

THE DIPSTICK



MAY 1991

PRESIDENT.....Bill Keeler

SECRETARY.....Bob Miller

VICE PRESIDENT..Susan Bond

TREASURER.....Jim Villers

EDITOR....Chris Holcomb

MARQUE TIME:

Thanks to Bob and Pam McClaren for hosting our April meeting. Bob has a really nice set-up out back, and in addition to hours put in on his MG Collection, he finds time to work on his Volvo on the side.

Dewey Milligan was our guest speaker, and his topic was "The Great American Race" that leaves from Norfolk again this year. Dewey is seeking sponsorship for race participants, not financial but more along the lines of a "Local" who could assist an "Out-of-Towner" with information, contacts, etc. We are glad to say he left with a few names, and if you too would like to help, I'm sure he would like to hear from you. A couple of years ago, he and Jeff Locke participated in this event in Dewey's Ford, and Dewey showed us a very interesting video of excerpts from their cross country voyage.

Sunday, April 14, might have been rainy and dreary outside, but inside, the home of Robert and Faye Davis was filled with cheerful, bubbly faces as we had a big turn out for the club's annual "Champagne Brunch". I know the event sounds classy, but I was told the dress was casual. Well, from now on, I'm wearing a tie to everything, including Tech Sessions. I just hope no one remembers it from the Christmas Party. Thanks to Faye and Robert.

See you at the next meeting. Until then:

Safety  *fast!*

Bill

Bill Keeler

DEADLINE FOR JUNE DIPSTICK - MAY 20, 1991

MINUTES OF THE MG T CLASSICS MEETING HELD APRIL 3, 1991

The meeting was called to order by Bill Keeler, President at 8:02. Thanks were expressed to our Bob and Pam McClaren, our hosts for the meeting. Bill introduced Duey Milligan who talked about the Great American Race originating from Norfolk on June 22nd and the adopt a car/driver program. Doug and Jim Sample and Dave McCleave were welcomed as guests.

The minutes of the last meeting were read and approved.

Treasurer's Report - The opening balance was \$1,850.46 with receipts in March of \$55.38 and expenditures of \$253.23. The balance as of the meeting is \$1652.61.

Committee Reports

Activities - Peggy reminded everyone of the champagne brunch at Robert and Faye Davis's home on April 14th. There is a tech session on May 19th at the Ash's. The Center for the Arts is having a "Concours d'Elegance on April 13th and 14th. The Antique Car Club is having a rally on April 13th.

Membership - Chuck distributed updated chapter rosters and presented the results of the membership survey.

Regalia - Order forms for the chapter mugs were given out by Sue. The mugs are white with the chapter logo in brown. The mugs can be personalized for an additional \$1.00

Spares - Robert showed us mirrors that would cover the blind spots on the rear view mirrors. In addition, he talked about aluminum master cylinders with stainless steel sleeves for Girling or Lockheed systems. He has the literature on the master cylinders.

Old Business - None

New Business - None

Marque Time - Jason Jordon has a MG Midget for sale. Asking \$1500.00.

Raffle Drawing - Andy won the raffle again.

The meeting was adjourned to watch a video on the 1989 Great American Car Race.

Respectfully submitted,

Bob Miller

Bob Miller, Secretary

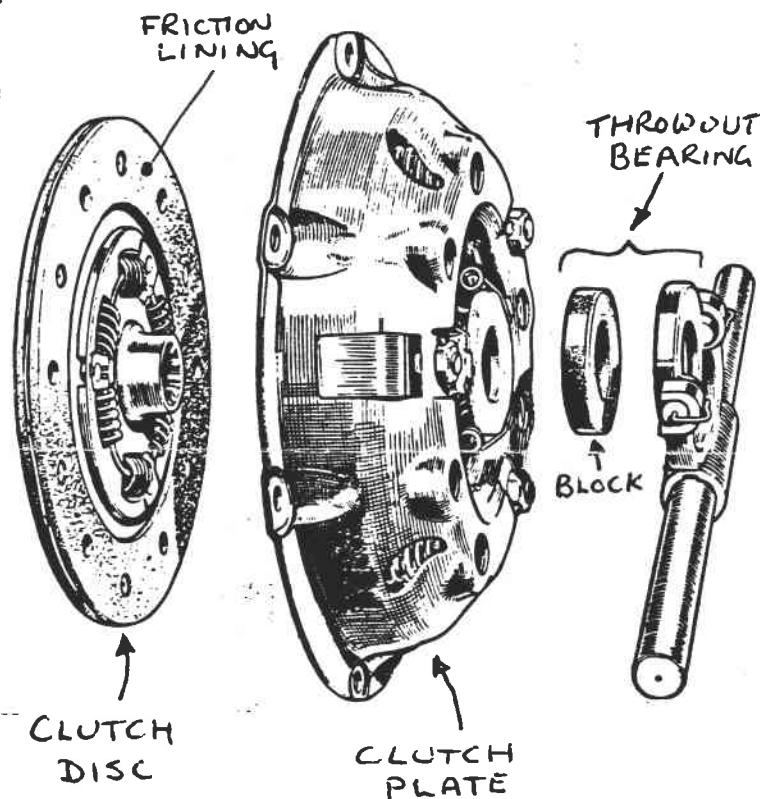
Welcome New Members - Robert and Linda Twine
720 Kingston Drive.
Virginia Beach, VA 23452

