

# THE DIPSTICK



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

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## " T " NOTES

Thanks to Jennifer and Mike Ash for hosting the February meeting, and a personal thanks to Tony Perino for conducting the meeting.

Thanks also to Brenda and Jim Banvard for hosting the first tech session of the year. Jim's well equipped garage and knowledge of MG's was a great help to those who attended. Brenda's hot coffee and delicious munchies made a cold day a little more bearable.

This year marks the 25th anniversary since the first MGB rolled off an Abingdon assembly line in May of 1962. More than 515,000 MGB's were built before the factory closed in 1980, making it one of the most successful and most popular sports cars ever produced. SAFETY FAST forever !!!

The next meeting will be at our house on Tuesday, March 3rd.

See you there.

Me1

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## UPCOMING EVENTS :

- Mar 3                   - Tuesday      - Monthly meeting at the Baker's  
7:30 p.m. - Kick Tyres  
8:00 p.m. - Business meeting followed by a social hour.
- Mar 29                  - Sunday       - Rally & Brunch  
10:30 a.m.- Meet at Sperry Building on Viking Drive  
(Details - later in newsletter)
- Apr 1                   - Wednesday - Monthly meeting at Andy Wallach's
- Apr 19                  - Sunday       - Tech Session at Mike Ash's garage.
- May 1 - 3               - Fri - Sun - Outer Banks Weekend

## FEBRUARY MINUTES

Vice-President Tony Perino called the meeting together: "Mel is off, lets proceed. Mel takes Februarys off." Vince Groover chimed in: "He doesn't like to come over to the Ashs." Tony continued: "Everybody please stand, face west and pledge allegiance to Moss Motors. Mike Ash: "He (Tony) probably has an order in." Tony welcomed Ed and Kathy Klaput. Ed: "I'd like to say that I drive a '52 MG TD but I don't." (They have a '75 B). Jennifer Ash stated that "Barbara (Perino) did a terrific job", when Tony called for the January minutes. Secretary Andy Wallach told Barbara: "Seems like your in training." The minutes, as printed in the Dipstick, were approved. Treasurer Jerry Moore reported receipts of \$63 from regalia, \$18 from dues, \$90 from the Wicker Basket Affair; and expenditures of \$33, for a balance of \$788.59. He stated that he moved the Club's bank account to Commerce Bank which does not charge a monthly service charge. Publicist Peggy Bradford was not present and thus did not report. Historian Mike Ash said their was "Nothing exciting." He went on to state that since there were no other technical questions he had written an acticle on clutches for the February Dipstick in response to problems Andy Wallach was having. Ira Cantin: "I have read Volume I, when is Volume II coming out." Tony, as Regalia Chairman, reported that regalia is available and on display. "Sales were way down last month. Hope February will be better."

Jennifer Ash, Activites Chairwoman, covered the upcoming activites. "March rally and brunch. Need to know by the 22nd (March) who's coming. Tech session on the 15th of the month (February). March meeting at Mel and Judy Baker's." Andy Wallach, upon discerning that the brunch location was a secret, stated: "If you don't finish the Rally, you don't eat." Mike Ash responded: "It could also mean that we have not yet figured out where the brunch will be." Jennifer, as Membership Chairwoman, reported that Gloria and Frank Benson had joined. Then returning to activities, that the April tech session had been inadvertently scheduled for Easter Sunday and will be rescheduled.

There was no old business and no new business. Tony presented the Club's photo album which Mel Baker had updated with photos of William and Mary Homecoming, Christmas Party, and Wicker Basket Affair. Under T-time Ira Cantin related: "Got the Red Devil ('47 TC) back running. Had a wiggle in the rear end which in some cases cannot be all bad. Redid the bearings and had the wheels rebuilt. Runs so smooth, it is almost fun to drive. Really is nice. Had the wheels done at New England Wheel Service. Talked to M and G on the way up to Massachusetts - new axle half shafts are not available. Can't get the rolled-edge (original TC) wheels according to New England Wheel. Weird tube, from Universal Tire in Pennsylvania and now they are out of them but they should be getting more." Tony asked what do you do about metal fatigue in wings. Mike Ash and Vince Groover responded: "Braze or weld it." Bob McClaren stated "Robert (Davis) will weld it for you." Tom Hall: "Bring your own fire extinguisher." Ira to Tony: "What do you mean by 'wings'". Tony: "Fenders. Just trying to be cool." Jerry Moore: "Alternating light keeps coming on, you can figure it out at the tech session." Bob McClaren reported "Took the stainless steel exhaust out of the box. No gaskets. Looks real nice. Have a number 3 Inspection Sticker so I have to do something." Dave Bowling offered a contibution to the group of sayings not to be believed such as "Mercedes is all paid for." "Really is a fever blister." When you buy a basket case: "Everything is there." The meeting adjorned.

