

THE TIDEWATER MG T CLASSICS

THE DIPSTICK



October, 1989

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

Secretary Tom Lund
Treasurer Frank Benson

Editor Chris Holcomb

Marque Time:

Thanks to Tom and Jeanne Lund for hosting the September meeting. We had one of our largest turnouts of both members and MG cars. Jeanne's fantastic buffet with a decorated MG cake was even more spectacular than last year. Jeanne's visiting mother from Baton Rouge assisted.

Our congratulations to Fred Emig and the Richmond MG club for sponsoring another very successful British Car Day. We're particularly proud of our local members who brought home honors from a record field of competitors. (Details to follow.)

The October meeting will include a vote on officers nominated for the next year. We'll also discuss the club's annual pig roast and travel plans for the Waynesboro car show. Til then stay

Safety fast,

Dave



DEADLINE FOR NOVEMBER DIPSTICK
MONDAY, OCTOBER 23, 1989

MG Meeting
September 6, 1989

We had Mr. Bob Miller who owns a 1977 MGB present as a guest. Mr. Ken Klein who owns a 1975 "B" & Mr. Charles Edwards who owns a 1977 "B" are new members.

Treasurers report - We had a beginning balance of \$1,205.47, income of \$225.00, expenses of \$425.91 for an ending balance of \$1,004.56.

Spares report - Robert Davis brought in a veneered dash piece to show the good job that can be done in refinishing wood parts. If you are restoring any wood pieces see Robert.

Activities report - Next months meeting will be held at Bob & Kay Bell's instead of Don Jones home. Richmond British Car Day is September 10, A Mystery Driving Tour will be held September 24 - Notify Dave & Joan Bowling so they can make reservations. It will cost \$10.00-\$12.00 per person. A pig roast in October at The Holcomb's.

Membership report - Bob Miller has decided to join. Ken Klein & Michael Field are new members and Kay Bell & Jim Villers joined just recently. Welcome to all of you.

Newsletter - The Newsletter deadline is September 25, 1989.

Technical Report - There is a report in the newsletter. It's nice to see so many MG's outside tonight.

Regalia - All of our finery is set up in the living room so see me after the meeting.

Old Business - Those who wish to convoy to the Richmond British Car Day event meet at the Willoughby Holiday Inn at 8:00 A.M.

New Business - The Nominating Committee developed the following slate of officers. President - Dave Bowling, Vice President - Butch Ballback, Secretary - Jim Jackson and Treasurer - Frank Benson. Bob Bell moved the nominations be accepted and Jennifer Ash moved they be closed. We will vote on the nominations at the October meeting.

Marque Time - Robert Davis's Magnette is on the road & the air works great. Ron Henry, vacationing from England, worked constantly on Roberts Magnette and Mike West's car. What a vacation. Chris Holcomb was asking for some assistance on spot welding. He was referred to Dan Boswell. Peggy Bradford needs to find a home for the club sewing machine. Joan Hauger was asking advice on a problem of her "B-GT" engine losing power at speed and she pulls over, goes back to idle & goes again for awhile. The consensus was Carb problems. Paul Spears sold his top & Susan Bond has some wiper arms for sale.

The raffle was won by Bob Bell and the meeting was adjourned.

Those in attendance were: Peggy Bradford (52 TD), Andy Wallach & Cynthia Faschini, Faye & Robert Davis (58 ZB Varitone Magnette), Joan & Dave Bowling, Janet & John Wessel, Ken Klein (75 B), Ira Cantin (47 TC), Jim Villers (55 TF), Butch Ballback, Don Jones, Charles Edwards (77 MGB), Bill Keeler (52 TD), Mike & Jennifer Ash (55 TF), Frank Benson, Bob Miller (77 B), Paul Spears (72 BGT), Susan Bond (72 BGT), Jim Jackson (71 MG Midget), Vince Groover (66 BGT), Craig Barber, Dan Boone (72 Midget), Bob Bell (60 MGA), Joan Hauger (70 BGT) and Tom & Jeanne Lund.

