

The Dipstick

The Tidewater MG Classics



June 1995

Volume XXXI Issue 5

Marque Time

May Meeting: Thanks to Janet & John Wessel for hosting the May meeting. The attendance was approximately 35 members, 1 prospective member, and a whole lot of MGs. The weather was ideal for top down driving and most of the roadsters and convertibles arrived with the tops securely stowed away. (The white Triumph, parked in front of the Wessel's neighbors house, had what appeared to be a green colored top). *-Ed Note: The white triumph Bob talks about was a dumpster!*

Dues Increase: A vote was taken at the May meeting to raise our annual dues to \$20.00 for in-town and \$17.50 for out-of-town members. The new dues will be for the upcoming year and renewal applications are inside this issue.

Azalea Festival Parade and Car Rally: This year's Azalea Festival honored the United Kingdom as the featured NATO country and a number of members participated in various parts of the Azalea Festival. Of the 20 vehicles in the British Car Rally segment of the parade through downtown Norfolk on Friday night, April 28th, the club was represented by a TC, a TD, several MGB, and an MGC. We were looking good. I had a great time but the slow pace eventually fouled the spark plugs in the tic's engine. (A spark plug "fouls out" when too much carbon builds up near the tip and the plug ceases to spark or sparks erratically. A fouled plug does not burn the gasoline, the car loses power, the engine runs rough, and the unburned gas is often ignited in the exhaust system causing loud popping noises). In the spirit of the event, I pressed on and all of the MGs finished the parade. Some of the cars representing other British marques were less fortunate. Several fell out during the parade and some died directly afterwards. The TC made it home and was re-

vived once the plugs were cleaned; one of the MGBs revived when it's plugs were replaced. I learned that parades are very hard on the parade vehicles. Would I drive in another parade? Sure, but not until the good memories of the smiles and waves from kids of all ages dim the memory of my panic when the engine acted up.

The British car rally at the Botanical Gardens was held the next day, Saturday May 29. What a glorious day for a car show

The Dipstick is the official newsletter of the Tidewater MG Classics.

President	Bob McClaren
Vice-President	Frank Linse
Secretary	Doug Kennedy
Treasurer	Bob Miller
Dipstick Editor	Doug Squires

and merely half the cars on display were from the Tidewater MG Classics. Hundreds of people took the opportunity to view the cars and talk to the owners. An elderly Brit. talked to me at length about how he used a TC when courting his wife and how after nearly 50 years, he still has fond memories of a long ago car.

Our club got three or four prospective members from the show and also received an invitation to show our cars at the upcoming Scottish Festival at Chesapeake Park in June.

Name badges are available for purchase. They can be ordered from Doug Squires. Each badge has the club logo and the person's name engraved in black on white. More ordering info inside.

Safety first!
Bob

Bob McClaren
President



The Tidewater MG Classics is a club dedicated to the preservation, appreciation and maintenance of the MG Automobile, and the fellowship of the club members.



Meeting Minutes

May 3, 1995

****Warning, the following Minutes contain a colorful word. The easily offended are cautioned to skip the first part of the minutes****

Bob called the meeting to order at 8:05 PM and thanked Janet and John Wetsell for their wonderful hospitality in hosting the meeting. Bob also introduced John Severn an interested/new member with a 72B and one of those Triumph things.

Minutes were approved after the suggestion that they are less strident in the future. After much discussion of the meaning of the word strident it was sort of decided that the President will oversee the language in the minutes. The Secretary does not apologize if some of our more prudent members have been offended by the use of certain words. The issue seemed to revolve around the use of the word "pissed" in the last newsletter. Being a British car club, it bears mentioning that the word "pissed" has a long history in British slang and is preferable to more severe American slang. The Secretary remained silent during this discussion but suggests that worse words can be heard from any MG owner battling an electrical problem.

Treasurer's Report: Current Balance \$374.28

Activities: Tech. Session upcoming at Bob McLaren's House. Triumph Club of Richmond show later in May. Next meeting June 6th.

Newsletter: Get your info in to Doug ASAP so you can see your name in print.