All the above personages along with Margie Moore, Marlin and Susan Emswiler, Don Jones, Pam Groover, Joe Dillard, Karl and Jan Mahumed, Mike and Leslie Doyle-Davidson, Jean Hall, Randy and Parker Rankins, Kelly Blayloch, Gloria and Frank Benson, and Ed Hazard partook of Jennifer's fine eats. Thank you Jennifer and Mike for a fine evening and all that you continue to do for us in Tidewater MG T Classics.

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### WICKER BASKET AFFAIR

Another successful MG function. Since I misplaced the list of attendees, I will not even attempt to list the names as I'm sure I would forget someone. The food was great. I had hoped to receive more of a recipe deluge. But will include the 2 that I received as well as 2 that I prepared. Jennifer says she will accept individual requests for her rice pilaf but prefers not to have it published. By the way, this was the 11th Annual Wicker Basket affair. Susan Boswell did some research in our old newsletters and learned that the first one was held in January, 1977.

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**N O T E :** Deadline for A P R I L newsletter is Mar 18

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### PEACHES & CREAM CAKE (Susan Boswell)

1 large (qt) can sliced peaches in heavy syrup, drained; reserve syrup  
3/4 cup flour 1 tsp. baking powder  
1/2 tsp salt 1 sm pkg vanilla pudding (not instant)  
3 Tbsp Margarine 1 egg  
1/2 cup milk 8 oz cream cheese  
1/2 cup sugar 3 Tbsp peach juice (from reserve)

Mix flour, pudding mix, baking powder, salt, margarine, egg, and milk for 2 minutes. Pour batter into greased, 10 inch pie pan. Arrange peaches over batter. Mix cream cheese, sugar, and peach juice in a bowl. Spread over peaches. Sprinkle with cinnamon sugar. Bake at 350 degree oven for 30-35 minutes. Serve warm or chilled.

CINNAMON SUGAR: 1/4 cup brown/white sugar mix; 3/4 tsp. cinnamon

### NO-BAKE DOUBLE CHOCOLATE COCONUT PIE (FAYE O'DANIEL)

3 Tbsp margarine 3 oz. semisweet chocolate  
1 oz unsweetened chocolate 2 1/2 c. sweet. flaked coconut, toasted  
2 env (1.4 oz) whipped-topping mix 2 1/2 cups milk  
1 pkg (4 oz) inst choc pudding and pie filling  
2 med-size bananas, peeled and sliced in 1/4 inch rounds

Have ready a greased 9-inch pie plate. Melt butter in a med-size saucepan over low heat. Add chocolates and stir until melted. Add toasted coconut to choc mixture, reserving 1/4 cup for garnish, and toss to coat. With fingers or back of fork, press coated coconut over bottom and up sides of pie plate. Refrigerate 20 min. or until firm. Meanwhile, in a med-size bowl beat topping mix and 1 cup milk with electric mixer until soft peaks form when beaters are lifted. Remove and refrigerate one cup for garnish. Add pudding mix and remaining milk to topping; beat until mixture mounds when dropped from beaters. Arrange banana slices on bottom and 1 row up side of pie shell. Spoon choc mixture over bananas. Ref. at least 1 hr to set. To serve, garnish with reserved topping, coconut and maraschino cherries. Makes 8 servings. NOTE: To toast coconut, spread in shallow pan and bake in 375 deg oven, stirring often, 10 min or until golden.

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MEMBERSHIP NEWS: At the February meeting, Ed & Kathy Klaput came as guests of Margie & Jerry Moore - and became members right away! They have an MGB roadster. Please add them to your membership roster:

Ed & Kathy Klaput  
1489 Lake James Drive h-424-7403  
Va. Beach, Va. 23464 w-460-5759

March 29 (Sun)..... RALLY & BRUNCH:

10:30 a.m. Meet at SPERRY BUILDING (may have changed its sign to UNISYS by that time), in parking lot on north side (between Comptech Bldg. & Sperry)...see map.

