

THE DIPSTICK



APRIL
1989

President..... Dave Bowling	Secretary Tom Lund
Vice President Don Jones	Treasurer Frank Benson
Editor Gloria Benson	

Marque Time:

The March meeting was hosted by Anita and Jock McGrigor at their home on Lake Christopher. Their hospitality and refreshments were enjoyed by all.

Mike Ash salvaged the March tech session after an offer for a more spacious heated garage fell through at the last minute. Good show, Mike.

A special thanks goes to Jennifer Ash for planning the Sunday brunch at the Chamberlain Hotel at Fort Monroe. About 32 folks attended and can attest to the beauty of the old hotel and the wonder of its menu. MG participants that braved the windy 40 degree day included: Ira and Mary Cantin in their TC, Tony Perino, TC; Paul Thiergardt, TF; Don Jones, MGA; Vince and Pam Groover, MGBGT; and my TD, on its longest trip in 15 years! It was nice to see the Gibbs with their newly restored red MGB back on the road. The Ash's showed up in one of their first MG love-affairs - a maroon MGA Coupe. Old cars are like horses - sometimes they'll follow you back home! Most of us toured the old fort and the Casemate Museum. Anyway, we had fun with our cars and that is what our club is all about! Til next month, remember to stay....

Safety fast,

Dave



NOTE: ORDER FROM MOSS MOTORS AT 15% DISCOUNT AND NO TAX OR SHIPPING. CONTACT IRA CANTIN FOR INFORMATION 423-4546

Deadline for May "Dipstick" is April 21st. Please have all materials to Gloria by that date.

MEMBERSHIP NEWS

This month we have two new memberships - one In-Town and one Out-of-Town - and one very tardy renewal from Jim Suter! Please up-date your roster to include these members and make them welcome when they attend our events...

BOB NICHOLS & LANIE LAUTEN	BOB & LOUISE JORDAN	JIM & JACKIE SUTER
4520 James Court	98 Small Drive	107 Whitehall Court
Va. Beach, Va. 23455	Eliz.City, NC.27909	Williamsbg. Va. 23185
1960 MGA roadster	1953 TD	1955 TF-1500
460-5608-h	919-330-4555	1-565-0007
363-8453-machine	800-334-3162-w	1-220-3299-w

A couple of weekends ago, we had a surprise visit from out-of-town member, WATTS HILL from Chapel Hill, who was in the area for the weekend. He came over to the house, where, as it so happened, Dave Bowling was over in his bonnet-less TD, and when Mel Baker called with a dead-battery distress; so Watts saw the club in a little action - pity he couldn't stay over for the Brunch at the Chamberlin... He is looking for a good home for his 2 PA's ('34 & '35), parts of which were damaged in a fire at a shop where parts were being painted. Call him if you are interested in acquiring these cars (one is a parts car but is restorable).

We drove down to Charleston, SC, earlier this month to visit with out-of-town (and out-in-left-field!) member, MIKE WEST. The outcome of the visit was that we now own, and towed home, the MGA-coupe which we had sold to Mike about 5 or 6 years ago; we had always regretted letting it go! Mike was here on the "Big Island" from Guam on emergency leave for his father's funeral. We know that all members who know Mike will join in offering him condolences. Mike will be back, stationed in Charleston, in July this year, and we look forward to seeing him at meetings when he gets up to Norfolk now and then.

At the last meeting, it was announced that Karl Mahumed's MGB was for sale, due to an impending duty-station change. We just checked up on it today, to advertise it in this newsletter, and found that Karl had totalled it last week! Karl is just fine - no injuries - but selling the car is now a non-problem!!

JENNIFER ASH
Membership Chairman



THOUGHTS ON BEING A CLUB-MEMBER.....Bryan Massey

Writing this article for the Dipstick is harder than it should be. That's partly because writing is always hard for me - deciding what to say, deciding how best to say it, convincing myself I can do both. Art and self-confidence go a long way in this line of work!

But the other reason is because I want to do more than just peek at the Club's February tech. session at Mike and Jennifer Ash's. I also, well, want to say thanks.

But first let me explain something...

I'll admit it. Joining the club is an insurance policy for me and my Bee. Nobody could love that Bee more than I do, for all the early misgivings and money I've invested. But affection doesn't keep that yellow beauty running. My mechanical talents are largely memories, wrapped up in ragged, muscular Chevies and Fords on Saturday nights years (and years) ago. And I can't afford to keep the Bee parked in a cozy garage, a hobby on wheels for weekend tinkering and summertime fun.

