

REPORT ON THE TECH SESSION by Mel Baker

It never ceases to amaze me how much talent we have in the club, especially when it comes to the MG automobile. I guess it helps if you are technically oriented and have years of hands-on experience.

As it usually happens at a Tech session, all problems were solved Sunday and all cars drove away. Fred Horner completed a tune-up on his MGA, and Vince Groover helped Bobby Pellerin adjust the timing on Bobby's Austin Marina. Bobby also adjusted the valves and torqued the head. Don Jones, ably assisted by Vince and Fred, reconnected the gas gauge on his MGA.

Paul Thiergardt adjusted the carbs on his TF, while Mike Ash helped me with a minor electrical problem. One circuit had an intermittent short and Mike discovered that the fuse had a loose end cap. The strange thing is that it wasn't even a LUCAS fuse.

Lee Klein, Jim Jackson, Jennifer Ash, and Dave Bolling stopped by to Kibbitz and enjoy the nice spread that Judy had prepared.

THANK YOU

Hey gang,
I would like to express my heart-felt appreciation to the Club and its members for your support following my recent heart attack. The floral arrangement that I received in the Hospital was lovely. Your cards, notes, visits, and phone calls were all very much appreciated. Your support has made my recovery much easier and less traumatic.

Presently, I am somewhat bored with inactivity to last thru early September at least. If you have some SMALL MG items requiring repair or adjustment, please bring it by and I'll see what can be done; i.e., fuel pump not working, etc. I am somewhat immobile as of yet, so bring necessary parts with your project.

Thanks again for all of your support.

Jim

FOR SALE

MGT Crankshaft	\$ 750	MGT Dist: 48162	\$ 200
MGT Head	100	MGTF Hood Pnl's	100
MGT/Y 90% restored	6500	MGA Bumper assys. frnt & rear	100
MGA rear end hub-hub	100	MGTD rear end, gears/housing	125
MGB lim ed mag wheels	300	MG Library	250
MGTF doors - each	25	MGTF gas tank	200

Call Dan Boswell
486-5271

TECHNICAL CORNER - by Mike Ash

I was hoping that the August Tech. Session would have produced some discussion for this month, but things were pretty slow! Mel has a write-up on that event elsewhere in this newsletter. Mel's problem with his MG was quite a common one.

The symptoms were that the gas, oil and temperature gauges, the wipers and the turn signals had all quit working. When such a diverse group of items quits at the same time, the probable cause is usually a fuse, broken wire or corroded connectors. If the fuses look OK, it is best to check them without removing them from the fuse block, because removal can sometimes cause physical damage to the fuse itself. The best way to check the fuses in place is with a voltmeter or a 12 volt test lamp. Remember to turn on the ignition for a complete check. On MGs and most British cars, brown wires feed the fuse block directly from the battery (i.e., not through the ignition switch) and white wires feed the fuse block through the ignition switch. With the ignition on, first check that there is 12 volts at the end of each fuse in the fuse block at side where the white and brown wires are attached. If there is no voltage on the fuse cap at that end, try at the clip or the connector. The MG fuse block clips and connectors are prone to corrosion which will cause a bad or intermittent connection to the fuse. When checking for voltage at the connectors or clips, scratch the surface with the tip of the test probe to be sure of a good connection to the voltmeter or test lamp. If there is no voltage at a clip or connector on the input side of the fuse block, then the circuit must be traced back to its source at the battery or the ignition switch. If there is voltage on the input side, the next step is to check the output side. First at the fuse caps and then at the fuse block clips and connectors. Once again, corrosion on the clips or connectors may be preventing the current from getting from the end of the fuse. If there is voltage at the fuse cap but not on the clip or connector, then remove the fuse and clean up the clip and connector with fine sand paper and try again. If the problem is because of corrosion on a fuse clip then the others are probably corroded as well and they all should be cleaned to prevent a similar problem the following week! If everything checks out at the fuse block, then the circuit should be checked systematically for voltage through to its destination. The Lucas connectors are also prone to corrosion (especially on my MGB which has suffered total salt water immersion once in its life) and should be individually checked for electrical continuity. With the aid of a voltmeter or test lamp, the tracing of electrical faults is not too difficult if you proceed in a systematic manner, and a fuse in the circuit is always a good place to start.