10:45 a.m. First car off; cars will leave at 2-minute intervals.

- Rally will run approx. 2 hrs.
  - You will be given sealed directions to brunch destination in case you get lost!
  - Already have 16 cars signed up to run - PLEASE sign up at the MARCH meeting, if you haven't already done so, or CALL US (Jen & Mike - 495-0307) AFTER MARCH 8 when we return from our trip. so we can make your brunch reservations
- DEADLINE FOR SIGN-UP will be March 26.

May 1 - 3..... OUTER BANKS WEEKEND - Set this weekend aside, and make baby- or house- or pet-sitting arrangements NOW! More details on this next month...

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SHRIMP AND NOODLES (Brenda Banvard)

- |                                 |                                      |
|---------------------------------|--------------------------------------|
| 3 Tbsp butter                   | 3 Tbsp flour                         |
| 1 cup shrimp broth (see below)  | 1/2 cup milk                         |
| 1/2 cup heavy cream             | Freshly ground pepper to taste       |
| Pinch of cayenne pepper         | 1/8 tsp grated nutmeg                |
| 1 cup drained, chopped tomatoes | 1 1/2 lbs. cooked shrimp (see below) |
| 1/2 lb. medium egg noodles      | 1/2 cup grated parmesan cheese       |
| 1 Tbsp chopped chives           |                                      |

Melt 2 Tbsp. butter in saucepan and add flour, stirring with wire whisk. When blended and smooth, add broth, stirring rapidly with whisk; stir in milk. Let simmer, stirring occasionally, about 5 min; stir in cream. Add salt, pepper, cayenne, and nutmeg.

Meanwhile, prepare tomatoes and shrimp. Bring enough water - salted to taste - to boil to cover noodles when added; add noodles and stil. Cook about 7 minutes. Preheat oven to 400 deg. As noodles cook, shell and devein shrimp. Put tomatoes in saucepan with remaining Tbsp butter and heat briefly. Drain noodles; add to 13 by 8 by 2 inch baking dish. Spoon Tomatoes evenly over all; scatter shrimp evenly over tomatoes; spoon sauce over all. Sprinkle with cheese. Place in oven and bake 5 minutes. Sprinkle with chives and serve hot. Yield 4 servings.

COOKED SHRIMP WITH BROTH

- |   |                        |
|---|------------------------|
| 1 1/2 lbs. med size raw shrimp in the shell |                        |
| 1/2 cup coarsely chopped onion              | 2 sprigs fresh parsley |
| 1/2 tsp dried thyme                         | 1 bay leaf             |
| 1/4 cup dry white wine                      | 1/2 cup water          |
| 12 peppercorns                              |                        |

Combine ingredients in saucepan and bring to boil; cover closely and remove from heat; let stand a minute or so. Drain shrimp and reserve cooking liquid. There should be about a cup.

CREAMY BRUSSEL SPROUTS

- |  |                             |
|--|-----------------------------|
| 1 (4-oz) package crumbled blue cheese        |                             |
| 1/2 cup mayonnaise                           | 1 Tbsp lemon juice          |
| 2 tsp garlic salt                            | 16 oz commercial sour cream |
| 3 (10-ounce) packages frozen brussel sprouts |                             |

Combine cheese and mayonnaise, stirring until smooth. Add lemon juice and garlic salt. Stir in sour cream, mixing well. Cover; chill overnight.

To serve, cook brussel sprouts according to package directions; drain. Warm sour cream mixture in top of a double boiler; add cooked brussel sprouts. Serve immediately. Yield: 8 to 10 servings.

TECHNICAL CORNER - by Mike Ash

Well, not much new to report on my TF. I have about completed the engine reassembly, but it still needs the water pump, thermostat housing and rear cover plate on the head to be considered and ready for painting. We are off to England for three weeks, so it will be a couple of months before the car is back on the road.

