



• T • N O T E S

Me 1

U P C O M I N G E V E N T S :

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JUNE MINUTES

President Mel Baker called the meeting to order at 8:12 p.m. Jan Horner introduced herself as "I'm temporary". Jennifer Ash responded: "Temporary wife." (Jan is the President of the MGA Club in Chicago and wife of local member Fred Horner.) Also introduced was Al Bianchi, a new member coming to his first meeting. Mel stated that the May Minutes were very funny especially the part about him wearing Judy Baker's nametag. The May Minutes were approved. Jerry Moore was not present and thus no treasurer's report. Mel reported that there was \$546 as of the May meeting. Robin Raphael stated how embarrassing it is to have so much money. Tony Perino, Mr. Regalia and Vice-President: "We have a special. Belt buckles were \$12; buy \$15 worth of stuff and get a belt buckle for \$5." Mike Ash stated the obvious: "Problem is they are not selling." Mel: "Buckles are real nice - enamel." John German: "I like mine. Don't know where it is right now." Mel then called on the Tech Editor and Mike Ash responded "I have nothing to say." Roy Wiley stated: "The Tech articles (in the Dipstick) are fantastic." Mike replied that "The missing page is part of the printing process." (Jennifer Ash passed around copies of the page missing from June's Dipstick.) Mel called on Jennifer to report. "Events are as published in the Newsletter - meeting at the Lund's, July event is a pool party at Judy and Mel's (Baker). The next regional event is British Car Day in Bowie. If you want an application, I have them. Must preregister in order to win a prize in the car show. This really does not come under an event. Moss has a video; we'll probably order it for a winter meeting." Mel: "It would probably be interesting." Jennifer continued: "Dues are due. Let me have any changes of addresses. I'll probably publish a list of delinquents in the August Newsletter." Mel: "Deadline for the July Newsletter is June 24." He also stated that he has membership applications for various MG organizations.

There was not any Old Business. Under New Business Mel stated that Jim Banvard gave him a few things. "Scarborough Faire has a Spring Sale; Vince (Groover) is putting together an order. Also have a sale brochure from Seven Enterprises. Did anybody go by the Car Show (at Lake Taylor)?" Brenda Banvard: "I drove by on the interstate." Roy Wiley: "Bet they didn't even notice you." Brenda: "It was the Mazda." Mel reported that he was going to take some black and white photos for the newsletter as well as color. Andy Wallach asked incredulously: "Can you get a mixed roll of film?" Mel replied: "Yes."

Under T-Time, Jim Banvard mentioned that Mike Banvard was changing a rear axle in his BGT. Someone stated something about new springs making their car higher and Jennifer Ash asked: "Does it give him more headroom?" Frank Benson related his experiences when working on his oil pump. "Left the pressure relief valve out" and had to use my wife's (Gloria's) finger instead. Someone asked if her finger is still there? He continued: "While her finger was in there, I cranked up the engine." Mel: "I can see you, Judy, under the car!" Judy responded: "I'll give you the finger but it won't be that one." Frank: "It was fantastic when she (I guess Gloria) actually turned the key and it started." Dave Bowling: "I installed the engine and now am overhauling it. Dropped the pan four times." Tony Perino asked: "Do you have latches on the pan?" Mel: "Broke the clutch linkage." Jim Banvard: "Had a fuel pump failure, Monday, at the toll booth in the rain." Jennifer Ash: "Took my TD shopping. Didn't know about the thunderstorm ..." Ira Cantin: "I've gotten the transmission back in. Got the gearbox back in and the propeller shaft, whatever that is. The only thing I had a problem figuring out was what 'the power unit' is." Dave Bowling: "The way you work on engines, do you work on bodies the same way?" Ira responded: "Just wear thicker gloves. It really is like delivering babies. For you who have not done it, its wonderful." Talk about delivering babies followed. Then Joe Dillard related: "Got my 'B' on the road after restoration; about 1,000 miles in the last month." Tony Perino stated that he was going to adjust his valves at the tech session.

