

THE DIPSTICK



AUGUST 1989

President..... Dave Bowling
Vice President Don Jones

Secretary Tom Lund
Treasurer Frank Benson

Editor Chris Holcomb

Marque Time

Butch Ballback hosted the July meeting at his mother's beautiful home overlooking back bay. Butch claimed he personally prepared all the spectacular gourmet refreshments, but we all know his mother helped him! Good turnout with lots of MG talk! Thanks, Butch!

Just a reminder - the dues increase by-laws change will come up for vote at the August meeting. Local members who are unable to attend should send me their proxy.

Hope to see you all at ~~the~~ pool party at Mel and Judy's house.

Safety fast,

Dave



"DEADLINE FOR SEPTEMBER DIPSTICK IS MONDAY AUGUST 28"

MEMBERSHIP NEWS:

PLEASE NOTE THAT DUES ARE NOW DUE. If there is still '89' beside your name on the address label of this issue, you are in arrears. (Unless you sent in your dues in the last 10 days, in which case the transaction has not yet been entered into the computer). IF DUES ARE NOT PAID BY AUGUST 20th, YOU WILL NOT BE LISTED IN THE 1990 ROSTER!

*idolox XZ8 Times
Hampton Drive Club,*

MG Meeting
July 5, 1989

Before I start the July minutes I need to correct two typo's from the June minutes. I misspelled Mr Bill Keeler's name and the McGrigor's name. I apologize for the error. Spelling is not one of my strengths.

Thanks to Butch for hosting the meeting . Welcome to John and Janet Wessel as new members.

Treasurers report - Beginning balance \$336.02, Income of \$690.50, expenses of \$90.81 for an ending balance of \$935.71.

Newsletter - Chris Holcomb will take over the newsletter from Gloria Benson after August. The deadline for articles is July 24, 1989.

Regalia - The raffle prize tonight is two beer mugs. Get your tickets!

Activities - A pool party at Mel and Judy Bakers July 30, 1989. Bring your own drinks and burgers etc. Condiments and pool will be provided.

Membership - Jim Villers is now a dues paying member instead of a guest of Brenda's. Also John and Janet Wessel have joined.

Old Business - There were quite a few from the club in attendance at the car show in Bowie, Maryland but no winners from our club. A recommendation was made for an article on how to show your car. The Richmond British Car Day show may not be held this year. The dues amendment will be published so we may vote on the amendment at the August meeting.

New Business - Anyone interested in being an activities chairman please notify a club official or Jennifer Ash. Jennifer wants to step down because in her own words " I'd like to come to a meeting and just sit and enjoy the meeting".

Marque Time - Tony Perino is no longer a "B" owner. There is a red MGA for sale sitting in the parking lot of the Catholic Church on Little Neck road. Beware if you buy a TD or TF fanbelt from Phase 1 as they are the wrong size. Dave Bowlings TD top is 3" to short. Keep stretching Dave, it will fit yet. Rain-X is a great product for MG owners.

The raffle was won by Bill Keeler. The meeting was adjourned.

Those in attendance were Jim Newman (72 B), Anita & Jock McGrigor (74 B), Jennifer & Mike Ash (69 MGB), Bob Nichols & Lanie Lanten (60 MGA), Fred McCall (55 MGA), Bill Keeler, Craig Barber, Terry Bond, Susan Bond, John & Janet Wessel, Chris Holcomb, Don & Chad Jones, Brenda Banvard & jim Villers (55 TF), Tony Perino, Roy Wiley (70 BGT), Butch Ballback (MGTD), Tom Lund

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PLEASE NOTE THE BY-LAW AMENDMENT TO COVER THE DUES INCREASE, AND EITHER SEND A PROXY VOTE TO PRESIDENT, DAVE BOWLING, OR BE AT THE AUGUST MEETING TO VOTE ON IT.

EVENTS & ACTIVITIES

JUL. 30 (Sun) ANNUAL POOL PARTY - 2:30 p.m. at Mel & Judy Baker's. (see map). Bring swimsuit and something to cook on grill and your favorite libation. The Club will provide: 'BURGER BUNS...LETTUCE...TOMATOES...ONIONS (chopped for burgers, etc.)...SODAS.



