

THE TIDEWATER MG T CLASSICS

# THE DIPSTICK



PRESIDENT.....Bill Keeler

SECRETARY.....Bob Miller

VICE PRESIDENT..Susan Bond

TREASURER.....Jim Villers

EDITOR....Chris Holcomb

Marque Time:

Thanks to Dave and Joan Bowling for their hospitality at the November meeting. Also, thanks to Terry, Sue and Ken Bond for hosting the November Tech Session. Both of these events were well attended, and we were pleased to see several guests. At the meeting, Dave was recognized for his dedicated service as President. Thanks again for an outstanding job, and the time spent in preparing me for this year.

I am looking forward to serving you in 1991 and can not over emphasize the need and importance of participation from every member. Put your mind in gear, even if it is not synchronized, and present your ideas to the club. If you attend a car event, write about it. If you learn something from a repair that could benefit others, write about it. If you want to help, if you want to be involved; let it be known, contact a committee chairperson. If you want to put a water pump on, call someone else.

Libby and I am looking forward to seeing everyone at the Christmas party at our house. Call to let her know your specialty and be there 7:00 p.m., December 8, 1990.

Safety Fast,

Bill Keeler



## COMMITTEES

ACTIVITIES: Peggy Bradford

REGALIA: Sue Bond

NEWS LETTER: Chris Holcomb

SPARES: Robert Davis

MEMBERSHIP: Chuck Edwards

PUBLICITY: Peggy Bradford

TECHNICAL: Mike Ash

TELEPHONE: Jim Villers

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No Dipstick in January

January meeting - January 2, 1991

Deadline for February Dipstick - Monday, Jan. 28, 1991

MINUTES OF THE MG T CLASSICS MEETING HELD NOVEMBER 6, 1990

The meeting was called to order by Bill Keeler, incoming President at 8:05 pm. Thanks were expressed to Dave and Joan Bowling, our hosts for the meeting. Tracy Nabors, Frank Linse, George Ulrich and Julia Colver were welcomed as guests.

The minutes of the last meeting were read and approved.

Treasurers Report - The opening balance was \$2,290.03 with \$29.00 collected from the raffle. Printing expenses were \$76.50 and the pig roast costs totaled \$282.27 with a current balance of \$1,960.26.

Activities - Jennifer, the outgoing chairperson, reminded everyone that the next tech session will be at the Bonds and that the Holiday Party will be on December 8th at Bill and Libby Keeler. The next meeting will be on January 2nd at the Wessels. Peggy Bradford is the new committee chairperson.

Membership - Craig, outgoing chairman, informed those present that the updated rosters will be distributed at the Holiday Party and the January meeting. Chuck Edwards, new committee chairperson, will be developing a member survey and a new member contact program. The membership committee would like one representative for each type.

Newsletter - Chris apologized for the delay in the newsletter. It was held-up at the printers.

Technical - Mike Ash agreed to continue serving in his current capacity. He invited everyone to submit "Fix it" articles to Chris for the newsletter.

Regalia - Sue Bond now has the inventory.

Spare - Robert Davis still has tube shock conversion kits available, and early MG tune-up kits. He talked about lockwashers for the tabs on the steering rack ball joints.

Reports From Clubs - Mike read a letter from the leadership of AMGBA in response to criticism directed toward it.

Telephone Committee - Volunteers are needed to staff this committee.

Old Business - The Pig Roast was a success and just about broke even. Discussed the possibility of building our own pig cooker.

New Business - University Motors is sponsoring a course on MG repair on February 8th - 10th. Everyone was reminded of the upcoming Christmas Party.

Dave Bowling was presented with a plaque in appreciation for his outstanding job as President for the 1989-90 year.

Raffle Drawing - The raffle was won by one of our guests, George Ulrich.

The meeting was adjourned.