The meeting adjourned at 8:42 and all mentioned above along with Barbara Perino, Pam Groover, Ron Stoops, Joan Bowling, Linda and Bob Pellerin, Bobby Pellerin, Charlie Dixon, Paul Thiergardt, Bob and Pat Beauter, and Don Jones enjoyed the fine refreshments provided by the Turner's. Thank you Ras and Jennifer.

TECHNICAL CORNER - by Mike Ash

Another month and another 1000 miles on the TF. I think it is now safe to say that the rebuilt engine is thoroughly broken in and it is certainly running fine. Better daily transportation one could not wish for, especially in this weather! I am still hacking away at the lower body of the B-GT, most of the old inner and outer sills are now removed. The hardest part seems to be the removal of the unwanted sound metal without messing up the wanted metal. One invaluable tool I have found is a spot weld remover. This is a specially made cutter about a half inch in diameter that neatly drills around the spot weld in one piece of sheet metal allowing the other piece to drop away. It leaves a hole in one of the pieces of metal, hopefully the piece you are trying to remove. The weld is still stuck to the other piece and can be removed with a grinder. Very neat, and so far I have been able to remove most of the old sheet metal without badly distorting the good metal that is left.

We had a good tech session at the Perino's this month, which I am sure is written up elsewhere in this newsletter. However, there were a few tech problems of interest which I will address here. John Jackson brought his TD with a starter motor that would turn but not engage. With the starter motor off the car, it was apparent that the pinion was binding on the shaft and not being thrown into mesh with the flywheel gear when the motor turned. With three pairs of hands and some difficulty, the pinion was removed from the shaft, and John took it apart and cleaned up all the parts in solvent. Reassembly of the pinion dry (i.e., without oil) and refitting to the shaft (three pairs of hands again!) resulted in a very smoothly acting pinion. With the starter motor back in the car, the engine started immediately. I think the moral of the story is "Don't lubricate the starter motor pinion". It will operate very well dry, and won't attract dirt and grit to gum up the works! Mel drove his TD over without a clutch to have a new clutch rod installed. The old rod, which had not been in very long, had broken a week or so earlier. The new rod, after installation, bent at the first depression of the clutch, and will not last too long if the fixed rod is not extended as I addressed in a previous newsletter. I wonder how many TDs and TFs out there have the same problem! Andy Wallach was there with his on-going clutch problem in his TF. He managed to drive over by switching off the engine at every stop, and engaging first gear before restarting the engine to set off again. Everything in the external linkage and the adjustment looked fine so the problem has to be internal. I had a similar problem with my MGB after it had been fully submerged in a canal off Broad Bay! Rust formed on the transmission input shaft and prevented the clutch plate from sliding on the splines. Consequently, when the pressure plate was released, the clutch plate stayed in firm contact with the flywheel and continued to turn with the flywheel. The only solution was to remove the transmission and clean up the input shaft. I suspect that Andy's problem is similar and that something, maybe a rough spot on the transmission input shaft or a sticky substance on the clutch plate surface, is causing the clutch plate to remain in contact with the flywheel after the pressure plate is released.

Those seem to be the major items from the tech session. Tony worked on valve adjustment, and I will use that topic as a subject for next month's article. This month, I will continue my few words on ignition timing. Last month I discussed the distributor and the replacement and adjustment of the points. Some of you who may have actually read the article may have noticed that, due to a printer's error, the last half page or so was missing. If you did not pick up a copy of the page at the last meeting, we still have a few available if you are interested.

