

THE DIPSTICK



F E B R U A R Y 1 9 8 7

President.....Mel Baker
Vice-President...Tony Perino
Secretary.....Andy Wallach
Treasurer.....Jerry Moore
Editor.....Brenda Banvard

PRESIDENT'S MESSAGE

This is the first Dipstick of 1987 and our first meeting of the year was very graciously hosted by Joan & Dave Bowling on January 6th. We kick off the social activities for the year with our Annual Wicker Basket Affair (gourmet pot luck) next Saturday, Jan 31st at 7 p.m. at Jim & Brenda Banvard's. This has traditionally been a treasury-booster in that we charge \$5.00 per couple even though we all bring a dish; all beverages - wine, beer, soft drinks, coffee, etc. - are provided by the club. This is a good end to the January doldrums and attendance is increasing more and more each year. See you there!

The first Tech. Session of the year is also at the Banvard's - but in the garage. This is a good time to start wheeling out your cars and getting them in shape for the spring, tweaking the engines and doing those chores that you may or may not know how to do, among friends who will help you or show you how it's done.

See you at the February meeting - note the change in venue - at the Ashes on Wed. February 4th.

MEL

UPCOMING EVENTS

- Jan 31 (Sat) WICKER BASKET AFFAIR: 7 p.m. (see map) at Banwards. Please call Brenda before Friday to let her know what you will be bringing in the way of victuals! (340-6737)
- Feb 4 (Wed) MONTHLY MEETING: 7:30 p.m. (see map) at the Ashes
15 (Sun) TECH.SESSION: 10 a.m. (see map) at Banwards
- Mar 3 (Tue) MONTHLY MEETING: 7:30 p.m. at Bakers
29 (Sun) RALLY & BRUNCH: First car off at 10:30 a.m. Brunch at a mystery destination! More details next month. There will be awards presented at the brunch. If you don't have an MG in fit shape to do a 2-hour rally, please feel free to drive whatever IS available! We want as many participants as possible, and we will ask for sign-ups at the next meeting - or call me if you won't be at the meeting to sign up (495-0307) - so we can let the restaurant know how many in our party.

Please note: The JULY & DECEMBER meetings now have hosts - the Lunds and the Tom Halls have agreed to host these, respectively. We still need volunteer hosts for the PIC ROAST (Sept. 27) and the NOVEMBER MEETING (Tues. 3rd). Please call me if you would like to host either of these.