The car has to run every day, or I'm digging for bus tokens.

Already I've learned from club members like Mike and Jim Jackson, and I hope in some small way I'm repaying their generosity. Same goes for the club as a whole. Today, I'll attend club functions and write columns, tomorrow who knows?

I guess the arrangements is working out for all of us. At least no one's taken away my name-tag!

All this gets me around to the tech session.

Phase One said putting on a new top was a one-man job. No big deal. But I heard that before, and I had saved the work for the February tech. session. Surely seasoned MG owners would have it on in no time. The I could nose around a little, learning what I could... being helpful...holding wrenches, turning screws - that kind of thing.

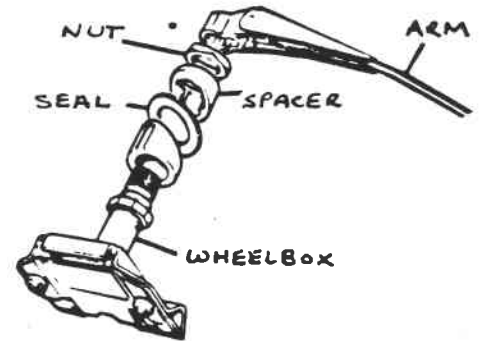
I had plenty of company that day. Anita McGrigor and Mike were working on a pesky brake light and heater when I got there. Mel Baker brought in his Bee and a rattling tail-pipe. Dave Bowling and Mike worked off and on for several hours on a generator problem (I think) Dave was having on his TD. Ira Cantin and Don Jones stopped by.

But the afternoon seemed to revolve around me, Mike, and Sue Bond stretching and tugging and, finally, gluing down a top that with the cold weather didn't want to budge. And it seemed that everyone there, in one way or another, shared in our satisfaction at having done a pretty good job.

We broke up about 4 o'clock that afternoon, further into my Sunday than I'd planned that morning, but time well spent. Fellowship and a snug, new top were worth it.

TECHNICAL CORNER - by Mike Ash

We had a Tech Session the other week-end, for which Brian Massey has provided a report elsewhere in this newsletter. A few things were accomplished that provide topics for this article. Anita McGrigor brought her MGB for a few minor items, one of which was severe water leaks during a rainstorm. I had previously suggested that the seal under the windshield might be the problem. But sealer inserted under that seal did not seem to have improved the situation. Checking around during the Tech Session did not suggest any other possible cause. However, a couple of days after the Tech Session, I received the Jan-Feb issue of "The Octagon" from the American MGB Association in which it was suggested that the seals under the windshield wiper drive (wheelbox) are a common source of water leakage.