The Twine's continue their romance in a '76 Midget

TECH SESSION - by Mike Ash

I am still out of ideas for specific technical topics so this month, once again, I thought I would use something I had written for "MGA!" - the newsletter of the North American MGA Register, as a source. A while back, an MGA Register member in Hawaii wrote to me concerning his MGA 1600 and said that, after investigating the cause of complete clutch failure, he found that the throw-out bearing was completely gone! He also found that some enterprising previous owner had welded an extension onto the clutch slave cylinder push rod to compensate for the excess wear on the throw-out bearing, and to bring the clutch back into adjustment!

In my somewhat limited experience, it would appear that an excessively worn clutch throw-out bearing is not an uncommon problem in MGs. I tore down five MGA, MGB or Magnette transmissions to gather up sufficient usable parts to rebuild an MGA transmission, and two of the five had clutch throw-out bearings that were many thousands of miles beyond their intended life. The useful life ends when the carbon block is worn down to its metal housing. In these two cases, about one half of the metal housing was worn away as well! The figure shows a picture of the clutch components from the Y-type MG manual. However, the carbon block in the throwout bearing should not separate from its housing, but should be bonded into the housing. When new, the carbon block protrudes about three sixteenths of an inch from the housing. The clutch components for the T-series MG are identical. Those for the MGA are similar, except that the throwout bearing is operated by a forked lever, and the MGB uses a diaphragm-type clutch plate.



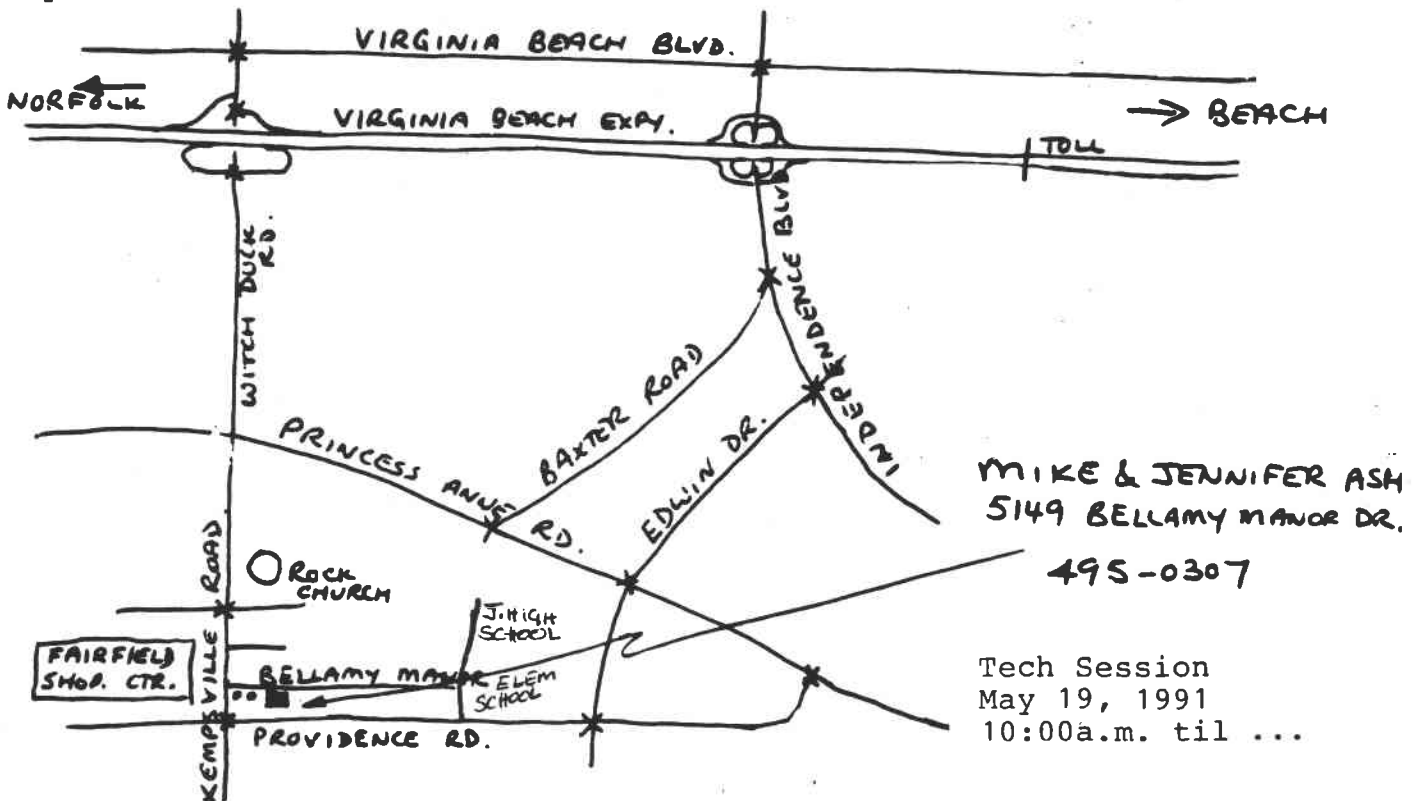
Most of the wear in a clutch takes place on the friction surfaces of the clutch disc and the carbon surface of the throwout bearing. The clutch in the T-series MG requires adjustment to compensate for the wear on these components. The manual explains how to perform this adjustment to restore the normal pedal travel a free play. With the hydraulically actuated clutch in the MGA and MGB, adjustment is automatic with the actuating rod protruding further from the slave cylinder. The only service required is to periodically top up the clutch master cylinder to compensate for the increasing volume of fluid required to push the rod further out of the slave cylinder.