Membership: Our membership Chairman was mysteriously absent.

Old Business: Name Badges: New name badges (great looking engraved ones) are being ordered. See Doug Squires at the next meeting to order yours.

Dues: Bob Miller discussed our dues situation and the fact that our expenses have risen while the dues have not. The sentiment of the members who investigated this felt that for the Club to continue its fine work, a realistic dues increase was necessary. There was much discussion of the dues structure and ultimately the vote of the members present unanimously approved a dues change to \$20 in-town, \$17.50 out of town. Both would be effective July 1, 1995 for next years dues.

New Business: Someone mentioned that the Tidewater Scottish Festival in Chesapeake has asked that we display our cars. This would include free registration. Check elsewhere for info.

Marque Time: The spring brings an increase in club member activity. Many club members participated in the Azalea Festival parade in downtown Norfolk and the next day's car show at the Botanical Gardens. A total of 13 club member cars were present to give MG the largest number of cars present of all Marques. Several members also participated in the Club's Spring Rally that ended with refreshments at the Duck-Inn on the Chesapeake Bay. Congrats to Peggy Bradford and Greg Coogan who walked away with the coveted Groover /Kennedy Plaque of Fame for coming in first. Frank Linse reported that Tom Hollington- Sawyer is getting ready to move and sell his MGC-GT. Frank also has a line on an 80 B. Vince Groover is looking forward to his 63 B-GT returning from the paint shop at R&R Auto Body. Bill Keeler also has his B returning from the paint shop with a new damask red paint job. The rally was held with the winner walking away with an MGB model.

The meeting was adjourned and we all chowed down like crazy.



Membership Notes

Mark Childers & Debbie Goodwin
 5013 Carnation Av
 Virginia Beach, VA 23462
 473-1757 or Dig Pgr 626-9686

The 1995-1996 membership drive begins this month. Please take a moment to fill in the enclosed membership application so we can update our social and vehicle registers. Checks can be made payable to TMGC, or Tidewater MG Classics. This year we will make a special effort to deposit checks within 3 days of receipt. Note the dues are now \$20.00 per year locally and \$17.50 for out of town members. Some may think the dues are a bit steep, but consider that Ferrari owners pay \$75.00 annual dues for membership in a club that only meets once a year and has a cash bar...

The Azalea Festival car show netted a surprise number of MG aficionados interested in joining the club. Our membership both active and prospective, stands at 161, give or take a few.

As promised, the list of new and prospective members not on your social roster is included in this issue of the Dipstick. Detach and staple to your copy of the social roster. Haven't got one, you say, I've still got a pile of them lying about. Anyone still in need can pick up a copy from just about any meeting or activity. On the reverse of the addendum is a list of parts suppliers to help you locate everything from Welch plugs to bumper irons for your pride and joy.

While I can't say I'm overjoyed about the prices, service, or the returns-adjustment policies of a few of the outfits listed, I have bought something from nearly every one of them in the past 3 years. Some will give a discount for NAMGBA/NAMGAR/NETR membership. I've learned that if you don't like the prices, ask for a serious discount - not just five or ten per cent, either - try asking for twenty-five or more. All they can say is "no" and all you have to do is lower your standards, take what they give you, or hang up and go somewhere else. When money is tight, cash flow is more important than a firm profit margin.

Correction: Jill is the proud owner of the Pierce's 77B. Unlike some of us, she ungrudgingly allows her spouse (Jim) the privilege of driving this fine little roadster that was earlier mistaken for an 80. Sorry 'bout that...

A member about selling his favorite car:

"Really stupid offers will be entertained.."



"Don't let lack of a membership application keep you from signing up a new member. I'll accept applications on scraps of paper, or even written on a \$10.00 bill."



About Jags:
"I'd rather take the TF than the Jag..."

About Volvo's:
"I wouldn't drive a Volvo to Portsmouth..."

Activities

Activities Chairman:
 Peggy Bradford 464-0543

Here's the latest list of activities. Call Peggy to sign up for any of the ones still needing a sponsor.