DECEMBER MEETING AND CHRISTMAS PARTY

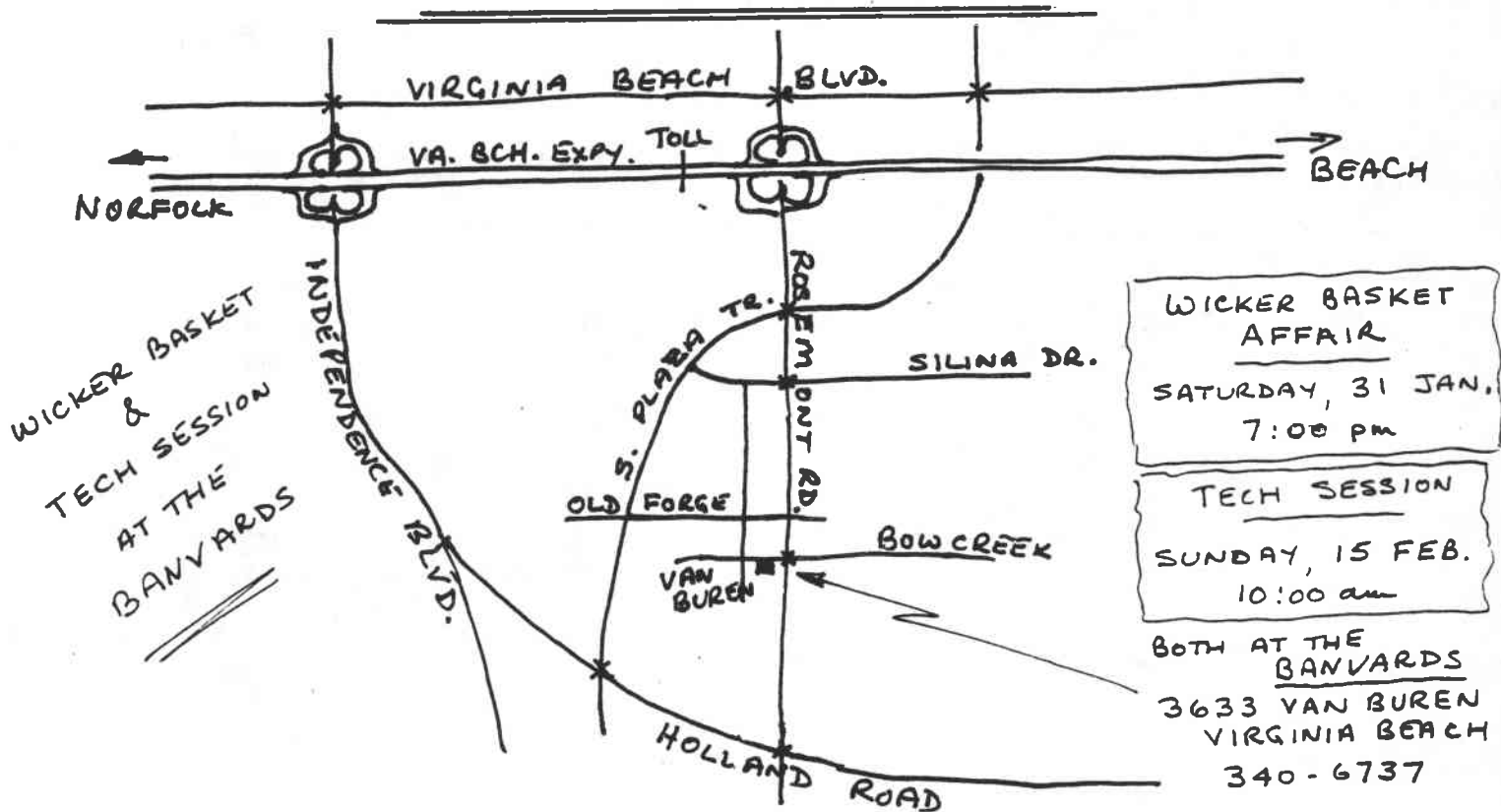
The December Meeting was held on 10 of December at the home of Chris and Robin Raphael. Andy Wallach, our illustrious club secretary, was present to take the minutes. Unfortunately, no one has seen Andy or the minutes since, so I am stuck with the job of providing a report of the goings-on. Since I am trying to recall something that happened nearly two months ago, this may not be too factual. If we ever find Andy again, maybe we can have the official minutes in a future issue of The Dipstick.

The format of the meeting was intended to be a short business (sounds a bit pretentious) meeting followed by the Christmas Party. Since everyone had brought their own contribution to the food and had seen the spread before the start of the meeting, there was considerable incentive to keep the "business" part of the meeting short.

At the start of the meeting, and to get us all in a festive mood, Katherine Raphael provided us with a solo rendition of a couple of Christmas carols. And a very pretty rendition it was too, that young lady had a lot of guts to sing an unaccompanied solo in front of that lot!

The business meeting proceeded as they usually do, under the able leadership of President Mel. We had the normal reports on this and that and various things were discussed and re-discussed. Tony peddled his wares and, as usual, tried to convince us that he had special prices for that evening only, but, when all was said and done, there was a lot more said than done. Finally, the thoughts and smell of food got too much for us and the business meeting was adjourned by unanimous vote.