Once the distributor has been determined to be in good working order and the points have been correctly adjusted, the next step is the engine timing. On all MG's the engine is timed relative to top-dead-center (TDC) of the number one (front) piston. TDC is defined as the point in the engine rotation when the piston is at the top of its travel on the compression stroke. The ignition is timed for the spark plug to fire either at or just before TDC. TDC is identified by the alignment of a notch in the crank shaft pulley with an index pointer on the timing chain cover. The timing marks for the T-series MG and the MGA are shown in the accompanying illustrations. The T-series mark is a notch in both flanges of the pulley edge, and not a dot on the front face as shown in the picture from the shop manual. On the T-series, TDC occurs when the notch in the pulley is aligned with the pointer on the

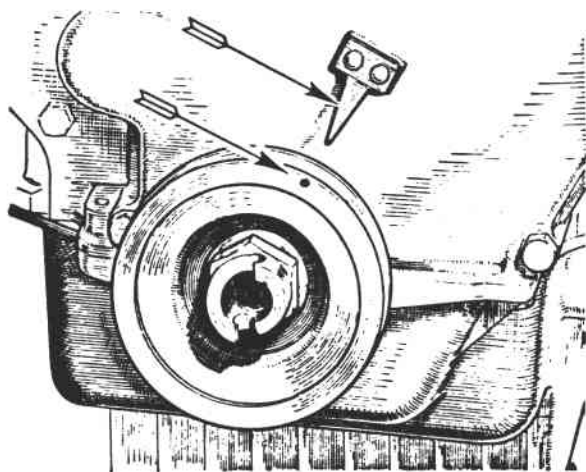
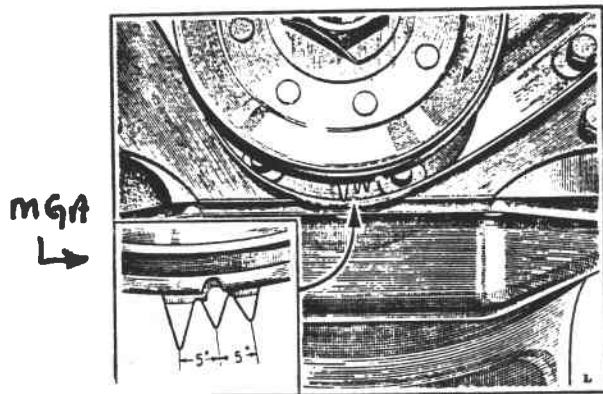


Fig. C.13

The timing mark on the rim of the crankshaft pulley and the pointer on the chain case which indicate top dead centre for Nos. 1 and 4 pistons when they coincide.

T-SERIES →



the timing light just comes on. The light comes on when the points open and, as discussed last month, the spark occurs at the instant the points open. If a T-series engine is correctly timed, the notch should be at the pointer; i.e., the spark should occur at TDC. If an MGA engine is correctly timed, the notch should be somewhere between the two outside pointers depending on the model; i.e., at 7 degrees before TDC for a 1500 or 1600, or 10 degrees before TDC for a 1600 Mk.II. If an MGB engine is correctly timed, the notch should be somewhere between the two outer pointers depending on the model, generally 8 to 10 degrees before TDC. For all of the engines, check the owner's or shop manual for the correct timing for your particular engine.

If the timing is not correct, then it should be corrected by adjusting the distributor. For T-series engines, the clamp on the distributor must be loosened and the distributor rotated to adjust the timing. MGA and MGB engines have a distributor with a micro adjuster which can be used for small adjustments of a few degrees. Larger adjustments must be made initially by rotating the distributor in the same manner as for the T-series, with the final adjustment using the micro adjuster. The procedure for timing the engine is to first turn the engine clockwise and stop it when the notch on the pulley is at the point where the spark should occur, i.e., at the correct timing position. If the timing light is on the the timing is too far advanced, so turn the distributor counter-clockwise or the micro adjuster clockwise to retard the ignition and until the light goes out. If the light is already out then the ignition is too far retarded and is ready for the following adjustment. Now, without changing the position of the engine, slowly and carefully turn the distributor clockwise and stop the instant the light comes on. Or, turn the