Another item at the Tech Session was valve adjustment, successfully performed on Bobby Pellerin's car. In a previous article I said that I would review the procedure, so here it is. On the next page is a part of the description and picture from the TD/TF workshop manual which can be used as reference. The procedure is the same and the picture almost identical for the MGA and MGB. With the valve cover removed, the clearance at a particular valve can be checked when a corresponding valve is open, as evidenced by the compression of the valve spring. The corresponding valve is determined by what Dave Bowling calls the rule of nine - the number of the valve being set, and the number of the corresponding valve add up to 9. Reference to the table on the next page shows how this works. I prefer what I call the mirror image technique where you imagine a mirror placed at the center of the valve gear and a valve is set when the valve that would be its mirror image is open. (i.e., the valve at one end of the head is set when the valve at the other end is open, the valve next to one end is set when the valve next to the other end is open, etc.) Both of these methods are an aid to remembering when a particular valve can be adjusted.

If you cannot remember either one, then have the shop manual or the list on the next page for reference.

Adjust No. 1 rocker with No. 8 valve wide open

"	"	3	"	"	6	"	"	"
"	"	5	"	"	4	"	"	"
"	"	2	"	"	7	"	"	"
"	"	8	"	"	1	"	"	"
"	"	6	"	"	3	"	"	"
"	"	4	"	"	5	"	"	"
"	"	7	"	"	2	"	"	"

Provision for adjusting the valve clearance is made in the rocker-arm by an adjustable screw and locknut.

The tappet adjusting screw is released by slackening off the hexagon locknut with a spanner, while holding the screw against rotation with a screwdriver.

The valve clearance can then be set by rotating the screw carefully while checking the clearance with a feeler gauge at the valve stem.

The tappet screw is then relocked by tightening the hexagon locknut, again holding the tappet screw against rotation with the screwdriver. Test the clearance again to ensure it has not changed.

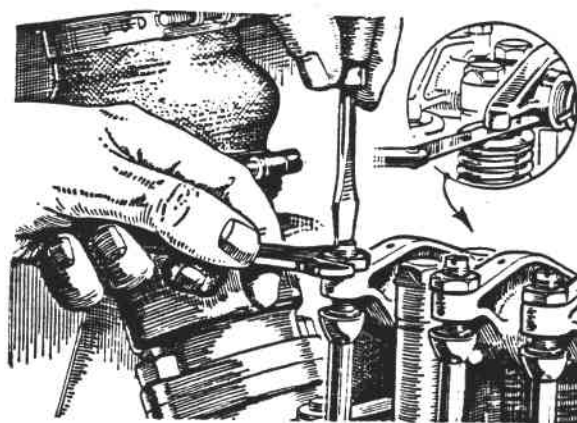


Fig. A20.

The method of setting the tappets.

When the locknut is released the valve clearance can be set by rotating the adjusting screw with the screwdriver and setting the clearance, by means of a feeler gauge, to .019 in. (.48 mm.) as indicated in the inset.

All of the valve clearances can be adjusted by rotating the engine just twice. The engine can be rotated by the hand crank (Ts and As), a wrench on the crankshaft nut, or by easing the car forward in third or top gear.

