include types of cars for which parts are available, range of parts, and any other perks such as free shipping for "T" register club members, etc.

November is election month not only for the government but for your club officers. Please make plans to attend the next meeting Tuesday, November 11th, at the Doyle-Davidson's.

See you there.

Me1

NOTE : Deadline for D E C E M B E R newsletter is Nov 19

OCTOBER MINUTES

The October 1st meeting at Margie and Jerry Moore's commenced with President Mel Baker showing off some of the newest regalia and Vince Groover asking him if he got it at Tobaks (another Presidency of Mel's). President Baker introduced guests Richard Mullens (manager and owner of Exotic Motorcars and friend of Tom Lund), Karl and Jan Mahumed, and new member Kathy Thomas (72 MGB). Mel then asked "Andy's here, isn't he?". Secretary Andy Wallach answered "No". Mel then asked who wrote the September minutes (Mike Ash), stating that they were excellent except that he came on a 10-speed and Judy Baker was on a 5-speed. The minutes were accepted by the members as amended. The President read the treasurer's report which Pat Beauter had phoned in: Expenses - Regalia \$579, Pig Roast \$345.23, Newsletter \$61.26, Miscellaneous \$16.07, Receipts - Dues \$151, Balance - \$706.10. Vince to Hank Giffin: "Time for a party Hank!" Hank: "Think so." President Baker then discussed Publicity expressing his thanks to Peggy Bradford for the fine job she was doing. Historian Mike Ash had nothing to report. Vice-President Tony "Regalia Perino gave a run-down of new stuff: Double Old Fashion Glasses, Coffee Glasses, Steins, Note Pads, 6-Pack Coolers, Pins, Belt Buckles, and Gold-Plated Solid Brass Tire Gauges. Mel mentioned in addition he had obtained one packet of note cards with TD and MG logos (12 cards for \$4.00). Activities Chairgirl Jennifer Ash started to mention the next meeting when Michael Doyle-Davidson stated "We have a problem. We will not be here. I'll be in Brussels and wife will be in England. Can we have it a different day?" The next meeting was then shifted to Tuesday the 11th at Michael and Leslie Doyle-Davidson's. Michael then presented Jennifer with maps "Take your pick of four." Hank Giffin interjected "Its (the 11th) a holiday." Someone replied "But celebrated on Monday." Jennifer "Shut-up Hank, it's Tuesday the 11th." This will be a special meeting with a celebration of Guy Faulkes Day complete with fireworks and bonfire. Next month's activity is William and Mary Homecoming Parade. Refreshments were discussed with Pam Groover stating "Not a keg per person." Ira Cantin asked "Do we get a choice of passenger?" Tom Lund replied "Class of '36 for you." Ira "That's what I got last time." Jennifer "My poor 21 year old son got the oldest lady last year." Tom Lund "Put me down for two." A discussion about tickets to the Homecoming game and Vince Groover selling watches and wearing raincoats occurred. There were "pot shots" at Andy Wallach about when he will finish restoring his TF. Jennifer stated that they need a big vintage car for the big mucky-mucs and Mike Ash told Hank that he had a month to get his finished. Jennifer then went on and announced that the Christmas Party will be held on a weeknight at Chris and Robin Raphael's and that the Wiley's desire to host it next year. Tom Lund brought up the tech session to be held at his house a week from the following Sunday. President Mel mentioned the Newsletter deadline of October 22.

Under Old Business, Vince reported that the officer election slate was published in the Newsletter - Mel, Tony, Andy, and Jerry Moore for Treasurer. Mel stated that the election would be held at the next meeting. Vince mentioned that the elections were supposed to have been held this month but the Bylaws require that the slate be published in the Newsletter at least a month ahead of the elections. "Don't want to railroad anything." Tom Lund volunteered to compile a source list for parts on his PC. Mel asked if a list would be of interest and it was generally agreed that it would be useful. Barbara Perino, reflecting her association with the Regalia Czar: "Sell it to other clubs."