Respectfully submitted,

*Bob Miller*

Bob Miller, Secretary

## NOVEMBER TECH SESSION

It wasn't quite as cold this year, but coffee was still the most popular drink at our November tech session. Ken and I decided to work on our cars when no one else arrived by 10. Mike and Jennifer Ash arrived soon after in the TF but were definately NOT dressed for working under a bonnet. . . Butch Ballback drove his TD, complete with antifreeze can gas tank, and pulled it into the barn, only to find a puddle under it. Rear freeze plug. Best solution is to pull the engine. We supplied him with a hoist and delivery service so we know what he'll be doing the next few weeks. Chuck Edwards showed us the rally computer in his white B and outlined plans for a rally he wants to do next year. Knowing this group, he'd better conduct a rally school and start us in first grade. Jim Villiers and son drove the blue B and we tried to solve his AC problems - didn't make much progress, but we have all winter to work on it. Frank Linse brought his very clean \$400 B-I'm sure it didn't look or run that nice when he brought it. Didn't seem to do anything to it, but he generously helped me track down some lighting problems so I could get my GT through inspection. Bridgette and Steve Sassa drove a nice looking Midget in. Paul Thiergardt came in modern iron but helped Dave Bowling and Bill Keeler find the lighting problems in Tracy Nabors TD. Dave and Bill had brought their TD's and kept diving head first under the dash to see how Tracey's was supposed to be but apparently wasn't. Joan Hauger replaced the handbrake cable in her GT, and was still here when I came back from delivering the hoist. Sure helps to have another car to look at when doing something like that. That's why we have 2 GT's.

See you all next year! Susan Bond

## **British cars in Virginia**

**By Charles D. Edmonson**

British cars traveled to Richmond, Va., for the sixth annual British Car Day on Sept. 23. Sponsored by the Central Virginia MG Classics chapter of the New England MG T Register, the annual event was held for the first time this year on the grounds of historic Evelynton Plantation, located in Charles City County midway between Richmond and Williamsburg, Va.'s colonial capital.

The new location met with great success, and meet organizer Fred Emig reported a 10 percent increase in entrants with total entries at 218.

The oldest vehicle in the show was Terry Bond's 1912 Triumph single-cylinder, 500cc, belt-driven motorcycle. Bond purchased the motorcycle in Scotland in 1982 and restoration took three years. Bond spent most of the day beside his Antique Automobile Club of America Senior national first place winner discussing the gas lighting system and the restora-

tion process to a constantly changing and interested crowd.

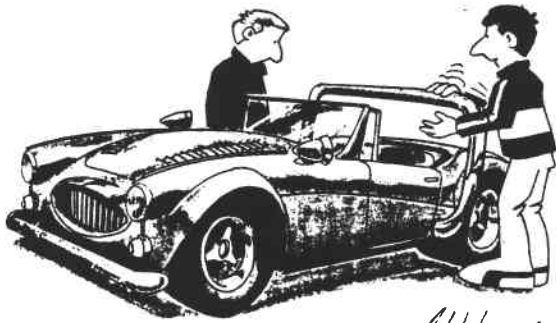
Bruce Woodson's 1924 four-door 20-hp Rolls-Royce touring also attracted quite a crowd.

Jim Suter's 1955 MG TF 1500 was one of four of this interesting, rare (only 3,400 TF 1500s were built) and perhaps most desirable T-series model.

Scott Berryman's 1980 Triumph TR 9 convertible was surrounded with numerous first place awards, and admirers were surprised to note it had been driven over 80,000 miles.

Again this year, Tyndall Bacon's gleaming black 1947 MG TC won best of show, and Bill and Terri Green's recently restored 1954 Metropolitan convertible continued its winning ways by receiving the special Evelynton award.

← This article appeared in Old Cars magazine.



© Workman  
 "Most rollbars don't afford the protection I was looking for. This baby not only protects the driver, but the car as well."

An MG Midget pulled alongside a Rolls-Royce at a traffic light. "Do you have a car phone?" its driver asked the guy in the Rolls.

"Of course I do," replied the haughty deluxe-car driver.

"Well, do you have a fax machine?"

The driver in the Rolls sighed. "I have that too."

"Then do you have a double bed in the back?" the Midget driver wanted to know.

Ashen-faced, the Rolls driver sped off. That afternoon, he had a mechanic install a double bed in his auto.

A week later, the Rolls driver passes the same MG Midget, which is parked on the side of the road—back windows fogged up and steam pouring out. The arrogant driver pulls over, gets out of the Rolls and bangs on the Midget's back window until the driver sticks his head out. "I want you to know that I had a double bed installed," brags the Rolls driver.