So, we proceeded to the part of the meeting everyone was there for - THE FOOD. And what a feed we had. The meeting was very well attended and, with everyone contributing to the food, the variety was endless. Our sincerest thanks to Chris and Robin for hosting the event and for providing and coordinating the food and drink. Of course, the members present rose to the occasion and consumed the lot!



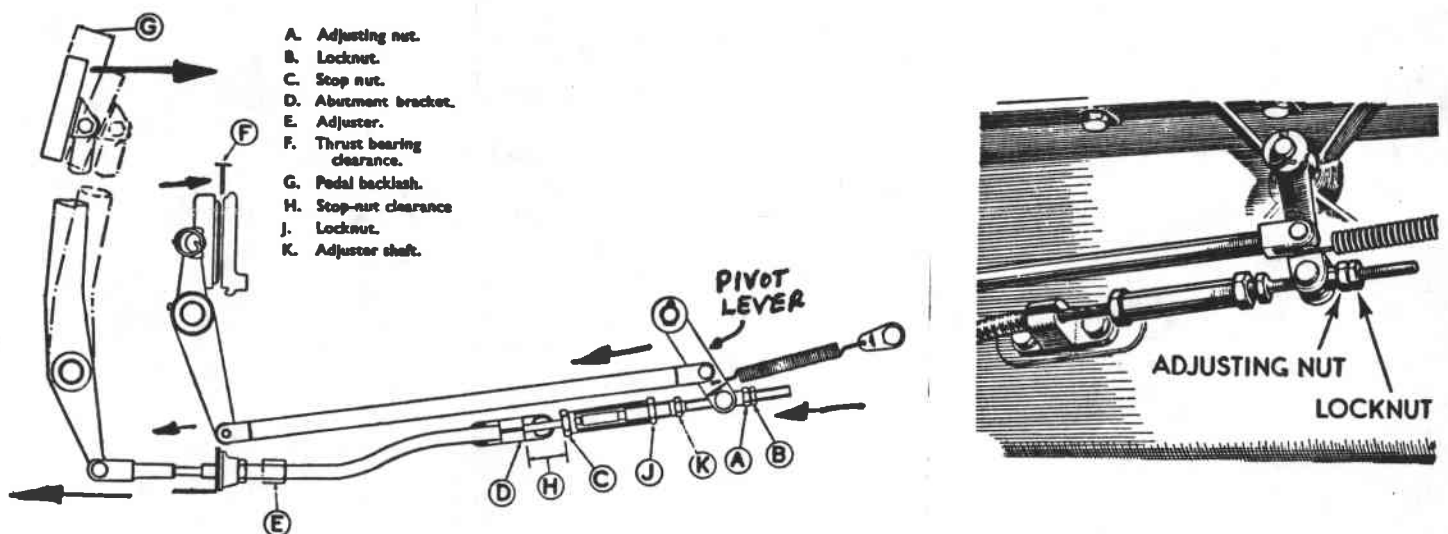


TECHNICAL CORNER - by Mike Ash

Well, since there was no newsletter last month, it has been two months since I have written a technical article and nothing of technical significance has happened in that time. So, once again, I will have to make something up as I go along.

The TF engine rebuild is progressing very slowly. All the machine work has been done and, by the looks of it, Chuck Botwright at Phase I has done an excellent job. However, the proof of the engine is in the running, as they say! I have started the re-assembly of the engine, but the winter chill in the garage is not very conducive to rapid progress. A more fruitful report next time, may be.

Andy Wallach called me before Christmas about a clutch problem in his newly-on-the-road TF. Apparently after only a couple of miles, the clutch became impossible to release. After some discussion over the telephone about adjustment and linkages, no external cause for the problem could be found. So Andy decided to pull the transmission to check on the inner workings of the clutch. Removal of the clutch revealed no obvious clue as to the reason for failure. Nothing was broken or out of place. Last time I talked to Andy about it he was going to put it all back together and try again, but I have not heard of the outcome. All our discussion on clutch adjustment, however, suggested to me that a few words here on TD/TF clutch adjustment might be an appropriate topic for this month's article.



