

THE TIDEWATER MG 'T' CLASSICS

THE DIPSTICK



JUNE 1988

President.....Tony Perino
Vice-President...Dave Bowling
Editor.....Gloria Benson
Secretary.....Tom Lund
Treasurer.....Jerry Moore

MARQUE TIME:

My sincere thanks to Barbara for helping to host the May meeting. We had an excellent turn out and a great opportunity to socialize while attending to the business at hand.

As you know, one of the major actions undertaken this year has been to bring our by-laws more in line with the reality of the club's purpose and intent. The votes are in and you will be able to read about the results elsewhere in this newsletter. I would like to thank Don Jones and his committee for the outstanding way they prepared and presented the proposed changes. Thanks also to all of you who provided us with your insight and opinions on this very important matter.

For those who couldn't attend the British Isles Festival last month, you may be interested to know that there were about a dozen cars in each day's show with just about all marques represented. The Tidewater Sports Car Club did an admirable job in organizing both days. Although our club came away without any trophies, those of us who attended, I think, would agree that the event remains worthy of club support.

We have a great series of activities and events planned for the remainder of the year and I hope each of you will be able to attend one or more of them. Until then, as always . . .

Safety Fast!

TONY

ANNUAL DUES SHOULD BE PAID BY JUNE 30th.

Please complete the enclosed renewal form, so that we can up-date our records to show any additional CARS you may have acquired; changed PHONE NUMBERS, etc. We understand that the last roster was somewhat out-dated as far as cars owned, so PLEASE COMPLETE THE FORM AND SUBMIT IT WITH YOUR check for \$12 - such a bargain!

May MG Meeting Minutes
5-4-88

The meeting was opened by Tony Perino at his own home. We had the following guests - Fred McCall (He has a MGA and a TR6), Jack Neeley and Rhonda Strowbridge. The minutes of the April meeting were read and approved.

Treasurer's Report - Beginning balance of \$676.99, Income of \$55.00, Expenses of \$133.80 for an Ending balance of \$598.19.

Regalia - A display is set up in the living room.

Membership - Let's welcome Brian McSwain as a new member.

Activities - Mel Baker spoke in Jennifer Ash's absence.

- May 22, 1988 - The Spring Rally
- June 7, 1988 - Monthly meeting at Andy Wallach's
- June 12, 1988 - Tech session at the Ashes
- June 26, 1988 - British Car Day (Bowie, Md.)

Old Business - Don Jones collected the ballots which he will tally and report the results at the June meeting.

New Business - We received correspondence concerning a series of 12 German Riesling Wines with MG labels. If anyone is interested in ordering see Tom Lund. Jack Neeley spoke to the group concerning organizing a car show / flea market in Tidewater. Anyone interested in lending some expertise and time get in touch with him through the "Auto Trader". He plans a 4-day event in or around the September time frame.

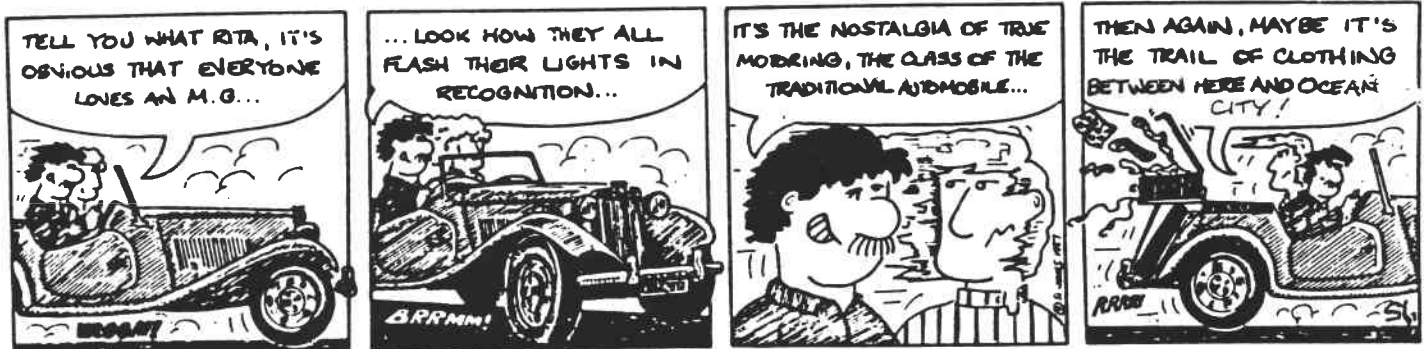
Parts Committee - Robert Davis gave a talk concerning replacement fuel pumps. The alternatives are:

