

The Dipstick

The Tidewater MG Classics



JANUARY

Volume XXXIII issue 1

Marque Time

Frank Linse

The New Year is upon us! I sincerely hope that you are all as enthusiastic about the prospects for fun and adventure in nineteen and ninety six. with your interest and participation we can create another year of excitement that may be unequalled in the history of Tidewater "M G" Classics.

Several recent events have wrapped up "1995" on a rather noteworthy level. The Christmas party at the Hudson's, the tech session at the Bond's and a most enjoyable drive to the Ashe's Eastern Shore Retreat. My gratitude to all those who made these activities so memorable and my sympathy to all of you who missed out.

Now that the wintry weather has arrived many members may want to do some necessary renovations or repairs on these trusty M G's. the next tech session is still a few months away though some of us are engaged in M G work on a regular basis. Many of us are willing to offer our assistance and facilities to those who may be interested.

The club is in need of chairpersons to fill various positions (Activities chairperson, regalia chairperson, etc...). Please keep this in mind as we will be discussing this and other business at the next meeting. Also give some thought to drive out locations and tech session topics that may be to our mutual benefit.

REMEMBER, NEXT MEETING, WEDNESDAY, JANUARY 3RD AT THE MURPHY'S.

SEE YOU TIEN!

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

President Frank Linse
Vice-President Chuck Hudson
Secretary Doug Kennedy
Treasurer Bob Miller

UP-COMMING ACTIVITIES...

| | | |
|-----|--------|--|
| Wed | Jan 3 | Monthly Meeting TheMurphys |
| Sun | Jan 14 | Beat the Heat Autocross Fentress Airfield G. Coogan (804) 464-0543 |
| Tue | Feb 6 | Monthly Meeting Host Needed |
| Sun | Feb 11 | 5th Annual Chili Cook- Off & Mini British Car Contest. P. Bradford (804) 464-0543 |
| Wed | Mar 6 | Monthly Meeting Sue & George Ulrich |
| Tue | Apr 2 | Monthly Meeting Host Needed |
| Sat | Apr27 | Britfest 96 Moss Motors Dover, N. J. (201) 361-9358 |
| Wed | May 1 | Monthly Meeting Andy & Cynthia |
| Sun | May 19 | All British Show & Swap Richmond, Va J. Barnhardt (804) 758-2753 |
| Tue | Jun 4 | Monthly Meeting Host Needed |
| Sun | June 2 | Red Mill British Car Day Clinton. N. J. R. Miller (908) 735-5417 |
| Wed | Jul 3 | Monthly Meeting Host Needed |
| Tue | Aug 6 | Monthly Meeting Bill & Libby Keeler |
| Wed | Sep 4 | Monthly Meeting Jim & Betty Villers |
| Tue | Oct 1 | Monthly Meeting Carl & Ariette Herbert |
| Wed | Nov 6 | Monthly Meeting Bob & Christina Bush |



*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.*



Membership Notes

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

Membership is holding at one hundred and five. The Dipstick mailing also includes a half dozen unpaid prospective members, three reciprocating clubs and the Autoweekly editor. If you are a prospective member, please forward a check for \$10.00 payable to TMGC at the above address within the next thirty days to continue your subscription - and membership - through July.

In June, I'd like to turn the membership chair over to an active member who is somewhat computer literate....I've written a fairly straightforward, self standing Dbase III+ program which is quite user friendly. The monthly investment of time and effort adds up to little more than two hours, including delivering the mailing labels to the editor. Give it some thought; if you would like to take an active role in the club, here is your chance. **Contact - Frank Linse**



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 Orleans Dr. Portsmouth, VA 23703.

Next Meeting

Tue., Feb. 6, 1996 Kick Tyres: 7:30 PM. Business Meeting: 8:00 PM.
Hosted by: HOST NEEDED FOR FEBRUARY, CONTACT FRANK LINSE



Austin Healey



ENGLISH MOTORCAR SERVICES LTD
MG SPECIALIST

SCOT, COLIN & GREG COOGAN

- * PARTS
- * SERVICE
- * RESTORATION
- * QUALITY WORK
- * AFFORDABLE PRICES

Winter Specials on MGB and MIDGET

Clutch - Complete/Installed \$350
Weber Downdraft - Elect. or Man. Choke \$350
Head Porting Done - Call for Pricing

"Pick-up and Delivery Available"

MG's Wanted - Dead or Alive

804-497-0787

Brake Line Woes and How to Get Rid of Them

Until I started fooling with British cars, I thought there were only two things a brake line could do. It could work, or it could leak. A few years ago, however, I learned there's a third possibility. The flexible brake hoses which connect the fixed brake lines on the chassis to the movable drums or disks on the suspension can swell shut on the inside.