Under new business, President Mel asked "Do we want a car show?" Mike Ash asked "Why would we want to put on a British Car Day?" Jennifer Ash stated that we used to do Mini GOFs with the Chesapeake Chapter but that they do not want us anymore. We do not do Gatherings because we are together every month and thus do not need special events to get the members together. Hank Giffin about the Chesapeake Chapter: "They assign members to do things. It's a big production. It's alot of work. The Bowie Show is a beautiful show, makes alot of money and then they blow it on a party." (I thought Hank liked parties.) Mel concluded that the concensus was not to have a show. Mel stated that he has applications for various clubs with Jennifer interjecting "But out for our own club." Mike Ash volunteered to answer technical questions in the Newsletter. Mel: "Just call Mike and the answer will be published." Mike, alluding to Andy Wallach's long term project, offered a sample question: "How long does it take to rebuild a TF?" Vince Groover talked about the Virginia Stage Company and that a coupon book of 4 tickets is now available for \$55. Vince attempted to read the names of the plays, concluding "See me or Pam after the meeting." Winston Churchill reported that he had recently come into possession of a book "Through Britain on Country Roads." Hank asked^{Mike} "Have you ever been there?" "Yes." Vince: "We can tell you've been away." Mike: "Both ways." (I don't understand it. I just report it.)

Mel, under T-Time, showed a few copies of magazines and told the members that they were free for the taking. He reported adding photos to the Club's Photo Album - a 1973 photo with 8 T-cars, August tech session at the Perino's, and the Richmond British Car Day. Hank: "Anybody want to see some engine rebuilding et cetera, come over this weekend." Andy: "Which car?" Hank: "Not your TF." There was a discussion about who was going to the Waynesborough Show. Jennifer mentioned seeing a pewter-like T model in a catalog. Mel said he had ordered something like that and sent it back - not any good. The meeting adjourned.

Other members present, in addition to the ones here-to-fore mentioned, were Merri Churchill, Jeanne Lund, John and Sandy German, Randy and Parker Rankins, Ted Hughes and son, Tom Hall, Ed Hazard, and Kelly Blaylock. Refreshments were superb. Thank you Margie and Jerry Moore.

NOTICE Peggy Bradford has the Club's sewing machine. It's a heavy duty sort, well-suited to sewing vinyl. Anyone wishing to use the machine should call Peggy Bradford at 427-3365

IMPORTANT NOTICE...

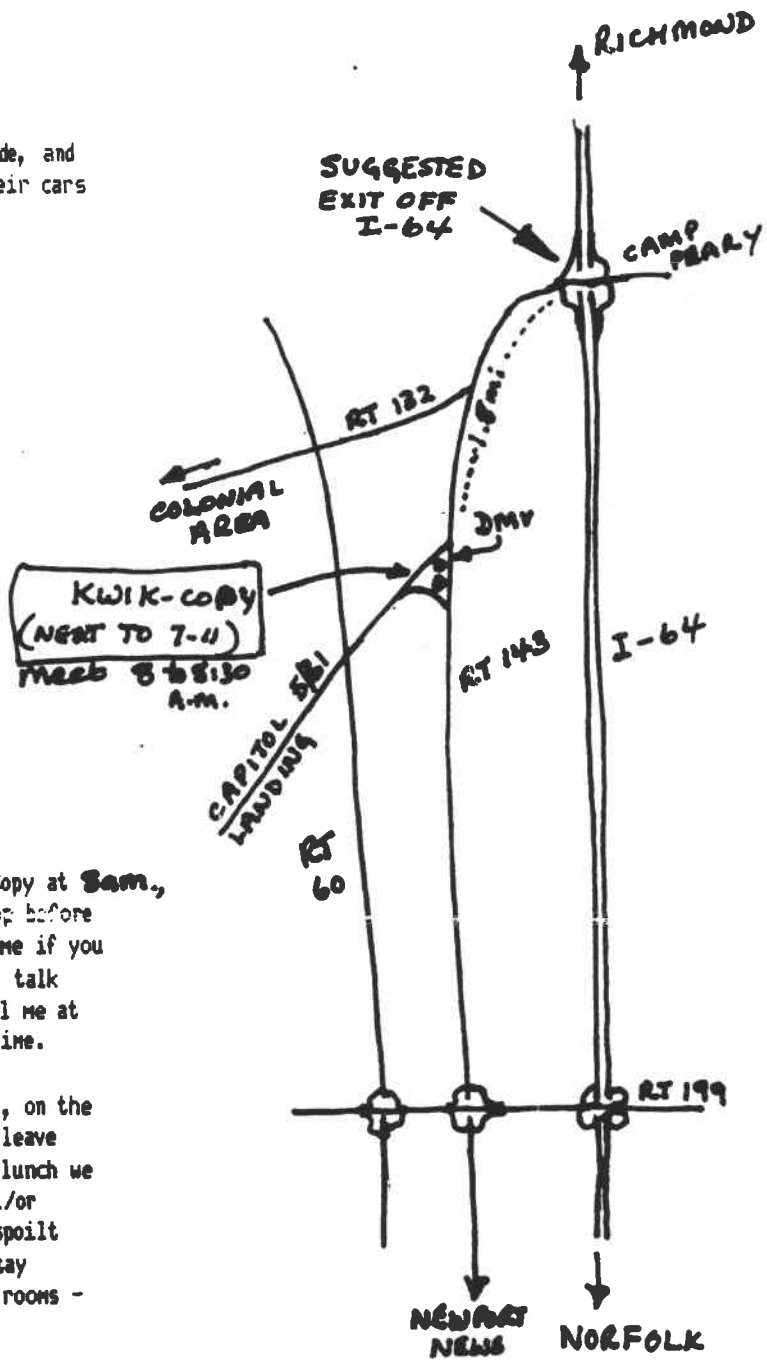
NOVEMBER MEETING - CHANGED DATE!: It was agreed at the October meeting that since hosts Mike and Leslie would be out of the country on the regular meeting date (Nov .5), we would change the date to TUESDAY, NOVEMBER 11th, and still celebrate Guy Fawkes Night (a week late) after holding a brief meeting and the election of club officers. There will be the traditional bonfire, with Guy Fawkes burned in effigy, fireworks, and the traditional 'Bonfire Night' fare. Please wear clothes suitable for standing outside around a bonfire!