UP-COMING EVENTS

- Oct. 3 (Tue) MONTHLY MEETING - at the home of BOB & KAY BELL: kick tyres at 7:30, meeting at 8:00 (see map for directions). Election of officers will take place at this meeting - see the minutes for slate.
- 22 (Sun) ANNUAL PIG ROAST - at the HOLCOMB RANCH (see flyer for time, cost, directions, and other details). This is the event we've all been waiting for!
- Nov. 1 (Wed) MONTHLY MEETING - at Don & Claudia Jones'
19 (Sun) TECH SESSION - at the new Garagatorium (we hope!) of Sue & Terry Bond. (See next month's Dipstick for details of these events).



MEMBERSHIP NEWS

We welcome four new members to the club, two of whom attended the last meeting, and two we hope to meet soon. Please add their names to your new rosters; they are:

CHARLES & KATHRYN EDWARDS 4339 Hialeah Drive Va. Beach, Va. 23464 '77 MGB	495-8110-h 490-2600-w
MIKE FIELD 786 Suffolk Lane Va. Beach, Va. 23452 '73 MGB	463-4356 444-2875
KEN & CAROLYN KLEIN 114 Meredith Way Newport News, Va. 23606 '75 MGB	930-8507 878-4281
BOB & JUDY MILLER 5448 Mt. Jackson Ct. Va. Beach, Va. 23462 '77 MGB	497-2214 497-9631



We saw Charles at British Car Day, in Richmond, as well as Ken and Carolyn. Charles has a lovely MGB that he has converted to look like a very early one. Ken polished-up his car to attend his first meeting, then got caught and delayed by tunnel-cleaning on the way home; not only did he have to explain to Carolyn why he was late home, he had to wash his car to remove all the crud that dripped on him when he finally got into the tunnel!

Just a thought; now that we have several members (and a couple or prospective members, too) over the water, let's see if we can have a couple of meetings on the Peninsula next year. PLEASE VOLUNTEER WHEN THE TIME COMES!

EVENTS & ACTIVITIES

BRITISH CAR DAY in RICHMOND - by Mike Ash

Those of you who missed the British Car Day in Maymont Park, Richmond, missed an outstanding event. It was held on Sunday, 10th of September and, as usual the weather was sunny and hot. However, there is quite a bit of shade in the park, so we managed to survive the heat. The show was the biggest ever, 192 cars registered. The members of the Richmond MG club, The Central Virginia MG Classics, did an excellent job of organizing such a large event. We had quite a contingent drive up from the beach, most travelling as a group. I probably cannot remember everyone from our club who was there, but here goes: Ira Cantin in his TC, Bob and Kay Bell in their MGA, Sue and Lindsay Bond in the MGB-GT, Robert and Faye Davis in the ZB Magnette, Jim Newman in his MGB, Paul Speakes in his MGB, and Jennifer and I with the TF. I've probably missed someone, but my memory has trouble going back two weeks! A few of our out-of-town members were there as well - Ron and Rosemary Eaton from Vienna with their MGA, Fred and Nancy Emig from Richmond with their TD, Bill and Cindy Gibbs from Williamsburg with their MGB, George Perry from Colonial Heights with his TD, Len and Alice Sargeant from Charleston, W.Va., with their TD, and Tony Perino with his Austin Healey.

Jennifer and I went up on Saturday to join the Eatons and stay overnight with the Emigs. We went with the Richmond club to an "English Pub" on Saturday night where we had some good English beer, some mediocre English food and some excellent MG company. A group from the North Carolina MG car club were there as well, so a good time was had by all! Our club, mainly thanks to the out-of-town members, managed a few awards at the show. Tony Perino had an honorable mention for his Healey, Len Sargeant took second in the T-series with his TD and George Perry's TD had an honorable mention in the same class, and in the MGB class, Jim Newman was first and Bill and Cindy Gibbs were second.

A great show and a great time. Don't miss it next year!

Mystery Tour/Drive-out



This event was held on the first cool, clear, beautiful, fall Sunday afternoon. About 24 of us met at the Fairfield Shopping Center and motored in a loose caravan through Portsmouth, Driver, Chuckatuck and Smithfield to tour Bacon's Castle. Then, just as Jennifer and Joan planned it, we stopped for a great late lunch at Smithfield Station.

Quote of the week from a nameless member who couldn't attend: "My car isn't running. I think I have fuel pump problems. But the last time I took it out, it sure looked great behind the wrecker."

