

THE TIDEWATER MG T CLASSICS  
**THE DIPSTICK**



OCTOBER 1988

President.....Tony Perino  
Vice President.....Dave Bowling

Secretary.....Tom Lund  
Treasurer.....Frank Benson

Editor.....Gloria Benson

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**MARQUE TIME:**

Those of us who couldn't make it to the September meeting at the Lund's really missed an outstanding get-together. Tom and Jeanne outdid themselves in making all of us feel at home. I think we all left with an increased feeling of comradeship and sharing in our love for the MG marque.

The British Car Day event at Richmond the following weekend also proved to be a memorable event, at least for some of us! I for one had to be humbly thankful for MG friends who helped me nurse my Healey home. (Give me some slack, guys!) The story is too long to repeat here, but so far Richmond has cost me \$65 for the brake servo rebuild kit, \$75 for machine shop work on the head and \$83 for the head gasket kit. That doesn't count the entry fee nor the beer, coffee and sandwiches with which I plied Dan Boswell and Butch Ballback for helping me on both the Healey and the TC -- the tranny is fine, it was a broken half-shaft that brought the MG to its knees!

Many thanks to Mel Baker and his committee for their efforts to develop the slate of new officers. Voting will take place at the October meeting and since this will, as usual, be a hotly contested election, please make plans to attend.

In addition to the meeting on the 4th, we also have our Fall Rally scheduled for Sunday the 16th of October. The rallies have become an increasingly popular event with the members and I'm sure this one will be as warmly received and appreciated as those we have had in the recent past. Who knows, one of these times we may even make it to the peninsula!

Until then . . . .

Safety Fast

A handwritten signature in black ink, appearing to read 'Tony', with a checkmark-like flourish underneath.

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Deadline for the November newsletter is Friday, October 21st.

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MG Meeting Minutes  
September 7, 1988

Welcome to Jim Newman as a guest and a visiting member from the Washington D.C. MG Club and to Anita McGregor.

Treasurer's Report - Beginning balance \$1,025.28, income of \$134.00 for an ending balance of \$1,159.28. Expenses had been incurred but not paid as of this report.

Regalia - Items for sale have been set up in the living room. See Dave Bowling for your many purchases. Mike and Jennifer Ash modeled and took orders for rugby and sweat shirts. The rugby shirts are available in Medium, Large and X-Large in approx. 8 color combinations and the Sweat Shirts come in all sizes and 44 different colors. Vince's comment "That must be uglier than hell." The prices are good so if you are interested contact the Ash's.

Activities - September 11, 1988 - British Car Day, Richmond. To go in caravan meet at Holiday Inn Ocean View - 8:00 A.M.  
September 23-25, 1988- SEVA Car Show, Hampton. Each club is asked to have one car on display each day.  
September 25, 1988 - Pig Roast & Car Show at Chris & Shelley Holcomb's.  
October 1-2, 1988 - Fall Foliage affair, Waynesboro.  
October 4, 1988 - Meeting at Don & Claudia Jones

Membership - We had two new members. Welcome home to the Carrier Eisenhower so we can get reacquainted with two members, Kelly Blaylock and Frank Slaby. We are now at 59 in-town members, 19 out-of-town members and 7 on the temporary list. Copies of the By-Laws will be available next month.

Spares - Robert has found a place in Norfolk that will do wood veneering. A discussion followed concerning brake line replacement using copper tubing. Dan Boswell has a lot of spare parts he is trying to sell.

New Business - The slate of officers are President- Dave Bowling, Vice-President - Don Jones, Secretary - Tom Lund, and Treasurer - Frank Benson. Gloria Benson as news letter editor needs some assistance. Anyone interested please contact her. Christmas is almost upon us and we need to make some decisions about a Club Christmas party. Do we have a weekend party or an evening party along with the meeting? Do we have any volunteers that will host either the December meeting or the Christmas party.