I had intended to use this month's article to report on technical problems encountered and solutions applied at the tech session. But it was so cold the day of the tech session that, although a number of problems were there, it was not the weather to stand out in the driveway or street to search for solutions! My apologies to anyone whose problems could not get the assistance they expected or deserved. Those who managed to get their cars in the garage got most of the attention, in not quite so chilly quarters. Andy Wallach limped his TF over on about two cylinders for a little tuning. Jim Banvard provided most of the assistance on that and new plugs went a long way to curing those problems. Also, Jim found that the centrifugal advance mechanism in the distributor had come apart, causing the engine to not develop full power. The mechanism was put back together, and it was noted that the parts were quite badly worn and should be replaced. The engine was running considerably better by the end of the session, but final tweaking was reserved for the next tech session after a few parts in the distributor have been renewed. Andy has his clutch working after a fashion, although at the tech session the adjustment was found to be over-tight, causing the clutch to slip. Investigation of this problem revealed that the pivot lever on the side of the oil pan was not moving through the correct angle as described last month. Andy should really consider lengthening the fixed rod before the adjustable rod breaks, as well as to improve clutch operation.

Dave Bowling has provided me with a couple of items that may be of interest. The first came from a recent Moss Motors flyer and referred to the color coding of the wires in the wiring harness. I won't repeat the entire article here, just the basic coding conventions.

- BROWN - Primary circuits originating at the battery and supplying such items as parking/headlight switch, ignition switch, cigarette lighter, and the fuse block.
- YELLOW - Generator/alternator circuits, including output, field windings and ignition warning light.
- WHITE - Ignition and other circuits supplied from the ignition switch, including coil, starter solenoid, fuel pump, and the fuse block.
- GREEN - Auxiliary circuits controlled through the ignition and fused through the fuse block, such as: brake lights, turn signals, fuel guage, windshield wipers and washers.
- BLUE - Headlight circuits, including the dimmer switch and driving lights controlled with the headlights.
- RED - Parking and other lighting controlled with the parking lights, such as: front parking lights, tail lights, side markers, dash lights, fog and driving lights.
- BLACK - All wires that are grounded to the chassis.

The primary wires in all of these circuits are a single color. Secondary wires have an additional color for identification in the form of a thin colored line with the base solid color. In general, for two-color wires, the base solid color follows the above convention. Also, left and right side circuits for turn signals use the additional color to identify the side - RED for left and WHITE for right. I find that remembering these color conventions is a help in tracing electrical problems without constant reference to the wiring diagram.

The other item came from Abingdon Spares via Dave and is a list of the British Standard nuts and bolts used on the TD and TF, as follows:

	SIZE	QTY		SIZE	QTY
Andrex-shock to frame, rear.....	3/8 x 1 BSF	4	Steering rack to frame.....	5/16 x 1 1/2 BSF	4
Andrex-shock to front arm.....	5/16 x 2 BSF	4	Lower suspension arm to frame.....	3/8 x 1 1/2 BSF	8
Andrex-link securing nut.....	1 BSF	4	Spring pan to bottom wishbone brackets	5/16 x 3/4 BSF	8
Front splash pan to fender.....	special	4	Front frame cross member.....	5/16 x 5/8 BSF	4
Front splash pan chrome washer.....	special	4	Nuts, bottom of radiator.....	3/8 BSF	2
Front splash pan to lower fender.....	5/16 x 1/2 BSF	2	Box stiffener, lower strut.....	3/8 x 1 1/2 BSF	2
Front fender to frame.....	5/16 x 3/4 BSF	4	Box stiffener, upper strut.....	3/8 x 3/4 BSF	2
Front fender to frame.....	5/16 x 3/4 BSF	4	Box stiffener, bracket.....	5/16 x 7/8 BSF	8
Front fender to running board.....	5/16 x 3/4 BSF	6	Shock bolt, front.....	3/8 x 1 1/8 BSF	7
Running board to body.....	1/2 x 3 BSF	6	Shock bolt, front.....	3/8 x 1 3/4 BSF	1
Running board to rear fender.....	5/16 x 3/4 BSF	2	Girling-shock, front.....	3/8 x 1 3/4 BSF	4
Rear fender to body.....	5/16 x 7/8 BSF	10	Girling shock, front.....	3/8 x 2 1/8 BSF	4
Rear fender to frame.....	5/16 x 1 BSF	2	Rebound rubbers, front.....	5/16 x 1 1/2 BSF	4
Rear splash pan.....	special	2	Rebound rubbers, front to frame.....	5/16 x 1/2 BSF	2
Rear splash pan washer.....	special	2	Through stiffener bracket to floor.....	5/16 x 3/4 BSF	10
Lower rear splash pan.....	3/8 x 3/4 BSF	2	Radiator, top strut rods.....	1/2 x 3/4 BSF	2
Bolts, spare tire rack and plugs.....	5/16 x 1 1/2 BSF	2	Rear transmission mount.....	3/8 x 3/4 BSF	2
License plate bracket, mount bolt.....	5/16 x 1/2 BSF	2	Bolts, inner rail floor board.....	1/2 x 1/2 BSF	4
Tapped thread, firewall to floorboard.....	5/16 x 3/4 BSF	4	Bolts, master cylinder.....	3/8 x 3 BSF	2
Firewall to body tub.....	5/16 x 2 1/2 BSF	16	Fuel pump mount.....	1/2 x 1/2 BSF	2
Firewall to body tub.....	5/16 x 2 3/4 BSF	6	Exhaust bracket to frame.....	1/2 x 1/2 BSF/N	4
Spare tire lower attaching bolts.....	5/16 x 1 1/8 BSF	4	Bolt, catch strap to rear end.....	3/8 x 1/2 BSF	4
Gas tank mount angles.....	5/16 x 3/4 BSF	8	Rear shock to frame.....	3/8 x 3/4 BSF	4
To hold main tubes to frame.....	3/8 x 1 BSF	4	Shock link securing nut...rear.....	1/2 BSF	2
To hold main tubes to frame.....	3/8 x 3 BSF	2			
Door hinge screws.....	1/4 x 1 3/4 BSF	16			
Studs, nuts headlight bracket.....	special	4			
Bolts for coil.....	5/16 x 5/8 BSF	2			
Thumb nuts for small instruments.....	special	2			
Thumb nuts for large instruments.....	special	4			