Jul.	Late	PICNIC	Sponsor:	Chris & Phil Eller
Sep	Late	PIG ROAST/CAR SHOW	Sponsor:	_____
Oct.	Late	DRIVEOUT	Sponsor:	_____
Dec		CHRISTMAS PARTY	Sponsor:	_____

Meetings

Tue	Jun	6	Mike & Sally Murphy
Wed	Jul.	5	Rolf Graeber
Tue.	Aug.	1	Bill & Libby Keeler
Wed	Sep.	6	Doug & Betsy Kennedy
Tue	Oct.	3	Jim Villers
Wed	Nov.	1	Chuck & Judy Hudson

May Tech. Session at the Orphanage

By Bob McClaren
Host of the May Tech. Session

The second Tech. Session of the year was held at Bob's Orphanage, my garage in the back yard, on Sunday, May 7th. This turned out to be a very productive session on a glorious day. Several engines were tweaked up, many tires were kicked, and everyone had a chance to sample some of Pam's tasty treats. No vehicles were driven in and towed away although two new members were signed up in the process.

Bob Miller managed to install a new top on his pretty MGB convertible with very little needed in the way of help. The aluminum strip the holds the seal on the header rail requires a pop-rivet gun with a very narrow tip to allow installation of the rivets. Karl Hebert now has a pop-rivet gun that does this job very nicely, thanks to some careful grinding. If you need to install a top, ask Karl to borrow the "special" pop-rivet gun.

Tom Sawyer spent a few minutes installing the brake boosters on his MGC-GT (The MGCs & MGC-GTs sent over here had two vacuum-assisted brake boosters, one for the front brakes and one for the rear brakes. Tom also demonstrated how to use a bead blast cabinet for cleaning rust from parts.

Mark Childers worked diligently on the carburetors in his ZB Magnette and Paul Thiergardt fixed a problem with a parking/turn signal light on his TF. Paul showed us an interesting parts kit containing a collection of carburetor parts, pins, seals, and o-rings in a compartmented container. (He purchased the kit from Joe Curto, the S.U. rebuilder in New York State). Paul should bring the kit to a meeting for the "MG Spares Show-and-tell".