1. SU replacement pumps (\$30.00 - \$65.00)
2. Plastic - looks like SU but works less effective (\$30)
3. Electronic -made in Germany- (\$35.00)
4. Solid State -obtained from J.C. Whitney and works with positive and negative ground systems. (\$22.00 - \$25.00)
5. D & G grose jet - This is needed if the pump provides too much pressure.
6. Bap/Geon - The pump they provide has pressure problems even with the grose jet.
7. Coveralls - Get at any surplus store so you can work on your MG even if you're wearing a suit.

Marque Time - Dave Bowling drove his MG! He got to the end of his driveway and ran out of gas. He was using a coffee can and a rubber hose as his gas tank. Andy Wallach replaced the clutch and throw out bearing on his TF. Andy also bought another TD basket case. Brenda Banvard has a Y-type for sale for \$5,000.00

Lewis of Lewis Foreign Cars has a partially restored MGA for sale for \$1,000.00.

The raffle prize for the evening is two beer mugs or a belt buckle. The winner was Ed Hazard. The meeting was adjourned.



BYLAWS COMMITTEE REPORT

Final tabulation of ballots reveals that all proposed amendments to the Club Bylaws have been approved by the voting membership as follows:

Article I	Purpose of Club	91%
Article II	Section 1 (Club Name)	87%
	Section 2 (National Club Affiliate)	87%
	Section 3 (Encouraged membership in T, A, B etc. Registers)	100%
Article IV	(Annual dues and pro-rate by month)	100%
Article VI	(Operation - meeting schedules)	100%
Article VII	Section 3 (<u>Request</u> of President)	100%
	Section 4 (<u>Request</u> of President)	100%
	Section 5 (Record of dues payments)	100%
Article VIII	Section 4 (Membership Chairman provide dues paid list to Treasurer)	100%
Article XII	(Market Value of Assets)	100%

Complete copies of the Bylaws will be made available by July meeting.

Bylaws Committee: Don and Claudia Jones

Mike and Jennifer Ash

Frank and Gloria Eenson

Deadline for the JULY Newsletter is Thursday, June 23rd



TOLL FREE: 1-800-CAR-1099
(804) 473-0868
(804) 473-0876

RICHARD L. MULLINS
5045 VIRGINIA BEACH BOULEVARD
VIRGINIA BEACH, VIRGINIA 23462

DUES ARE DUE!

UPCOMING ACTIVITIES

JUNE 7 (Tues) MONTHLY MEETING, at Andy Wellech's - 7:30 p.m. - see map for directions.

12 (Sun) TECH SESSION, at Mike Ash's - 10 a.m. until...? - see map for directions.

*note
change of
date **

26 (Sun) BRITISH CAR DAY, Bowie, Md. See flyer in this newsletter for info. and entry form if you wish to have a booth or enter a car, etc... This is a great event, with somewhere in the region of 500+ British cars of all marques and ages; good flea-market!