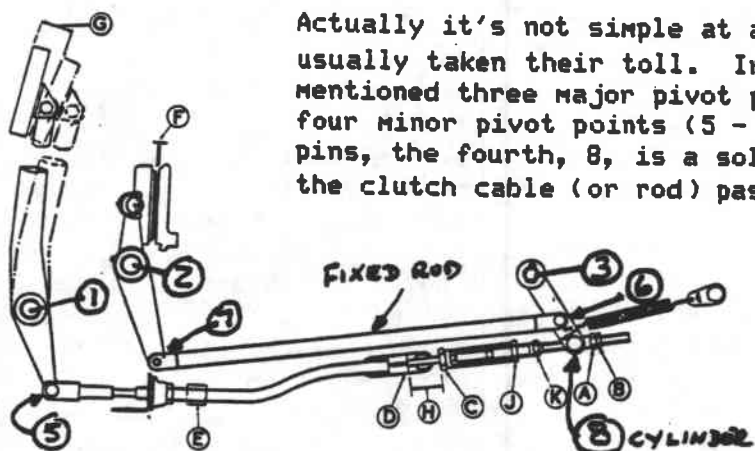
Shown above is a drawing of the clutch linkage, taken from the workshop manual. The picture is for a right-hand drive, but the operation is the same for the left-hand drive. This shows a cable between the bottom of the pedal lever and the pivot lever on the side of the oil pan. Later TDs (from chassis 22251) and all TFs used a solid rod instead of a cable, but the principle of operation is basically the same. Also, it is not unusual to find a rod fitted to earlier TDs, because cables were considered troublesome and were, for a while unavailable new.

Personally, I find the action of a well-lubricated and well-adjusted cable smoother than that of a rod. The entire objective of clutch adjustment is to obtain a very small clearance inside the clutch housing between the release bearing and the bearing surface on the clutch plate. The shop manual specifies this clearance at one sixteenth of an inch. Too much clearance will result in a lot of pedal travel to release the clutch, no clearance will result in a slipping clutch and premature wear of the components.

Before I get into the procedures and problems of adjustment, a few words on the principles of operation may make those discussions more understandable. The clutch is operated (released) by depressing the pedal, G, with the foot in the direction of the arrow. This causes the pedal lever to pivot, and the cable (or rod) to move back. The cable (or rod) then pulls back

on the pivot lever on the side of the oil pan, which in turn pushes back on the fixed rod. The fixed rod pushes back on the release lever on the outside of the clutch housing, which then pivots and moves the release bearing forward inside the clutch housing to release the clutch pressure plate and thereby releasing the clutch. Are you still with me? Good! The clutch is adjusted by loosening the locknut, B, and adjusting the nut, A, until the required clearance is obtained at F. Usually clutch adjustment is required to compensate for wear on the friction (driven) plate. This wear causes the pressure plate to move closer to the flywheel which causes the gap at F to decrease and possibly close altogether, causing the clutch to slip. The gap at F is increased by screwing the adjusting nut, A, out (counter clockwise). Conversely, the gap is decreased by screwing the adjusting nut in. Simple, isn't it?

Actually it's not simple at all, because the ravages of time and wear have usually taken their toll. In the discussion of the operating principles, I mentioned three major pivot points (1 - 3). In addition to these, there are four minor pivot points (5 - 8). Three of the minor pivot points are clevis pins, the fourth, 8, is a solid cylinder through which the threaded portion of the clutch cable (or rod) passes. Wear at any of these pivot points can make

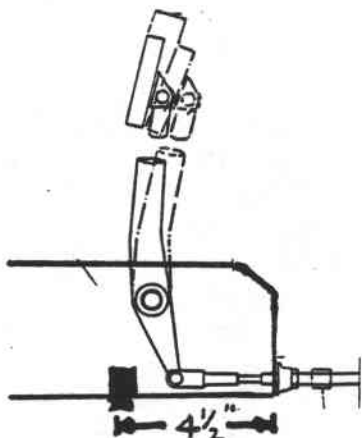


correct adjustment difficult, cause a sloppy feel to the action of the clutch, and cause excessive pedal travel. On a left-hand drive car, excessive wear at the pedal lever pivot, 1, is not common, (It is usually the brake pedal pivot that has excessive wear!) neither is it common at the release lever pivot, 2.