REGISTER ADDRESSES

The Tidewater MG Classics is an affiliate of the National Registers of MG T, A, B, and C series cars. The addresses below will help members (new and old) register their cars.

MGB and Midget American MGB Association
P.O. Box 11401
Chicago, Ill. 60611

MGA North American MGA Register
Jack Kurkowski
76 Blossom Lane
 Mooresville, Ind 46158

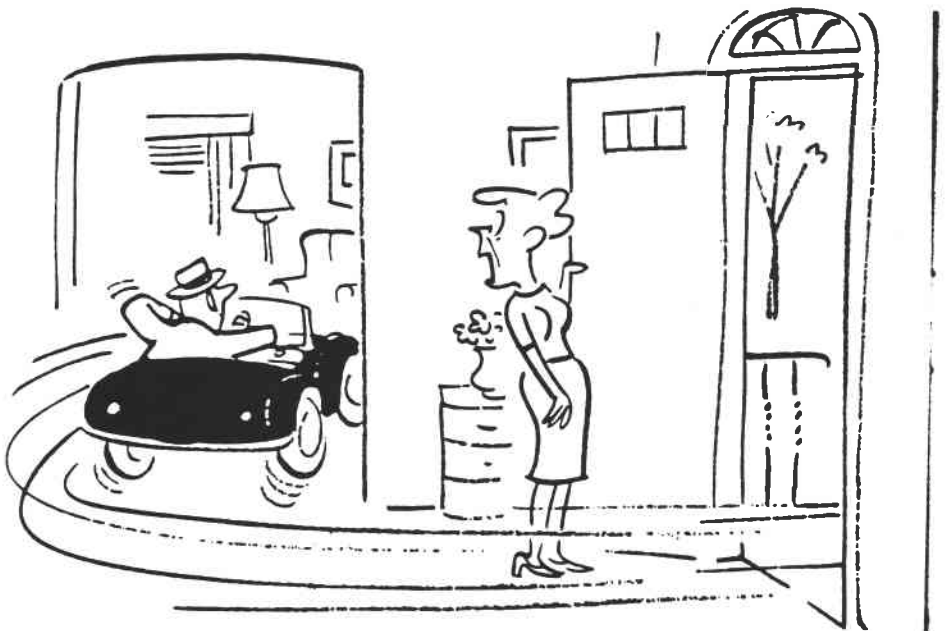
MGT The New England MGT Register
Drawer 220
Oneonta, NY 13820

MGC American MGC Register
P.O. Box 2816
Setauket, NY 11733

MG Owners Club MG Owners Club
2/4 Station Rd.
Swavesey, Cambridgeshire
England CB4 5QJ

**ELECTION OF OFFICERS WILL BE HELD AT THE OCTOBER MEETING.
THE SLATE IS PUBLISHED IN THE MINUTES OF SEPTEMBER'S MEETING. COME
SHOW YOUR SUPPORT!**

"You bought a WHAT...!?"



THE MG COOLING SYSTEM PRIMER

by Jerry Felper

from OCTAGON TOPICS, Vol. 15, No. 9, newsletter of the Classic MG Club of Southern California

The purpose of this article is to explain the cooling system used in the pre-1956 MGs and how to avoid cooling problems. The article is written for the semi-technical owner who does his own maintenance.

The MG cooling system is made up of five parts: the engine which generates the heat, the radiator which removes the heat, the water pump which circulates the coolant, the fan which draws air through the radiator and the thermostat which restricts the coolant flow as a function of temperature. There are a few deficiencies in the system which should be pointed out: the fan is mounted too far from the radiator which causes poor air flow, MGs like all British cars were not designed to operate in hot climates and the cars built before the TF have non-pressurized systems which have lower boiling points than the pressurized systems. Even with these problems there is no reason why any MG in reasonable condition cannot be operated at over 90 degree F.