(see map)

WILLIAM & MARY HOMECOMING PARADE - Saturday, November 15th

The following club members have signed up to drive in the parade, and we expect a couple more out-of-town members to show up with their cars as well:


Name	Car	# Tickets
Early	MGB	2
Ash	TD	-
Ash	MGB	-
Suter	TF	-
Rankins	MGB	2
Lund	TD	2
Mullins	Morgan	2
Churchill	TD	2
Groover	TD	-
Baker	TD	2
German	MCA	-
Moore	MGB	2
Cantin	TC	-
Bradford	TD	2
Doyle-Davidson	TD	2
Thiergardt	TF	1
Eaton	TD	?



We will gather in Williamsburg at Jim Suter's office - Kwik-Copy at Sam, 948 Capitol Landing Rd. (see map) - for a coffee and donut stop before gathering for the parade and to pick up your tickets to the game if you ordered them. Anyone wanting to caravan from this area, we'll talk about it at the meeting on Tuesday, so if you're not there call me at 495-0307 AFTER the meeting to find out the meeting place and time.


After the parade we will have lunch, courtesy the Alumni Assn., on the terrace of the Alumni House; then those going to the game can leave their cars there, under guard (better than last year's!). At lunch we will talk about getting together for a cookout/restaurant meal/or whatever - we are playing it by ear this year as the weather spoilt some people's plans last year. Anyone wanting to party and stay overnight? Jim is looking into getting some reasonable motel rooms - call me if you're interested.


If your name is not on the list, and you would like it to be, please let me know; if your name IS on the list and you can't go, again, please let me know. This event has proven to be a lot of fun in past years, in spite of the rain last year, and participation is growing year by year. Pray for fine weather!




HOLIDAY SEASON MEETING
WEDNESDAY, DECEMBER 10th
7:30 pm

AT CHRISTINE & ROBIN RAPHAEL'S





Please mark your calendar, and think of a festive dish to bring. Call Christine at 481-9389



TECHNICAL CORNER - by Mike Ash

Well, this was intended to be a question & answer session in which you provided the questions and I attempted to provide the answers. However, things have been a little slow in the question department, so I will answer the one that I have, and talk about a few things that came up at the Tech Session.



The one question came from both Andy Wallach and Dave Bowling, and was "Which way around does the radiator support go on the TF and the TD?". The answer is the same way on both models and as indicated in the diagram.

