

THE TIDEWATER MG 'T' CLASSICS

THE DIPSTICK



JUNE 1989

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

Marque Time:

Our thanks to the Wallachs for hosting the May meeting at their beautiful new home on the Lafayette River in Norfolk. The record turn out of members plus the appearance of our guest speaker on auto appraisals made this a rather long but interesting session. Thanks for the refreshments, Andy and Cynthia!

Mel Baker organized a fabulous Saturday night progressive dinner party on May 20th to celebrate the Club's sixteenth anniversary! Twenty-five of us started off at our house with wine, sangria and Joan's appetizers. Then we motored across town to the Bakers' to feast on Judy's delicious lasagna and a spectacular antipasto. We then moved on to Tony's for coffee, anisette and desserts. Thanks to Joan and Judy for the extra cooking and cleaning and to Mary Cantin, Jon Lund, Lorraine Jackson and Pam Groover for the desserts and side dishes.

Topdown time has finally arrived and more MG's are on the road - including a newly purchased '54 TF by the Barbers!

Safety fast,

Dave



The deadline for the July newsletter is Thursday, June 22nd.

MEMBERSHIP NEWS

We have three new members join during the past month, so please make them welcome when you meet them at their first meeting or event. They are:

JOAN HAUGER, of Virginia Beach, with a 1970 MGB-GT

JIM & JOYCE SAMPLE, of Hampton, with 1973 and 1976 MGB roadsters

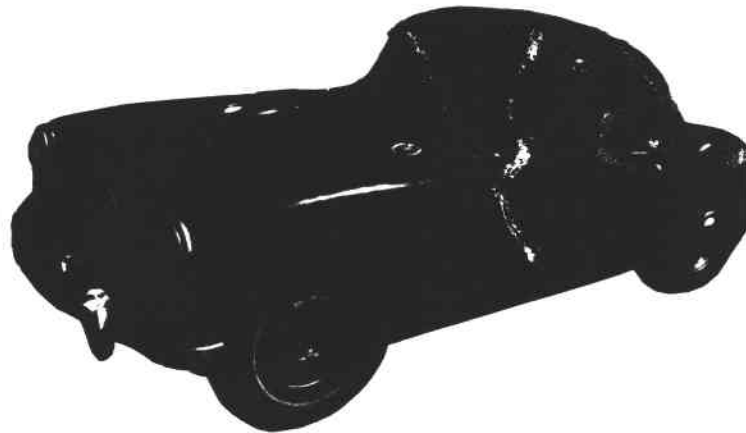
BILL & NIKKI HODGES, of Norfolk, with a 1952 TD

The new roster will be issued in a couple of months, so addresses and phone numbers will be included there, of course.

PLEASE NOTE THAT DUES ARE NOW DUE. PLEASE COMPLETE THE ENCLOSED RENEWAL FORM AND RETURN IT TO ME WITH YOUR CHECK FOR THE INCREASED AMOUNT OF \$15. Unsure if you have paid? If there is the number '89' after your name on the mailing label, YOU OWE! (For those members who have joined in the last couple of months, and paid \$10 dues for 1990 in advance, you now owe \$3 because we raised the dues last month - sorry about that! Either send me a check, or pay at the next meeting).

FOR SALE

1959 MGA-Coupe 1600 - in running order. Sound car, easy restoration. \$3,000. Phone 481-9148 or 497-6093. Ask for E. LaBocchetta at INVESTMENT CARS, 5085 Virginia Beach Blvd., (on corner of Witchduck Rd.) I will also buy MG-TD, TF, MGA for restoration.