If there is excessive wear at these pivots, replacement of the pivot shafts and/or the bushings is the answer. The pivot point (3) for the pivot lever is very often quite badly worn. Most of the wear is usually in the hole in the end of the lever itself, and the lever should be replaced. There is often noticeable wear on the pivot shaft attached to the oil pan and, since all cars had one each side, this can usually be remedied by swapping them next time you have the oil pan off. The clevis pins all wear very badly, especially if they have been replaced by mild steel bolts! Also, wear on the clevis pins is usually accompanied by enlargement or elongation of the holes in which they pivot. New clevis pins can be bought at the local hardware store, and can go a long way toward taking the slack out of the overall linkage. If the pivot holes are enlarged, they can sometimes be cleaned up to accept a slightly larger diameter clevis pin, provided, of course, that there is still enough remaining metal for strength. The pivot holes in the fixed rod (6 & 7) are the worst offenders and are usually elongated. In this case, since there is not much surrounding metal, replacement of the rod is the solution. The final pivot point, 8, is also subject to wear, particularly the cylinder. Replacement of the lever and/or the cylinder is the solution. In most cases, most of the wear will be in the clevis pins and the ends of the fixed rod. Replacement of these pins and the rod will usually result in a considerable improvement in the feel of a sloppy clutch. Also, the return spring is often missing, or replaced with an inadequate one. Replacement with an original type spring from Moss Motors or Abingdon Spares is recommended because it will be of the right length and strength and the end will fit through the small hole in the pivot lever.

Ok, now that you have replaced all of the worn (and incorrect) components in your clutch linkage you should be able to adjust it "by the book" and have a smooth and responsive clutch action. Well, unfortunately, not always! There may be a few other problems to be solved before all is well. One problem is that the angle of movement of the pivot lever on the side of the oil pan may not be correct. Ideally, this lever should pivot symmetrically about the vertical. That is, in the normal position, it should be at about 30 degrees forward of the vertical (the 7 o'clock position on a left-hand drive car), as shown in the diagram. As the clutch pedal is depressed, the pivot lever should move back through the vertical until it is about 30 degrees behind the vertical when the clutch is fully released (pass through the 6 o'clock position and finish at the 5 o'clock position). A while back, I discovered that, on

my TF, the pivot lever was starting in the vertical position and moving to about 60 degrees behind the vertical position as the clutch pedal was depressed. (If it were a left-hand drive car, that would be equivalent to starting in the 6 o'clock position, and ending in the 4 o'clock position.) The net result of this was that the end of the clutch rod would bend as the clutch pedal was depressed, and would, after a short while, break. I am not entirely sure why the angular movement of the pivot lever became incorrect, but I suspect that having the flywheel resurfaced contributed to the problem! The solution was to lengthen the fixed rod, thereby moving the pivot lever forward when in the normal position. On the TF, I cut the fixed rod, which is hollow, and welded in a half-inch section from an old rod. This extra half inch in the fixed rod made all the difference to the feel of the clutch operation and, after breaking two clutch rods in 4,000 miles, I haven't broken one in over 25,000 miles. I haven't got out of the habit of carrying a spare in the tool box, though!