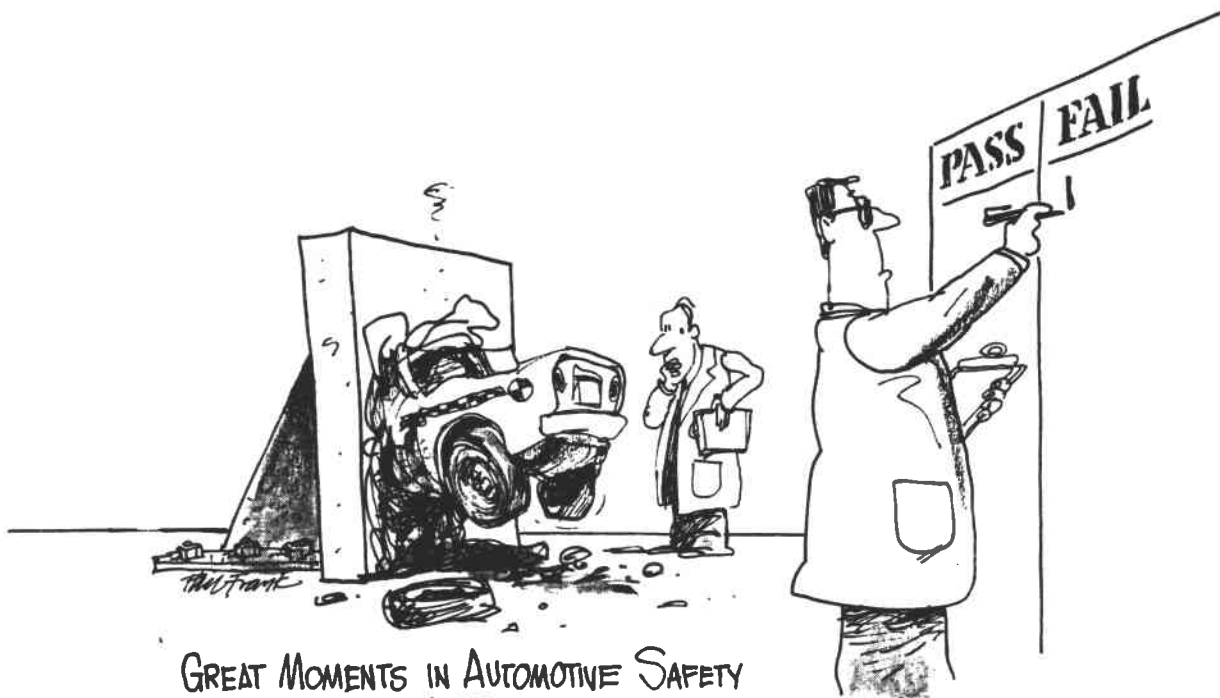
timing cover. On the MGA, TDC occurs when the notch in the pulley is aligned with the center of the left-most (as viewed from the front) and longest pointer. The other two shorter pointers indicate five degree intervals before TDC. On earlier MGB's (through about 1972) the timing marks are similar to those on the MGA except that there are four shorter pointers to indicate up to 20 degrees before TDC. On the later MGB's the timing pointers are moved to a more sensible position on the timing cover above the crankshaft pulley. On the MGB engine, the early and late pulleys and timing covers are not interchangeable as far as the timing is concerned, and should only be interchanged as a pair. The MGB timing cover and crankshaft pulley are direct replacements for those on the MGA and provide the benefit of a better oil seal in the timing cover and a cast instead of a pressed and riveted pulley. However, if you make such a practical upgrade to your MGA engine, be sure that the cover and pulley come from the same series of MGB engine.

I prefer to set the engine timing statically, using a 12 volt bulb as a timing light. The timing light is connected between the side terminal on the distributor and the chassis. When the light is on the points are open, when it is off the points are closed. The engine is turned slowly (clockwise as viewed from the front) by hand, either by using the hand crank, by a large wrench on the crankshaft nut, by pulling on the fan belt, or by pushing the car forward in third or top gear. Which ever method is used, it will be easier and smoother if the spark plugs are removed. With the timing light connected and the ignition on, turn the engine until the notch in the crankshaft pulley is about one inch before the TDC mark on the timing cover. Then turn the engine slowly and stop when

micro adjuster counter-clockwise until the light just comes on. Clamp the distributor in this position. Now turn the engine as described in the previous paragraph to check that the setting is correct. If it is not correct, then a few very small, trial-and-error adjustments to either the distributor or micro adjuster should achieve the correct setting.