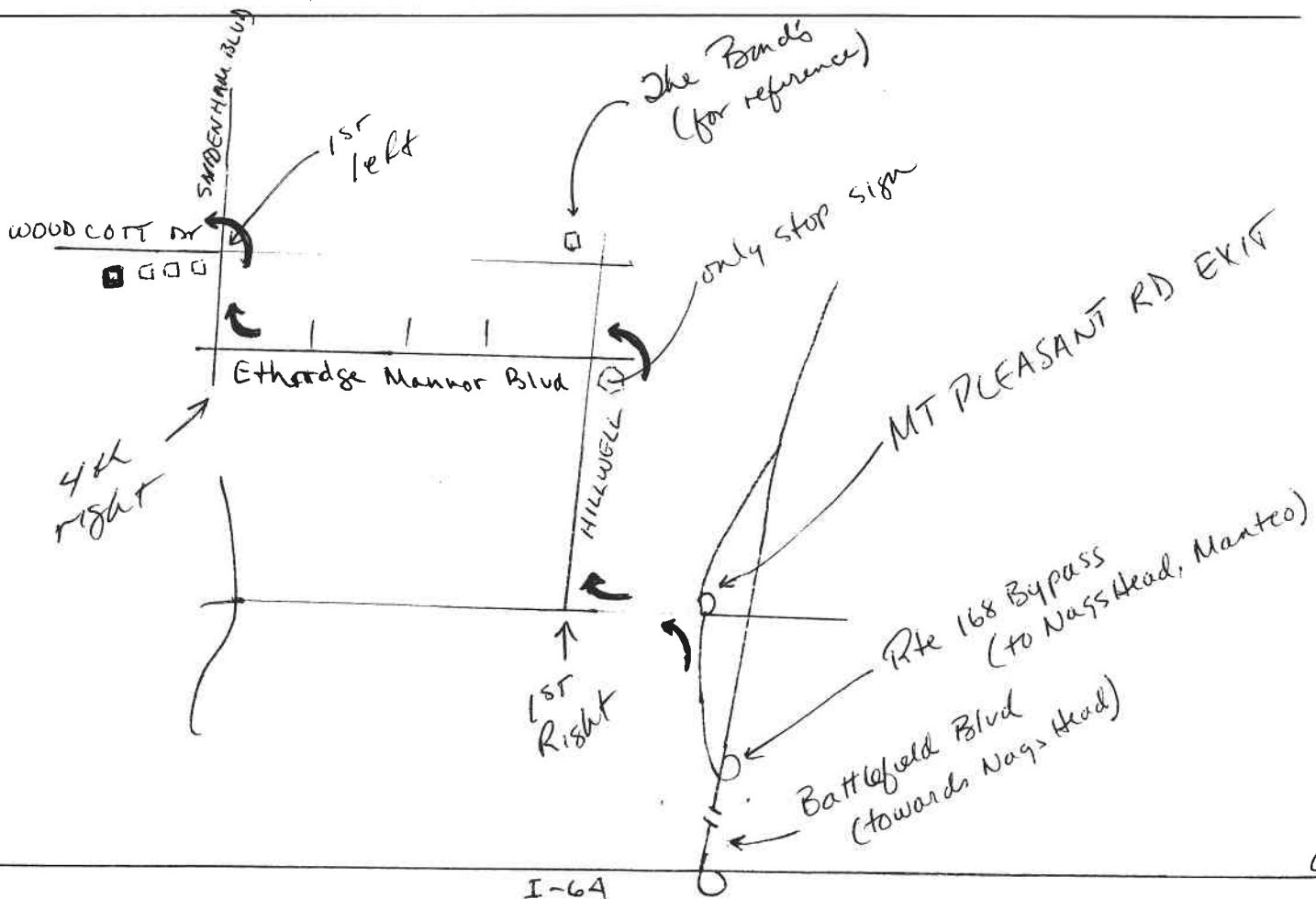
We also had an interesting demonstration by Vince Groover on how to use the Gunnson's Color Tune kits while setting S.U. Carbs. The demo was done using two Color Tune Kits and my TC. The Color Tune Kit replaces a spark plug with a device that lets you watch the actual burning of the fuel in the combustion chamber. You adjust the fuel/air to the optimum ratio by watching the color of the flame inside the cylinder. The demo was impressive. The difference in how the engine runs was very noticeable. Much smoother and no more black smoke from an over rich fuel/air mixture. Vince used one color tune in no.1 cylinder (mine) and another for no.4 cylinder (borrowed from Mark Childers.) Using two color Tune Kits let Vince adjust both carbs without having to move the kit from one cylinder to the other. Now if I could only get Frank Linse to buy one, he and I could tune all our cars. (That's a hint, Frank!)

A lot of other stuff went on that I was only partially aware of. I heard that someone's MGB turn signal switch was repaired and saw Frank Linse advising several people on rust repair

If you missed the May Tech Session, you missed out!

Next Meeting

Weds May 3, 1995 Kick Tyres: 7:30 PM. Business Meeting: 8:00 PM.
Hosted by: Mike & Sally Murphy 912 Woodcott Dr. Chesapeake, VA 23320 482-