The Midget driver is unimpressed. "You got me out of the shower to tell me that?" —Quoted by David Greason, New York Times News Service

## FRANK & TROISE

### Great Moments in Motorsports

July 19, 1992

New York City hosts the first Grand Prix to be held in a major metropolitan subway system.



### NEWS FROM THE OTHER SIDE OF THE ATLANTIC

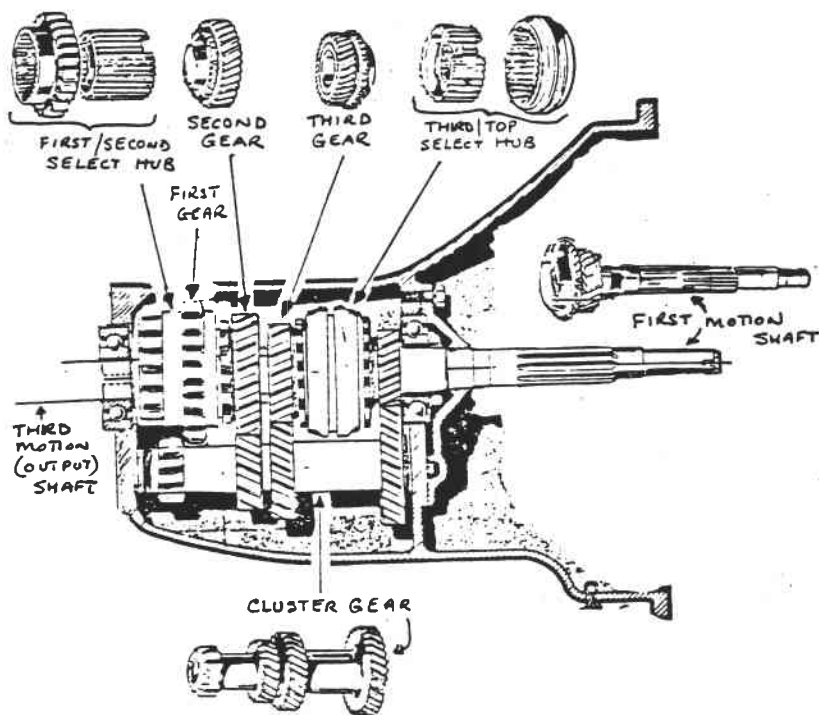
I received a letter from Anita McGrigor who has caused quite a stir around her new (old) neighborhood with a purple MGB which sports Virginia license plates. She reports that the local MG Owners Club has taken her in and with the help of a "friendly garage" her MG has measured up to Ministry of Transport standards.

Anita asks that we change the minutes of our October meeting to reflect that the MGB belongs to her not Jock. Also she points out that Jock's name is spelled incorrectly. Sorry for the mistakes - we'll fix it.

Ed

We had a Tech Session on Sunday, November 11, hosted by Sue and Terry Bond. I could not stay long for it myself, but I understand that it was quite a success. I am sure there will be a report elsewhere in this newsletter.

Last month, I started a several-part article on rebuilding MG transmissions, based on a series of articles I am writing for the MGA register newsletter. Last month's part described the basic operating principles of MG transmissions. This month, I expand on that by describing the specific operation of an MG transmission. To aid in this description, the picture shows a modified and simplified sectional diagram from the MGA workshop manual, with some added pictures of the main components from the parts diagram. The figure shows only the main transmission case and its internal components. The rear extension to the casing, through which the rear portion of the third motion shaft passes, is not shown. This picture is the same for the Magnette and early MGB 3-synchro transmission, and very similar to that of the T-series and later MGB/MGC 4-synchro transmissions.



Referring to the picture, the first motion shaft can be seen extending from the front of the main transmission case into the clutch housing. The splines shown on the first motion shaft are for the clutch disc. The first motion shaft is supported by a ball bearing at the front of the transmission case. The forward end of the first motion shaft is supported by a bushing in the end of the engine crankshaft. The helical gear (to the left of the front bearing) on the first motion shaft meshes with and drives the cluster gear in the lower part of the transmission case. To the left of the first motion shaft helical gear is the "toothed gear" that is locked to the third/top select hub when top gear is selected.