1959 MGA 1600 EXCELLENT CONDITION.

WHITE/RED INTERIOR. \$7500.00

1958 MG MAGNETTE - VERY RESTORABLE
CONDITION \$3000 -

CALL JOHN GERMAN - 486-8212

TECHNICAL CORNER - by Mike Ash

Sorry I missed writing an article for the last issue of "The Dipstick", but April was a very busy month. However, Gloria put together a very nice newsletter without me, so I don't suppose my contribution was really missed. There has not been much technical activity this month. Dave Bowling told the tale of his TD distributor at the meeting. Outwardly, the distributor that came with Dave's car looked just like any other Lucas distributor for a TD, but closer examination revealed that it was designed to rotate clockwise instead of counter-clockwise. Consequently, in Dave's TD, it had an automatic centrifugal retard instead of advance. Also, the spiral groove cut in the shaft to return oil back down the shaft was turning in the wrong direction and actually pumping oil up the shaft and into the distributor! The distributor probably originally came from a Hillman Minx, Morgan or some other car of the early fifties that used a clockwise rotating Lucas distributor. Anyway, for Dave, replacement with the correct distributor considerably improved the performance of the car, and solved the problem of the distributor filling up with oil.

A few of you have asked about fitting MGB GT V8 bushings to the front suspension of the TD/TF, MGA or MGB. These bushings are an excellent replacement for the original style two-piece inner suspension bushings. If all else is well with your front suspension, replacing the bushings should not take more than a couple of hours. In fact, some of you may remember that we did the job on Fred Horner's MGA at a tech session last year, and that particular MGA needed a few other suspension parts replacing at the same time. The bushings do have to be pressed into the ends of the suspension arms, so be sure you have a means of doing this before you start. See step 5 in the procedure, below. The reason for using the MGB GT V8 bushings is that they are of considerably better quality and durability than the bushings that are available in the original two-piece style. The V8 bushings at \$20 a set are quite a bit more expensive than the original style at \$7 a set, but the poor quality and short life of the original style make the extra money for the V8 bushings worthwhile.

To follow the procedure, refer to the two figures on the next page. One is a breakdown of the front suspension from the MGA shop manual, the other is a picture of the assembled front suspension from the TD shop manual. For this purpose, however, the TD/TF, MGA and MGB are basically the same. The bushings to be replaced are the four inner suspension pivot bushings (58). Each pair of these bushings is replaced by a single V8 bushing. The original bushings are made of a fairly soft rubber, whereas the V8 bushings are a hard rubber with a steel tube in the center. The installation procedure for one side is as follows.

1. Jack up the front of the car and place jack stands under the frame behind the front suspension. Remove the front wheels (slacken the lug nuts while the wheels are on the ground) and lower the car onto the jack stands. The front suspension is now "hanging" with the upper link (3) resting on the rebound buffer (66). Preferably have the car up high enough so that the lower suspension member is 12 to 18 inches off the ground.
2. Place a jack under the spring pan (33) of the lower suspension member, and raise the jack until it is just supporting the suspension. Loosen by two or three turns the four nuts and bolts (35/36/37) securing the arms (34) to the pan (33). Remove the cotter pins from the two nuts (60), at

each end of the pivot (54). Remove the two nuts (60) and the washers (59).