Marque Time - Jim Newman told us about the DC club and relayed some problems they have were very similar to our problems. He was very complimentary about our club being very active. They have 140 members and are lucky to get 30 members to a meeting.

Peggy Bradford has a lot of TD parts of Pat Mann's to sell. Tony Perino had trouble with the TC (No power to the rear wheels) and thinks it's the transmission. All experts see Tony. Butch Ballback really does own an MG. He pulled it out of the garage & worked on brakes. It's now back in the garage but not before it was seen by others in the club.

The meeting was adjourned. The raffle was won by Jim Jackson and a basket of goodies donated by Jeanne Lund was won by Craig Barber.

UP-COMING ACTIVITIES:

- OCT. 4 (Tue) MONTHLY MEETING - at Don & Claudia Jones (see map). 7:30 kick tyres - 8p.m. business meeting. Voting on slate of new Officers. Rugby shirts you ordered will be there to pick up.
- 16 (Sun) FALL FOLIAGE RALLY - First car off at 11 a.m. See flyer for directions to start, and cost information. There will be silver trophies for winners and dash plaques for all entrants. Dave Bowling and John German will be rally-masters.
- 1 & 2 BRITISH CAR SHOW, WAYNESBOROUGH - Registration form was in last newsletter.
- NOV. 2 (Wed) MONTHLY MEETING - at Ashes' 7:30 pm  
13 (Sun) TECH SESSION - details in next Dipstick.

MEMBERSHIP NEWS:

There are three new members this month, and they are included in the new roster which you will find with this month's Dipstick. Please welcome them when you see them at meetings. They are:

JOHN ROBERTS.. who has a 1974 MGB-GT  
JOCK & ANITA McGRIGOR... who have a 1974 roadster; they hail from England, courtesy Royal Navy. The car is Anita's!  
PAUL & LUGENE SPEAKS.... Their car, also, belongs to the wife and is daily transportation.

Congratulations and best wishes are due to ANDY WALLACH and CYNTHIA FASCHINI, who were married on August 13. Your friends wish you a long and happy marriage.

Also, by the time you read this, ROBERT DAVIS and FAY O'DANIEL will have tied the knot. Congratulations and very best wishes from all your friends in the Club!

And now, on a down-note, our sympathy to IRA CANTIN on the loss of his mother to leukemia this past week.