The holes in the support to mount the radiator are not in the center; so if it is not correctly attached to the frame, the hood sides will not fit neatly at the radiator shell. Also, as I discovered as I was removing the radiator from the TF, if the support is the wrong way round, it would be very difficult to get a wrench on the nuts that secure the radiator to the support. Actually, it is very difficult when the support is the right way round, it would be impossible if it were the wrong way round!

The October Tech Session was held on Sunday the 12th at Tom Lund's. When I arrived, Ira Cantin and Andy Wallach had the right rear wheel off Ira's TC to investigate a wheel wobble. With the wheel off, there did not seem to be excessive play in the hub or bearing, so my immediate suspect was worn splines on the axle or wheel hub. The hub was re-assembled and, after Ira had found where he had set down the brake drum, the wheel was re-fitted. (A hope was expressed that Ira does not have as much trouble finding parts he removes during operations!) With the wheel on, the wobble was very obvious and, on close observation, the wheel and brake drum were moving as a unit. So my guessed diagnosis was incorrect, and the culprit must be the wheel bearing. Ira is going to get a new bearing which will hopefully cure the problem.

Also when I arrived, Jerry Moore and Paul Thiergardt were working the rough idle problem afflicting Jerry's MGB. It would appear that the problem was that the SU carbs were not synchronized at idle. In fact, the throttle plate on one carb was completely closed at idle, and the engine was idling with only the other carb. The throttle linkage between the two carbs on the MGB is such that, once the carbs are synchronized, any subsequent adjustments to the idle must be made with identical fractions of a turn to the idle adjustment screw on each carb. This is not the case on the MGA, T-series or earlier MGs. On these cars, the throttle linkage between the carbs is clamped and any idle adjustment made subsequent to synchronization and tightening of the clamps can be made by adjustment of the idle screw on either carb. In practice, however, it is better to adjust both screws equally to allow for any slack in the overall linkage.

Also at the Tech Session were Mel Baker who was replacing the steering boots on his TD, and Dave Bowling, Tom Lund and Randy Sanderson who were lending general assistance when required. Toward the end of the afternoon, Vince Groover arrived to leave his V-type in temporary storage in Tom's garage.

Well, if this column is going to be of any value, I need your technical questions. In the absence of questions, I will try to think up items that I think may be of general interest, but your specific problems may be of more general interest. Incidentally, one tip I have been meaning to pass on for some time is the use of the valve cover gasket from Fiat 124 (push-rod engine) for the T-series valve cover gasket. I tried one on Jennifer's TD sometime ago and it really does work well. There are a couple of tabs that need trimming off, but the form, fit and material are far superior to anything now or ever available for the T-series. Remember, it must be for the Fiat 124 push-rod engine, NOT the overhead cam engine.

MEMBERSHIP NEWS: Received a letter from out-of-towner, Mike West, in Charleston, SC., being his usual rambunctious self...

Dear T's -

Again, here is your six-buck tribute money to continue your drunken orgies and feasts without so much as a crumb for your out-of-town members! (Well, maybe not; you DID send Hank Giffin down to Charleston last February, and he WAS pretty crummy!). He confided to me that he likes Corvettes and has a Barbie and Ken Corvette under his pillow and he has polyester Corvette jammies! He's out of town rather a lot, so I think it is reasonable to charge him out-of-town AND in-town dues - any seconds?

MIKE

Mike is getting married on November 22nd. All your "friends" here wish you lotsa luck, Mike! Seriously, though...Congratulations, and best wishes for a long and happy marriage with Debbie.

Due to back problems, Mike is getting out of rebuilding cars for a hobby, and sticking to keeping and driving one or two. This is his "goodie-list" for sale:

<p>MG PARTS:</p> <p>YB Grille 440.00</p> <p>YB/TD Transmission 100.00</p> <p>YB Front Wings (pair) 60.00</p> <p>YB Back seat 20.00</p> <p>MGA Vinyl seats (pair) 30.00</p> <p>MGB 14" Wire wheels (ea.) 30.00</p> <p>1967 MGB Transmission 50.00</p>	<p>1952 MGTD - Disassembled to body tub; all body-work done; beautiful pant job in Old English Ivory using DuPont Sunfire; sound-dampening on underside. No plastic. Good strong engine, radial tires, new shocks, green interior....\$8,000 - or best offer.</p> <p>1971 MGB-GT - Outstanding body (like Jennifer's!!) Primer, not running, okay</p>	<p>interior (Ed. Note: The rest of it sounds like Jennifer, too!)...\$800</p> <p>1967 MGB-GT - No engine, no title, outstanding BRG body, wire wheels, good interior.....\$400</p> <p>Call Mike West, 803-723-8226</p>
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There's one other option, Mr. Baker - We can freeze the car until automotive science finds a cure.