**Abingdon Spares, Ltd.**  
P.O. Box 27, South St., Walspole, NH 03224, U.S.A.

### TD | TF BODY NUTS & BOLTS

Although these nuts and bolts are commonly referred to as "Whitworth", the correct terminology is "British Standard Fine" or "BSF". Prior to the MGA, all (except a few on the TF) threads on the MG body and chassis were to the British standard. All MGs from the MGA on used "unified" threads, which is the same as the U.S. SAE standards, except for the SU carburetters and fuel pumps and some of the fuel line fittings. Under the British Standard, coarse threads were "Whitworth" and fine threads were "BSF". There are very few, if any, coarse (Whitworth or SAE) threads used on MGs. For small machine screw sizes, the British used another standard prior to the MGA called "British Association" or "BA". These threads are used primarily on the electrical terminals, dash gauges and other applications where a "6", "8", or "10" size might be used today. A set of Whitworth/BSF and BA size wrenches is a must for the maintenance of a pre-MGA MG. The Whitworth/BSF wrench sizes are a bit confusing to those used to the U.S. SAE sizing. The SAE size stamped on the wrench refers to the distance "across the flats" of the nut or bolt head. Whereas the size stamped on a Whitworth/BSF wrench refers to the diameter of the bolt for which the wrench will fit the head or nut. This is further confused by the fact that, for a given bolt diameter, the coarse thread Whitworth bolt requires a wrench size one size larger than that for the BSF bolt. For example, a 5/16 Whitworth bolt or nut requires the same wrench size as the 3/8 BSF bolt or nut. Whitworth/BSF wrenches are usually stamped with the bolt size for both the Whitworth and the BSF standards.

The following items appeared in "The Octagon", the magazine of the American MGB Association. They are particularly directed at the MGB, but some of the tips can be applied to other MGs.

## ENGINE TIMING

- by Chuck Genrich

For those of you who don't know how all of this works I believe the following information will be a benefit.

### Basic Engine Operation

Engine timing should be adjusted every 10,000 miles and it is worth knowing the effect of such adjustment on your engine. Ignition timing on most engines can be divided into three separate categories, Basic timing, Centrifugal advance and Vacuum advance. After initial adjustment, basic timing normally remains fixed, but may alter when new distributor contact points are fitted or if the distributor is for some reason moved in its mounting. ALWAYS check ignition timing after fitting new contact points. Centrifugal and vacuum advance both operate automatically.