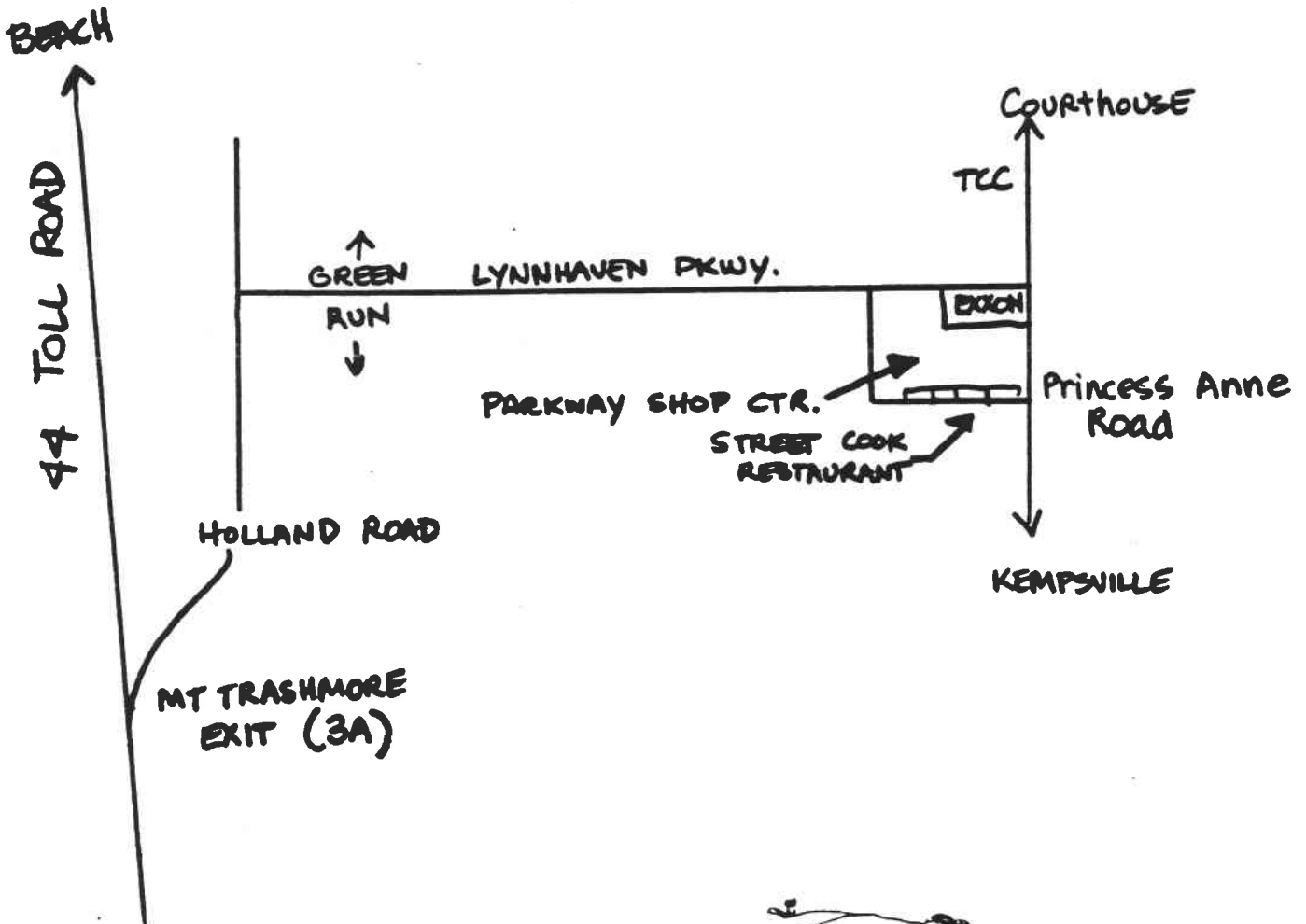
*DON'T FORGET.. Those of you who ordered RUGBY SHIRTS and SWEAT SHIRTS, they will be ready to pick up at the October meeting, if you haven't got them already. Please bring your checkbooks...!*

Submitted by  
Dave Bowling



The Fall Rally will be held on Sunday, October 16th. The starting point is the parking lot at Parkway Shopping Center (Lynnhaven Parkway and Princess Anne Road) (See Map). The first car will blast off at exactly 11:00 AM. John and Sandy German and Joan and I are working up this event. We promise you a thoroughly devious, but fun-filled, leisurely, 50 mile trip over some different roads that you may not have seen before! The drive will take less than 2 hours and finish up at a bistro for food and prizes.

We haven't located the mystery restaurant yet, but the fee for rally, food, fun + prizes will be \$5.00 per person.