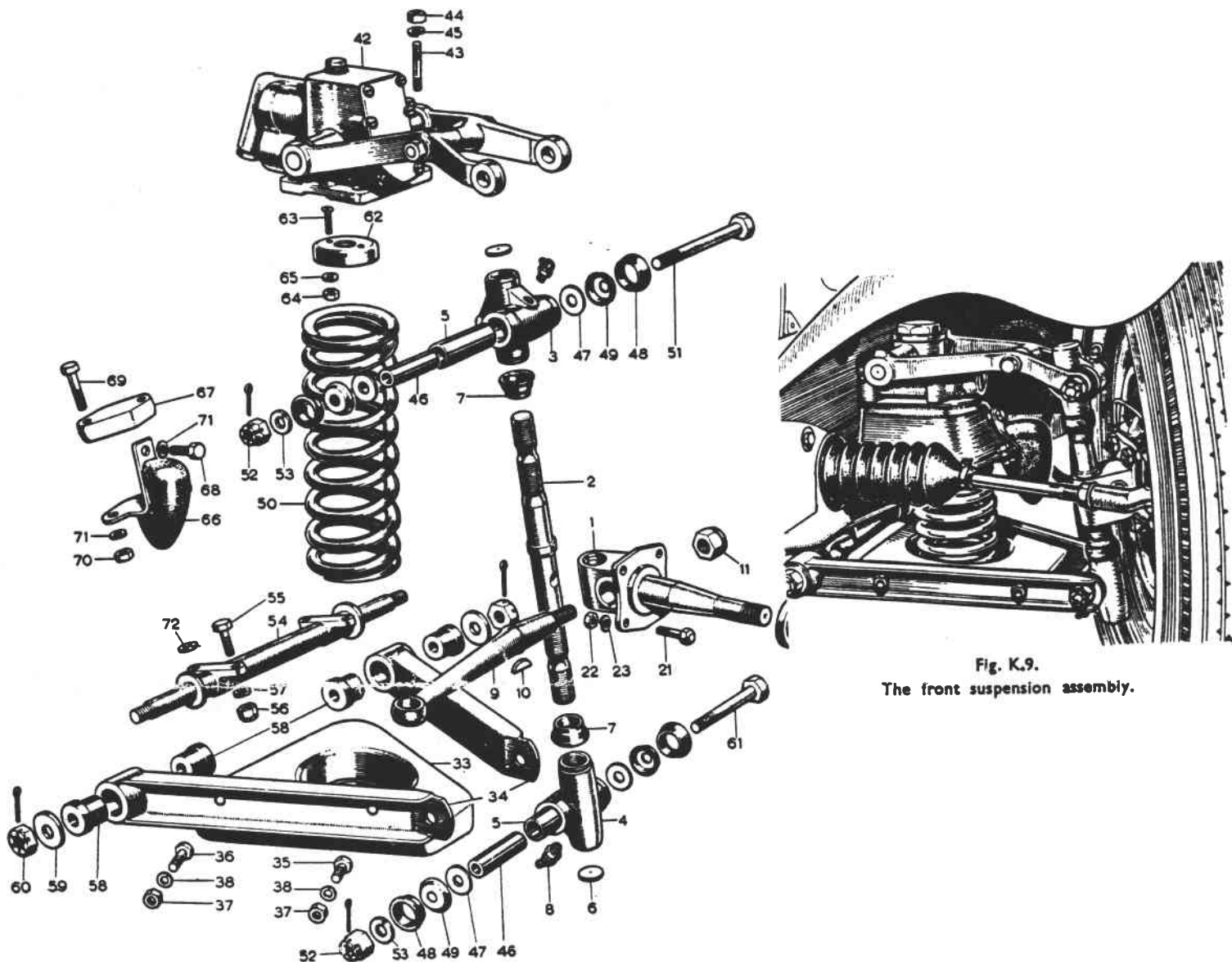


Fig. K.9.
The front suspension assembly.

3. Remove the nut (52); it may have a cotter pin or it may be a lock-nut. Remove the lock washer (53) and tap out the bolt (61). Slowly lower the jack under the spring pan. You don't need a spring compressor, and nothing will fly apart under the pressure of the spring. As you lower the jack, the arms (34) will drop away from the lower link (4) and the remainder of the suspension will be left "hanging" and resting on the rebound buffer (66). The seals (48), seal supports (49) and thrust washers (47) may drop off the ends of the link. Be sure to replace them correctly before reassembly. When the lower suspension member is lowered down to about a 45 degree angle, all of the compression will be out of the spring and you can remove the jack.
4. With the jack removed, pull the lower member down further until you can remove the spring. Completely separate the spring pan (33) from the arms (34) by completely removing the four nuts and bolts (35/36/37). Remove the two arms (34) from the ends of the pivot (54), and remove the old bushings (56). That completes the necessary disassembly.