SECT I TESTING THE GENERATOR

1. REMOVE BOTH LEADS FROM THE GENERATOR, AND SHORT THE GENERATOR TERMINALS TOGETHER WITH A JUMPER WIRE. ENSURE THE TWO LOOSE 'D' AND 'F' WIRES ARE ISOLATED FROM GROUND. CLIP THE BLACK VOLTMETER LEAD TO THE JUMPER ON THE GENERATOR, PAYING DUE CAUTION TO THE POSSIBILITY OF SHORTING IT TO GROUND. LOCATE A CONVENIENT EARTH FOR THE RED LEAD. FOR NEGATIVE EARTH CONVERSIONS, REVERSE METER LEADS.
 2. TURN OFF THE RADIO, AND ALL LIGHTS. START THE ENGINE AND INCREASE IDLE SPEED VIA THE IDLE ADJUSTMENT SCREW TOWARD 1,000 RPM WHILE MONITORING THE VOLTMETER FOR A RAPID AND STEADY RISE. DO NOT SET THE IDLE ABOVE 1,100 RPM, AND DO NOT ALLOW THE VOLTAGE TO RISE ABOVE 20VDC, REGARDLESS OF IDLE SETTING. RECORD MEASURED VOLTAGE, RESTORE IDLE RPM AND SHUT ENGINE DOWN.
 - NO READING? BRUSHES ARE FAULTY OR COMMUTATOR IS CARBONED OVER. RESEAT OR REPLACE BRUSHES; CLEAN COMMUTATOR WITH SPIRITS AND POLISH WITH VERY FINE (400+) GLASS PAPER. A READING OF 1 - 3 VDC INDICATES A BAD FIELD WINDING, WHILE 5VDC INDICATES A FAILED ARMATURE WINDING. TAKE THE GENERATOR TO A REBUILD SHOP TO HAVE YOUR SUSPICIONS VERIFIED. IF THE GENERATOR IS BAD, THE REGULATOR CAN'T BE PROPERLY TESTED. BEST BET IS TO BUY A GENERATOR AND REGULATOR. TEST THE SUSPECT REGULATOR AND KEEP IT AS A SPARE IF GOOD.
 - IF THE BRUSHES/COMMUTATOR APPEARED BAD AND YOU REPAIRED THE FAULT, RETEST IAW STEPS 1 AND 2. IF IT NOW PASSES, CONTINUE WITH STEP 3, OR RENEW GENERATOR AND THEN CONTINUE ON WITH TROUBLESHOOTING THE REGULATOR.....
 3. RECONNECT THE D AND F WIRES TO THE GENERATOR AND AGAIN JUMPER THE TERMINALS TOGETHER.
 4. REMOVE THE 'D' AND 'F' WIRES FROM THE REGULATOR. CLIP THE BLACK VOLTMETER LEAD TO THE NOW-DISCONNECTED 'D' WIRE (NOT THE IGNITION LIGHT WIRE...), AND THE RED LEAD TO EARTH.
 5. START CAR AND AGAIN RAISE IDLE TOWARD 1000 RPM. VOLTAGE SHOULD BE THE SAME AS IT WAS AT THE GENERATOR. ANYTHING LESS INDICATES A FAULTY OR BROKEN 'D' WIRE BETWEEN GENERATOR 'D' POST AND REGULATOR. REDUCE IDLE SHUT DOWN ENGINE, REPAIR AND RETEST AS NECESSARY.
 6. REPEAT THE PROCESS WITH THE 'F' WIRE; AGAIN, RESTORE IDLE SPEED TO NORMAL. REMOVE JUMPER FROM GENERATOR 'D' AND 'F' TERMINALS, AND RECONNECT WIRES AFTER PERFORMING ANY REPAIRS.
- NOTE: STEPS 1 AND 2 ABOVE CAN BE ACCOMPLISHED IN A VISE WITH AN ELECTRIC DRILL OR AN AIR IMPACT WRENCH, SINCE REPLACING A GENERATOR IN AN MGA WITH A HOT RADIATOR IS NO EASY FEAT. JUST PAY ATTENTION TO THE DIRECTION OF ROTATION, AND DON'T OVERSPEED IT.