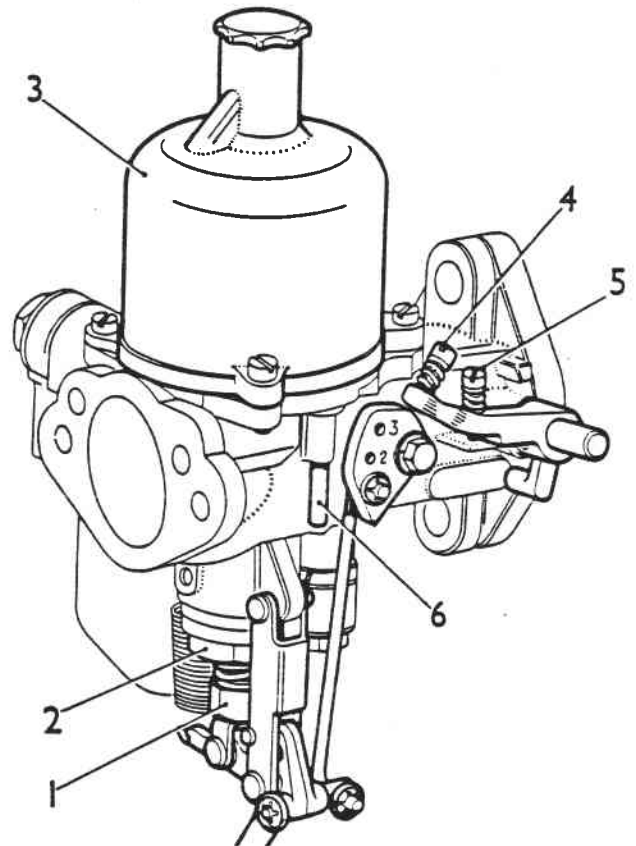
TECHNICAL CORNER - by Mike Ash

First, I must apologize for missing the Tech. Session this month, although I did not feel too guilty with Robert's and the other capable hands that were there. I understand that much was accomplished, of which I am sure there is a report elsewhere in this newsletter. I had a Tech. Session of my own at home that day, swapping engines and transmissions in the MGB. That was a job that took a little longer than I had anticipated and I needed to get it finished that day.

This month, after my recent articles on rebuilding SU carburetors, I decided that an article on carburetor tuning would be in order. Before I start, let me once again stress that there is no point in trying to tune the carbs until you are sure that the points and ignition timing are correctly set, that the spark plugs are clean and correctly gapped, and that the carbs themselves are in good condition. I was going to write the complete article and use the pictures from an SU tuning pamphlet I had. However, after looking through the pamphlet, I decided that I could not say it much better myself. So this month I am going to cheat a bit on my article, and use the material directly from the pamphlet.

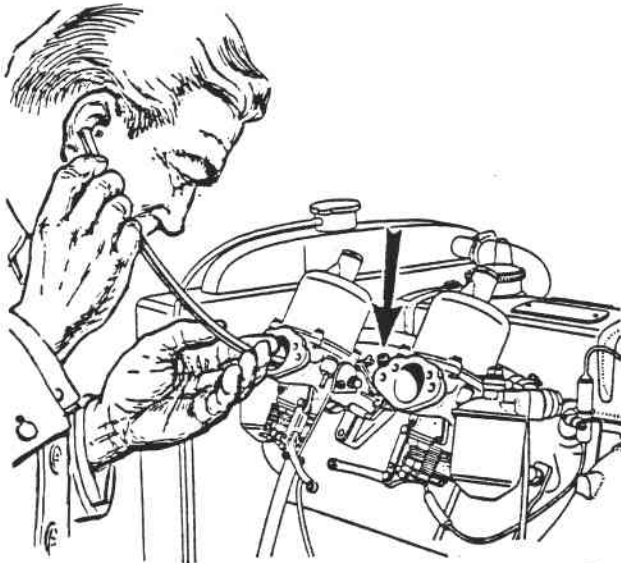
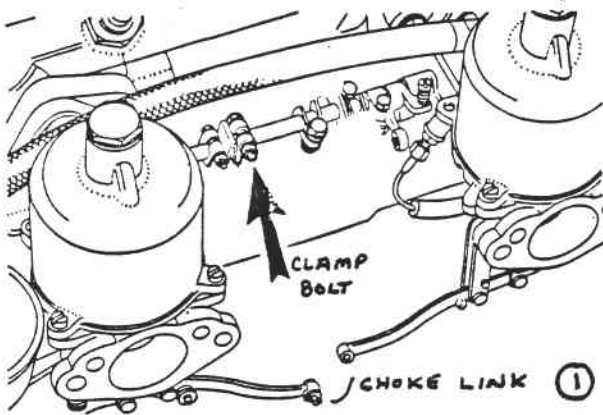
The SU pamphlet addresses the MGA SU carb, but the principles and procedures apply equally well to the T-series and MGB carbs. The pamphlet was written to address single carb installations first and then the additional steps required for a dual carb setup. For this article, I have rearranged the words and pictures to apply to the sequence of events for dual carbs only. The tuning method described in the pamphlet is essentially the one I use, so I have added a few notes of my own. If anyone is interested in the complete pamphlet, I can make copies.