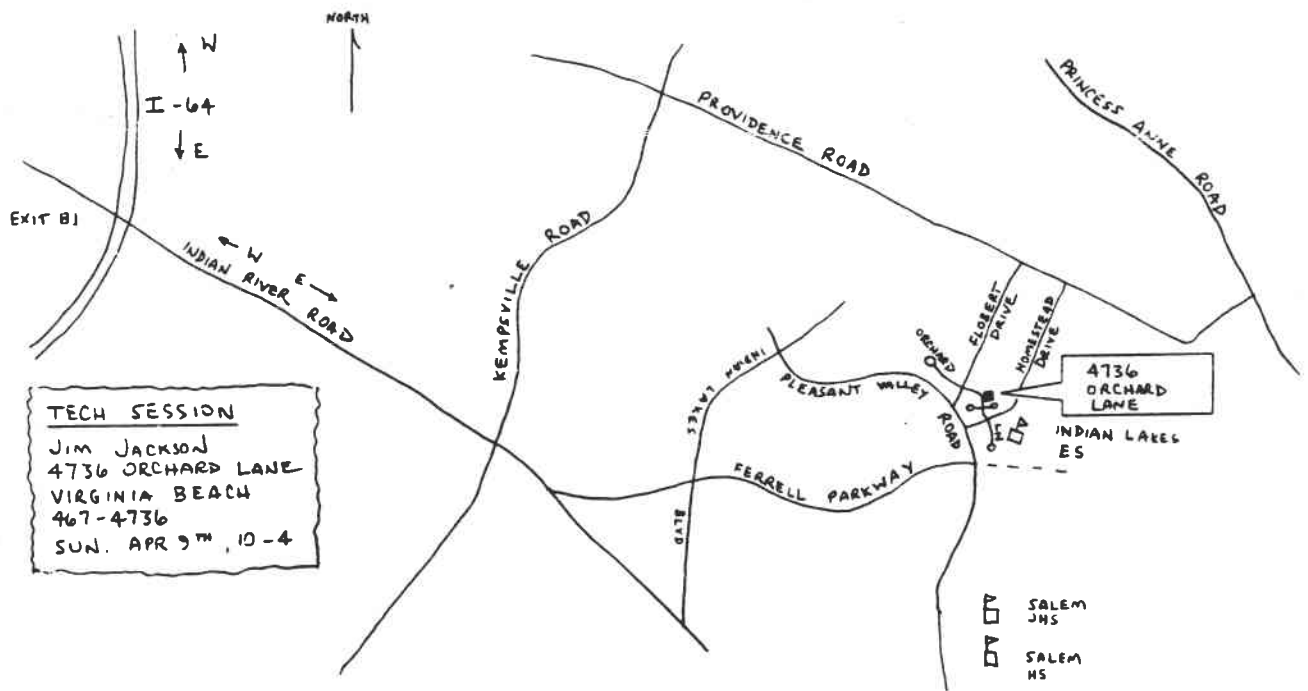


So, a couple of weekends later Anita brought her car over and I checked the seals. Sure enough, they were in a sorry state. I did not have any new ones, so I cut some out of a piece of inner tube. I installed them using silicone gasket sealer as well. The seals should be quite easy to install by removing the wiper arm and unscrewing the nut that holds the wheelbox assembly in place. If you pry the wiper arm off with a screwdriver, be careful not to damage the threads that protrude beyond the nut that holds the wheelbox. If the threads are damaged, it is difficult to remove the nut, and even more difficult to replace it! The threads on two of the wheelboxes on Anita's car were damaged, so it was difficult to get the nuts back on again. If the threads are really bad, the only solution is to remove the wheelbox from the car (not an easy task) and either clean up the threads with a thread file or replace the wheelbox. In either case, a new nut will be required. I haven't heard if Anita has given the seals the rain test yet, but from the state of the seals, I am sure that they were the cause of the leak.

Also at the Tech Session, Mel came complaining of a severe vibration noise in his MGB. We went for a drive to check it out, and it sounded very much as though the exhaust was touching the body somewhere. I had had a similar problem with my MGB, and the rear of the muffler was touching the floor board. Checking under Mel's car, everything looked well clear. Finally, after tightening a few other things that did not cure the problem, we found that the rear muffler clamp was clamped too far back on the tail pipe, and that the clamp was just touching the back of the rear valance. Moving the clamp forward on the tail pipe cured the problem. Actually, the problem did not appear until the car had been driven a mile or so. When the exhaust pipe was cold, the rear clamp was just clear of the rear valance. As the pipe heated up, it expanded back toward the rear until the clamp touched the rear valance. So, if you have occasion to install the tail pipe in the re

clamp, be sure to leave plenty of clearance between the clamp and the valance to allow for expansion.

Another problem that had occurred on Anita's car was a dead electrical system. I was pretty sure that the problem was not the battery or the battery terminals, because Jock and I had installed a new battery a few weeks earlier. I suggested over the 'phone to Anita that she reach under the car and give the battery lead to the starter solenoid a jog. Doing this brought the electrics to life, the car started and did not quit again for a day or so. I had had a similar problem with my MGB a couple of years ago, and it is a fairly common problem on the MGB because the solenoid terminals are underneath and quite close to the ground. Consequently, dirt and corrosion can build up on the terminals until they cease to make contact. To cure the problem I removed the wires from the solenoid terminal (disconnect the ground terminal from the battery first) and cleaned them up. I then re-installed them using two internally serrated lock-washers. The installation order is serrated lock-washer first, the thick lead from the battery, another serrated lock-washer, the two brown leads, the original lock-washer, and the nut. Tightening the nut should cause the serrations on the lock-washers to "bite" into the terminals and make a more permanent and corrosion-proof connection.



March MG Meeting
March 1, 1989

Thanks to Jock and Anita McGrigor for opening their house for the March meeting and to the Ash's for hosting the tech session.

This was the first meeting for Terry Bond.

Treasurers report - Beginning balance of \$832.67, income of \$16.00, expenses of \$125.58 for an ending balance of \$723.09.