We would like some offers to bring SNACKS - pretzels, chips, etc., and something sweet - watermelon, cookies, cake, etc. PLEASE CALL JUDY & MEL to let them know if you will be bringing a contribution - 486-3425.

SEE Y'ALL THERE - BRING THE KIDS!

AUG. 1 (Tue) MONTHLY MEETING at Mike Jennifer Ash's - 7:30 p.m. (see map)
20 (Sun) TECH. SESSION also at the Ash's. - 10 a.m.

SEP. 6 (Wed) MONTHLY MEETING at Tom & Jeanne Lund's - 7:30 p.m.
10 (Sun) RICHMOND BRITISH CAR DAY - Caravan from Tidewater: details in next issue. (Registration forms at August meeting)
24 (Sun) DRIVE-OUT/MYSTERY TOUR. Mark your calendar NOW. and look for details in next month's newsletter.

OTHER EVENTS OF INTEREST

Sept. 10 (Sun) 23rd Annual Car Show - GUNSTON HALL
(Alexandria, Va. area) (details at meeting)
Sept. 29-Oct. 1 Southeastern MG Register FALL G.O.F. - Clayton, Ga. (details at meeting)
Sept. 30 (Sat) 10th Annual MG Meet, The Rocks State Park, (Northern Md.) MGB-sponsored event - all cars. Details at meeting.

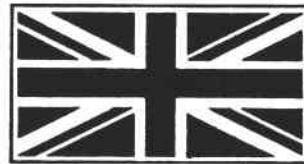
Parade Anyone?



Norfolk Fest-Events is planning a 4 block long "Children's Fantasy" parade on September 16 (11:30 a.m. to 1:00 p.m.). They have 16 of the 30 convertibles needed to carry costumed adults and are looking for more volunteers. The club declined the commitment but any individuals interested in participating should contact Dave Bowling for details.

THE WHITWORTHS

Keith & Shey Lowman



GOF Nashua New Hampshire

Since the New England Register GOF is a big event and touring a "T" from Tidewater to Nashua New Hampshire had a nice romantic ring to it. So with some planning (we made reservations) and a little car preparation (the rusted front bumper was replaced with sparkling new chrome), Brenda Banvard and Jim Villers raised the mildewed top on Brenda's TF, covered the windshield with RainX, waited for the thunder shower to pass and headed north Wednesday afternoon with great expectations. The first of four RainX functional tests occurred within the hour with a good Eastern Shore thunder shower. We are pleased to report that RainX and plastic bags work better than wipers and side curtains. Thursday came early as we were on the road at 7:00 to catch the early Lewes to Cape May Ferry. With the tach held at 3500, we hummed up the Garden State Parkway, enjoying the view of the New Jersey wetlands and the stretched limo's in route to Atlantic City. Passing into New York state, we began our New England back road wandering down route 9W along the Hudson River, across the suspension bridge just below West Point and followed Route 202 through the Fish Kill

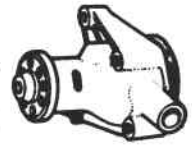


hills to Danbury Connecticut where we spent the night. With Brenda's preference for "going local", we had a wonderful breakfast in an authentic greasy spoon diner before heading north on route 7 toward Bennington Vermont. Route 7 is a wonderful MG road; winding through picturesque countryside with many small towns (lots of antique shops), the waterfall at Kent and the covered bridge at Cornwall. At Bennington, we headed east on route 9 and route 119 through southern Vermont and New Hampshire finally arriving at the splendid Sheraton Tara Hotel in a full cloudburst.

Gathering Of the Faithful is an experience difficult to describe; a hundred or so cars with twice that many people from many places and bound by the common interest of the old car fraternity. There was a rare TA Tickford, a majestic SA, concourse vehicles and a multitude of just plain loved cars. As the sole representatives of Tidewater, we were soon "adopted" by the Connecticut "Nutmeg" chapter and enjoyed their hospitality during the reception and Banquet. It is hard to beat the warmth of MG lovers. Brenda also ran into a co-worker of 20 years ago - Small World!