We will now look at each part of the system and examine how they work:

ENGINE: The engine is where the heat is generated which is proportional to the power output. Very interesting, if the engine is generating less power the cooling requirement is reduced. The coolant is circulated through the engine to pick up heat. If the internal surfaces of the water jacket and the little passage ways are all corroded, less heat is picked up. Also, if the coolant moves through the engine too fast, less heat will be removed. This may be a good place to talk about coolants, so we will. Water is the best coolant but it does require some conditioning. First, it should not be hard since hard water contains lime and other minerals which will coat the water passages. Distilled water has a problem; it causes rapid oxidation and needs chemical additives. There are two additives that work well. One is water soluble oil and the other is Prestone II antifreeze. The antifreeze has a few advantages since it has a higher boiling point than water and has other additives which neutralize acid and lubricates. The highest recommended concentration is 50% since antifreeze does not cool as well as water. All coolant should be changed yearly.

RADIATOR: The radiators used on MGs are made of brass and copper which are both very good conductors of heat. Modern cars use aluminum which is cheaper but has other problems like being non-repairable. The radiator is painted black for better radiation of heat and should not be polished, which looks so nice. Internally the radiator is made up of a series of small tubes with fins welded to them. The tubes do get filled with all sorts of garbage as the radiator gets old and the cooling efficiency is reduced. If the coolant is changed yearly and the system flushed, there is no reason why the radiator should not last indefinitely.

MGA radiators fall apart after five years no matter what you do. The fins disconnect from the tubes and fall off.

WATER PUMP: The water pump is driven by the fan belt and pumps coolant through the system. Since it has moving parts it will wear out in time. Normally the seals go first causing leaking around the shaft. All the internal parts for the pumps are available and therefore they can be overhauled. The new brass pumps are much better than the old type. The seals are better and there are more blades on the impeller for greater flow. There are two types of old pumps: the early type which has a very poor seal technique and the later type with an improved seal. Over lubrication is common on the old pumps which spatters grease all over the front of the engine. Later MG pumps don't have grease fittings probably for that reason.

FAN: The fan is made to suck air through the radiator removing heat. The fans used on the MGs do a very poor job for a number of reasons. The fan is mounted too far from the radiator and the fan has resonances which causes the blades to break with use. The fan is useful only at low speeds since air is forced through the radiator with good volume when the car is moving fast. There is a problem at both ends; at low speeds the fan is not very efficient and at high speeds where the power output is high, the fan is not doing anything except using horsepower that could be applied to the rear wheels. Hill climbing is the worst. The power output is the highest and the air flow is the lowest. **OVERHEATING TIME** The fan blades are so bad that you could mount them backwards and hardly tell the difference in cooling at most speeds. When climbing hills the best thing to do is slow down a little so that the power needed is reduced but where the forced air flow is enough to maintain a reasonable temperature. If you stop when the temperature is rising it will continue to rise since the water flow has stopped and the heat in the engine must be dissipated. What is needed is a shroud around the fan or move the fan closer to the radiator or take the fan off and add an electric fan in front of the radiator, which Charles Bledsoe did with good results, or drive slower especially up hills on hot days.

THERMOSTAT The thermostat is important since it not only reduces the coolant flow when the engine is cold but also when hot to allow the maximum cooling to take place. The original thermostats, in the pre TF cars, were built into the housing in such a way that the bypass hose was blocked when the thermostat opened. This causes all the coolant to flow through the engine. Many MGs have the bypass hoses blocked. This may help if a replacement thermostat is used in the old housing but I am not sure how much.

To summarize, I would have to say that the T series MG cooling system is not that bad as long as it is maintained and that not too much power is asked for in hot weather, but it certainly could be improved. If only the MG Car Company engineers were allowed to drive around California for only one day at the time they were designing the T series.

Taken from "mgtalk" - the newsletter of the Southeastern MG T Register, Ltd.

BRING THE KIDS
AND THE



TO THE TIDEWATER
MG CLASSICS'...



ANNUAL PIG PICKIN'

SUNDAY OCTOBER 22, 1989

THE FUN STARTS AT 1:30 P.M.

ALL THE FOOD AND FIXIN'S PROVIDED

JUST BRING YOUR FAVORITE BEVERAGE,
AN APPETITE, AND A LAWN CHAIR.

\$5.00 ADULTS \$2.50 KIDS UNDER 12

HOSTED BY:

CHRIS AND SHELLEY HOLCOMB

601 HEAD OF RIVER ROAD
CHESAPEAKE, VA

RSVP

PLEASE CALL JENNIFER 4950307
OR CHRIS AND SHELLEY 421-9252
BY OCT. 15 SO WE CAN PLAN
FOR A BIG TURN OUT !!