ROAD & TRACK

SWANSONG FOR A TF - by Mike Ash

A couple of newsletters ago, I wrote about our summer vacation in the TF - 2000 miles without a wrench put to the car. Well, for the first time ever, the TF let me down on the highway - with a suspected broken crankshaft. It happened on the way to British Car Day in Waynesboro on October 4. We were only about 10 miles from Waynesboro, and about 200 miles from Virginia Beach! A very obliging gentleman in Triumph TR-4 stopped and gave me a ride into Waynesboro, while Jennifer stayed with the car on the side of I-64, half way up Afton Mountain. In Waynesboro, I rented a car and then went to arrange for a tow truck to get the TF off the highway. I returned to the TF with the rental car and the tow truck to find the TF one of 4 MG Ts on the shoulder. The Richmond Club in the form of Fred Emig (TD), George Perry (TD) and Don Foster (TC) had stopped to enquire and stayed to keep Jennifer company. So, the TF was loaded onto the flat-bed wrecker, during which time Ron and Rosemary Eaton stopped in their TD. We saw the TF safely on its way to Waynesboro and then headed for Virginia Beach to pick up the truck and a tow-bar. We arrived back in Waynesboro at about 6:00 pm, just after the car show had finished. So we missed it, but I am sure someone who was there has a full report elsewhere in this newsletter. Fortunately, having already driven 600 miles in three different vehicles that day, we had made arrangements to stay the night in Waynesboro. We had a very enjoyable evening partying with the Richmond trio, the Eatons and three other couples from Washington. So it wasn't a lost weekend! We continued the party over breakfast next morning and then headed for home with the TF in tow.

As yet, I have not taken the engine out of the car, but I think the diagnosis is correct. Judging by the noise, I think the crank has broken just ahead of the rear main bearing. If that is the case, it is the first time I have had one break there. My three previous experiences of a broken crankshaft - Y, TD, TF - have all been just behind the front main bearing. On that previous occasion in the TF, I was on my way home from work and I was able to continue driving and limp the car part way home at about 10 mph. But half way up Afton Mountain with the break (suspected) at the rear, driving another foot was not possible! I think the problem first developed on the way home from Lancaster in the summer when I first noticed some vibration in the engine. I rather hopefully attributed this to the transmission and then, after changing the transmission, to low compression on one cylinder. However, in my experience, one symptom of a breaking crankshaft is a sudden and consistent drop of 5 - 10 psi in the running oil pressure. I think this occurs when the crack reaches the oil passage drilled between the bearing journals. At this point, the crack is half way through! I had noticed such a drop, but not wishing to fear the worst, changed the oil and hoped it would go away! Also in my experience, there are not many miles left when the oil pressure drop is first noticed. Half way to Nags Head in the case of the TD. This time, since I first became concerned about the oil pressure, I had driven to Richmond (200 miles) and Cape May, NJ (350 miles). But maybe that is the difference between a break at the front or rear of the crankshaft. I expect to pull the engine in the next couple of weekends, so maybe, if you're interested, I will have the official verdict at the meeting.

To Wax Enthusiastic

Protecting Your Car's Finish

By John Conway

Every sports car owner wants to see his or her pride and joy looking its best, and that includes the finish. But with all the car waxes and polishes on the market these days, it's difficult to know which ones work best. What is it a good wax should provide? A high gloss shine, or is there more? And what about the new poly coat products? Are they better than waxes? Do they work at all?

These are some of the questions we decided to try to find answers for. Assisting me in the project were my brother Joseph, an ASE certified master automotive technician, and Isaac "Yits" Kantrowitz, retired owner of one of up-state New York's most reputable body shops, and an expert on auto body finishes.

We purchased several brands of wax and several of the poly products and evaluated them in actual use.

"The important things about any wax are shine and durability," Yits says. "Of course, the better waxes will also contain some cleaning agents, and the easier a wax is to use, I suppose, is a plus as well."