The other potential problem is the "clutch travel". When all the clevis pins are worn and there other slack points in the linkage, the pedal has to be pushed all the way to the floor before anything happens. When most of the slack is taken out of the linkage, and the adjustment is correct, it may be possible to depress the clutch pedal too far, causing some horrible grinding noises. To guard against this, in early TDs the clutch cable has a built in stop, and in later TDs and TFs there is a stop in the bottom of the pedal box to limit the travel of the clutch pedal lever, as shown in the diagram. For the cable set-up the travel is limited by the adjustable distance, H, shown in the first diagram. This distance should be just over an inch, and is adjusted by loosening the lock-nut, J, and turning the adjuster, K. If you have an early TD (prior to chassis 22215) in which the clutch cable has been replaced by a

rod, then, unless someone has put a stop in the bottom of the pedal box, there is nothing to limit the travel on the clutch pedal. This can be remedied fitting a cable as original or by fitting a stop in the bottom of the pedal box. Use of the cable may not possible because the brass bracket, D, may no longer be attached to the side of the oil pan and/or the hole in the front of the pedal box has been enlarged so the brass cable end, L, cannot be attached. On Jennifer's TD, I fitted the stop in the bottom of the pedal box, using the position in the TF as a guide. I made the stop out of a quarter inch bolt about an inch and a half long. I tightened about three nuts onto the bolt as shown, and then drilled a hole in the bottom of the pedal box, 4 1/2 inches from the front and in line with the clutch pedal lever, inserted the bolt from the inside and secured it with a lock washer and nut on the outside.

Well, now that you have your clutch linkage in perfect working condition, you can adjust the clutch using the procedure described earlier in the article. Remember, the objective is the gap at F. With a "tight" linkage and the correct return spring in place, this gap can be "felt" as when pushing on the pedal with your hand. At which time, the free forward and back movement in the pedal should be just less than an inch.

I hope this article is of some use to someone out there. If your TD or TF has a sloppy linkage, bring the car and appropriate new parts to the next tech session and we should be able to get them installed.



PHOTO BY JOHN DINKEL

JANUARY MINUTES

The meeting was held at Dave and Joan Bowling's lovely home on Tuesday, January 6th with our President, Mel Baker presiding.

We had some new members in attendance:

Don Jones and son, Chad - 58 MGA

Gloria and Frank Benson - 73 MGB

WELCOME!!!!

We were also graced with the appearance of Robert Davis!!

The December minutes were approved "as written in the December Dipstick flyer". Jerry Moore reported that the balance in the treasury was \$650.59.

Publicity Chairwoman Peggy Bradford said that the meeting location and upcoming Wicker Basked Affair were put into the local newspaper. Regalia Chairman Tony Perino announced that regalia was set up for the evening and that some prices were marked down. Historian Mike Ash reported that he had gotten a gold plated tire gauge for Christmas!!!

Activities Chairwoman Jennifer Ash mentioned the upcoming club events:

January 31st - Wicker Basket Affair at the Banvards

We need to let Brenda know by January 30th what we are bringing. A list for food sign up was passed around at the meeting. The cost is \$5.00 per couple and \$2.50 per person for this affair.

The February meeting will be held at the Ash's instead of the Bakers, on Wednesday, February 4th.

Tech Session - Sunday, February 15th at Banvards

Jennifer stated that volunteers were needed to host the July meeting, September pig roast, and the November meeting. Tom Lund volunteered his house for the July meeting.

Membership Chairwoman Jennifer Ash welcomed our previously mentioned new members plus told us that Rick Mullins joined the club in December. Robert Davis gave us a spares report. He has some information on a company located in Georgia that carries English car spares, both old and new for MGAs and late model Bs. The prices are reasonable - less than Moss.

The deadline for the February newsletter is January 23rd.

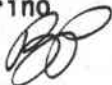
There was no old business to be reported. Under new business, Mel told us all that he received a call from a local businessman who is looking for a buyer(s) for a new mini auto mall being built in Virginia Beach. He was contacting old car enthusiasts - asking price \$2.5 million for approximately 58,000 sq. ft. Mel also mentioned that there is an MGB down near the beach for sale for \$300.00 with chrome bumpers and wire wheels. And club membership for 1985 was at 72 members, 1986 it is at 87.