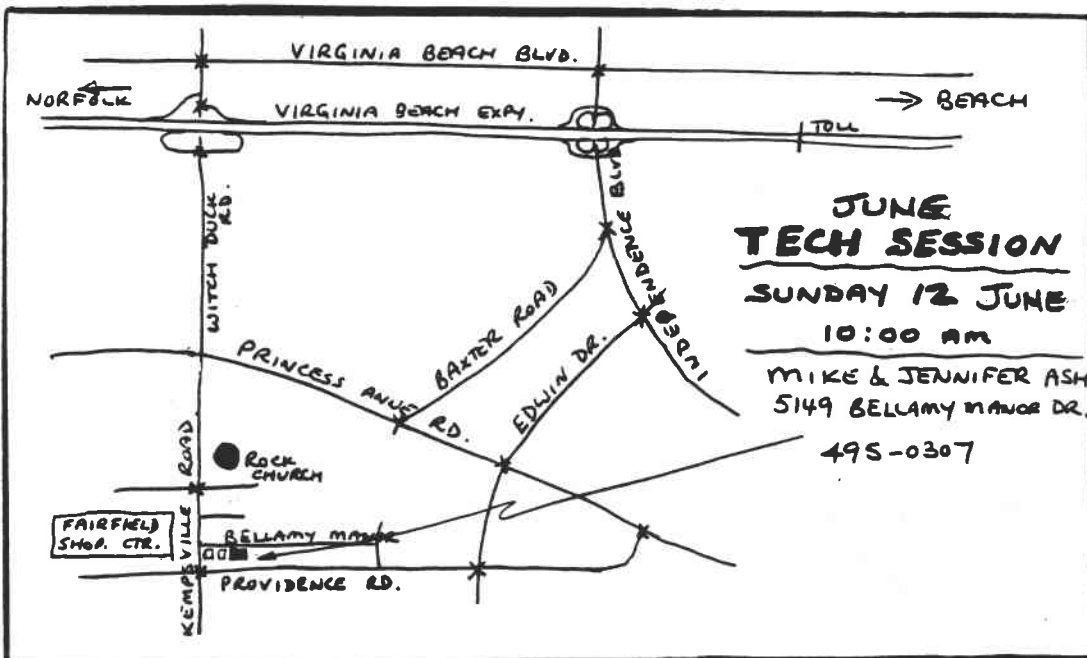
JULY 6 (Wed) MONTHLY MEETING, at Ira Centin's.

31 (Sun) SPASMODIC CRAB FEAST (This is the 2nd year!), at Mel & Judy Baker's. It will be a lot of fun, with a few oysters and hot-dogs thrown in and a pool to BE thrown in, along with some not-too-strenuous lawn games. Please mark your calendars for this fun affair!

DUES ARE DUE!

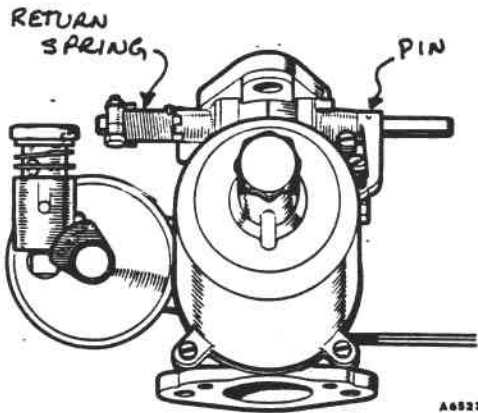


*If it works...
Leave it alone!*



DUES ARE DUE!

I do not think that any technical topics have surfaced from amongst the membership, so I will continue with the second in my series of articles on rebuilding the T-series and the MGA SU carburetors. Last time I discussed the renewal of the gaskets and seals in the jet assembly. This time, I will discuss the remaining items that constitute a major SU carb re-build.

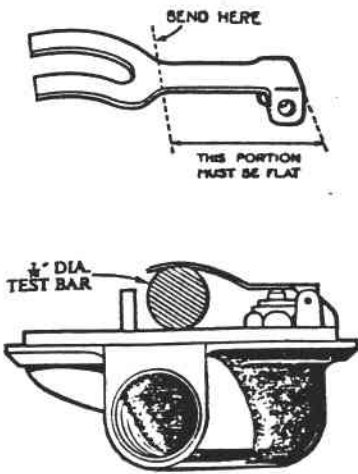


The first item to examine is the throttle shaft. Excessive wear on the throttle shafts can usually be detected during operation. The symptoms are one or more of: a variable engine speed at idle, an inability to reduce the engine speed at idle below a certain point, the need for a rich mixture when tuning the carb. Of course, other problems can also cause these same symptoms! To check for throttle shaft wear with the carb off the car, it is necessary to first remove the throttle shaft return spring assembly. Before you do this, examine the operation of the assembly so that you will know how to re-install it correctly. Also, after removal, do not confuse the components with those from the other carb, they are not interchangeable. With the return spring assembly removed, check for any side-to-side movement of the throttle shaft in the carb body. Any appreciable movement and the shaft and/or the holes in the carb body are worn.