### Centrifugal Advance

With the engine turning at idle, tension springs hold two rotating weights closely together. As the engine speed increases centrifugal force causes the weights to move outward against the tension of the springs. This action of the weights rotates the distributor cam forward on the distributor spindle and brings the cam lobes (one for each cylinder of the engine) into contact sooner with the distributor points. The opening of the distributor points causes a spark to jump the plug gap so you will realize that when the points open earlier the spark will occur sooner (or more advanced) in the engine cycle.

### Vacuum Advance

While centrifugal advance compensates for varying engine speeds, vacuum advance adjusts ignition timing to suit the various loads imposed on the engine. The amount of fuel and air drawn into a cylinder when driving at a steady cruising speed on a level road will be relatively small because the throttle butterfly is almost closed. When this small quantity is compressed by the piston, pressure buildup in the cylinder is not very high and the mixture burns slowly when ignited by the spark plug.

Under these conditions, the vacuum advance unit has a high suction applied to it through a tube attached to the intake manifold. Suction (vacuum) causes the diaphragm to distort, pulling with it the distributor plate on which the points are mounted. The points assembly moves in the opposite direction to that of distributor shaft rotation which causes the points to open earlier and so advance the ignition.

In contrast, an engine pulling a car uphill with the throttle well open will draw a full charge of fuel and air into the cylinder. The piston now compresses a greater volume of mixture than in the previous instance, resulting in a much higher pressure at the point of ignition and therefore a very rapid burning fuel. Vacuum in the inlet manifold falls considerably at this point, so the vacuum unit ceases to operate and retards the ignition. This is how your engine timing is maintained at its most efficient point regardless of the load on the engine.

## PROPER CLUTCH OPERATION

- by Chuck Genrich

A new clutch for an MGB can easily cost \$250 and usually more. Perhaps you can extend the life of your clutch by following these tips.

The vehicle should always be started in neutral, with the handbrake on. Starting the engine with the clutch depressed places additional strain on the starter and can make the engine harder to start. Any time the vehicle comes to rest for longer than a few seconds, you should change the gearbox to neutral. Holding the clutch pedal down for extended periods, heats up the release bearing and rear face of the pressure plate, which may cause a failure of these parts and does shorten their life. "Slipping the clutch," perhaps while creeping out of a tight parking space, reversing or holding your position while on a slight incline, can wear the clutch disc and pressure plate considerably. The clutch disc can also fail prematurely from the heat generated by slipping. So, keep your foot off the clutch pedal unless you are starting out or changing gears. If you use the method of shifting to a lower gear to slow down you might consider changing your habits and use your brakes more. New brake pads and shoes cost a great deal less and are easier to repair than a clutch or transmission. By keeping your foot off the clutch pedal as much as possible and by making each clutch action as short as possible, you can extend the life of your clutch. Some estimate that an MG needs a clutch around 50,000 miles. But by proper clutch operation, you may extend that expensive repair by thousands of miles.

## PROPER USE OF THE MANUAL CHOKE

- by Chuck Genrich

The manual choke controls two distinct functions of the SU carburetors. First it speeds up the idle while the second function is mixture enrichment. The first third of the travel of the choke cable works the fast idle only. On some models, one can feel the accelerator pedal being pulled away from the foot as the choke is pulled out. The second two thirds controls the mixture enrichment as well as the fast idle.

The colder the engine and the surrounding air, the greater the need for more gasoline to be mixed with the air for combustion. As the engine warms, the need for a richer mixture lessens. When starting the MG, always pull the choke completely out (unless the engine is still warm from recent running). Once the engine has started, the driver must release the choke at the proper rate. If released too soon, the engine will cough and spit, especially under acceleration. If released too slowly, the engine will "load up" and run roughly, especially while idling at stop signs or red lights. By the time the temperature is half way between cold and normal, the choke can usually be released completely. If the choke is left out too long, the extra gasoline can cause lubrication problems.

## BITS AND PIECES

- by Chuck Genrich

If you have an MGB (71-80) with a spin on oil filter and think you have to buy them from your dealer or some other high-prices place, not true. There are a large number of manufacturers that make filters that fit 71-80 MGBs. Look for the FRAM PH-43, AC PF-20, LEE LF-16, STP-16, Motorcraft FL-300 or WIX 51068.

If you have a 62-71 MGB and you have a throttle return spring break at a bad time (is there a good time) just replace it with a choke linkage spring.

