

THE TIDEWATER MG T CLASSICS

THE DIPSTICK



June 1991

PRESIDENT.....Bill Keeler

SECRETARY.....Bob Miller

VICE PRESIDENT..Susan Bond

TREASURER.....Jim Villers

EDITOR....Chris Holcomb

MARQUE TIME:

Thanks to Andy and Cynthia for hosting our May meeting. There was a large turnout of MGs in spite of the weather. If you haven't seen Andy's new garage, he has done a really nice job.

Be ready to sign up for Pete's Rally at the June meeting. Details are elsewhere in this newsletter. Pete has worked hard to provide a fun day, and if you have never participated in this type of a Rally before, this is the time. Absolutely no experience is needed, so be there and battle me for last place.

Also in June is the Bowie BCD on the 23rd. There will be approximately 700 cars this year and a nice flea market. If you would like details, ask at the next meeting.

Until next meeting:

Safety  *Fast!*

Bill

Bill Keeler

Thanks to the interstate highway system, it is now possible to travel across the country from coast to coast without seeing anything.

— Charles Kuralt

DEADLINE FOR JULY DIPSTICK: MONDAY JUNE 17, 1991.
SPACE WILL BE SAVED FOR A REVIEW OF BRITISH CAR DAY
IN BOWIE, MD ON SUNDAY JUNE 23. WE NEED A VOLUNTEER
REPORTER WHO CAN SUBMIT A FEW WORDS ON THIS EVENT BY
WEDNESDAY JUNE 26. THE PULITZER IS STILL UP FOR GRABS!

MINUTES OF THE MG T CLASSICS MEETING HELD MAY 1, 1991

The meeting was called to order by Bill Keeler, President at 8:10. Thanks were expressed to Andy Wallach and Cynthia Faschini, our hosts for the meeting. Mike West, an out-of-town member was introduced to everyone.

The minutes of the last meeting were approved as published in the "Dipstick".

Treasurer's Report - The opening balance was \$1,652.61 with receipts in April of \$286.00 and disbursements of \$364.62. The balance as of the meeting is \$1,573.99.

Committee Reports

Activities - There will be a tech session on May 19th at the Ash's. The June 4th meeting will be at the Miller's. Pete's rally is on schedule with it being a local rally. A host is needed for the October meeting-volunteers contact Peggy. Don't forget Bowie British Car Day on June 23rd.

Regalia - Samples of the coffee mugs were passed around for everyone to see. Everyone agreed that the mugs looked good.

Spares - Robert has information on A/C - heater combination units. He has also found some cast iron water pumps for \$20.00 each.

Publicity - Articles were submitted to the newspapers and the Soundings for publication.

Equipment Committee - The committee has listed the sewing machine, a 20 ton press and an engine stand that are available for use by the membership.

Old Business - Robert and Faye Davis were congratulated for the outstanding champagne brunch at their home.

New Business - Participation in the car show at Motor City was discussed. It was decided that we did not want to be included in the show. The Raleigh-Durham club wants to hold a weekend rally with us and the Richmond Chapter in April of next year. The rally would include dinner and overnight lodging. Mike has the models of a MG TF for sale at \$10 each.

Marque Time - Bob sold his red B but has his yellow B and his C on the road but the Volvo is still on its side. Vince said he has alot for sale. Butch's engine freeze plug problem is turning into a restoration job. Chuck is rebuilding a 73' GT. George bought another B.

Raffle drawing - The raffle was won by Bob Jordan.

The meeting was adjourned.

Respectfully submitted,

Bob Miller

Bob Miller, Secretary

TECH SESSION - by Mike Ash

We had a Tech Session here on Sunday, 19 May. Unfortunately, the weather took a nasty turn on Saturday, and instead of the sunny days in the 80's we were becoming used to, the temperatures were in the 50's and it was wet and windy. I had two MGs in the garage with large expanses of bare metal, so I was unable to make room to even bring one car inside. In spite of everything, a few members showed up, including Lee Kline all the way from Massachusetts, but little could be accomplished. However, one topic that was discussed was the rear shock absorbers on Ken Bingham's TD. Ken's is an early TD with the Girling shocks, and the link (A) was separating from the end of the shock absorber arm (B). With the link disconnected, the shock absorber is completely inoperative!