We decided to evaluate the waxes and poly coats on the basis of ease of application, cleaning ability, shine, water beading, and durability.

The waxes came in two basic types: paste and pre-softened. Liquid waxes were not tested, although one liquid poly was.

We tested the waxes and poly coats on at least two vehicles, one with paint in fairly good condition which had been waxed regularly over its life; and the other one with a dull finish clouded with oxidized paint.

"If someone has a car with a finish like this," Yits noted, pointing out the second vehicle, "they may find it necessary to use a polishing or rubbing compound lightly before waxing." For this test, we used the waxes and polys directly on the vehicle, without compounding first.

The waxes tested were: Turtle Wax, Simonis Vista, Simonis II, Meguiar's Fast Finish, and Dupont Rally. The polys we evaluated included Dupont Rally Poly Sealant Paste, Dupont Rally Poly Sealant Liquid, Turtle Wax PolyShell One Step, and Simonis Super Poly.

In each case, the products were used following the directions on the can. Both vehicles were washed first and allowed to dry. The products were then applied to different sections of the vehicles following directions.

In most cases, the directions were to apply the wax with a damp cloth, allow to dry to a haze, and wipe off with a clean, dry cloth, buffing as you wiped. With the Meguiar's, though, it was recommended that a small amount of wax was rubbed in until it disappeared, requiring no wiping and no buffing. The can indicated though that the classic method of applying, allowing to dry, and wiping, could also be used.

The Turtle Wax, Simonis II, Meguiar's, and Rally were all pre-softened waxes, and applied easily. The Vista, on the other hand, is a paste, and requires a bit more effort, but not a great deal more.

Although all the waxes and poly coat products seemed to shine the good paint about equally, the difference became somewhat more apparent when they were applied to the oxidized finish. Here, the waxes with the best cleaners did a significantly better job. The Dupont Rally did an excellent job of cleaning, and buffed to a nice shine which beaded well. The Turtle Wax also cleaned off a lot of oxidized paint and buffed up nicely. The clear winner in the cleaning department, however, was the Simonis Vista. It not only cleaned up the oxidized paint on the duller vehicle, but it showed that even the newer vehicle had some dead paint on it.

"In all my years in the body business, and believe me, I polished a lot of cars, I never saw a wax clean as well as the Vista," Yits said. "I never used it before, but I certainly will remember it."

The Simonis II didn't seem to clean quite as well, nor did the Meguiar's. Nor was their shine quite as glossy.

"For whatever reason, these two just don't seem to buff up as nicely." Joseph Conway noted.

All five of the waxes seemed to bead water about equally when first applied. Each wax lasted through several washings with detergents, but only the Vista stood out after a dozen or more.