The third motion shaft is supported at the center by the ball bearing shown at the rear of the main transmission case. The front of the third motion shaft enters the rear of the first motion shaft where it is supported by a needle roller bearing, allowing the two shafts to rotate independently. The rear of the third motion shaft is supported at the rear of the transmission rear extension. This support is provided by another ball bearing for all transmissions except for the MGA 1500 and Magnette, which has a bronze bushing with the sliding drive shaft. The cluster gear rotates on an internal shaft, with two or three sets of needle roller bearings.

Placed on the third motion shaft, similar to the way they were described for the generic transmission described last month, are (in order from right to left) the third/top select hub, the third gear, the second gear, and the first/second select hub which includes the first gear. The third/top select hub consists of an inner and outer hub. The inner hub is splined to the third motion shaft. The outside of the inner hub is splined to match the inside splines of the outer hub. The inner hub is free to slide back and forth on the third splines of the outer hub. The inner hub is free to rotate on the inner hub, and the whole assembly rotates with the rotation of the third motion shaft. The diameter of the outer splines on the inner hub is the same diameter as the "toothed

gear" on the first motion shaft, and the pitch (size and spacing) of the splines is the same as the pitch of the toothed gear. When top gear is selected, the outer hub slides forward (to the right in the picture) and over the toothed gear on the first motion shaft to lock the rotation of the third motion shaft to that of the first motion shaft.

The third gear is free to rotate on the third motion shaft, driven by the meshing helical gear on the cluster gear. The third gear also includes a toothed gear adjacent to the helical gear. This toothed gear is also the same diameter and has the same pitch as the outer splines on the inner hub of the third/top select hub. When third gear is selected, the outer hub slides back and over the toothed gear on the third gear unit to lock the rotation of the third motion shaft to that of the third gear, as driven by the cluster gear. Thus the drive from the engine is transferred from the first motion shaft to the cluster gear, and on to the output shaft through the selected third gear.

In a similar manner, the first/second select hub also consists of an inner and outer hub, with the inner hub splined to the third motion shaft and the outer hub splined to the inner hub. The first gear is also part of the outer hub. Again, the inner hub is free to slide back and forth on the third motion shaft, the outer hub is free to slide on the inner hub, and the whole assembly rotates with the rotation of the third motion shaft. The second gear (to the right of the first/second select hub) is free to rotate on the third motion shaft, driven by the meshing helical gear on the cluster gear. The second gear also includes a toothed gear adjacent to the helical gear that is the same diameter and has the same pitch as the outer splines on the inner hub of the first/second select hub. When second gear is selected, the outer hub slides forward and over the toothed gear on the second gear unit to lock the rotation of the third motion shaft to that of the second gear, as driven by the cluster gear. Thus the drive from the engine is transferred from the first motion shaft to the cluster gear, and on to the output shaft through the selected second gear.

The first gear is an integral part of the outer hub of the first/second select hub. For all except for the MGB 4-synchro transmission, the first gear is a straight (not helical) cut gear, as is its corresponding counterpart on the cluster gear. When first gear is selected, the outer hub slides back and the first gear on the hub engages with its counterpart on the cluster gear. Since the hub rotation is locked to that of the output shaft, the drive from the engine is transferred from the first motion shaft to the cluster gear, and on to the output shaft through the selected first gear. For the MGB 4-synchro transmission, the first gear is another helical cut gear.

Reverse gear also operates in conjunction with the first gear components. The reverse gear is on a separate shaft (not shown) off to the side of the third motion shaft assembly and the cluster gear. When reverse gear is selected, the first/second select hub is in its neutral position, and the reverse gear is slid forward on its shaft to simultaneously mesh with both the first gear on the hub and its counterpart on the cluster gear. The drive from the engine is transferred from the first motion shaft to the cluster gear, to the reverse gear and then on to the output shaft through the first gear. Since any meshing gears rotate in opposite directions, the cluster gear rotates in the opposite direction to the engine and the first motion shaft. The reverse gear, which meshes with the cluster gear must then rotate in the same direction as the engine. Finally, the output shaft, which is meshed with the reverse gear through the first gear on the select hub, rotates in the opposite direction to the engine.