On the Girling rear shock, the "crook" end of the link is a very tight press fit into the rubber bushing in the "eye" end of the shock arm. The bushing is also a very tight press fit into the "eye". The workshop manual calls the bushing a "rubber bearing" and demonstrates the tightness of these press fits by showing a special tool for use as a guide to press the items together. When the link is pressed into the arm, the fit should be so tight that the link does not rotate in the bushing, and the bushing does not rotate in the arm. All relative movement between the two takes place by flexing the rubber. So, of course, it is important that the link is attached to the arm at the correct angle so that it is in the "neutral" position when installed.

Over time, the rubber starts to deteriorate and the link starts to loosen up in the bushing. Eventually, the "crook" end of the link will begin to rotate in the bushing, causing the metal of the link to wear and possibly rust inside the bushing, and causing the inside of the rubber bushing to wear away until eventually the link pops out. Once the link starts popping out of the arm, there is really no easy way to get it back in to stay. I had the same problem on our Y-type and tried securing the link with a large washer and cotter pin. This was not very successful and required grinding down the sides of the "eye" to decrease the width so that the end of the link would protrude through far enough to attach the washer and cotter pin. Also, this still did not solve the problem of a very worn rubber bushing.

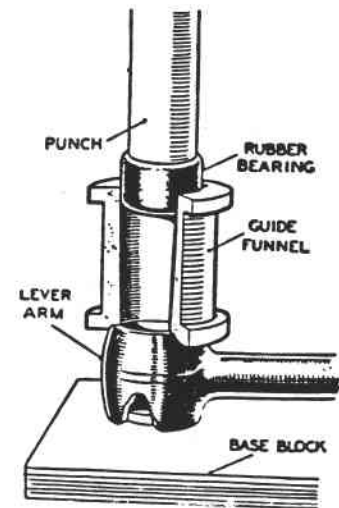
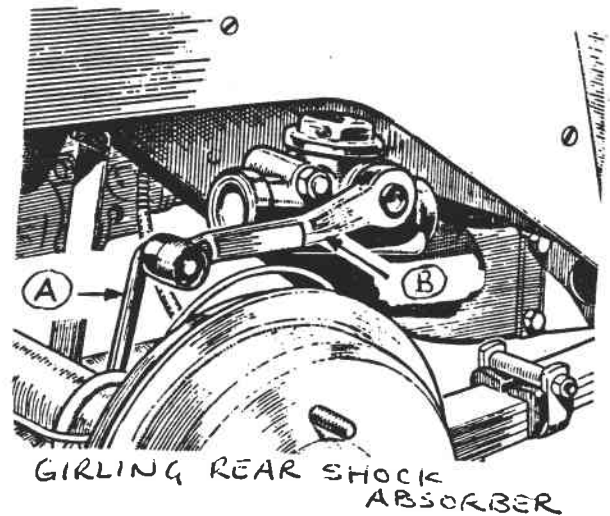


Fig. L4.
Assembling the bearing to the lever arm end.