Sunday morning sunrise brought clear skies and a fresh morning dew. The TF was wiped dry and rolling down route 113 by 7 AM, looking for another local diner. The South Side Diner in Fitchburg provided a down home breakfast and we headed west on route 202; a wonderful two lane driving road. Through the numerous small towns with dominant white churches, past the brooks, ponds and lakes we forged our way west through Massachusetts and Connecticut to Danbury where we connected with Interstate 85 for the long drive home. Again with the tach on 3500, being passed by 10 cars per mile and depositing a king's ransom into the Garden State toll booths at 35 cents a stop. This droning routine was quickly shattered with a loud SLAP FLAP FLAP followed by silence and the tach resting on the zero peg. With visions of being lost in the wilderness, the bonnet was quickly raised to reveal the shredded remains of the fan belt tangled around the front of the engine. We drove on to the Great Egg toll booth, summoned help and within an hour had a new belt installed. Incidentally, while in front of the garage, a kind couple in a Mercedes offered us assistance; their son worked on MG's and again car people are ready lend a hand. We spent our final night there and had breakfast at the greasiest spoon of all, the grill on the Cape May Ferry (not recommended), and again put the tach at 3500 headed for home. Then to our amazement, we began seeing numerous old cars passing us heading north...the coast to coast rally. A truly wonderful sight to behold; Packards, Fords, a Chrysler Airflow, a BMW racer, a two tone green MG J2; marvelous old cars strutting out and doing what they do best.

After five days, fourteen hundred miles, tolls, casualties and good food, touring an MG continues the romantic attraction of the open road and fine folks. Looking forward to going again.



Last month, I once again missed writing an article for "The Dipstick". However, by doing so I made my contribution to keeping down the production costs! This month, the subject of T-series water pumps came up several times, so I thought that I would write a few words on the subject, and borrow an article from the newsletter of another club.

A week or so ago a friend called me from Pennsylvania to discuss a problem with a water pump he had just installed in a TD. He had bought the pump at a flea market with the understanding that it had just been rebuilt. However, when he tightened the nut that secures the pulley, the pulley tightened down onto the front of the pump housing and locked up the pump! He wanted to know if this was normal and that if it was OK to back off on the nut until the pulley rotated freely. Well, it is a little difficult to diagnose a problem over the 'phone from a few hundred miles away, but I told my friend that I did not think that the situation was normal, and that if he was planning on keeping the pump on the car he should check it frequently.

If everything is correct with the pump and the pulley, the nut on the pump shaft that secures the pulley should be tight, with the center boss of the pulley pulled up tight to the center of the front bearing. If, when everything is tight, the pulley binds on the front of the pump housing, then either the front bearing is worn so that the center ring can be pulled out of alignment with the outer ring, or the front bearing is in the wrong position in the housing. If it was a rebuilt pump with new bearings, then I would suspect the latter cause to be the case. Personally, I have not had much success rebuilding T-series water pumps. The problem is that there were a number of after-market pumps produced that were similar in appearance to the original, but with slightly different internal components. The rebuild kits are, I think, designed to fit the original pump, and may not fit quite correctly in the housing of a replacement pump. A complete rebuild kit costs about \$60 and a new pump about \$90. For a critical part like a water pump, the extra money is worth the it to be sure of something that will work correctly.

Another water pump "incident" occurred when Bill Keeler brought is TD over the other day. He was concerned because the fan and pulley wobbled a bit. Normally a wobbling pulley is a sign or a water pump on its way out, but in this case it appeared to be loose on the pump shaft. Again, the nut holding the pulley should be tight, and the pulley and fan should not feel loose. If the engine is run for any length of time with a loose pulley, then the center of the pulley and the key-way can become too worn for further use. The same is true for the generator pulley. I don't know if Bill has checked his pulley yet, but I suspect that it will need replacing.