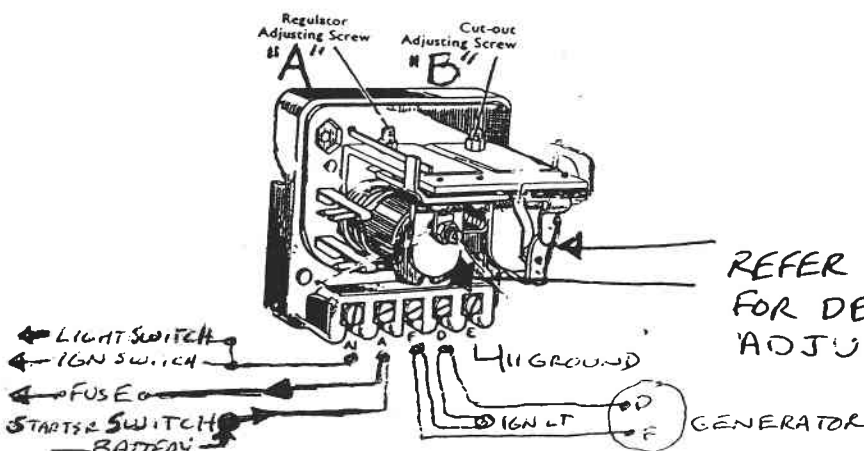
SECT II MGA VOLTAGE REGULATOR CHECK AND TEST

1. INSPECT AND CLEAN CONTACT POINTS IAW YOUR SHOP MANUAL. TURN REGULATOR OVER AND CHECK WINDINGS MOUNTED ON BACKSIDE FOR BURNS. AN ACRID SMELL DOESN'T ALWAYS COUNT; LOOK FOR CHARRED WIRES/WINDINGS.
2. REMOUNT REGULATOR, THEN MARK AND REMOVE 'A' AND 'AI' WIRES FROM THE REGULATOR. JOIN THEM TOGETHER (A WIRE NUT WORKS WELL) AND CONNECT THE BLACK METER LEAD TO THE 'D' POST ON THE REGULATOR AND THE RED LEAD TO EARTH. START ENGINE AND SLOWLY INCREASE RPM UNTIL THE VOLTMETER 'FLICKERS' THEN STEADIES. STAY BELOW HALF THROTTLE TO AVOID FALSE READINGS. TEMPERATURE OF REGULATOR FRAME DICTATES FLICKER/STEADY VOLTAGE RANGE: 50F=16.1-16.7 / 70F=15.8-16.4 / 90F=15.6-16.2 / 105F=15.3-15.9

ANY READING BETWEEN 15.5VDC AND 16 VDC WILL USUALLY ALLOW THE SYSTEM TO OPERATE, REGARDLESS OF TEMP. BUT IF IT'S TOO FAR OFF, THE BATTERY WON'T PROPERLY CHARGE. SHUT DOWN ENGINE, REMOVE REGULATOR COVER, LOOSEN LOCKNUT, TURN SCREW 'A' CW - IN VERY SMALL INCREMENTS - TO INCREASE VOLTAGE, OR CCW TO DECREASE VOLTAGE. RESTART ENGINE AND REPEAT PROCESS UNTIL SATISFACTORY. TIGHTEN LOCKNUT, RESTORE CONNECTIONS AT 'A' AND 'AI'.
2. CONNECT THE VOLTMETER BETWEEN 'D' (BLACK) AND E (RED). THE CUT-OUT CONTACTS SHOULD CLOSE BETWEEN 12.7 AND 13.3 WHEN ENGINE SPEED IS RAISED. TO ADJUST CUT-OUT, LOOSEN LOCKNUT AND TURN SCREW 'B' CW, A FRACTION OF A TURN AT A TIME, TO RAISE OPERATING VOLTAGE, CCW TO LOWER IT.

NOTE: CHANGING EITHER THE CUT-OUT VOLTAGE OR FLICKER-STEADY VOLTAGE SETTINGS WILL OFTEN AFFECT THE OTHER. READJUST AS NECESSARY.
3. IF ADJUSTING THE REGULATOR IS TO NO AVAIL, RECHECK WIRES FOR PROPER INPUT VOLTAGE AND/OR CONTINUITY,
 - 'A' AND 'AI' SHOULD HAVE 12VDC WITH RESPECT TO GROUND. IF THE HORN WORKS, 'A' HAS POWER; IF THE HEADLIGHTS WORK, 'AI' HAS POWER. IF BOTH WORK, BUT THE LIGHT REMAINS ON, THE REGULATOR IS PROBABLY BAD.
 - CHECK CONTINUITY BETWEEN REGULATOR TERMINAL 'D' AND WIRE 'D' AT GENERATOR; REGULATOR TERMINAL 'F' AND WIRE 'F' AT GENERATOR; REGULATOR TERMINAL 'E' AND THE FRAME OF THE GENERATOR. REPAIR AS NECESSARY.