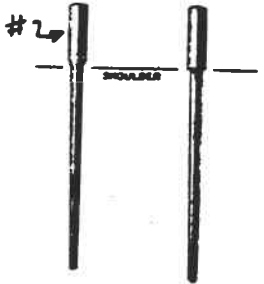
To remove the shaft from the body, first remove the screws securing the throttle plate. These screws are split and spread at the ends to prevent them from backing out so, before removal, the ends must be pinched back together. With the screws removed, slide the throttle plate out of the shaft, after noting which way round the plate is installed. The shaft can now be removed from the carb body. With the shaft removed, you will probably notice some wear on the shaft where it rotates in the holes in the carb body. Usually, the shaft is far more worn than the holes in the carb body. To verify this, slide the shaft part way into the body until an un-worn part of the shaft is within the holes of the carb body, and check for side-to-side movement of the shaft. The chances are that any movement has now virtually disappeared, indicating that replacement of the shaft will correct the wear problem.

If there is appreciable wear in the holes in the carb body, you have two choices: 1) buy an oversize shaft and have the holes reamed to fit, or 2) have the holes bushed back to the standard size. Your local machine shop may be able to do either for you, or you can send the carb body off to one of the re-build specialists that advertise in the MG magazines. However, in most cases, the replacement of the throttle shafts with new, standard ones will effect a 95% or better improvement. When replacing the shaft, the throttle stop lever must be removed from the old shaft and installed on the new one. The lever is held on the shaft by a tapered pin. Examine the old shaft carefully to determine from which side the taper pin was inserted, and tap out from the other side using a fine punch. If you are careful, the pin can be reused. If not, a small diameter roll pin from the local hardware store will do as well. Unfortunately, the new shaft is not pre-drilled for the pin. So the installation of the lever on the new shaft is a bit tricky. The procedure is as follows. 1) Insert the new shaft into the carb body. 2) Insert the throttle plate into the shaft the correct way round (the top and bottom edges of the plate are cut at an angle so that they fit tightly against the inside of carb body when the throttle is closed). 3) Insert the screws to hold the throttle plate, but do not tighten fully. 4) Close the throttle completely and be sure that the plate is free to move in the slot in the shaft so it completely seals the carb body tube. 5) Hold the plate in this position and fully tighten the screws. 6) Slide the throttle stop lever onto the shaft until it is tight against the carb body, and rotated to leave a small amount of clearance between the lever and the stop pad on the body when the throttle is fully closed. 7) With a fine drill, drill the shaft for the taper pin and be sure to line up with both holes in the lever. Simple, isn't it? Well, not really, there is a lot of opportunity to screw it up. If you do not feel comfortable with the procedure, it might be better to entrust it to a specialist carb re-builder.

The next item to check is the float chamber. A major carb rebuild kit will include a new needle valve for the float chamber lid. However, as discussed previously, you will discard this item in favor of a separately purchased "Grosse Jet". To remove the old needle valve assembly, first remove the shut-off