Spares report - Robert had a wiper motor for later than "TF" cars. He also discussed an air conditioning safety switch available from NAPA that goes on the back of the compressor that cuts out at 350 lbs which saves blown hoses.

Tech Session - They installed a top on Brian Massey's MG, checked Anita McGrigor's car and worked on Mel Baker's exhaust system. Dave Bowling drove to the session with his own gas tank in operation.

Regalia report - MG patches are on sale (2 for \$3.00). New caps with MG on them and 6 pack coolers have been ordered.

Activities report - Brunch at the Chamberlain on 3-19-89. Meet at the Holiday Inn - Willoughby Spit. The cost is \$8.95 per person. The next meeting will be at Dan Boswell's. There will be a tech session and rally in April. Also, on 3-12-89 the Sports Car Club will have a rally for the Arts.

Membership report - Bob Jordon from Elizabeth City has joined the club. Welcome BOB!

New Business - We have a means to put together a Moss Motors order with a 15% discount. All those interested in adding to an order contact Ira Cantin.

Marque time - Robert Davis got as far as Yorktown on his trip to Indiana to bring his Magnette home. He turned around due to snowy weather and was involved in an accident in Hampton on the way home. The person Robert was avoiding that caused the accident drove away never to be seen again. There will be a Tech session April 9, 1989. Richard Hall had a nice, new, big garage just built and it's already full with just space enough to walk through it.

The raffle was won by Andy Wallach.

Those in attendance were: Dave and Joan Bowling, Ira Cantin, Robert Davis (73 MGB-GT), Craig Barber (71 MGB), Tom Early, Jim and Georgia Sandloop (74 MGB), Susan and Terry Bond (72 MGB-GT), Paul Thiergardt (75 MGB), Butch Ballback, Frank and Gloria Benson, Bryen Mony (80 MGB), Mike and Jennifer Ash (55 TF), Chris Holcomb, Anita and Jock McGrigor, Tony Perino, Cynthia and Andy Wallach/Fasehim and Tom Lund.

CLUB ACTIVITIES....

- APRIL 4 (Tues) MONTHLY MEETING at Dan Boswell's Clubhouse (see map on back) - 7:30 p.m. We will be having a talk by LEE DOWDY, an Auto Appraiser on how to arrive at a realistic value for your antique or classic car.
- 9 (Sun) TECH SESSION at Jim Jackson's garage - see map on p.5 If you think you may need special tools, call and make sure Jim has them. or arrange for someone to bring them.
- 23 (Sun) SPRING TOUR - not a rally! We will be taking a tour of a couple of the James River Plantations which are open for Garden Week. The houses we will be visiting are ^{11:30} WESTOVER and EVELYNTON (both open only during garden week and by special arrangement), so we need to know how many will be participating, as well as how many for lunch, which will be at INDIAN FIELDS TAVERN. The cost is \$5 per head to go in each house (We can walk around the gardens for free!) and \$12 for lunch. We will meet at 9:45 a.m. at the Holiday Inn. Willoughby Spit (see last month's Dipstick), for departure at 10 a.m. sharp! Everyone will be given a map of the route so that it is not imperative to drive in caravan all the way on country roads! PLEASE MAKE YOUR RESERVATIONS...call ASHES 495-0307 before 21st
- MAY 3 (Wed) MONTHLY MEETING - Wallach/Faschini's home
20 or 21 16th ANNIVERSARY DINNER - Discussion on this at the April meeting. We have some ideas but any input welcome...!

THE BRUNCH AT THE CHAMBERLIN was attended by 26 of the 32 members who signed up and was very enjoyable indeed. It was a ccco-l-d day! Those who came in top-down cars were ~~very~~ very brave indeed; the members who drove cars other than MG's, (sanity prevailing!) included Mel & Judy Baker, John, Sandy & Amanda German, Paul & Lugene Speaks, Jock and James McGrigor and Robert & Faye Davis in the Jag.

OTHER ACTIVITIES...