With my own MGs, it has not been my personal experience that the clutch throw-out bearing is a short-lived item. With "normal" use, the clutch components should be good for up to 100,000 miles before replacement. I think the short-life problem lies with what I observe as normal American habits in driving a car with a manual transmission. Habits which are

probably a carry-over from driving with an automatic transmission. When I learned to drive in England over 30 years ago, the required procedure at a stop light or stop sign (called a HALT sign, then), was to come to a complete stop, set the hand (parking) brake and put the transmission in neutral. When the light changed or the road was clear, you put the car in gear, released the hand brake and moved off. The English traffic signals still provide a "get ready" light of red and yellow together between the stop (red) and green (go) light sequence. This red and yellow light provides the time for you to get ready to move by putting the car in gear and releasing the hand brake.

This sequence of events at a stop light or sign, and I don't know if it is still required for the English driving test, is contrasted with what I observe as the American technique of sitting at a stop sign with the car in gear, one foot on the brake pedal and the other foot on the clutch. All the time the foot is on the clutch, the throw out bearing is wearing out. I would guess that MGs were designed for the required English technique, where throw-out bearing wear can only take place during shifting and starting off. Times which can be considerably less than that spent stopped in traffic or at traffic signs or signals. So, to be kind to your MG clutch and to prolong its life, put the transmission in neutral and keep your foot off the clutch pedal when stopped.

Another related aspect of the "American Technique" is the practice of starting the engine with the transmission in gear (first or reverse) and the foot on the clutch. Any time you put your foot on the clutch, you are putting a forward load on the engine crankshaft. This load is taken by the thrust bearing surfaces at the center of the crank shaft. These bearing surfaces are white metal and require oil under pressure for lubrication. Before the engine starts, and for a couple of seconds after starting, there is no oil pressure and therefore no effective lubrication of the thrust bearings, which is not a good time to be putting a load on the bearings. I don't really have any evidence to suggest that the practice of starting the engine in gear causes premature failure of the thrust bearings. But to be on the safe side, I would suggest that it might be good practice to start your MG with the transmission in neutral and with your foot off the clutch pedal!



Tech Session
 May 19, 1991
 10:00a.m. til ...

UPCOMING EVENTS

- May 1 (Wed) Monthly meeting at the Wallach/Fachini's
- May 19 (Sun) Tech Session at the Ash's
- June 4 (Tue) Monthly meeting at the Miller's
- June 8 (Sat) Pete's Rally (Pete Michen in charge)
- June 23 (Sun) BOWIE BRITISH CAR DAY, Bowie, MD

FOR SALE Model of MG TF, made by Corgi. Green, with top down. About 4.5" long. \$10 each. Contact Mike Ash, 495-0307, if interested.

- SPRING CLEANING AT THE GROOVER'S
 CALL VINCE BEFORE HE CHANGES HIS MIND...497-6904
- 1950 Y TYPE \$8000
 - 1952 MKII TD (needs finishing) \$14,000
 - 1958 MAGNETTE ZB \$3500
 - 1966 MGB GT OD \$2500
 - 1970 MGBGT \$1000
 - 1970 MGBGT Body in running gear. Minus engine and trans. \$400
 - 1974 MGB ROADSTER \$800
 - 1978 MGB ROADSTER OD \$2000
 - 1980 MGB ROADSTER OD \$3500

Plus parts for T'x, A'x, B'x
 40% of Moss Price list for club members



TIDEWATER MG CLASSICS
 MUG. ORDER FORM
 (ONE MUG PER FORM PLEASE)

RETURN TO:
 SUSAN BOND
 541 FOREST RD.
 CHESAPEAKE, VA 23320

NAME: _____
 ADDRESS: _____

 PHONE: H _____ W _____

CIRCLE DESIRED MUG.