5. Examine the ends of the pivot (54) and the insides of the ends of the arms (34). Clean off any rust or rough spots with emery cloth. Press one V8 bushing into the ends of each of the arms (34). I find a little silicon brake fluid smeared on the outside of the bushing and the inside of the arm helps to ease the bushings into the arms. I also press the bushings in using a 4 inch vise, with a large socket wrench to support the arm so that the bushing can be pressed in until it is symmetrical within the end of the arm. The bushings are quite a tight fit in the end of the arms, and will have to be pressed in. Bashing the bushing in with a big hammer will destroy it! So before you start the job, be sure that you have some way of pressing the bushings into the arm, such as a vise that will open at least 4 inches.
6. With the bushings installed in the arms, place the ends of the arms (34) over the ends of the pivot (54) and install the two washers (59) and two nuts (60). Leave the nuts loose by about two turns. Install the spring pan (33) between the arms using the four nuts and bolts (35/36/37). Leave these nuts and bolts loose by about two turns. At this point, they will not pull the arms up tight against the pan. Push the top end of the spring up into the housing and raise the lower suspension member by hand until the bottom of the spring engages correctly with the spring pan. Place a jack under the spring pan and raise the jack to begin to compress the spring.
7. Keep raising the lower suspension member with the jack until bolt (61) can be inserted through the arms (34) and the lower link (4). Be sure that the seals (48), seal supports (49) and thrust washers (47) are correctly in place on the ends of the link. Install the nut (52) and lock washer (53) on the end of the bolt (61), but leave the nut loose by about two turns.
6. Continue to raise the jack under the spring pan until the lower suspension member is in its normal position (about horizontal), and until the chassis is just about to lift off the jack stand. With the suspension in this position, fully tighten the two nuts (60) and the nut (52). Fully tighten the four nuts and bolts (35/36/37). Put new cotter pins into the nuts that require them, lower the jack, and re-assembly for that side is complete.

Repeat the above process for the suspension on the other side. Replace the front wheels. Lower the car to the ground, and the job is done.

As you can see, it is not too difficult or complicated. Notice that nothing is tightened until the suspension is under normal static load. The bushings do not rotate on the end of the pivots. When everything is tight, the inner tubes of the bushings are clamped firmly on the pivot, and the rubber part of the bushings is expanded in the ends of the arms. As the suspension moves up and down, the rubber in the bushings flexes. If the bushings are not clamped in the static position, they may be required to flex beyond their limit in one direction, which will subsequently cause premature failure.

British Car Day

Twelfth Annual Meet

Sponsored By the Chesapeake Chapter of the New England MG "T" Register
SUNDAY, JUNE 25, 1989 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.

CAR ENTRANT:

Car classes will be based on number preregistered by June 8th. Preregistration by June 8 is \$7.00. After June 8 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.

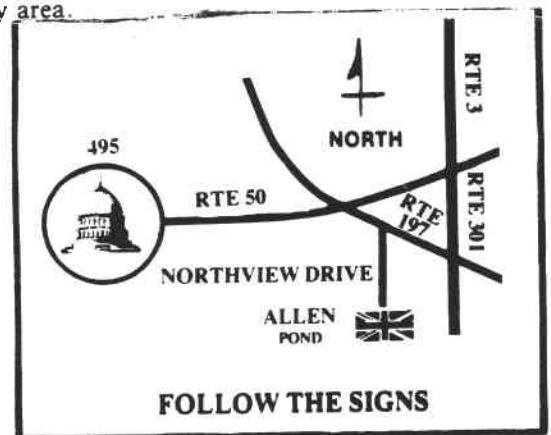
SPECTATORS:

\$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.