The valve clearances can be adjusted in pairs. When the valve cover is removed, two valves will probably be open, i.e., two valve springs will be compressed. If you cannot see two valve springs compressed, rotate the engine a little until you can. The pairs of valves that are open at the same time are: 1 & 3, 2 & 5, 6 & 8, and 4 & 7. If, for example, when the valve cover is removed, valves 6 & 8 are open then the clearance at valves 3 & 1 can be adjusted. After a half turn of the engine, valves 4 & 7 will open and 5 & 2 can be adjusted. Another half turn, 1 & 3 will open and 8 & 6 can be adjusted. A final half turn, 2 & 5 will open and 7 & 4 can be adjusted. From this example, you can see the rule of 9 at work! In operation each valve is opened by being depressed by one end of a rocker arm when the other end of the rocker arm is pushed up by the push rod. When the valve is fully CLOSED, there should be a gap between the top of the valve stem and the end of the rocker arm. It is this gap that is set when the valve clearances are adjusted. The correct width of the gap depends on the engine and is specified in the shop manual for either the engine hot (normal working temperature) or cold. For the TC and early TD, the gap is specified at $\text{\textcircled{0}}.019$ inches (19 thousandths) with the engine hot. For the late TD and TF the gap is specified at $\text{\textcircled{0}}.012$ inches with the engine hot. For the MGA 1500 the gap is specified at $\text{\textcircled{0}}.017$ inches with the engine hot. For the MGA 1600 and the MGB the gap is specified at $\text{\textcircled{0}}.015$ inches with the engine cold. The adjuster is at the other end of the rocker arm, threaded into the end of the arm, with a screwdriver slot for adjustment and a locknut to hold the adjustment. The gap is measured with a feeler gauge of the required thickness, and set by slackening the locknut and turning the adjuster with a screwdriver until the feeler gauge is a sliding fit in the gap. When the gap is correct, the feeler gauge should be able to be slid in and out of the gap with some slight resistance. To set the gap, I find "trial and error" the best method. First check the gap with the appropriate feeler gauge while pressing down on the adjuster with the screwdriver to ensure that there is no slack at the push rod. If the gap is too wide (feeler gauge a loose fit) or the gap too narrow (feeler gauge too tight or will not fit in the gap), the the clearance must be adjusted.

To adjust, hold the adjuster while loosening the locknut; with the locknut loose, turn the adjuster a fraction (clockwise to close the gap or counter-clockwise to open the gap), and tighten the locknut. Check the gap again and repeat the process until the feeler gauge is a sliding fit in the gap. The gap should always be checked with the locknut tight and some pressure on the adjuster end of the rocker arm. Each valve clearance should be adjusted in turn by this method.

For a quiet engine, I prefer the clearances to be slightly on the the tight side. If the valves are noisy, that is the sound of wear taking place. If the clearances are too tight, there is a danger of burning the valves, but a little on the tight side will not hurt, particularly if there is wear on the faces of the rocker arms.

Well, my computer says that I am almost out of memory so I have probably written enough for this month. I hope this article is understandable to some of you who have never adjusted valves yourself. It is not a difficult job, but it is a very important job for the correct tuning and maintenance of your car. If you have any MG problems, give me a call.

MEMBERSHIP NEWS: Please welcome a new member - Skip Anderson - and make a note of his address in your roster. Skip has a 1952 TD

Skip Anderson
USS Claude V. Ricketts (DDG-5)
FPO. N.Y., NY 09586-1235
Phone 464-6058(h)
444-1199(w)

The new roster will be published in October, so those not paid-up won't be in it, will they?!

ELECTION OF OFFICERS

Our Nominating Committee Chairman, Andy Wallech, has presented the following nominations for Officers:

President:	Tony Perino
Vice-President:	Dave Bowling
Treasurer:	Jerry Moore
Secretary:	Tom Lund

Nominations will be accepted from the floor at the next meeting.

Elections will be held at the October Meeting.

Elected Officers will assume their duties on 1 November and will serve for one year.