Under T Time - Peggy said that she is looking for a hood and usable rag top for a 1977 MGB. Tony stated that he bought a new clutch for his B through "Special Interest Auto" for \$49.00. These usually retail for around \$100.00 through Moss. Dave Bowling has a list prices on bolts used on TDs from Abbington Spares. Our newest member, Frank Benson is looking for a shim for his 1973 B.

We have Mike Ash to thank for the beer served this evening - left over from New Years. Our meeting was adjourned with the following in attendance besides those aforementioned: Jim Banvard, Butch Ballback, Ed Hazard, Robin Raphael, Paul Thiergardt, Lee Klein, Vince Groover, Karl & Jan Mahumed, John Prewett, Bill Gordon, and Tom Early.

Respectfully submitted,

Barbara Perino



N O T E : D e a d l i n e f o r M A R C H n e w s l e t t e r i s F e b 1 8

F O R S A L E

1. 1936 MG-VA Saloon

Exceptionally sound - Low mileage (50,567)
Example of rare classic (under 2,400 built)
Needs fenders, doors, hood, etc. attached.
Needs headliner and interior trim attached for completion.
Has new "Cream & Cracker" (tan/brown) lacquer.
Has new Wiring and hydraulics.

\$8,800 O.N.O.

Roy Wiley (804) 481-1543 7-9 p.m.

(Will be advertised soon at \$9,400 nationally.)

2. '79 MGB - 40,000 - new top - good engine \$2,500
Call CRAIG - 463-1511.

MEMBERSHIP NEWS: We have had some comings and goings over the past couple of months. Hank & Steve Giffin have moved back up to the D.C. area, but retain out-of-town membership status. We have four new members this month, so please add their names to your roster and make them welcome at our meetings and events:

HANK & STEVE GIFFIN
7135 Hamor Lane
Springfield, Va. 22153
(703-866-1541)

FRANK & GLORIA BENSON - '73 MGB
1099 Northwood Drive
Virginia Beach, Va. 23452
(463-5039 / 422-4470)

AL BIANCHI - '64 MGB
3153 Adam Keeling Rd.
Virginia Beach, Va. 23454
(481-1036 / 489-2400)

DON & CLAUDIA JONES - '58 MGA
2276 Sandy Woods Lane
Virginia Beach, Va. 23456
(427-0837 / 461-4415)