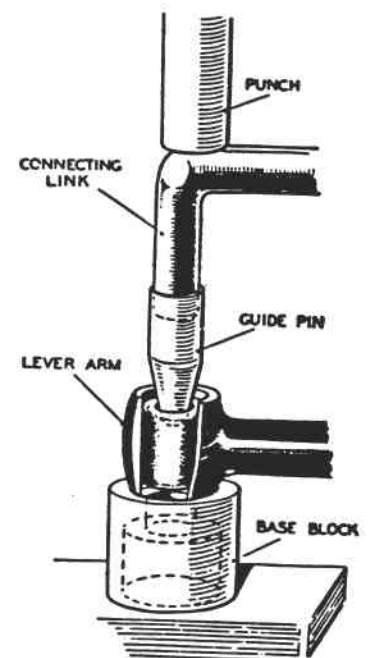
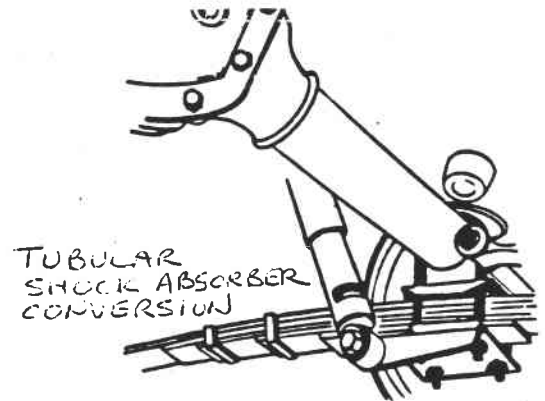
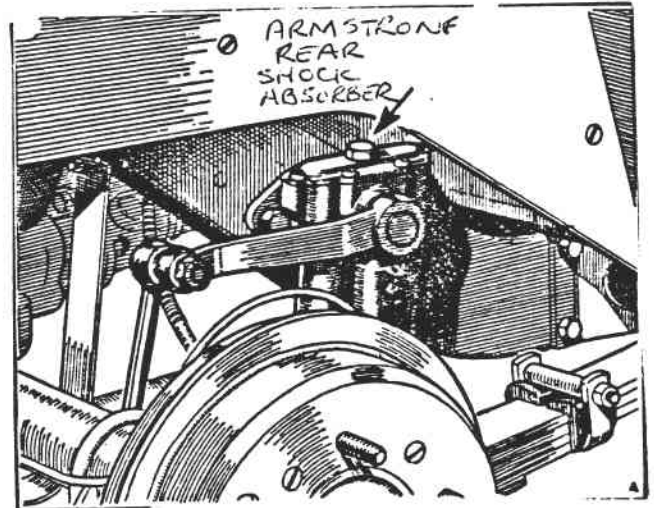


Fig. L5.
The method of fitting the link to the lever arm of the rear dampers.

If you have the shock absorbers rebuilt by one of the rebuilding services, I understand that you get new link bushings. However, Ken had had his rear shocks rebuilt, so either the hardness of the rubber was incorrect, or the internal and external dimensions of the rubber bushing before installation were incorrect and there was not enough compression, or the "crook" end of the arm was badly worn down.

So, what is the solution? Well, I see three possible alternatives.

1. Have the links rebuilt again, or maybe try to find some better rubber bushings; although I do not know what the uncompressed dimensions or the resiliency of the rubber should be. However, if suitable bushings are available, I do have an original installation tool.
2. Replace the rear shocks with the late TD and TF rear shocks. This was my solution for Jennifer's TD which originally had the Girling shocks and had the "link pop out" problem. The later shocks are Armstrong lever arm type, with detachable links. Both the Armstrong shocks and the links are still available new, or can be rebuilt by the rebuilding services. The later Armstrong shocks are a direct bolt-on replacement for the earlier Girlings.
3. Install a Robert Davis tubular-type shock conversion kit. I installed these on my TF because one of the rebuilt Armstrong shocks leaked and I ran out of good used replacements. The tubular shock kit is also essentially a bolt-on conversion, and the shocks can be bought for less than \$10 each.