AUGUST MINUTES

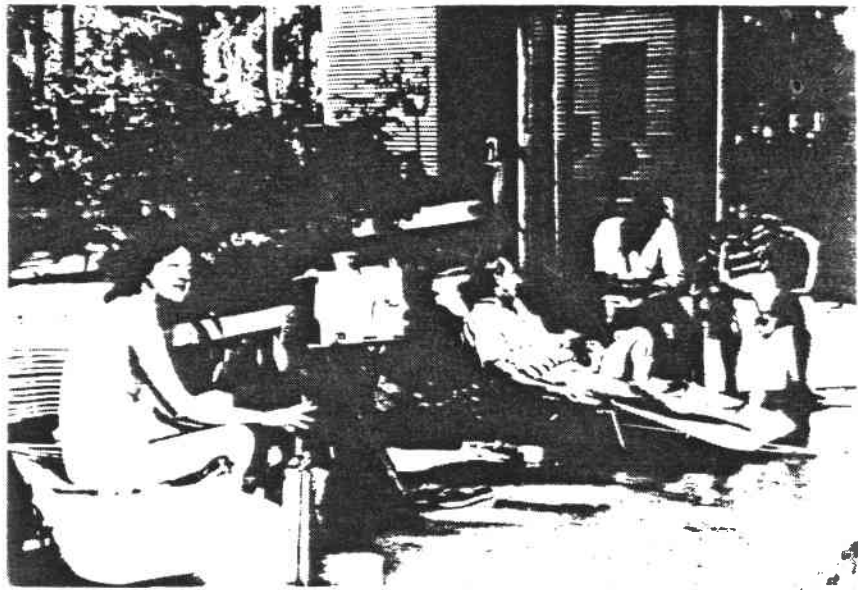
President Mel Baker called the meeting to order at 8:07 p.m. on August 5th with "Lets get started." "Don't see any guests." Vince Groover kiddingly replied: "Chris Holcomb." Chris responded: "Jennifer hit me (for dues) on the way in the door." Roy Wiley suggested a letter of condemnation for Hank Giffin who has not paid his dues. Mike Ash continued: "Having his name in the Newsletter (on the Delinquent Dues List) didn't shame him into it." Roy: "He's making his Jaguar payment this month." The July minutes were approved as printed in the Dipstick. Margie Moore with the statement "I'm as good as Jerry (Club Treasurer)" reported a current balance of \$802.60, receipts from dues of \$120.00, pool party expenses of \$60.18, Newsletter printing and mailing expenses of \$76.98, and other expenses of \$36.66. Tony Perino pushing regalia: "If somebody will buy a belt buckle, I will throw in pants. Notepads, a \$4.00 item, for free if you buy a belt buckle at regular price." Frank Benson asked: "Has anybody written on the pads?" Mike Ash: "Only on one side." Tony continued: "Regalia is on display." Mike: "Can we buy the pad only?" Mel: "Another outstanding (technical) article in the Newsletter." Mike: "Did you read it?" Pam Groover: "I didn't do it!" in response to something crashing on the floor. Jennifer Ash reported that the listing of delinquent members brought in five renewals. Roy: "There is no shame." Mike asked Jennifer: "Did we pay?" Jennifer continued with upcoming events: "Tech session Sunday the 16th; British Car Day, quite a nice little one in New London, last two years it rained, very pretty up there. I also have information on the MGB organization's Summer Party at University Motors. September's meeting is at Tony's and Barbara's (Perino). Pig Roast on the 27th at Chris and Shelley Holcomb's." Chris: "I have plenty of space." Jennifer: "So we can spend the night." Chris: "No. Plenty of room to display cars. Have a little pony ring. I'll even cut the grass." Mike to Jennifer: "Don't you want to talk about a rallye?" Jennifer: "Mel and I decided that we would not participate in the William and Mary Homecoming Weekend. It rained the past two years. So will have a rallye on November 1 like the Spring one we had." Jim Banvard: "I really wanted to go out in the rain." Mel thanked Jennifer for her report. Mel: "I'm surprised to see Jim here." Jim: "I wish you wouldn't have so much amazement." Mel continued: "Deadline for the September Newsletter is August 19th. Between Jennifer and I, we have applications for all the (MG) organizations. My brother-in-law broke his ankle while walking; had surgery; and is better. Formed an election committee with Andy (Wallach) as head." Andy: "Thought I was just going to be on the committee. If anybody would like to stand for office, please let me know." (Everybody sat down.) Mel: Did anybody go to Lake Taylor (Antique Automobile Association's) car show)? They had about 110 cars; two MGs; pretty decent show." Jennifer: "I forgot to mention the Richmond car show in September. Fred (Horner), Gloria and Frank (Benson) were interested in going." Mel: "We're going. A nice car show. Will have nice awards."

Under new business Dan Boswell offered "1950 MG Y-Type, 90 percent restored, needs interior installed and bumpers, \$6500." Mel asked: "Want to trade a 280Z? Just built a barn for it. Price has gone up." Vince: "Got a lot of literature on prices for the GOF." Jennifer: "Got a place where the Philadelphia people are staying - a lot cheaper. It is the 7th through 11th October." Tony: "I have pictures from the tech session. Have last month's Hemmings. Just got this month's." Vince: "If someone is interested in an Austin Healey, one's for sale in Richmond." Mike: "Bobbie Pellerin is selling his MGB GT - solid body." Someone responded: "I would like a good solid body." Judy Baker: "So would I." Mel asked Tony: "Still having problem with that 'B'?" Tony responded: "Problem is Mathew." Brenda Banvard: "Michael had an accident in the MGB GT. (Not his fault.) Car is at London Bridge Auto." Frank: "Did I tell you the story about my car losing power? Got a new Midas muffler. Opened it up and power started dropping. Did all sorts of tests. Turned out to be the muffler. It collapsed on the inside. Midas sort of snickered, but looked at it and gave me a new muffler." Tony: My engine starts cutting out about 3500 RPM. There is a problem." Frank: "Get it up to 35/45 miles per hour and go over a speed bump and knock the muffler off." Mike: "An ideal speed bump is in the Price Club's parking lot." The meeting adjourned.