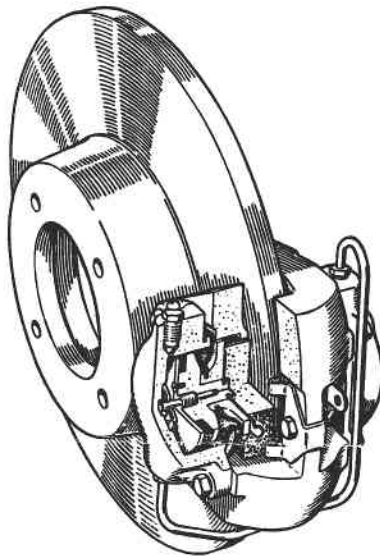
The line will look perfectly normal on the outside, but it won't let brake fluid flow through it. The first time I encountered this problem I thought it was a fluke. The second time I thought it was a wild coincidence, but now that I've encountered the problem on three different types of British cars I'm beginning to suspect it's a common problem. Incidentally, two of the cars were filled with Castrol brake fluid and the third was using silicone fluid, so apparently this is one brake problem that can't be blamed on using "American" (i.e. synthetic) brake fluid in a British car.

When your brake line gets plugged, your brakes don't work. If it's completely blocked your brakes will not work at all, but I've also seen them only partially blocked. When you step on the brake pedal the master cylinder will generate enough pressure to force fluid into the brakes, but when you release the pedal the swollen line will not let the fluid return, so your brakes drag. This plays hell with the car's performance, to say nothing of the brake linings or fuel economy.

The solution to this problem is simple—replace the brake line. The manual says "renew if perished," and a plugged brake line is definitely perished. The tricky part is troubleshooting the problem. This situation often develops slowly, over a long period of time, and the change in performance isn't always easy to detect. If you happen to have the brake line off the car it's easy to diagnose the problem. It's impossible to blow air through a plugged line, whether you're using an air hose with full shop pressure or old fashioned lung power. Although this is a foolproof test to see if the line is clogged, it's also rather inconvenient, since most people don't remove their brake lines on a routine basis just to see if they're clogged. Fortunately, there's an easier way.

When your brake shoes press against the drums or your pads against the disks, the friction which slows down the car heats up the brakes. To use the language of physics, your brakes are converting the kinetic (moving) energy of the car

into heat. This heat is essentially waste energy, and your brakes are carefully designed to dissipate this energy as quickly as possible. (My eco-friends don't believe me when I say that jackrabbit starts don't waste energy—brakes do, but from a physics standpoint it's true.) If you touch your wheels after using the brakes, you can feel the heat. (Touch them gently, they can be HOT!) This is a quick way to see if all your brakes are working. Pull off to the side of the road after some spirited driving with lots of brake work, and gently touch all four



wheels. They should be hot. If one of them is noticeably cooler than the others, chances are the brakes on that wheel are not working properly. Since cars with live axle rear suspension typically have one flex line which feeds both rear brakes, both rear wheels will be cool if this line is blocked. This test will tell you if a line is blocked completely, but you need to do a second test to see if a line is only partially blocked and is causing your brakes to drag. Accelerate your car to a reasonably quick rate of speed, press the brake pedal firmly but briefly to cycle the brakes, and then let the car coast until it's slow enough to pull off to the side of the road and stop without using the brakes. Now touch all four wheels—they should be cool. If one of them is warm, something is causing that brake to drag and it could be a plugged brake line.

If the "touch test" indicates a problem with one of the brakes, it's time to do a more thorough test and repair the brakes if necessary. Jack up the suspicious wheel and support it securely on a jackstand. Have a friend apply the brake, and try to

turn the wheel by hand. If the brakes are working properly, you won't be able to get the wheel to budge, no matter how hard you try. Now have your friend release the brake pedal and try again. The wheel should spin freely, with no "drag." (Since this is such an easy test to perform, it's not a bad idea to check your brakes this way any time you have your car jacked up, even if you don't suspect a problem.) If your brakes fail either of these tests, you need to disassemble the brakes and find the problem.