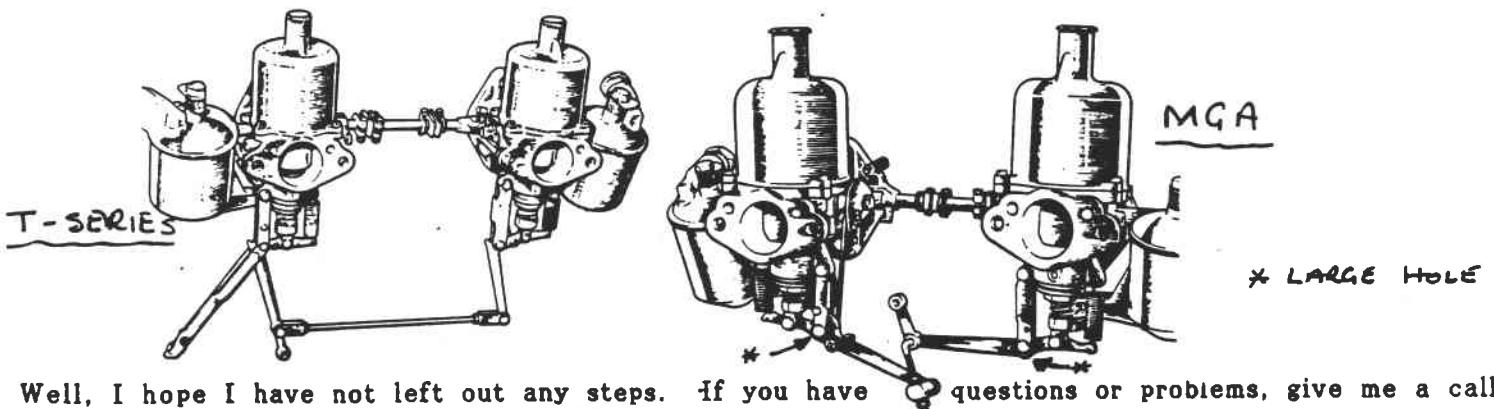
fork by removing the pin that holds it. With the fork out of the way, the needle valve assembly can be unscrewed using a small socket wrench or, with more difficulty, an open end or box end wrench. Screw in the Grosse Jet together with the sealing washer provided. Replace the shut-off fork and, using a 7/16 inch diameter rod (a drill bit will do), adjust the fork by bending to the position shown. That is, when the valve is fully closed, the fork, and consequently the float, is 7/16 inch below the rim of the lid. To make this adjustment, bend the fork at the point indicated and be sure that the arm is not bent. If the car was running before you took the carbs off, then the float is probably OK. Give it a shake. If there is liquid sloshing around inside the it is leaking. Alternatively, immerse the float in warm water and look for a stream of bubbles indicating a leak. Any float that leaks should be repaired or replaced.



The piston and chamber should be cleaned and checked. Clean both with carb cleaner and finish off the inside of the chamber and the rim of the piston with fine steel wool. Ensure that, with the damper removed, the piston slides smoothly within the chamber. The light aluminum pistons used on the MGA, TF and some TD replacement carbs require a return spring in the chamber. The heavy brass pistons used in the original TD and earlier carbs should not have a return spring. With a major carb rebuild kit, you should also get a new jet needle. If you ordered the correct kit for your model MG, it should be the standard needle. Check that it is the correct needle by verifying the number stamped on the top end.

The needle numbers should be ES for TC and TD, GJ for TF, GS for MGA 1500, and #6 for MGA 1600 and Mk II. The manuals list needles for richer or weaker carb operation, but I would suggest that you stay with the standard needle. Use of the correct needle is very important to the running of your MG, so be sure that you have the correct one installed. The needle is inserted into the bottom of the piston and held with a clamping screw through the side of the piston. Install the new needle with the shoulder flush with the bottom of the piston. Also included in the major rebuild kit is a new jet. All T-series and MGA use the same jet, with a 0.090 inch diameter hole. The hole diameter is identified by a "9 stamped at the bottom of the jet. The new jet is installed as described in last month's article.

Re-assemble the entire carb with new seals and gaskets as described in last month's article. Before replacing the choke lever assemblies, check for wear on the pins and their corresponding holes in the levers. Excessive wear in either will reduce the available movement at the jet and therefore reduce the amount of choke available for starting on very cold days. New clevis pins of a suitable size can be obtained from your local hardware store or from the usual MG parts suppliers. Wear in the holes in the levers can be corrected by new levers or possibly by drilling out the holes to take a slightly larger pin. By the way, on the MGA levers, one hole is supposed to have a larger diameter than the pin. Correctly assembled choke lever mechanisms are as shown in the diagrams. For correct operation, be sure that you have all of the correct parts. After the carbs are installed on the engine, do not install the carb-to-carb choke links until after the carbs have been adjusted. After the carbs have been installed on the engine, set the initial starting position for the mixture adjusting nut by turning it clockwise as far as it will go, and then backing it off counter-clockwise one and a half turns (9 flats).



Well, I hope I have not left out any steps. If you have questions or problems, give me a call. Next time, I will try to cover the MGB SU carburetor.

The Original British Car Day

Eleventh Annual Meet

Sponsored By the Chesapeake Chapter of the New England MG "T" Register

SUNDAY, JUNE 26, 1988 at Allen Pond Park in Bowie, Maryland (RAIN OR SHINE)

FEATURING: ANTIQUE, CLASSIC AND NEW BRITISH CAR DISPLAY, ANTIQUE & CRAFT DEALERS, FLEA MARKET.