Before you start, warm up the engine to normal operating temperature, remove the air cleaner(s), slacken one of the clamping bolts on the throttle linkage so that each carb throttle will work independently, and disconnect the interconnecting choke linkage so that each choke will work independently.

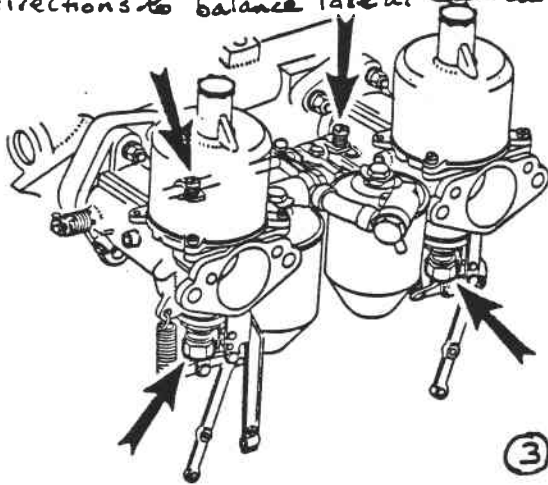


The Type H Carburetter

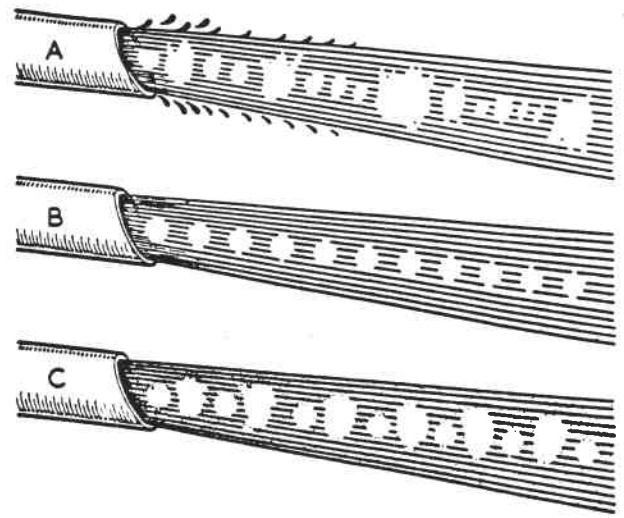
- 1. Jet adjusting nut.
- 2. Jet locking nut.
- 3. Piston/suction chamber.
- 4. Fast-idle adjusting screw.
- 5. Throttle adjusting screw.
- 6. Piston lifting pin.



- A. Restart the engine and adjust the throttle adjusting screws on each carburettor to give the desired idling speed of 500 to 600 r.p.m. as recommended by the vehicle manufacturer.
- B. Compare the intensity of the intake 'hiss' on all carburettors and alter the throttle adjusting screws until the 'hiss' is the same. *A 'uni-syn' tool is very effective to aid in this adjustment. Use according to directions to balance idle at each carb. listening through hose*

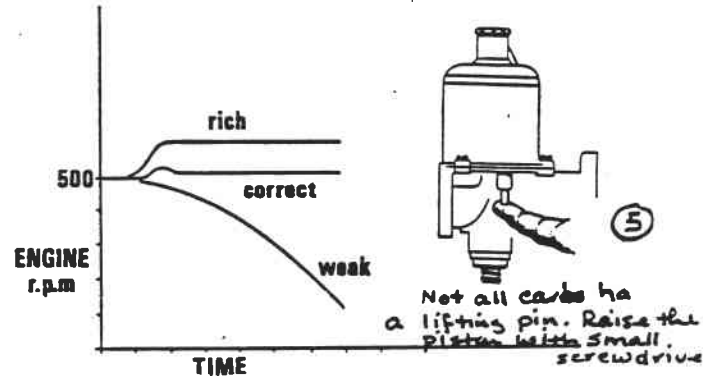


- A. Turn the jet adjusting nuts on all carburettors up to weaken or down to richen the same amount until the fastest idling speed consistent with even running is obtained.
- B. Re-adjust the throttle adjusting screws to give correct idling if necessary, and check balance with 'uni-syn.'