There are many things besides the flexible brake hose that can cause problems, but flexible hoses are an easy item to check and are often overlooked. I once spent a maximillion dollars buying caliper seals for a Jaguar E-Type (Hint to Moss Motors—Would you please start selling E-Type parts and bring some sanity to Jaguar prices?) and wasted a week-end rebuilding the calipers, only to find the brakes still dragged so badly they set the front suspension grease on fire. The problem was—you guessed it—blocked flexible lines! Hydraulic clutches have similar flexible lines, and when they swell the clutch action gets very sluggish. If the clutch slips for a few seconds after each shift but then catches firmly and doesn't slip under full power or going up hills, there's a possibility your flex hose is partially blocked. As with brakes, there are many other problems that can give similar symptoms, but flex hoses are easy to check and cheap to repair. If your brakes or clutch is going sour, it's worth checking your flex hoses. You just might get lucky and find they're your only problem.

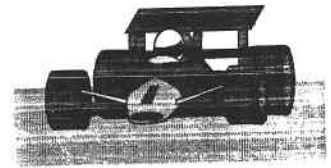


Braided Stainless Steel/Teflon Brake Hose Sets

Avoid the problem in the article above with these competition-inspired brake hose sets. The tough teflon tube inside simply cannot block passage of the fluid as can the thin inner rubber lining of conventional hoses. Hose sets meet DOT safety standards, and are street legal in all 50 states. Sets include all hoses and any required retaining nuts and/or copper sealing washers. Call your Moss sales advisor for details and applications.



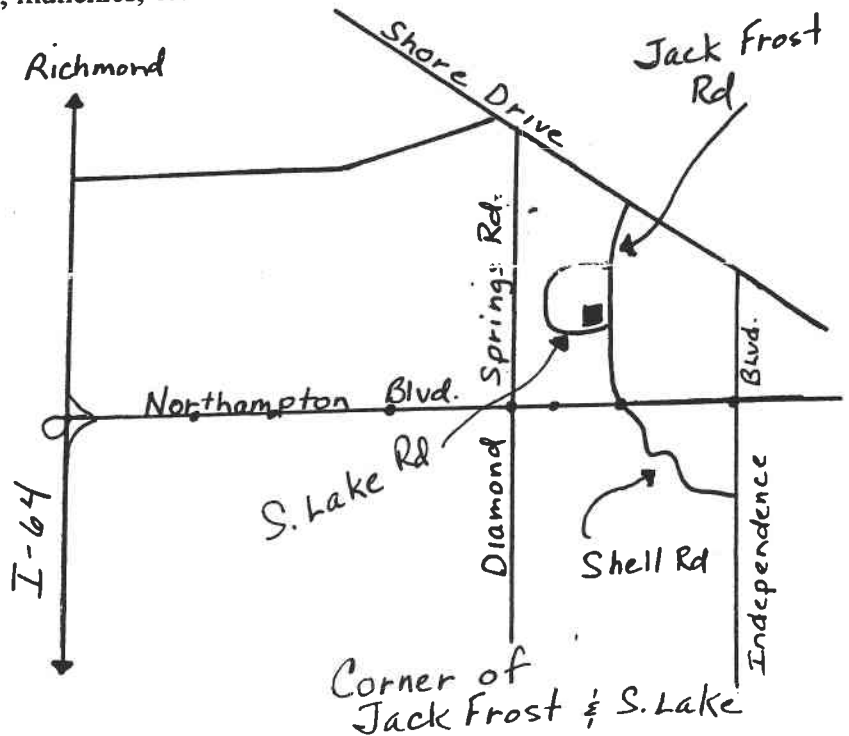
**TIDEWATER M G CLASSICS
FIFTH ANNUAL
CHILI COOK-OFF
&
MINI BRITISH CAR CONTEST**



OK Richmond, it's that time of year again.....Bring on the heat!

WHERE: 5104 S. LAKE RD
WHEN: SUNDAY, FEB. 11TH - 2:00 PM
RSVP: PEGGY at 464-0543 by Thursday Feb., 8th

Let us know what you will bring--
cornbread, rice, salad, munchies, etc....?



MINI BRITISH CAR CONTEST

Dig into your model collection, swipe one off the kid's shelf or just run out and get a new kit and build it for our Mini British Car Day. Be it plastic, wood, paper or glass-we don't care-bring it along. Scratch-built, kit, ready-made etc.... Any British Car !!! Popular Vote.