TD T

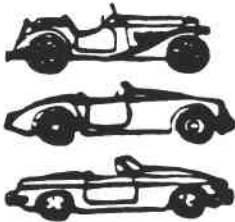
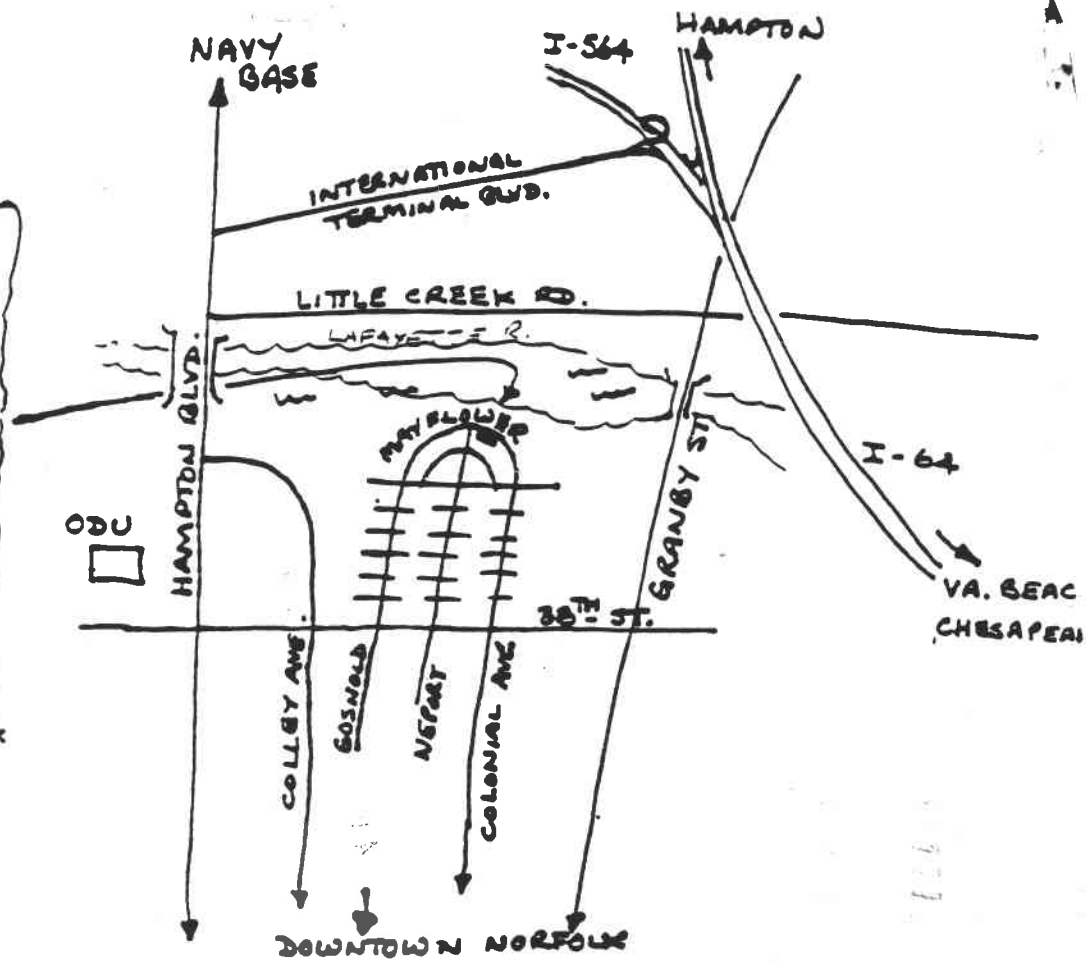
PERSONALIZATION: _____
 (NAME OR INITIALS ON OPPOSITE SIDE FROM DEZAL)

MAKE CHECKS PAYABLE TO
 TIDEWATER M.G. CLASSICS

COST OF MUG: \$7.00 _____
 PERSONALIZATION: \$1.00 _____
 TOTAL: _____

May Meeting
 Wed, May 1, 1991
 7:30p.m. Kick Tyres
 8:00p.m. meeting

ANDY WALLACH
 & CYNTHIA FASCHINI
 545 MAYFLOWER RD.
 NORFOLK
 622-8315



THE HOLCOMBS
 601 HEAD OF RIVER ROAD
 CHESAPEAKE, VA 23322



FIRST CLASS