Well, I have completed my two pages, so I will defer the remainder of this discussion to the next issue.

UPCOMING ACTIVITIES

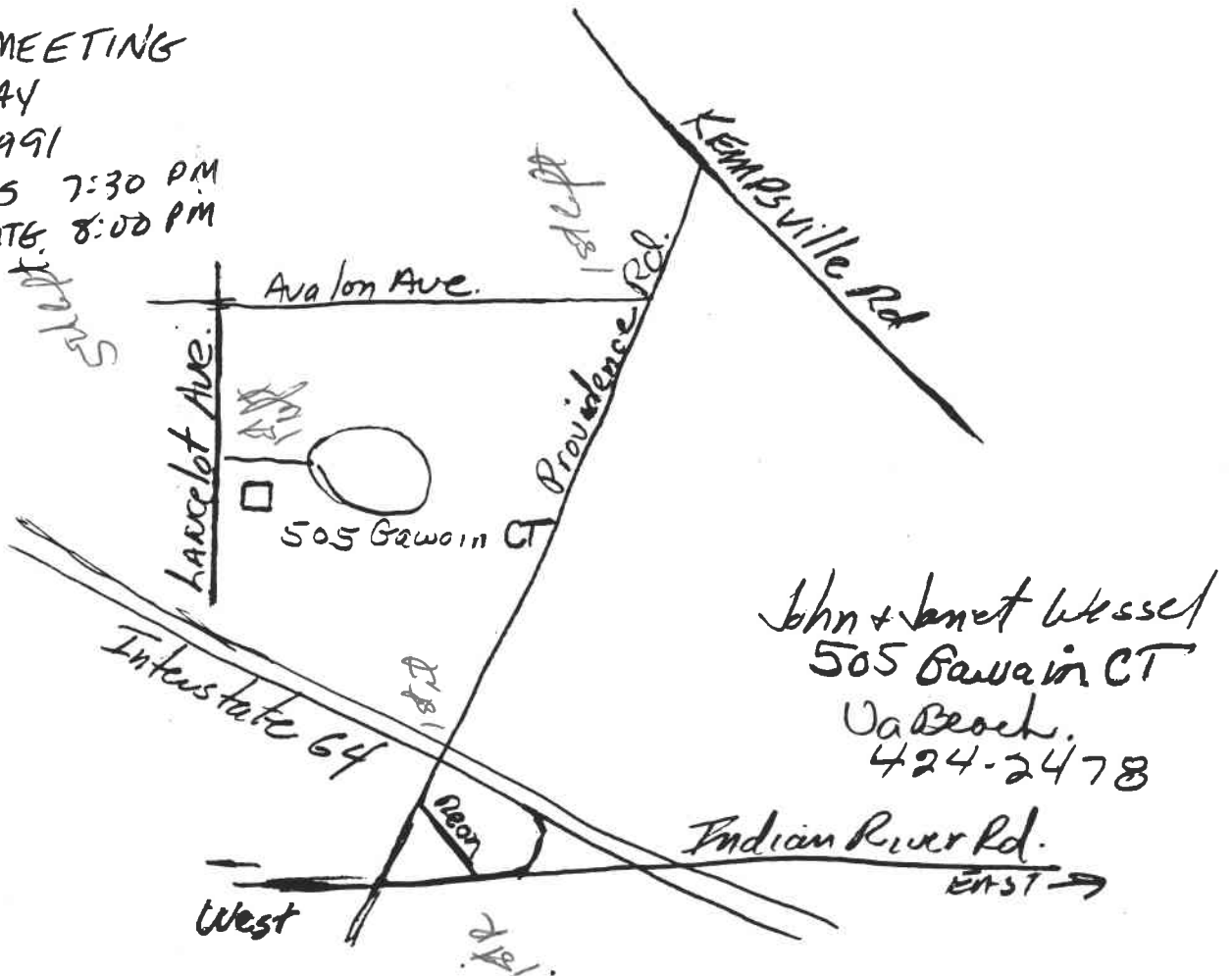
December 8 (Sat) - MG Christmas Party hosted by Bill and Libby Keeler. Please call Libby in the evenings (547-2709) to let her know what special Christmas party food you can bring. (see map)

January 2 (Wed) - Monthly meeting at the home of John and Janet Wessel. Kick Tyres: 7:30p.m. Business meeting: 8:00p.m. (see map)

This is all the activities I can find for December and January. There are a few open spaces for meetings and events on the calendar for 1991. If you have an idea for an event or wish to host a meeting, contact Peggy Bradford.