All personages aforementioned along with Kelly Blaylock, Paul Thiergardt, Tom Lund, Butch Ballback, Tom Hall, Dave Bowling, Lee Klein, Don Jones, Karl Mahumed, and Joe Dillard thoroughly enjoyed Sandy and John German's hospitality. Thank you both.



JENNIFER & MEL'S "FRIENDS"



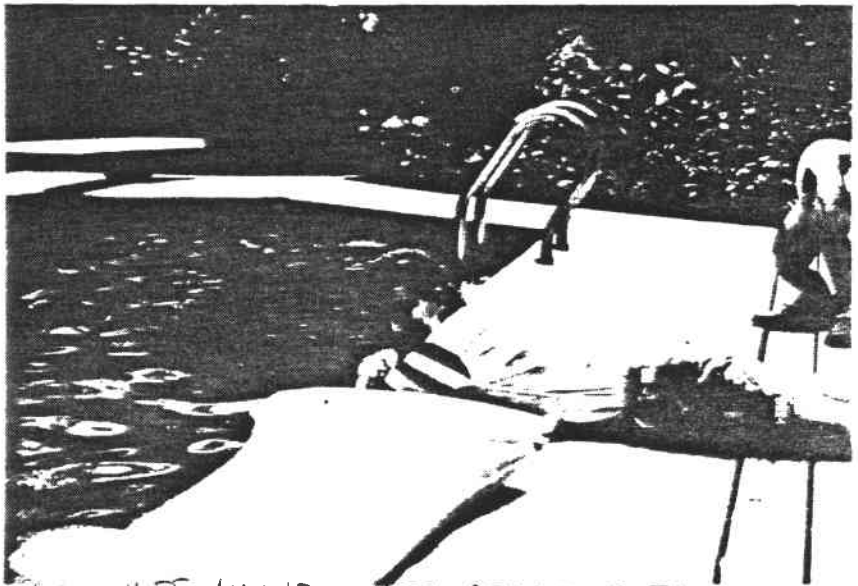
L-R: GLORIA & FRANK BENSON & TOM & MARIE EARLY



L-R: LEE KLINE, JUDY BAKER, DAN BOSWELL, PEGGY BRADFOIC (standing), MIKE BANVARD & MIKE ASH



KEANNE & BABY AMANDA LUND



-7- LEE KLINE - RECUPERATING FROM SURGERY

BRITISH CAR FESTIVAL

WAYNESBORO, VA.

SATURDAY, OCTOBER 3

The British Marques Club, formally, the Shenandoah Valley Triumph Association will again be holding this years event on the grounds of Waynesboro's Ridgeview Park on Saturday, October 3, 1987 from 9:00 A.M. until 4:00 P.M. (rain or shine).

Ridgeview Park offers large shade trees on gentle rolling hills bordering on the South River, as well as modern conveniences including a creative playground for the children, and tennis courts. A variety of food and beverages will be served on site for your picnicking pleasure.

CAR SHOW—Registration is open to all vehicles of British manufacture. The pre-registration fee is \$8.00 if received by September 15, 1987. After September 15 and at the gate the fee is \$12.00. Judging will be by participants' choice. The field will open at 9:00 A.M. Participants should be on the field by 11:00 A.M. Judging will end at 2:00 P.M. The awards presentation begins at 3:00 P.M. Dash Plaques will be guaranteed to all pre-registered vehicles.

CLASSES—Classes will be determined by the number of vehicles pre-registered by September 15. Five vehicles of similar marque or series will be considered a class. First and second place trophies will be awarded to all classes. Third place trophies will be awarded to classes with eight or more vehicles.