FIELD OPENS AT 8:30 A.M. — JUDGING BEGINS AT 12 NOON

All British Cars and Motor Bikes welcome, Car Parts Vendors, Antique, Flea Market and Craft Dealers are also invited. Last year over 600 cars were on display and more than 115 awards were presented to the car owners. The show was attended by more than 4,000 people.

A dash plaque is guaranteed to all preregistered cars and every car will be placed in a class for judging and award purposes. Cars not parked in assigned class will not be eligible for awards.

AWARDS:

- * First place pewter for each marque or series with at least 6 PREREGISTERED cars.
 - * First and second place pewter with at least 9 PREREGISTERED cars.
 - * First, second and third place pewter with at least 12 PREREGISTERED cars.
 - Honorable mention ribbons.
 - Judging done by registrants (Popular Vote).
- The field opens at 8:30 AM, the judging begins at noon and the balloting is closed at 2:00 PM. The awards will be presented at 4:00 PM.

"FOR SALE"

A special area will be set aside for all "For Sale Cars." \$20.00 preregistered, \$25.00 at the gate. "For Sale" class will have awards based on number preregistered.
No "For Sale", etc. signs will be allowed in award classes display area.

VENDOR SPACES:

Minimum size for one space is enough area for a van and two tables. \$16.00 preregistered, \$20.00 at the gate. Absolutely no selling, vending in display areas, Any advertisement of this event without written consent is prohibited.

ADVERTISERS:

Send 600 inserts before June 20 along with \$50.00 and we will put one in each registration packet. Inserts/flyers, etc. may only be distributed from a vendor space.

CAR ENTRANT:

Car classes will be based on number preregistered by June 10th. Preregistration by June 10 is \$7.00. After June 10 by mail and at the gate the fee is \$12.00. The field will be limited to 700 cars. No race prepared cars will be accepted. No car trailers allowed on field.

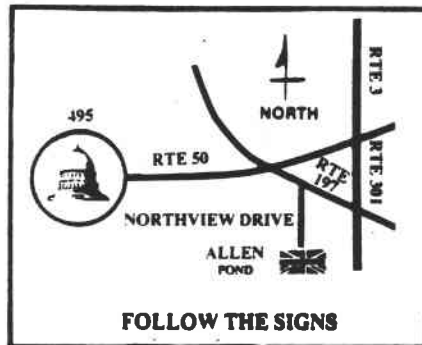
SPECTATORS:

\$1.00 per person admission and children under 12 accompanied by an adult are free. Parking is \$1.00 for car.

FOOD:

Food and beverages will be sold at the show and picnic areas will be available.

All Profits from British Car Day Will Help Sustain Local Non-Profit Organizations.



DUES ARE DUE!

ONE CLASSIFICATION PER FORM

Mail before JUNE 10 to:

RUTH RENKENBERGER
5 Miller Fall Court
Derwood, MD 20855

Please make check payable to:
Chesapeake Chapter, NETR

For information call:
(703) 323-1260
(301) 356-7068

NAME (owner) _____ TELEPHONE () _____

ADDRESS _____ CITY _____ STATE _____ ZIP _____

MAKE OF CAR _____ SERIES _____ MODEL _____ YEAR _____

VENDOR NAME _____

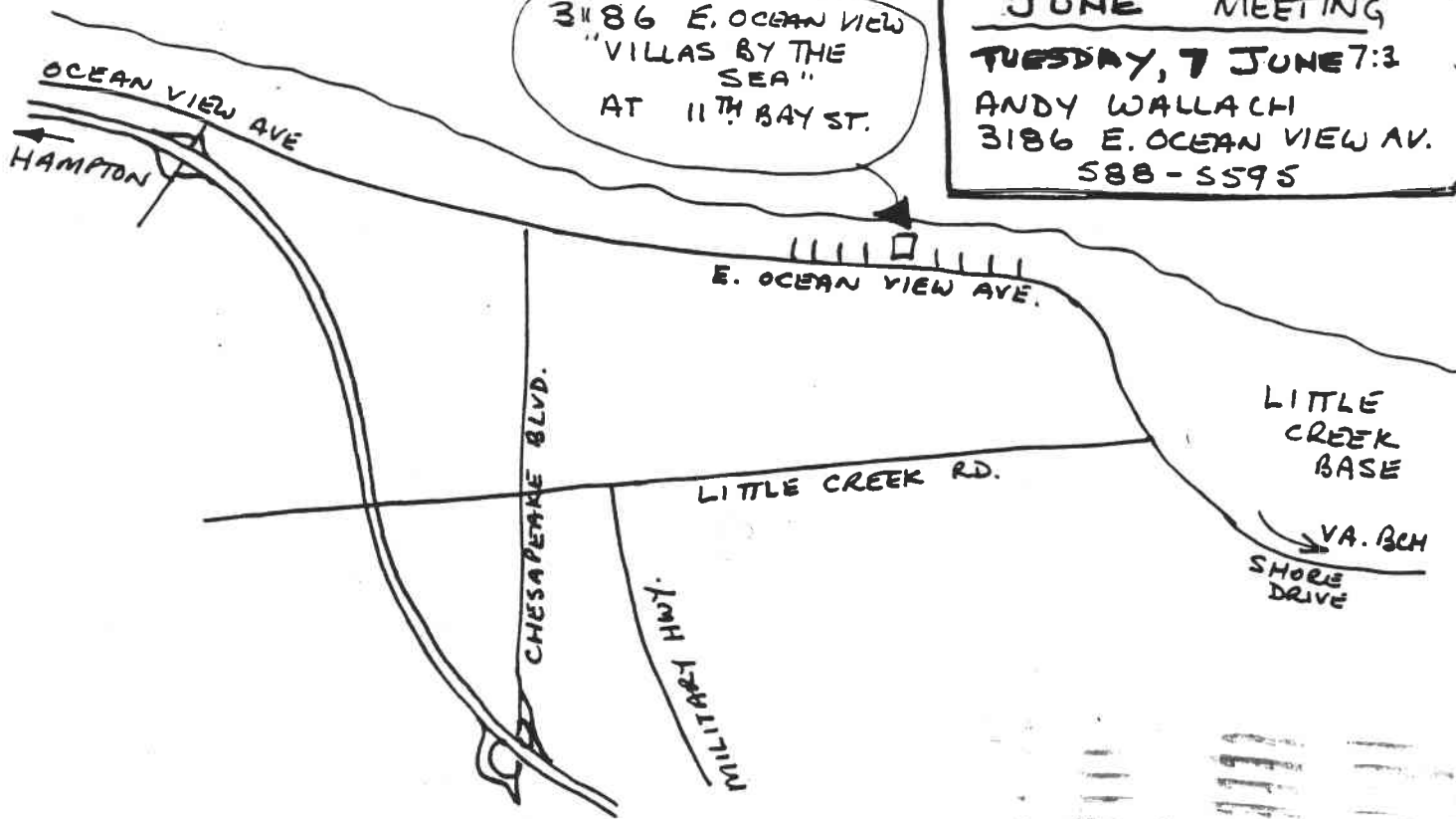
WAIVER OF LIABILITY — MUST BE SIGNED TO ENTER. NEITHER I OR MY HEIRS WILL HOLD THE CHESAPEAKE CHAPTER OF THE NETR, LTD., OR THE CITY OF BOWIE LIABLE FOR ANY DAMAGES DONE TO ME OR MY CAR WHILE ENGAGED IN, OR TRAVELING TO OR FROM THIS EVENT.

SIGNATURE _____

CLASSIFICATION:		PRE-REG
<input type="checkbox"/>	CAR ENTRANT	\$7.00
<input type="checkbox"/>	CAR PARTS VENDOR	\$16.00
<input type="checkbox"/>	ANTIQUY VENDOR	\$16.00
<input type="checkbox"/>	FLEA MARKET VENDOR	\$16.00
<input type="checkbox"/>	CAR FOR SALE	\$20.00
<input type="checkbox"/>	ADVERTISER	\$50.00

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3186 E. OCEAN VIEW
 "VILLAS BY THE SEA"
 AT 11TH BAY ST.

JUNE MEETING
TUESDAY, 7 JUNE 7:30
ANDY WALLACH
3186 E. OCEAN VIEW AV.
588-5595

TIDEWATER M.G. "T" CLASSICS
 5149 BELLAMY MANOR DR.
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FIRST CLASS

DUES ARE DUE