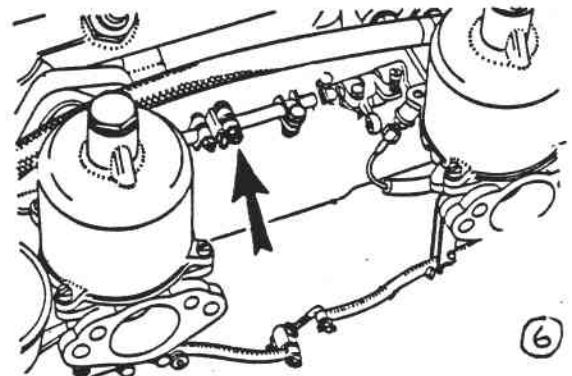
The effect of mixture strength on exhaust smoke

- A. TOO WEAK: Irregular note, splashy misfire, and colourless.
- B. CORRECT: Regular and even note.
- C. TOO RICH: Regular or rhythmical misfire, blackish.



- A. Check for correct mixture by gently pushing the lifting pin of the front carburettor up  $\frac{1}{8}$  in. (.8 mm.). The graph illustrates the possible effect on engine r.p.m.
- B. Repeat the operation on the rear carburettor and after adjustment re-check the front carburettor since the two are inter-dependent.
- C. Item 4 shows the correct type of exhaust smoke.

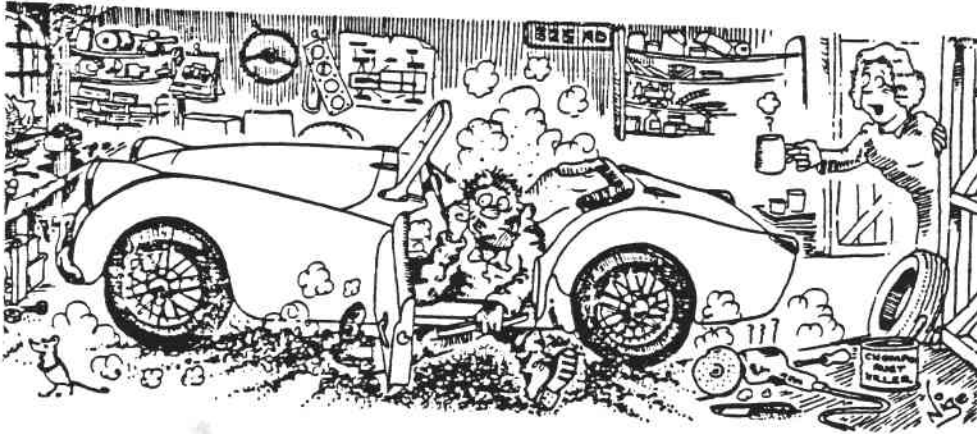
- RICH MIXTURE: r.p.m. Increase considerably.  
 CORRECT MIXTURE: r.p.m. Increase very slightly.  
 WEAK MIXTURE: r.p.m. Immediately decrease.




- A. Tighten the clamp bolt of the throttle spindle interconnection
- B. Re-connect the jet control linkage, so that both jets commence to move simultaneously.