APR
28-30



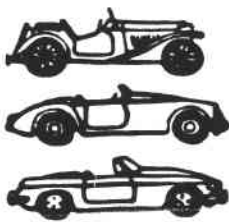
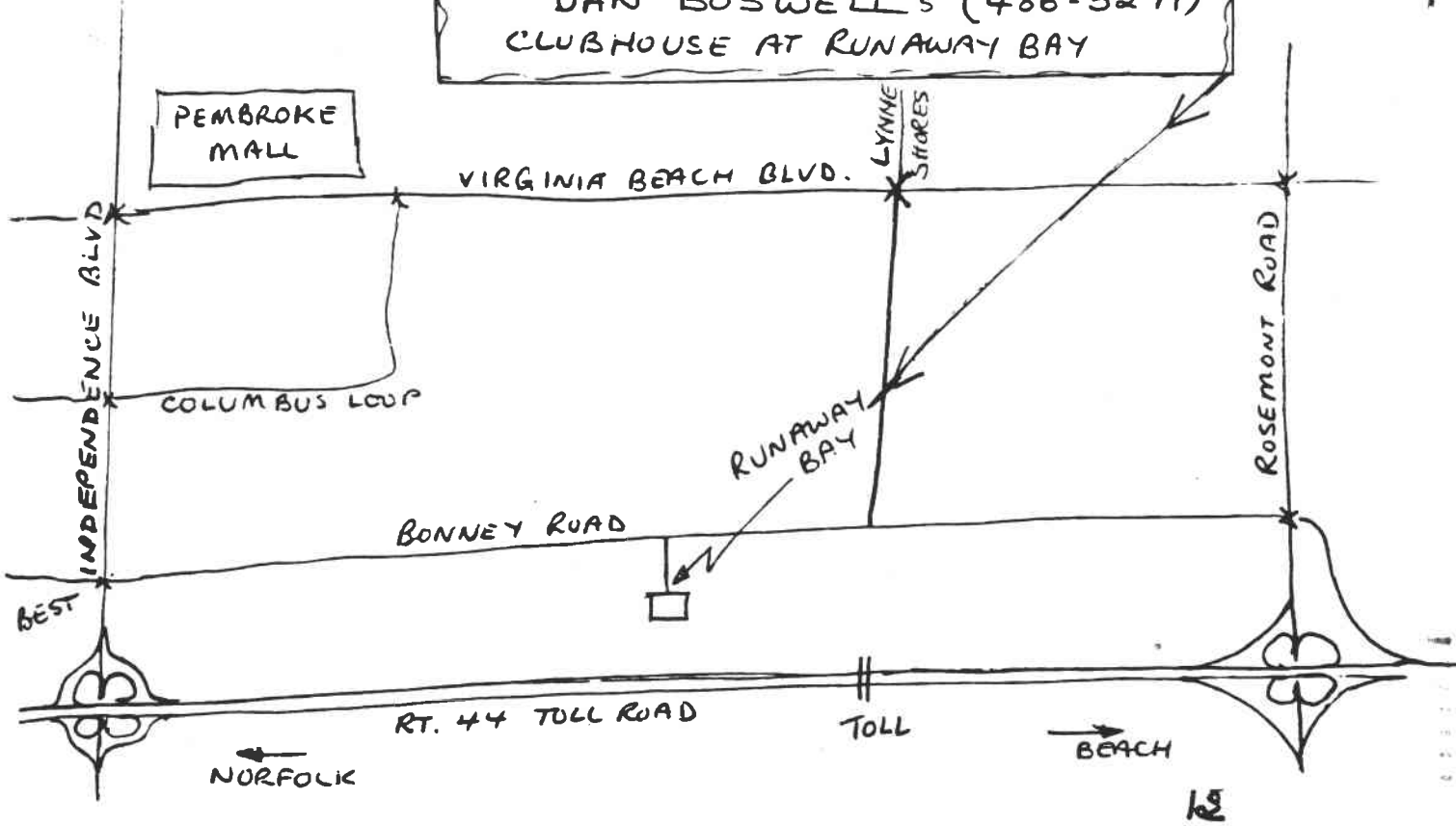
2nd ANNUAL KIMBER FESTIVAL (T-Register Event), Syracuse, N.Y. No registration form was enclosed, so contact Dick Knudson, Drawer 220, Oneonta, NY 13820, for details.

JUNE 11 (Sun)

BRITISH CAR DAY SOUTH, Clemmons (Winston-Salem) NC. This is hosted by The Triad Austin Healey Club, and is reputed to be a "good do". It clashes with a tech.session we have planned for our club. but perhaps there will be enough interest to warrant making some changes to the calendar? Discuss at next meeting...



APRIL MEETING
 TUESDAY, 4th APRIL 7:30 pm
 DAN BOSWELL'S (486-5271)
 CLUBHOUSE AT RUNAWAY BAY



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



FIRST CLASS