On Zenith Stromberg carburetted MGBs (75-80), when the temperature is below freezing, turn on the ignition and wait for about 30 seconds before trying to start the engine. This allows the manifold heater to warm up.

If a fan belt breaks tie your wife's or friend's nylon stocking around the pulleys, not too tightly, with a small knot, and you will be able to get far enough to get a new belt.

When you reinstall either your exhaust head pipe or the exhaust manifold use new brass nuts. They will not rust and will be easy to take off next time.

The next time you replace your ignition points make it easy on yourself and remove the distributor. It is an easy operation and allows you to put the distributor in a vise, or similar holding device, so that point and condensor replacement is a snap. Replacement of the distributor is made simple by the fact that the locating key is offset and keeps you from putting the distributor in improperly.

Having trouble getting your wire wheels off the hubs? At least four times each year you should remove each wheel, clean the wheel and hub splines, inspect each and apply a new coat of grease to the wheel and hub. If you just ignore the wheels you may find ultimate wheel removal a job requiring several hours and a lot of hard work. It could cost you a tow bill if you have a flat tire and are unable to remove the wheel.



THE TECH SESSION

It was a well-attended meeting with some mixed results. Andy Wallach's fresh TF got a timing and carb adjustment job done as well as a little electrical magic performed by Mike Ash on the Voltage regulator. Andy went away cold "top down" but running better. Roosevelt Moseley's TD saw the light of day for the first time in years. It was driven down Van Buren Drive majestically, even if it did stop somewhat irregularly. His Black TD went away with new front brakes installed and stopped much better than it did when it arrived.

Ira Cantin's TC came in the garage for a fast idle cable installation. Due to the peculiarities of the throttle interconnect assembly, no success was recorded. Ira did put his side curtains in for the return trip home. The 15th of February this year was not a warm one in Tidewater.

Mel Baker replaced points and condenser and timed, timed, timed, and retimed his ignition. I trust that at 15 degrees advance, he ran much smoother than at the 23 Degrees he tried. Tony Perino proudly drove his recently acquired TC to the tech session, but had no work needing doing.

Three other B's were present. The Blue black-bumpered B was started for the first time since last March. Another B was diagnosed as having a bad front shock and the Brown B, dashing up and down the street appeared to need a new gulp valve, but no trouble-shooting was accomplished.

I apologize for not acknowledging all attendees by name, but attendance by all was appreciated. Dave Bowling, Tom Hall, and Don Jones and son lended their assistance and sought information during their stay. Robert Davis, as always, added his charm and Baby Blue Magnette.