The third water pump "incident" occurred when I received the Southeastern MG T Register's newsletter - "mgTalk". I am reproducing the article here as a second opinion. However, what I found interesting was the fact that TF 1500's were originally fitted with a more efficient pump with a 6-vane impeller. I was not aware of that as I had only ever seen the 4-vane impeller for the T-series pump, including the one that came with my TF-1500. I checked the TF parts manual and, sure enough, the TF-1500 pump impeller has a separate number. Since my TF pump was showing signs of the dreaded fan wobble, I had already decided to replace it with a spare (4-vane). So, I have ordered a new 6-vane pump instead. Not that I have overheating problems with the TF but, since we plan on driving to Indianapolis next week

in what are promising to be 90 degree temperatures. the correct 6-vane water pump can only help! If I receive the new pump in time to put it on before we go, I'll let you know if I notice any difference. For anyone else thinking of replacing a T-series water pump, a new 6-vane type is the way to go. If your T-type has overheating problems, the new pump may not solve them but may diminish them. I don't know if any other supplier as the 6-vane pump, but Blair Engle had one in stock when I called. His 'phone number is 904-385-2821, and he is open for business in the evening.

TECH NOTE : WATER PUMP PULLEY

By Don S. Harmer, SEMGTR #038

One should always investigate new and/or unusual noises emanating from your T-car!!!!

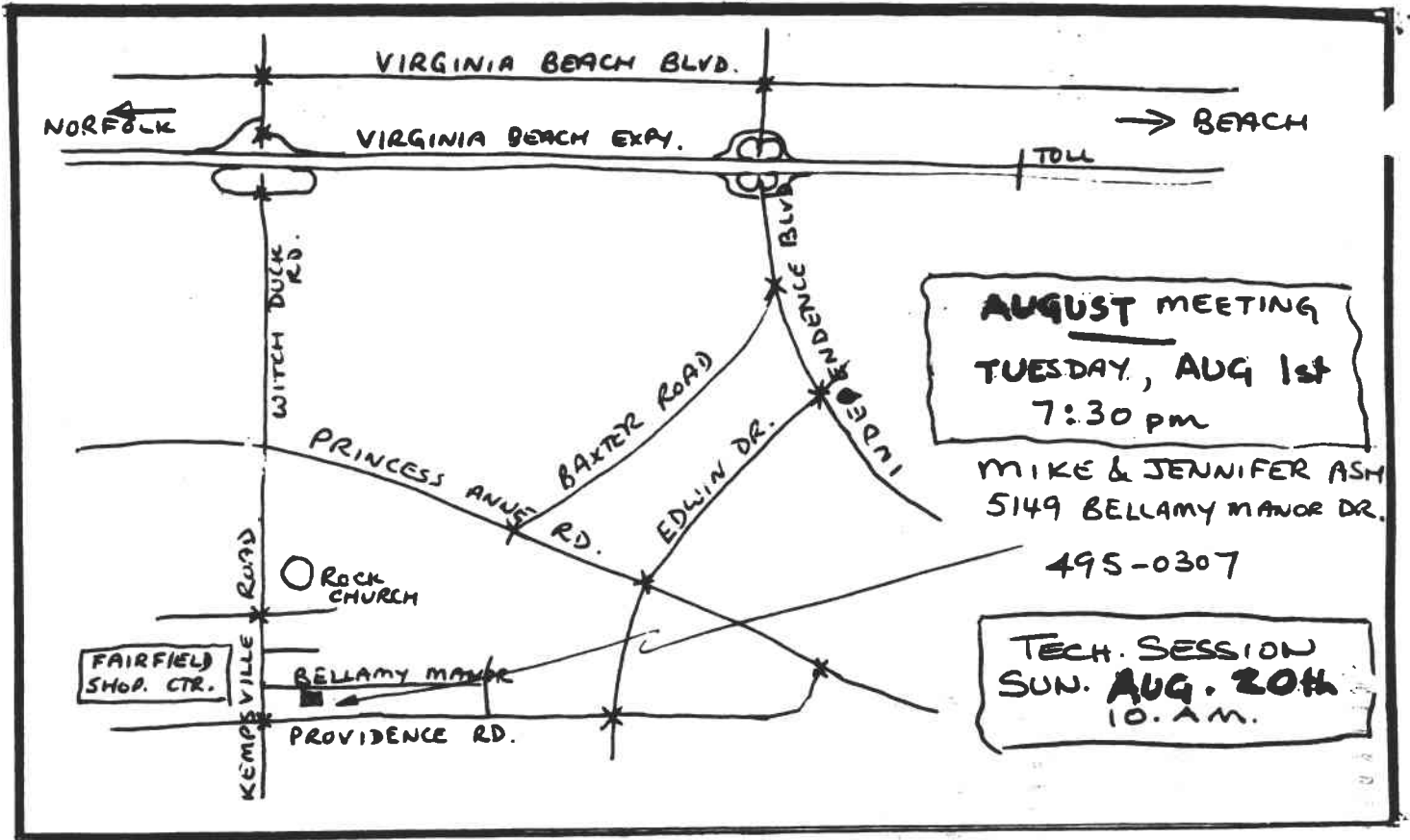
When driving my TF, I had noticed an occasional low frequency sort-of-rumbling sound that came and went, but I couldn't tell from whence it came. In time, it got louder, more often, and finally it appeared whenever the car was going over 45 MPH. At first I thought it might be a wheel bearing, I did have a bad one, but the noise remained after replacement. Possibly it was a universal joint going sour. I called a resident expert and described the noise as best I could. Following Steve Rinaldo's suggestions, I found that it was engine speed, not road speed, related, thus eliminating many possibilities. In further investigations I somehow noticed the blur produced by the tips of the fans rotating. Shining a bright light on this area, I could see a sort of blur at the edge of the water pump pulley, but clean lines on the similar generator pulley. Stopping the engine, I wiggled a fan blade and felt some motion. After slacking off the fan belt, I found I could wiggle the fan a good half inch. The pulley and fan were wobbling, and at speed the fan belt tension was acting as a spring, and the system was setting up a low frequency resonance (about 1/2 cycle/sec).