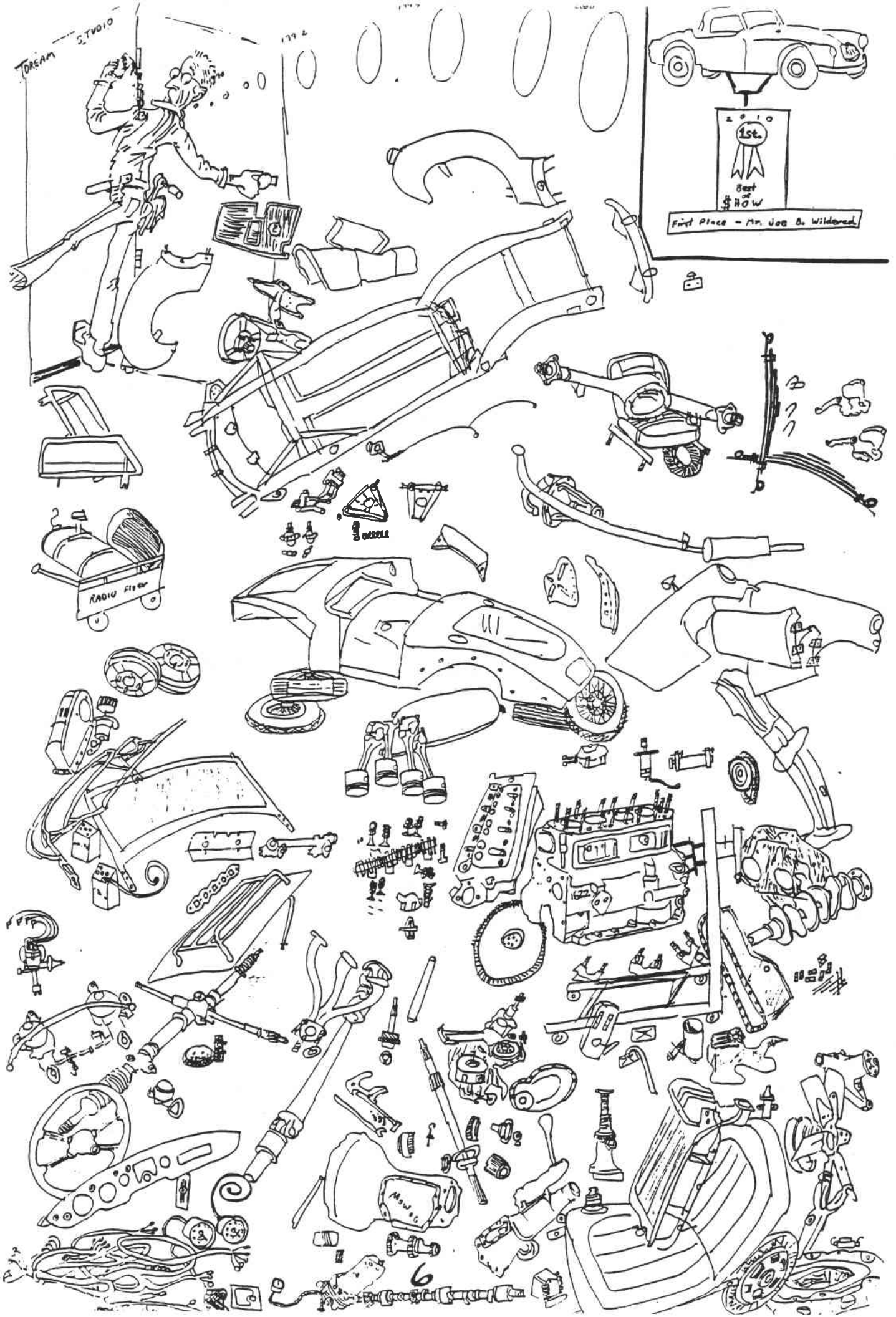


For a show car, I would suggest option 1; for an infrequently driven car option 2; and for a frequently driven car option 3!

UPCOMING EVENTS

- JUNE 4 (TUE) Monthly meeting at the Miller's
- JUNE 8 (SAT) Pete's Rally (Pete Michen in charge-- see announcement!!)
- JUNE 23 (SUN) BOWIE BRITISH CAR DAY, Bowie, MD
Annual Chesapeake Chapter event.
Info at June meeting.
- JUNE 26-29 GOF MK 52, Tara Hotel, Nashua, NH
(New England MG 'T' Register event.)
- JUNE 30-JUL 13 Maritime Meander (New England MG 'T'
Register event.)
- JULY 3 (WED) Monthly meeting at the Davis'.
- JULY 18-21 NAMGAR GT-16, Huntsville, AL (MGA Register event.)
- JULY 18-21 AMGBA MINI-CON, Chicago, IL (MGB Register event.)

RIPPED OFF FROM SPOKES, THE CHICAGO AREA MGA CLUB.



The Original British Car Day

Sponsored By The Chesapeake Chapter of the New England MG "T" Register
SUNDAY, JUNE 23, 1991 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 700 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.