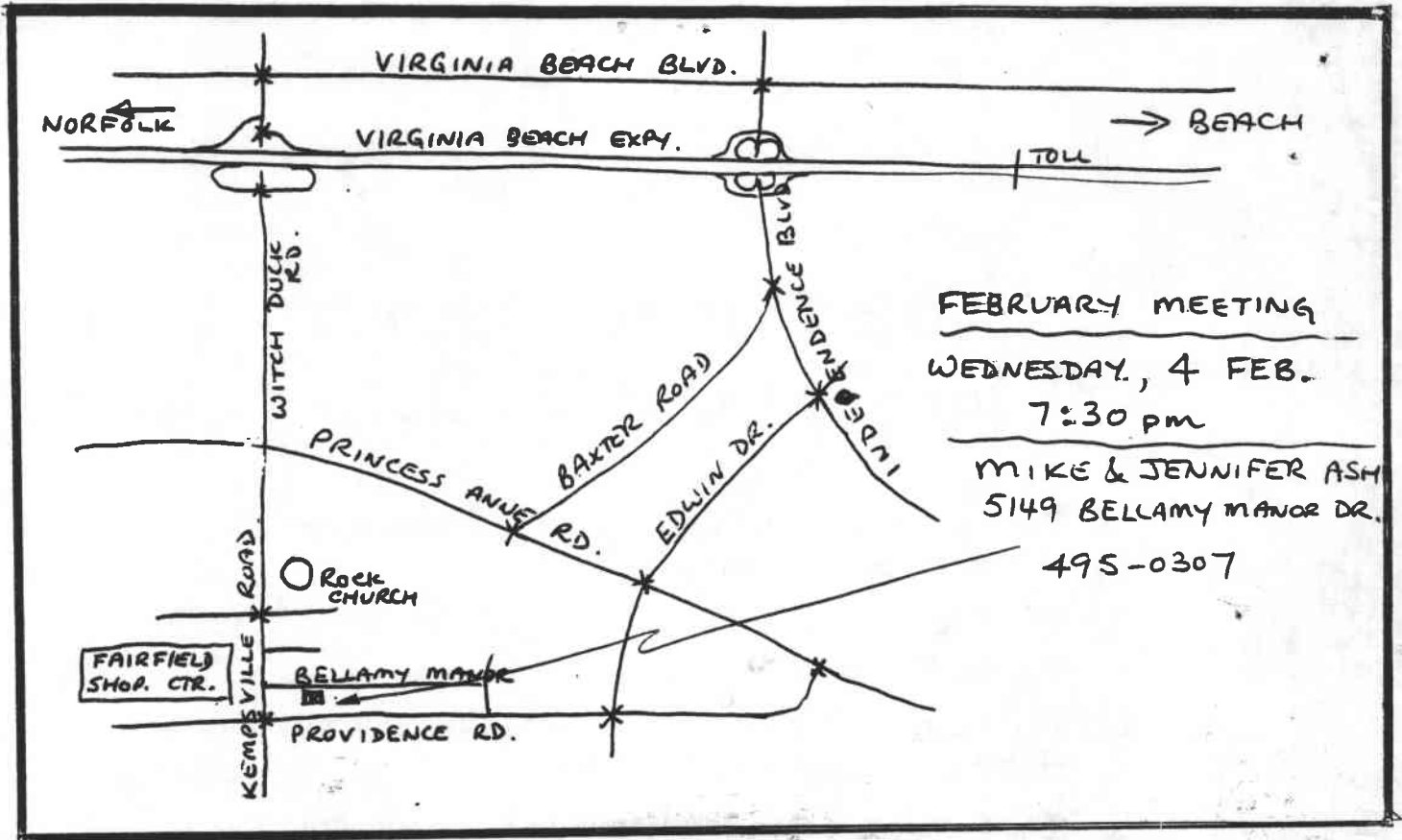
RICHARD MULLINS - Morgan +4
5121 Va. Beach Blvd.
Norfolk, Va. 23502
(547-0366 / 466-1308)



Ten Commandments For The Car Collector

- I. Thou shalt not store thy cars out-of-doors, except for thy wife's modern iron.
- II. Thou shalt not covet thy neighbor's car, nor his garage, nor his battery charger.
- III. Thou shalt not love thy cars more than thy wife and children; as much, but not more.
- III. Thou shalt not read thy Hemmings on company time, lest thy employer make it impossible to continue thy car payments.
- V. Thou shalt not despise thy neighbor's Edsel, nor his DeSoto, nor even his 1947 Plymouth.
- VI. Thou shalt not allow thy daughters nor thy sons to get married during the holy days of Club events + G.O.F.s.
- VII. Thou shalt not deceive thy wife into thinking that thee is taking her for a romantic Sunday drive when, indeed, thou art going out to look at another car.
- VIII. Thou shalt not tell thy spouse the entire cost of thy latest restoration, at least not all at the same time.
- IX. Thou shalt not promise thy wife a new addition to the house and then use it to store cars; thou shalt not store cars in the attic.
- X. Thou shalt not buy thy wife a floor jack for Christmas.

-Donald R. Peterson



FEBRUARY MEETING
WEDNESDAY, 4 FEB.
7:30 pm
 MIKE & JENNIFER ASH
 5149 BELLAMY MANOR DR.
 495-0307

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



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