If you prefer to use a stroboscopic timing light, connect it to the number one plug wire in accordance with the maker's directions, run the engine at idle and adjust the distributor until the timing is as specified in your shop or owner's manual for your particular engine. Stroboscopic timing is quoted in the manuals for the MGB only. For the T-series and the MGA, the stroboscopic timing specifications are not quoted in the manuals so the static method is more reliable. Remember, if you use the stroboscopic method on your MGB, the vacuum line to the distributor must be disconnected and the engine must be idling at 800 RPM or less.

That should about do it for this month. If you have any technical questions, give me a call (495-0307) and I will try to come up with the correct answer!



CARTOON BY FRANK & TROISE

GREAT MOMENTS IN AUTOMOTIVE SAFETY #26

June 12, 1985

The Department of Transportation
tests the 85mph. bumper.

ROAD & TRACK

We received the following letter from Fred Horner's delightful wife, Jan, for inclusion in The Dipstick:

Dear Lee,

Thanks for saving my life at the TechSession by helping me apply nasty vinyl to the wooden rail of Fred's MGA. So we didn't do a perfect job - Big deal, right? My friend in Chicago has recovered many rails; she says to tug and tug, and tap, tap, tap, but NEVER cut notches. Oh Well. Just when I thought it was safe to get back in the car, Fred says "I thought you, of all people, would have done a perfect job." I told him that you and I , agreed that it looked fine for a town this size!

Thanks, Lee, and good luck with your MGB!

Safety Fest!

JAN HORNER

President,
Chicago Area MGA Club
Chicago, Illinois

P.S. Take good care of Fred until I return!

Thanks, Jan; it's obvious you know how we editors are always looking for members' input into the newsletter! How about we exchange Club publications? We'll put you on our mailing list.

AND YOU THOUGHT THE U.S. DRUNK DRIVING LAWS WERE TOUGH....

In Australia, the names of drunk drivers are sent to the local newspapers and printed under the headline, "He's Drunk and in Jail."

Malaysia: The driver is jailed and if he is married, his wife is jailed too.

Turkey: Drunk drivers are taken 20 miles from town by the police and forced to walk back.

Norway: Three weeks in jail, one year loss of license. Second offense within five years, license revoked for life.

Costa Rica: Police remove plates from car.

Russia: License revoked for life.

Poland: Jail, fine and forced to attend political lectures.

El Salvador: Your first offense is your last - You are shot.

The above courtesy of the Youngstown Area Grocers Association's Weekly Bulletin Service. (Thanks, Dave Bowling)

Pool

Party



Dive in - Sun. July 19th

2 p.m.

Bring your own meat to grill +
ONE other item :- Hors d'oeuvres; dip;
salad; vegetable; dessert; or-
cookies (call Judy to co-ordinate
486-3425)

Club will provide: Buns; Fixin's;
Sodas, beer & wine-coolers.

Bring the children too!

* THIS IS THE PAGE THAT WAS MISSING FROM MANY
OF LAST MONTH'S NEWSLETTERS! *

two mounting screws and, with the cam follower on a high point of the cam, moving the "fixed" contact until the point gap is between 0.014 and 0.016 inches measured with a feeler gauge. For the MGA and MGB, the points are attached by one or two screws, with a metal strap connected to a separate terminal. The condenser lead and the lead to the side terminal on the distributor both connect to the terminal. Again, care must be taken to ensure that the strap and leads are insulated from the distributor base plate.

Well, that about covers the adjustment of the distributor. The adjustment of the points to the correct gap is quite critical to the operation of the engine. If there is excessive wear on the distributor shaft or its bushings, the shaft will have lateral movement and it will be impossible to set the points accurately. In this case the distributor should be rebuilt or replaced. I seem to have filled over two pages already, so I will discuss engine timing next month. If you need help with any of this, come to the next Tech Session with any new parts you need fitted.