ADVERTISERS:

Send 600 inserts before June 16 along with \$50.00 and we will put one in each registration packet. Inserts/flyers, etc. may only be distributed from a vendor space.

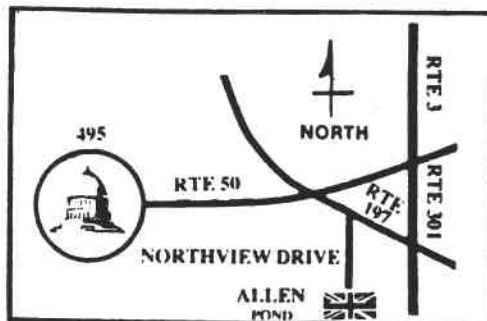
CAR ENTRANT:

Car classes will be based on number preregistered by June 8th. Preregistration by June 8 is \$8.00. After June 8 by mail and at the gate the fee is \$13.00. The field will be limited to 700 cars. No race prepared cars will be accepted. No car trailers allowed in display areas.

FOOD:

Food and beverages will be sold at the show and picnic areas will be available.

All Profits from British Car Day Will Sustain Local Non-Profit Organizations.



ONE CLASSIFICATION PER FORM

Mail before JUNE 8 10:

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.

CLASSIFICATION _____ PRE-REG. _____
 CAR ENTRANT \$8.00

**PRIORITY REGISTRATION
FOR CLUB MEMMBERS:**

SIGNATURE _____

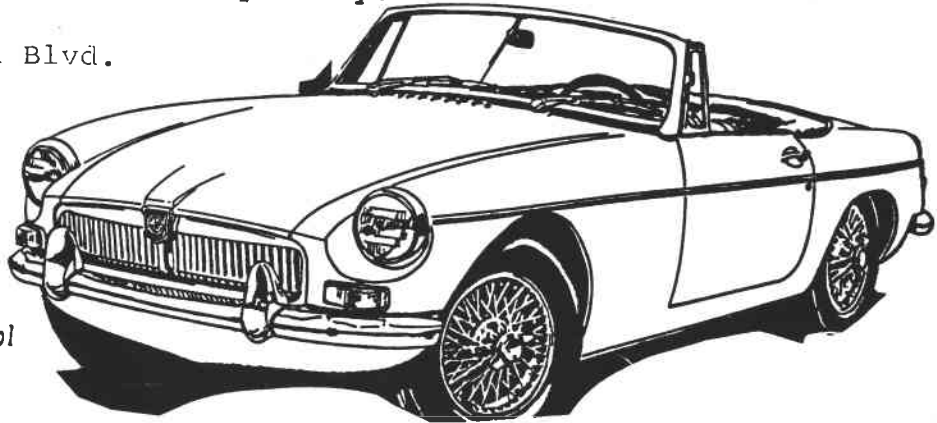
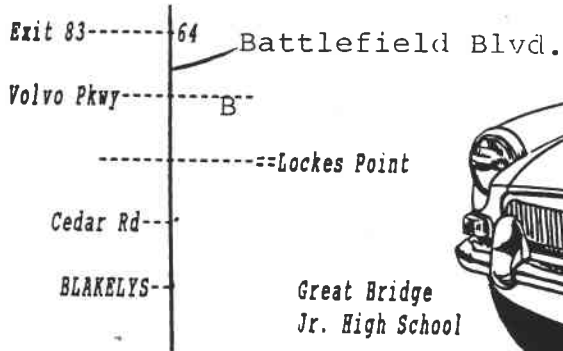
I am a member of the _____ club.

TIDEWATER MG CLASSICS
CAR CLUB SPRING RALLY

DATE: SAT-8 JUNE

TIME: 10:00AM

This Spring's rally will commence from the parking lot at BLAKELYS family restaurant/night club which is located on South Battlefield Blvd. across from Great Bridge Jr. High School. See map below. The rally will end at the same location where we will have a section of the restaurant reserved for our exclusive use for the rally review, awards presentation, dining, and a group social time where you may elect to terminate the life and club membership of this crazy Rallymaster. The restaurant has a wide selection of foods not highly priced. You get to eat what you buy.