PHOTO CONTEST—The photo contest is open to all car show participants. Bring a favorite photograph of your British Car and compete against the photos of others.

VENDOR SPACE—There will be ample vendor space available for British related items. The fee is \$10.00 for pre-registered vendors and \$15.00 at the gate. Tables and power are not provided.

ADVERTISERS—We will include your inserts or other material in our registration packets for a fee of \$15.00. Please send enough material for 150 packets by September 1.

.....registration form.....

NAME _____ PHONE _____

ADDRESS _____

MAKE OF CAR 1 _____ YEAR _____ MODEL _____ SERIES _____

MAKE OF CAR 2 _____ YEAR _____ MODEL _____ SERIES _____

Car Show Photo Contest Vendor _____ Total Enclosed _____

Make check payable to:

British Marques Club
106 N. Waverly St.
Staunton, VA 24401

INFORMATION (703) 886-5606
(703) 949-7879

WAIVER STATEMENT

I and my heirs hereby release the British Marques Club, its officers, acting officially or otherwise, and its members from any and all claims or actions on account of any injury, death or damage which may occur before, during or after the 1987 British Car Festival.

_____ must be signed to enter _____ date

Thinking of staying overnight? Since lodging is scarce during the Fall Foliage Festival, we have made arrangements with the Red Carpet Inn (located at the Junction of I-64 and Route 340) to set aside twenty-five (25) rooms for Friday night, October 2. You must make your reservations by Sept 15.

Send your reservation to: Red Carpet Inn, P.O. Box 996, Waynesboro, VA 22980. Phone 703-943-1101.

Name: _____

Street: _____ City _____ State _____

Zip: _____ Phone _____

Please reserve: No. of rooms _____

Single \$31.00* per night Double \$39.00* per night

Credit Card Type (Visa/Mastercard/etc.) _____ Card No. _____ Exp. Date _____

* Plus Taxes



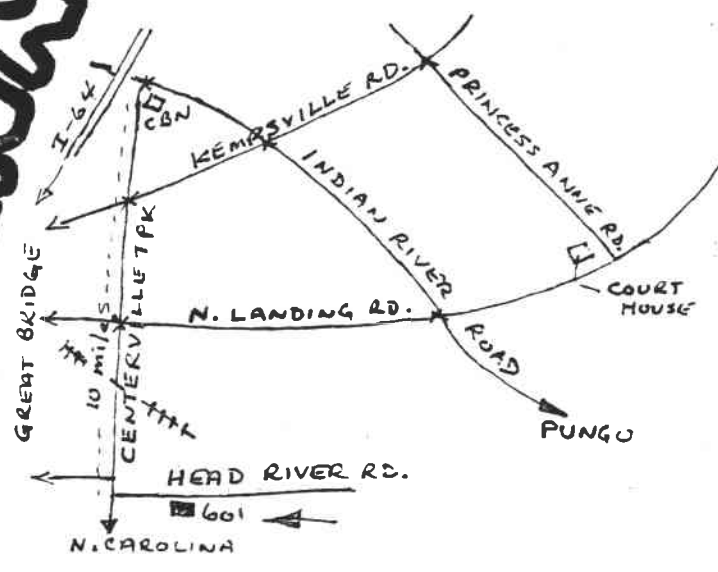
ANNUAL PIG ROAST



~~\$5.00~~

SUN. 27th
Sept. 27th
2:30 P.M.

- * \$5 per head (\$2.50 under 12)
- * We will provide fried chicken as well
- * ALL accessories catered



CHRIS & SHELLEY
HOLCOMB
601 HEAD RIVER
RD.
CHESAPEAKE
421-9252

We think this is a good deal, considering a meal is to be provided, and there will be SILVER awards for the car-show.

AND CAR SHOW

CAR SHOW DETAILS:

Two classes - (1) 1955 and earlier, and (2) 1956 - 1980
 Three trophies for each class - 1st, 2nd & 3rd
 There will be additional awards, so enter your car, no matter what it looks like - it may just qualify for a prize!!
 This event will take place RAIN or SHINE: Chris has a barn for cover!