Jim Banvard

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SPINACH SALAD

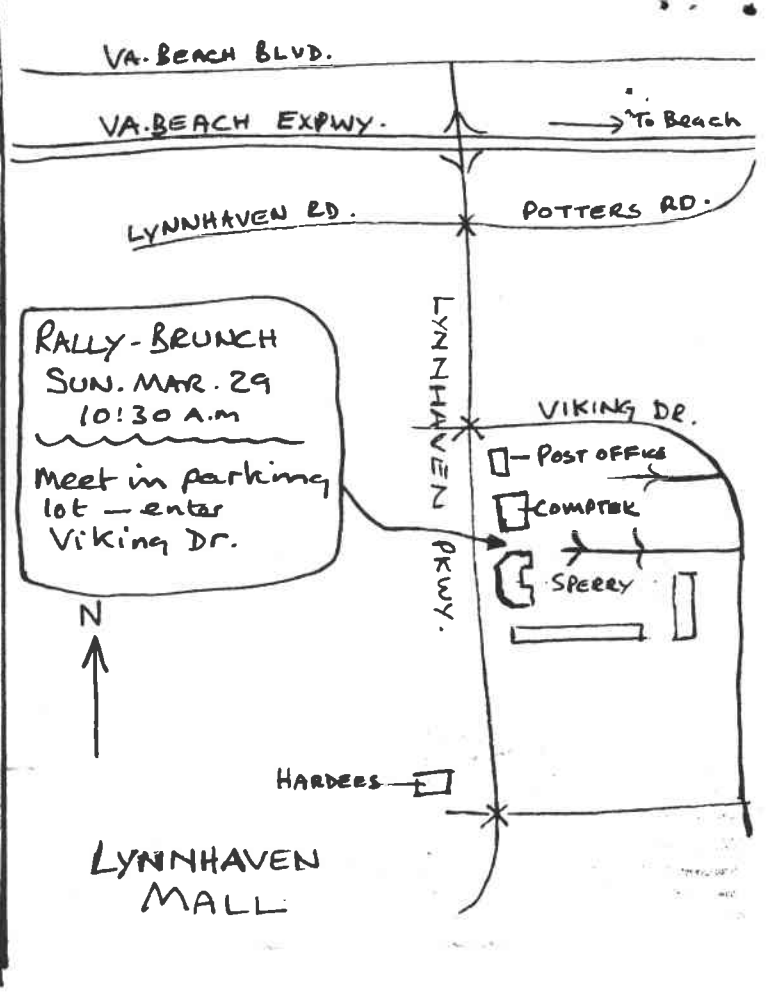
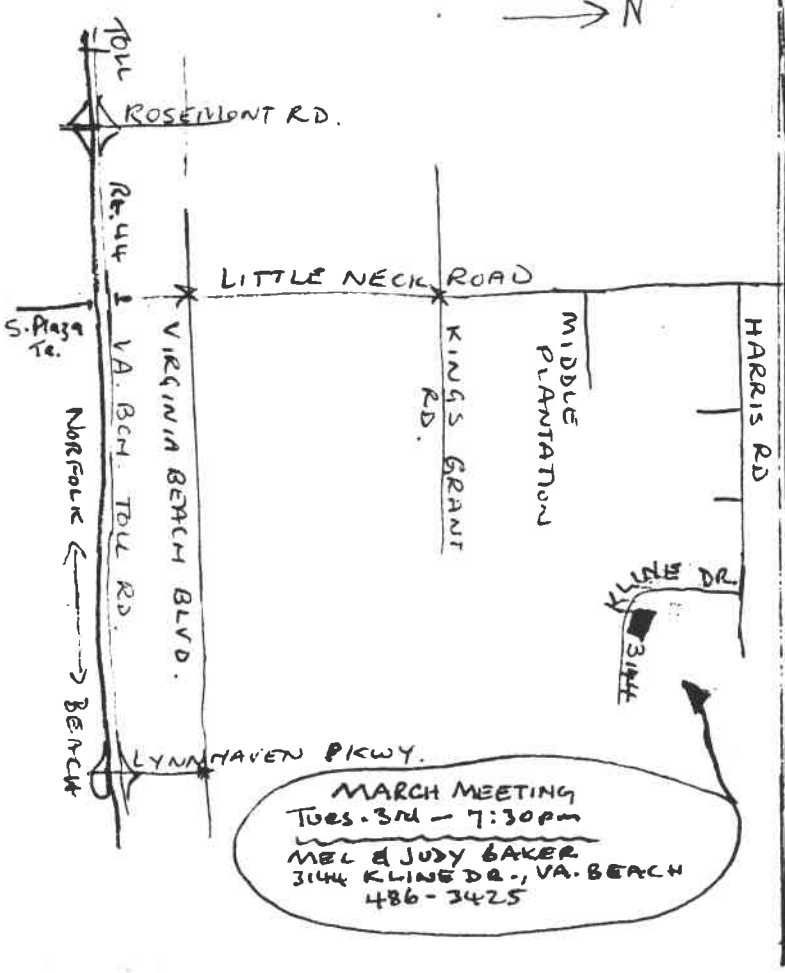
1 pound fresh spinach, torn                      2/3 cup sliced mushrooms  
6 slices bacon, cooked-crumbled              2 hard-cooked eggs, chopped  
Mustard Dressing  
Combine spinach, mushrooms, bacon, and eggs in a large salad bowl.  
Serve with Mustard Dressing. Yield: 6 servings

MUSTARD DRESSING

2 Tblsp Dijon mustard                      1/4 cup vegetable oil  
1 egg, slightly beaten                      2 Tblsp lemon juice  
1 Tblsp grated Parmesan cheese              1 tsp sugar  
1 tsp Worcestershire sauce                      1/2 tsp salt  
Dash of pepper  
Combine all ingredients; mix well; Refrigerate until serving time.  
Pour over salad mixture above and toss gently.

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VIRGINIA BEACH, VA. 23464



PEGGY BRADFORD  
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