ONE CLASSIFICATION PER FORM

Mail before JUNE 8 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) 948-8269

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 _____

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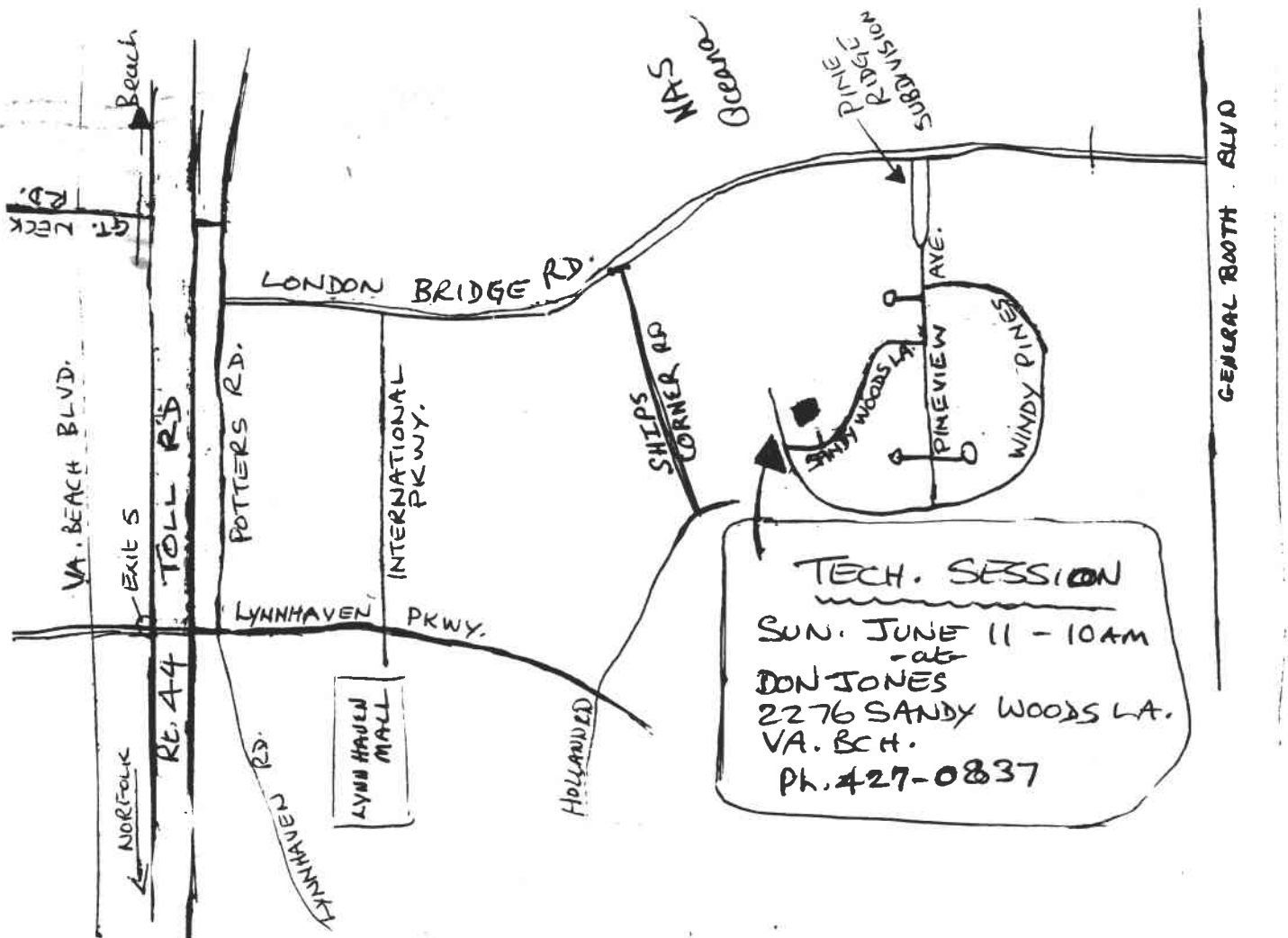
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CLASSIFICATION:	PRE-REG.
<input type="checkbox"/> CAR ENTRANT	\$7.00
<input type="checkbox"/> CAR PARTS VENDOR	\$16.00
<input type="checkbox"/> ANTIQUE VENDOR	\$16.00
<input type="checkbox"/> FLEA MARKET VENDOR	\$16.00
<input type="checkbox"/> CAR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