FOR SALE

MG "Y" 30% RESTORED \$4000  
MG "Y" NEW TIRES, TWO AVAILABLE - \$30 ea.  
MGTD/TF CRANKSHAFT NEW \$650  
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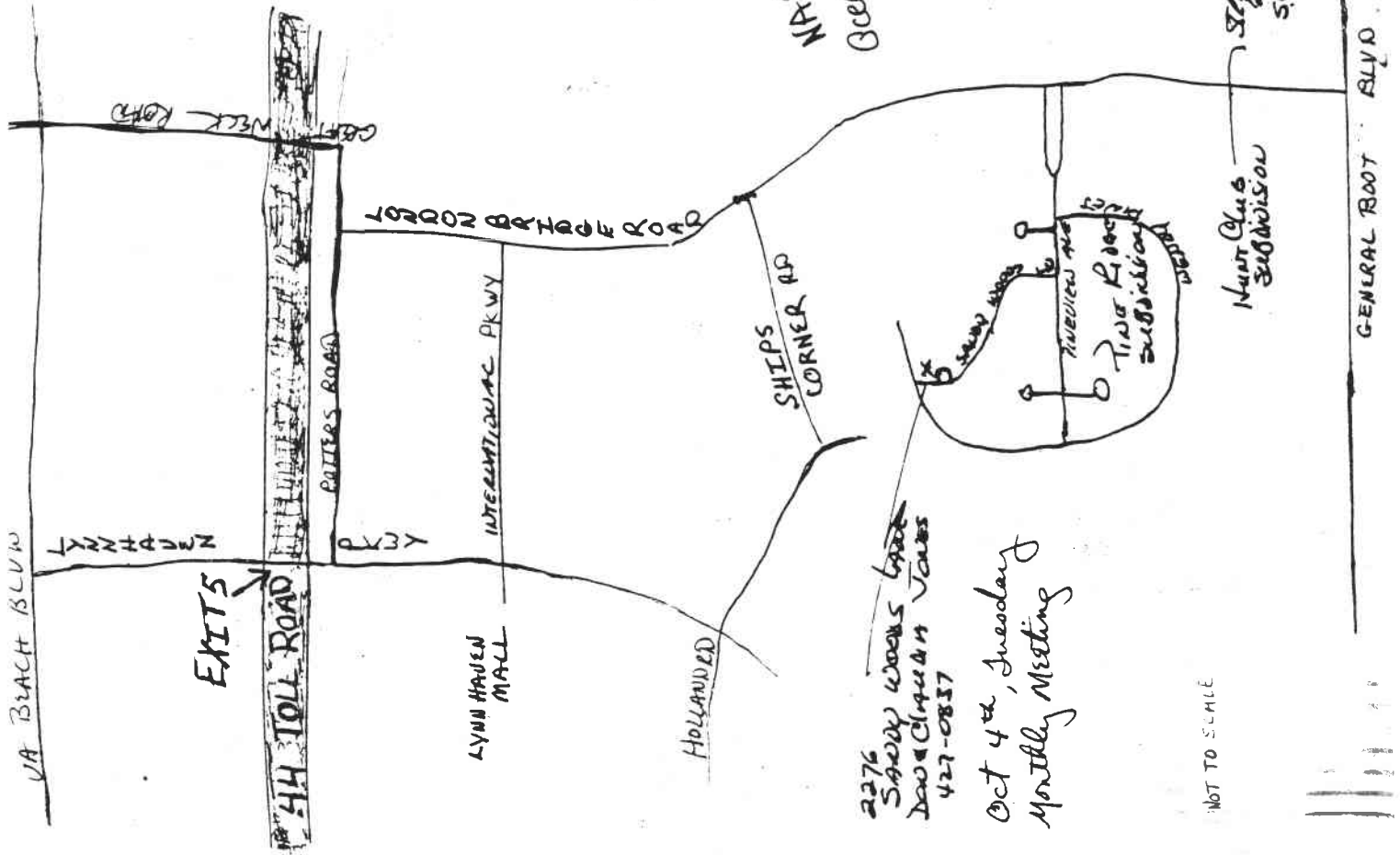
*Have you finished treating that bit of rust in the floor, dear . . . ?*



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