JANUARY MEETING

at The Murphy's

Kick tires 7:30

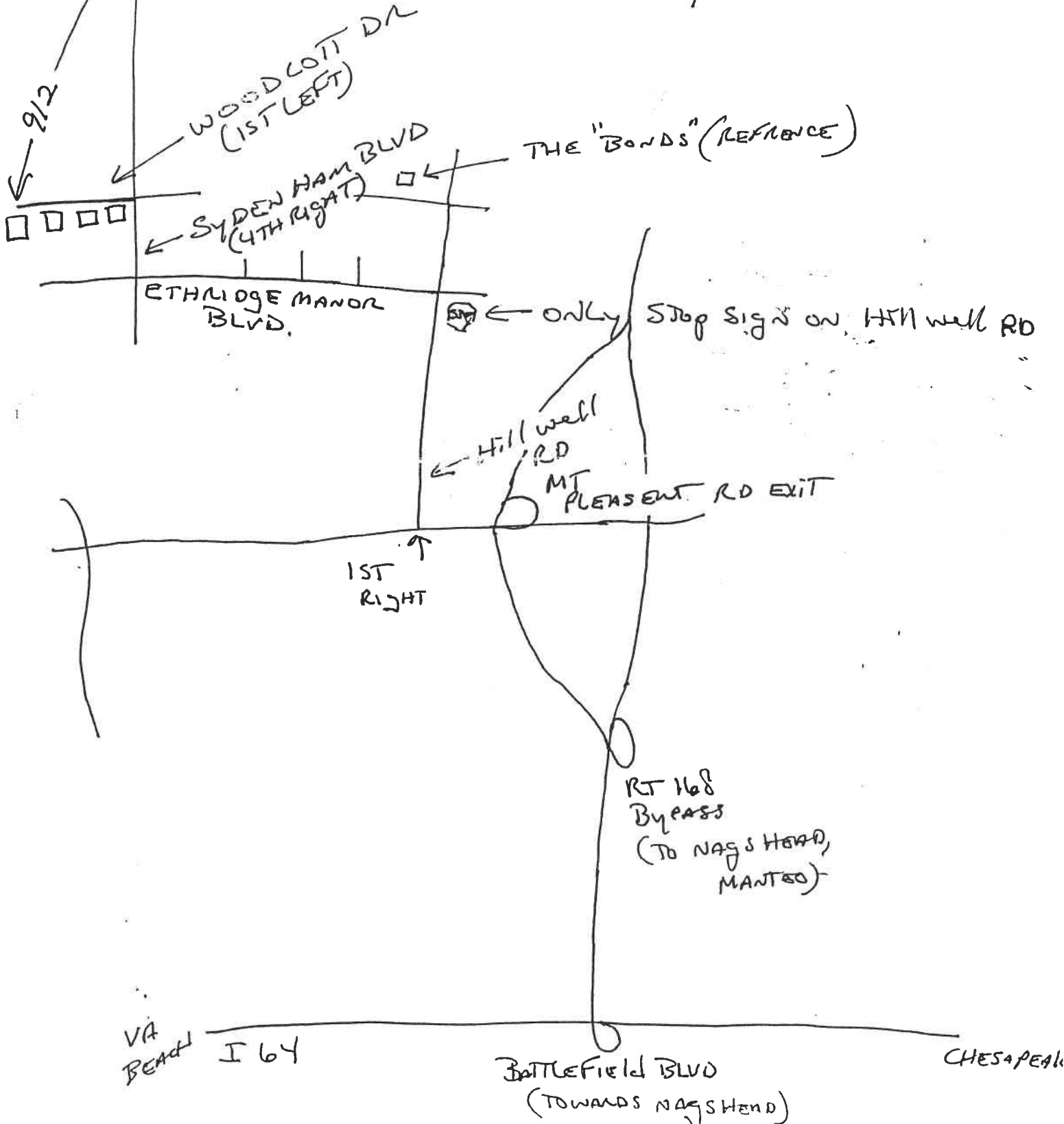
Meeting at 8:00

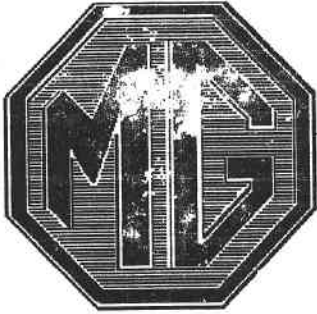
MIKE and Sally Murphy

912 WOODLOTT DR

CHESAPEAKE

482-4455





The Hipsterk

The Tidewater MG Classics



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Virginia Beach, VA 23455-



First Class Mail

January, 1996