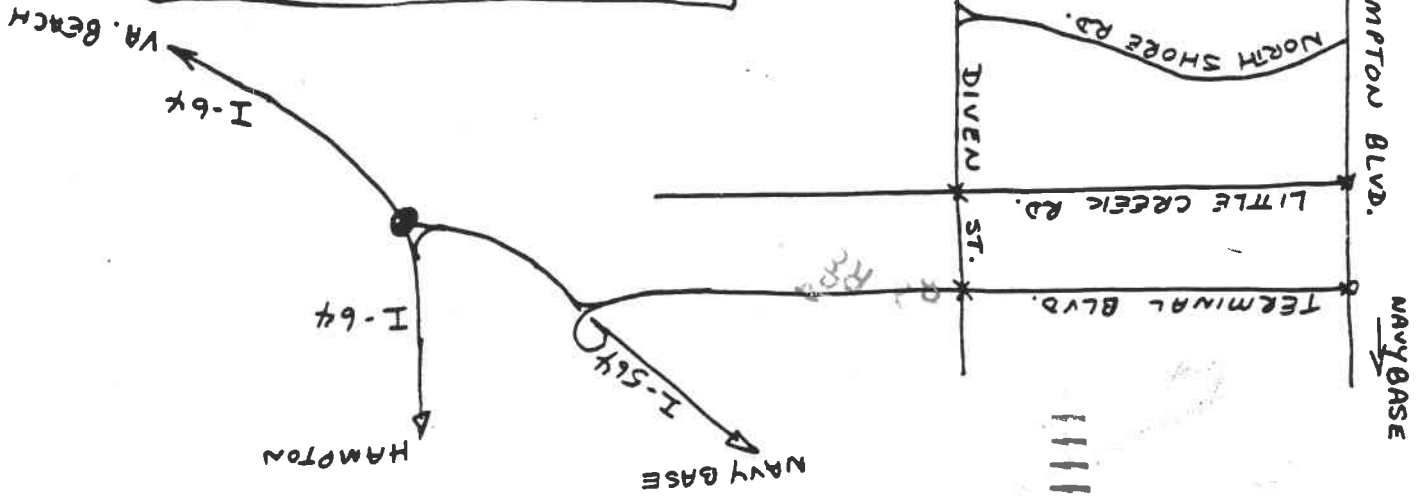
EVENTS & ACTIVITIES

- JUNE 6 (Tue) MEETING at Ira and Mary Cantin's: 7:30 p.m. (see map on back)
- 11 (Sun) TECH. SESSION at Don Jones': 10 a.m. 'til... (see map)
- 11 * 12th Annual BRITISH CAR DAY, SOUTH - see flyer and registration form in May issue.
- 25 (Sun) * BRITISH CAR DAY, Bowie, Md. - See Registration and flyer in this issue. This is the largest car-show of its kind in the country and for those members who have never been to it, you will find it quite interesting. Also, the parts flea-market is usually quite extensive and MOSS and ABINGDON SPARES usually are represented too.
- 21 - 25 * T-REGISTER G.O.F., Nashua, NH. (See Register chairman for details)
- JULY 5 (Wed) MEETING at Butch Ballback's home - 7:30 p.m.
- 19 - 23 *G.T.-14, Indianapolis - MGA Register event
- 30 (Sun) ANNUAL POOL PARTY - Mel & Judy Baker's. Bring swimsuit and something to cook on grill - salads 'n fixin's provided - and your favorite libation.

* Activities of other Clubs and Registers to which we are invited.



JUNE Meetings
 Tuesday, June 6th
 7:30 PM
 IRA & MARY CANTIN
 7418 CHIPPING ROAD.
 NORFOLK
 423-4546



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



FIRST CLASS