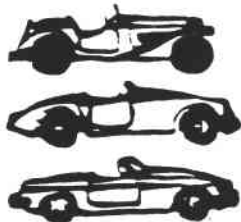
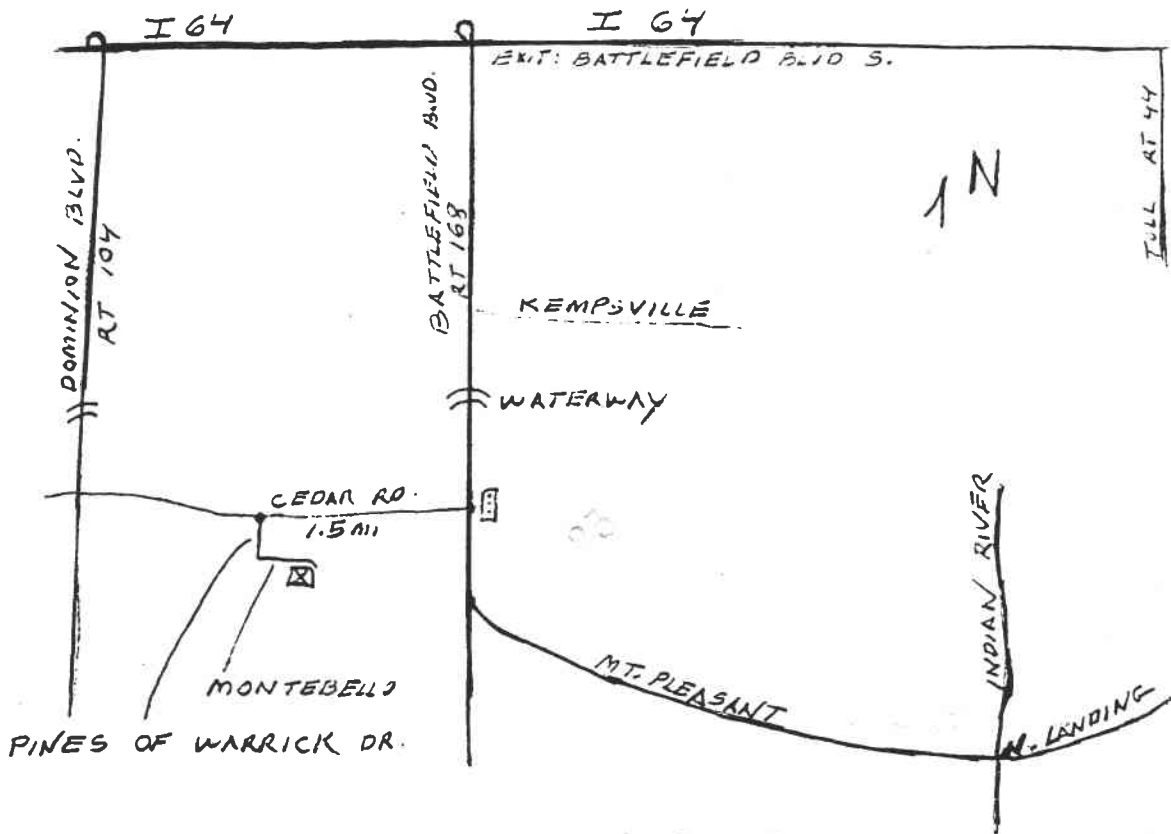
JANUARY MEETING  
WEDNESDAY

JAN. 2, 1991  
KICK TYRES 7:30 PM  
BUSINESS MTG. 8:00 PM



CHRISTMAS PARTY  
DEC. 8, 1990

BILL & LIBBY KEELER  
636 MONTEBELLO CIR.  
547-2709



FIRST CLASS