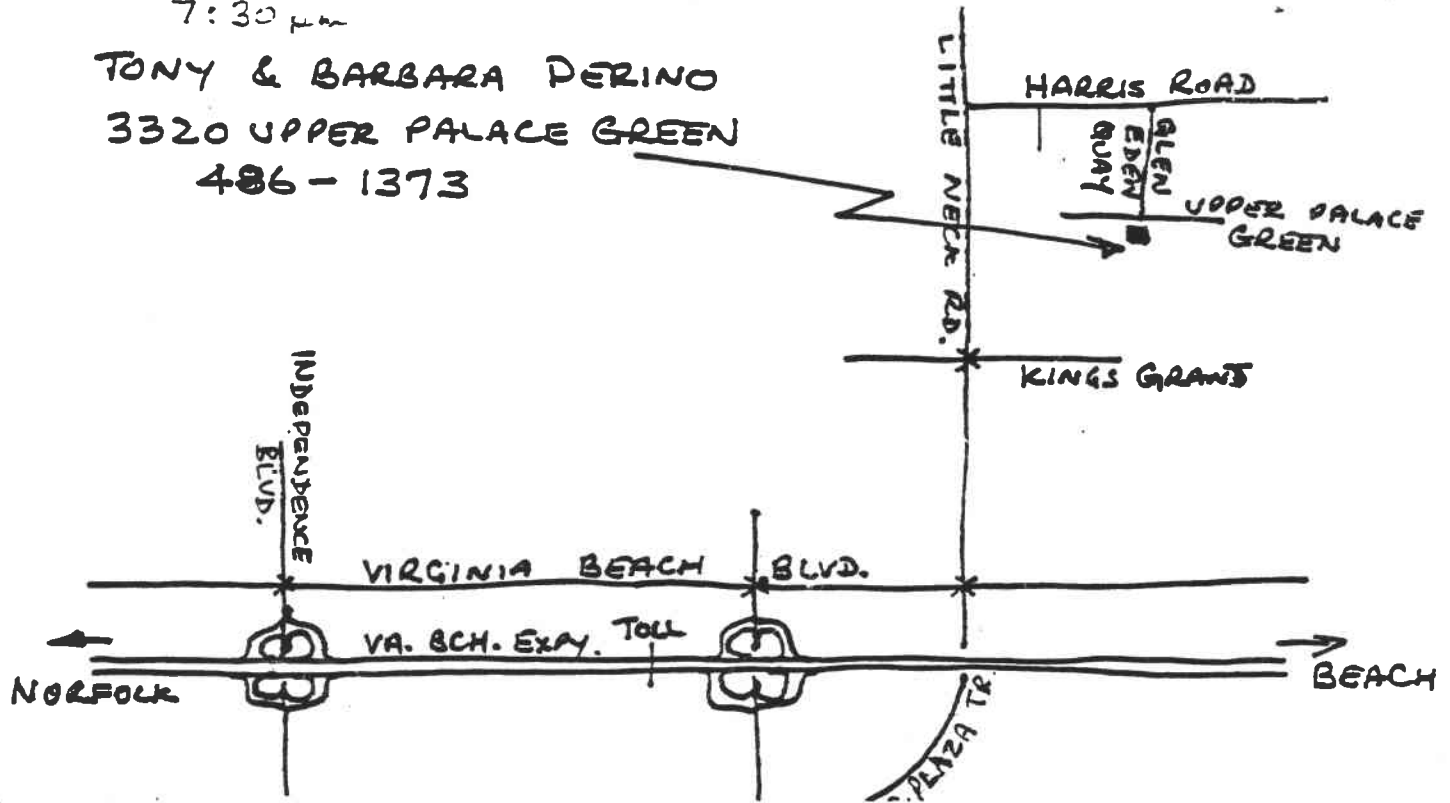
* WE WOULD LIKE YOUR R.S.V.P. BEFORE SEPTEMBER 20th So that we can assure an adequate supply of food.
 CALL - 495-0307 (Ashes) or 486-3425 (Bakers)

SEPTEMBER MEETING

TUESDAY, 1ST SEPTEMBER

7:30 pm

TONY & BARBARA PERINO
3320 UPPER PALACE GREEN
486-1373



TIDEWATER M.O. "T" CLASSICS
5149 DILLAMY MANOR DR
VIRGINIA BEACH, VA. 23464



FIRST CLASS

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