This rally will test more than your driving skills. It will be an exercise in thinking, deductive reasoning, guess work and hair pulling. Most directions for turns will follow the examples show below. EXAMPLE: 1. You are coming to the right frame of mind for making an investment in precious metals.

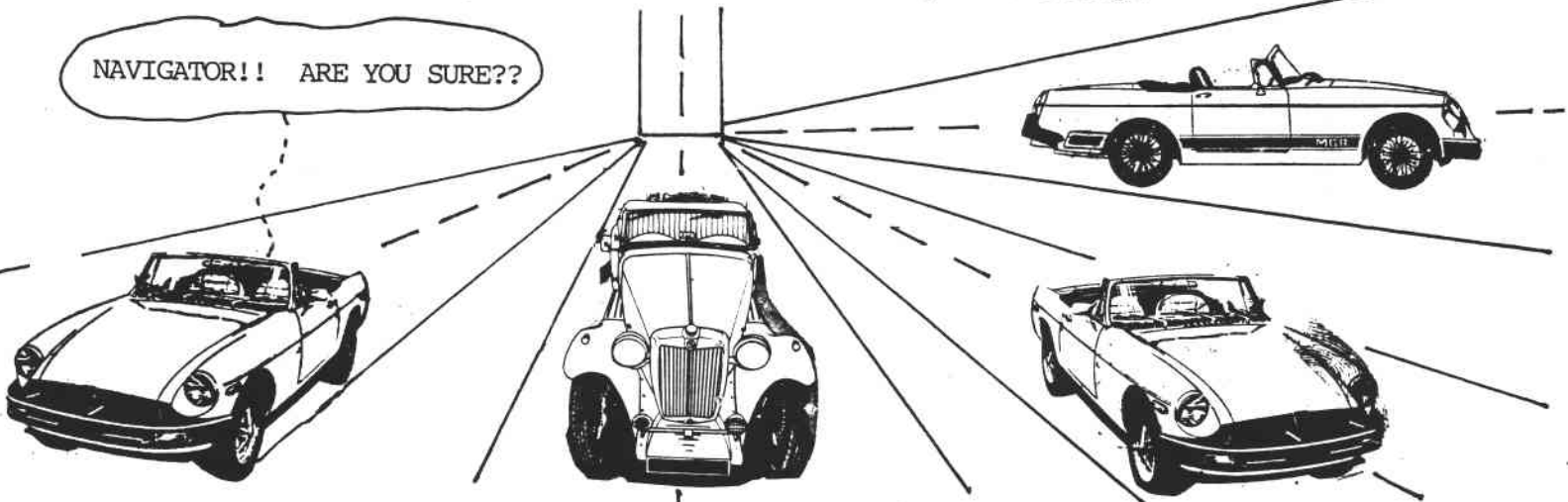
This Rally direction clearly states: Turn right onto Silvertown Road when you come to it.

EXAMPLE 2: When Paul left his prison cell, his soul soon turned into an unlocked spirit.

This Rally direction clearly states: Turn left onto Freeman Road when you come to it.

The examples are clear--right? There will be other turning directions based upon visual clues combined with the written word. Come out for the rally for more examples and test your ability. If you question your ability----be sure to bring a MAP! Bring one anyway. A compass is not a bad idea for the timid. Contact Rallymaster Pete Micken at 456-9242 if you plan to run, so he can produce the correct number of rally sheets or answer any legal questions you may have concerning the rally.

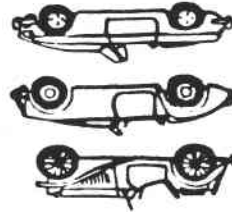
NAVIGATOR!! ARE YOU SURE??



FIRST CLASS



THE HOLCOMBS
601 HEAD OF RIVER ROAD
CHESAPEAKE, VA 23322



JUNE MEETING HOSTED BY-

BOB & JUDY MILLER
5448 MT. JACKSON CT.
VA. BCH., VA 497-2214

KICK TYRES: 7:30 PM
GET SERIOUS: 8:00 PM