The noise was coming from the effective change in pitch as the fan wobbled. The problem was that the pulley and shaft had too much clearance and, in time, both the shaft and the hole in the pulley had worn about 1/16 inch, allowing the tip of the blade to move about 1/2 inch due to the long lever arm. The combination of the pull of the fan itself, and the restoring action of the fan belt, set up the secondary oscillation of the pulley on the shaft. Although the pulley wobbled at all speeds, it didn't make noise until the resonance set in at about 3000 RPM (50 to 60 rev/sec).

Once this motion begins, wear on both pulley and shaft is rapid. In the extreme, the fan blade hits the radiator and digs in. This can be a major disaster, besides ruining the fan and the radiator, the water pump may be shattered and/or pulled from the block, possibly braking the block itself. If one is lucky, the fan hub bolts will shear, if not, a ruined engine results. Quite serious consequences of a "minor" clearance problem.

The solution is to replace the pulley and the water pump with new components. Do not use an old pulley !!! Blair Engle ("The Classic MG Shop") says: "they are all worn a bit, to being totally "wobbled out"". He always keeps a few pulleys and pumps in stock for just this reason. The new water pumps have a better method of securing the shaft against the thrust of the pulley nut and the fan thrust. They also are using bearings with an integral grease seal, instead of the external separate felt seals used originally. The felt seals permit the wobble to a greater degree. On installation, check to be sure the pulley nut is tight enough, so that the shoulder of the pulley is flat against the washer and front bearing, so no wobble can occur. Don't tighten the fan belt too much!

According to Blair, this problem is common, and especially with some of the water pumps that were rebuilt with aftermarket rebuild kits. He notes that most of the early kits used a four bladed rotor with flat blades as did the early water pumps. The new pumps come with a far more efficient six bladed rotor with spiral blades. This rotor appears to have been introduced for the TF-1500, but was never available in any of the rebuild kits, and until recently was not available on new water pumps. One should note that my TF-1500 never goes over 85 degrees C, even on the hottest days with the six bladed pump. (Of course the block, head and radiator were thoroughly cleaned out on rebuild). A final word of caution, check your water pump pulley for "wobble" periodically, and run down and identify the source of any "Unusual" sounds from your "T".



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FIRST CLASS