SPECIAL PARKING FOR
MGs. LETS SEE LOTS
OF THEM.

COULD BE A PHOTO OPPORTUNITY.

NOTE TO OUT-OF-TOWN MEMBERS:
THIS EVENT IS WORTH THE DRIVE.

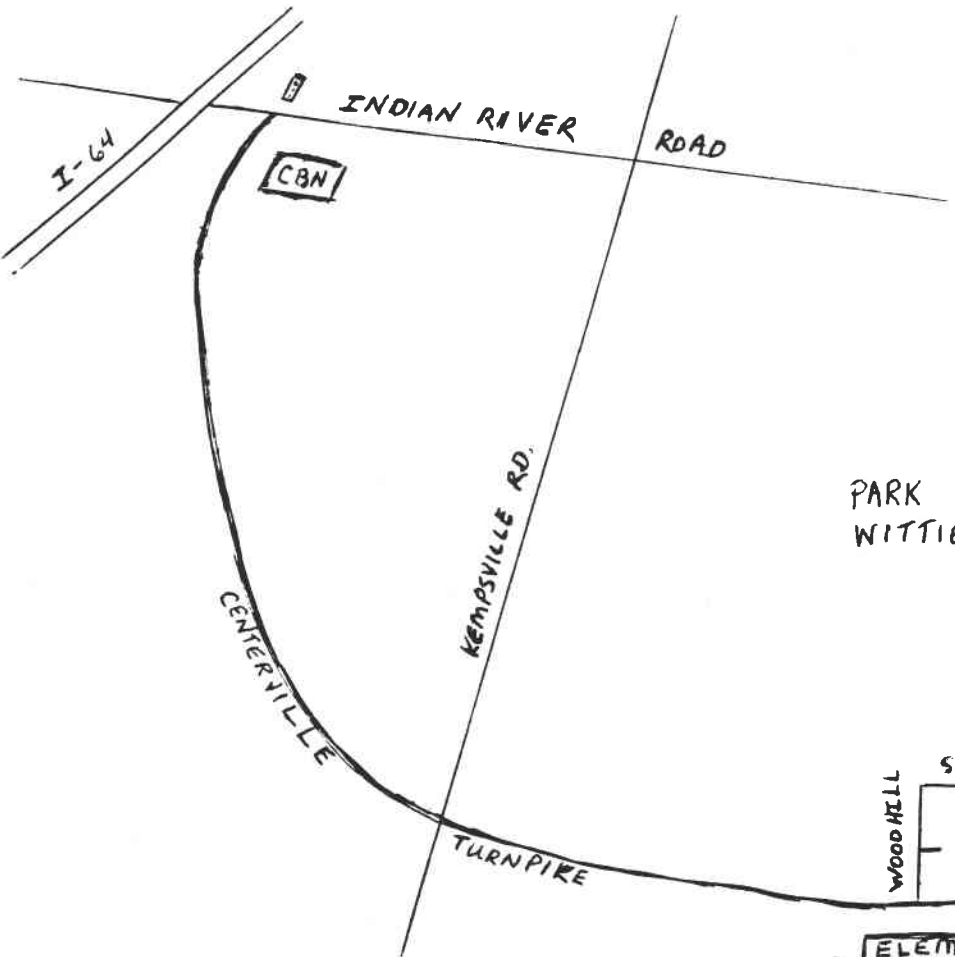
RAIN OR SHINE !!

OCTOBER MEETING:

TUESDAY OCT 3, 1989
7:30 P.M.

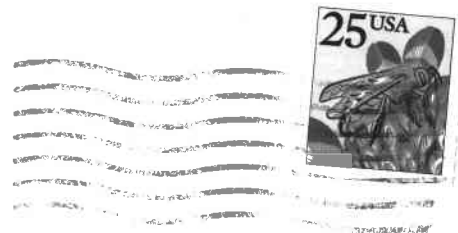
HOSTED BY:

BOB AND KAY BELL
5185 WITTIE CIR
VIRGINIA BEACH
479-2123



PARK IN CENTER OF
WITTIE CIRCLE.

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



FIRST CLASS