IF THE LIGHT IS OUT, BUT OUTPUT VOLTAGE DECREASES WITH ENGINE SPEED, OR IF THE FUEL GAGE NEEDLE IS 'BENDING' TOWARD EMPTY, OR IF YOU HAVE AN ACCESSORY AMMETER WHICH INDICATES THE GENERATOR IS CHARGING TOWARD THE NEGATIVE SIDE, THE FIELD NEEDS TO BE FLASHED. REMOVE THE 'F' WIRE FROM THE REGULATOR, AND MOMENTARILY TOUCH IT ONE TIME ONLY TO THE 'AI' TERMINAL, THEN RECONNECT IT. IF THIS FAILS TO RESTORE OPERATION, SHUT DOWN THE ENGINE AND REPLACE THE REGULATOR. REPLACING THE REGULATOR AND/OR GENERATOR USUALLY REQUIRES THAT THE FIELD BE FLASHED TO POLARIZE THE GENERATOR OUTPUT.



REFER TO HAYNES OR BMC SHOP MANUAL FOR DETAILED INSTRUCTIONS ON ADJUSTING CONTACT POINTS.

"Rally 'Round the Town"

By:
Pam Groover

April 23rd saw the running of the first "Golf Tournament/Scavenger Hunt/Rally held by the Tidewater MG Classics. Threatening skies kept all but the brave in spirit home that day. (There was one brief sprinkle)

Pam and Bob McClaren arrived in their TC. Peggy Bradford and Gregg Coogan drove her MGB. Gloria and Frank Linse looked great in their A Coupe. Mark Childers and T. J. Knight ran the course in a 75 B. Mike Spurill, without a navigator, drove a 73 B. Chuck Hudson and "Us Kids" challenged the rally course in his T (Trooper). Chuck's "Us Kids" navigation team consisted of his daughter, Clarie, and her friends - Cary Thomas, Jennifer Spruill and Sarah Cox.

After each team played a lively game of Putt-Putt Golf, they set off on a trek that took them 'round Virginia Beach noting landmarks, counting fire hydrants and looking for gargoyles.

The rally route eventually landed participants at the Duck-Inn, where club members did one of the things that they do best - EAT!

Peggy and Gregg took top honors and were awarded an engraved plaque. Pam and Bob earned the bobby prize - an "Excuse Kit". This kit, made up of a trashed fuel pump, bits of electrical wiring and some fouled spark plugs, will come in handy if their last place finish is ever repeated. For undertaking this rigorous rally as a solo entry, Mike received a dinner coupon to the Anchor Inn. Also, all participants received discount cards to be used at future Duck-Inn visits. A good time was had by all.

The rally masters, Betsy and Doug Kennedy and Pam and Vince Groover, wish to thank those who turned out to participate in the "Rally 'Round the Town".

Scottish Festival

The Scottish Association of Tidewater is hosting their annual Scottish Festival on 24 June 1995 at Chesapeake City Park (Greenbriar Parkway South). The festival runs from 9 to 5.

This year the Tidewater MG Classics has been invited to display our cars at the Festival. This a great opportunity for us to show the local community that there are still some British Beauties out there.

The cost of entry for participants is Free! The festival organizers have set aside an area near the entrance for our display. They would like us there by 8:30 am so we can be set-up before the gates open.

Anyone interested should contact **Ed Kehrig at 497-8073** no later than 10 June. Maps and additional information will be available at the next meeting



Have you gotten a great deal from a local shop that has worked on your MG? I want to hear about it. Drop me a line.



Hail Call

10 April 95

Hi Doug,

We're on patrol in the Caribbean and I just got my copy of the April Dipstick. (Keep up the good work).