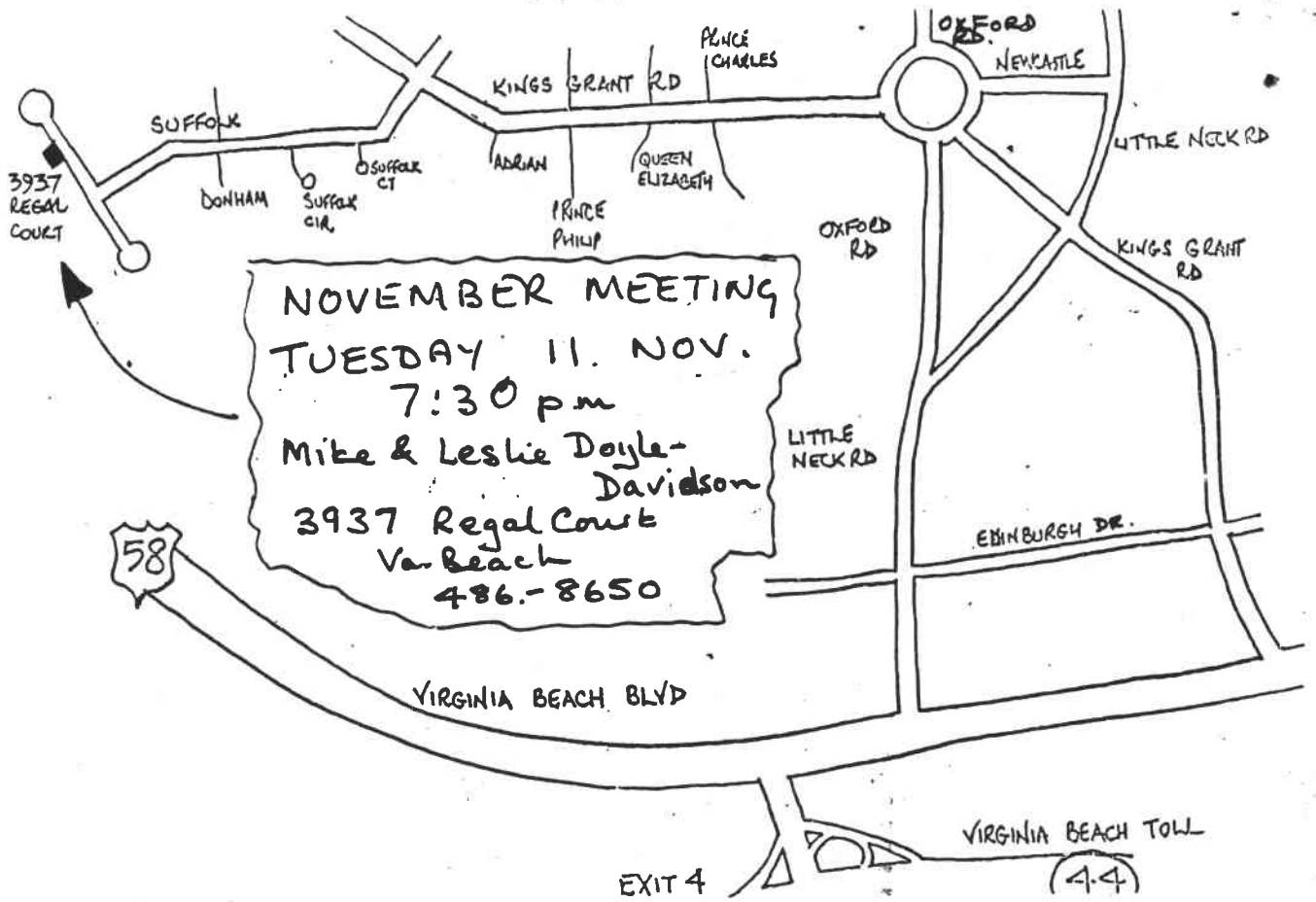
The Turtle Wax PolyShell and the Simonis Super Poly were a bit hard to wipe off, and none of the poly coat products cleaned as well as the waxes. They all shined up nicely and outlasted most of the waxes through tough washings, though not necessarily the Vista.

We rated each product in the various categories on a scale of 1 to 5, with 5 being a perfect score. For the most part, the waxes tested out about equally, with the cleaning ability and durability of the Vista making it the winner. The Turtle Wax was probably just a bit ahead of the rest of the pack in second place.

As for the polys, they finished the evaluation almost even, with a slight edge to the Dupont Rally Poly Sealant because it was a bit easier to use. The polys may shine as well as the waxes, and probably last longer in most instances, but if you need the cleaning action of a compound and don't feel like using one, the poly coats won't work as well.

The accompanying chart gives a summary of all the products tested. Remember, the name brands all work well if used as directed, but if our panel of experts had to recommend a product for waxing your pride and joy, we'd go with Simonis Vista. □

PRODUCT NAME	TYPE OF PRODUCT	EASE OF APPLICATION	CLEANING ABILITY	SHINE	BEADING	DURABILITY
Simonis Vista	Paste Wax	3	5	4	5	5
Turtle Wax	Soft Paste Wax	4	4	4	5	4
Dupont Rally	Soft Paste Wax	4	4	4	4	4
Simonis II	Soft Paste Wax	4	3	3	4	4
Meguiar's Fast Finish	Soft Paste Wax	5	3	3	3	4
Dupont Rally Poly Sealant Paste	Poly	4	2	4	4	5
Turtle Wax PolyShell One Step	Poly	3	2	4	4	5
Simonis Super Poly	Poly	3	2	4	4	5
Dupont Rally Poly Sealant Liquid	Poly	3	2	4	4	4



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



Nov. MEETING DATE
 CHANGED To Nov. 11th.

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