Thought other members might be interested in this article on the "7". One major point of interest is that it is mid-engine. Hope to see you in June.

Sincerely

Chris Fisher

Ed Note: Thanks Chris, Keep them letters coming. The article is rather long, but I will provide copies at the next meeting.

For those that don't know, Chris is our other club member who is Active Duty Coast Guard, and frequently leaves us to play and frolic in the warmer climes.

Semper Paratus and Hurry back Chris!

8 May 1995

Hey There,

So when is the tech. session at 601 Orion Drive, Colorado Springs?

I have seen some B's and a couple of B-GT's and one TD. It was in the St. Patrick's Day parade in old Colorado City.

I bought a house - with two car garage. Same phone number as before - zip code of 80906-1016. I like it. It's on the corner of Orion and the street that runs through a regional park. Really nice to have a great view out my back door of Colorado Springs and the park.

I'll be in Virginia Beach the week after Memorial Day. I guess I'll miss the June meeting.

Work is keeping me busy along with working out and trying to turn my house into a home.

I enjoy the newsletters - so keep them coming.

Brenda Banvard

Bits N' Pieces

Reeves International, the US Distributor of Corgi Die Coast Miniature Vehicles has recently announced that Corgi will release a new line of models in July.

These models will be 1:18 scale of the MGB and the MGF. More info on pricing and availability will be in a future Dipstick.

Matchbox Collectibles Inc has just introduced a new line of their collection called the "Golden Age of Sports Cars". This six set collection has a 1969 Triumph Stag, a 1967 Jaguar E-Type, a 1957 Jaguar XK150, a 1968 Karmann Ghia, a 1957 Mercedes Benz 300 Roadster, and a 1973 MGB-GT. Cost is \$17.50 each (and \$1.95 postage) You can order the set or individuals. Credit card orders at 1-800-858-0102, or fax your order to 1-503-526-2916. Their address is: Matchbox Collectibles, PO Box 639, Portland, OR 97207-0639

Name tags are available for sale. Price is \$5.00 per tag. Order at next meeting or send check or money order to: Doug Squires 4909 eans Dr, Portsmouth, VA 23703.

Tags ordered at a meeting will be ready for pick-up at the next meeting. 33 ordered to date!



By: Doug Squires

Dipstick Editor

A Final Thought

I received my MGB Driver in the mail recently. For those of you that don't know about this magazine, it is the magazine of the North American MGB Register (NAMGBR). It is issued every two months and I am always amazed at how I manage to find a problem, seek out someone who can help me fix it and read about the same problem a few months later.

The latest edition has an article about MGB's and fires. As a former fire fighter (a story for another time) this article caught my attention. Not only did I read the article and say to myself "been there, done that", I realized how lucky I have been not to have my car engulfed in flames a few times since I brought it home. Fortunately for me, I had the good sense to call someone who knew what they were doing when, shortly after I brought it home and got it running, I realized the converter was cherry red and gas was leaking from the carb onto that red hot converter. While Mark Childers was fixing that problem and making the car run a lot better, I discovered another leak - in the mechanical impact fuel cut-off valve. One more potential for disaster averted.

Now that I think of it, fires (although small ones) were quite common while Doug Mueller and I were putting his B together. The first one took place while I was grinding some rust off and the sparks ignited the insulation inside the muffler (which was 99 per cent rusted off.) Imagine my surprise when I return to the garage after lunch to discover lots of smoke pouring from the shop! A garden hose took care of that one. (Jeanette still reminds me that I am the only man she knows that can set a muffler on fire). The second fire occurred when I was busy welding. I didn't notice the hot sparks in my lap until things started getting a bit warm. Who said hot pants were no longer in style?

And I do also remember in an earlier edition of the Dipstick, someone learned a lesson about spraying WD-40 too close to a kerosine heater....

Why not share your stories of shop "mishaps" with us. Send them to me, and I'll be glad to let the world know that I am not the only one that does stuff like this.



The Dipstick

The Tidewater MG Classics



Doug Squires
4909 Orleans Dr.
Portsmouth, VA 23703



First Class Mail