TECH SESSION

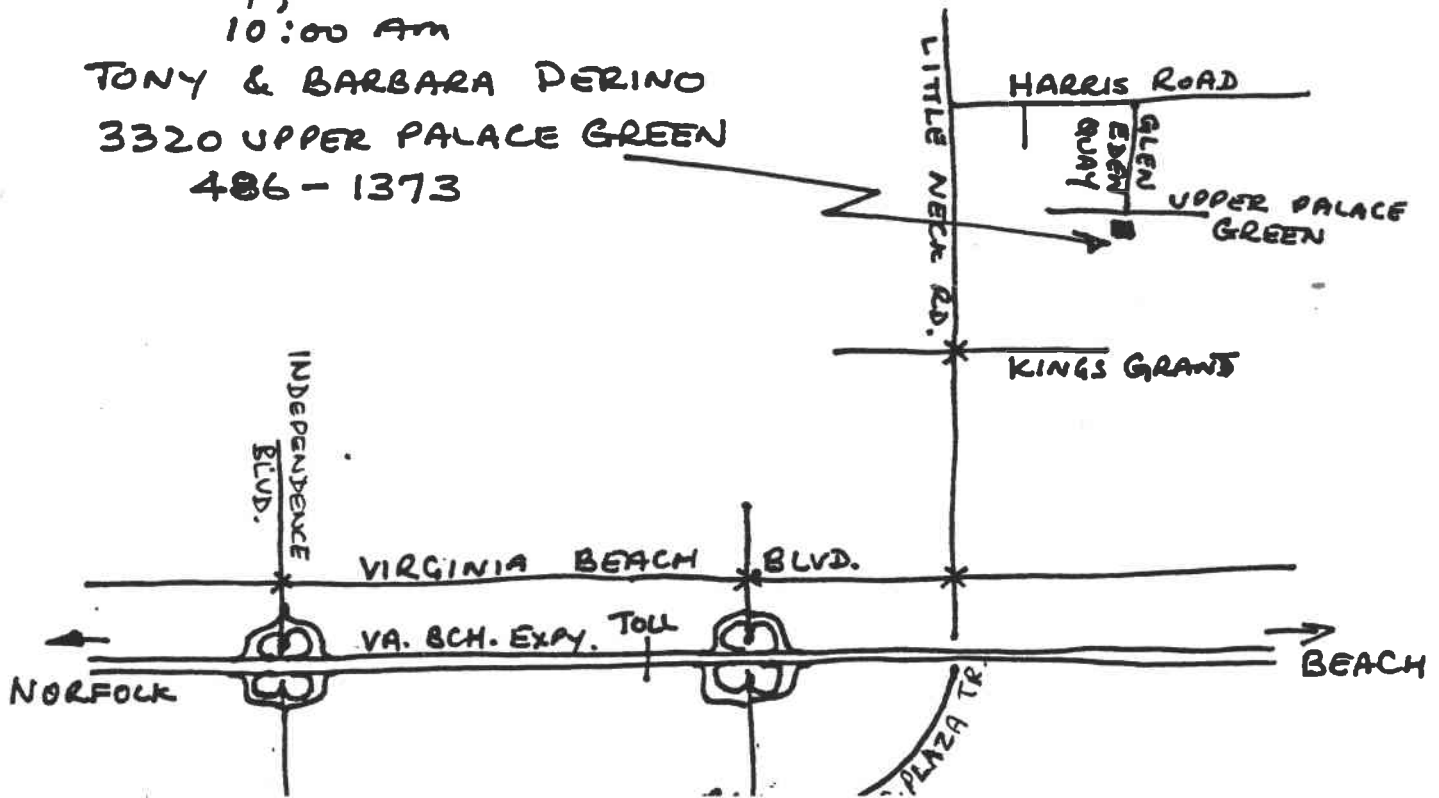
SUNDAY, 14 JUNE

10:00 AM

TONY & BARBARA PERINO

3320 UPPER PALACE GREEN

486-1373



HANDY TIP FOR SUMMER — LADIES ONLY!

When driving your sports car with the top down and/or all the windows open, you put your purse on the empty seat next to you - right? As a precaution against theft while sitting at a traffic light, just loop the passenger seat-belt through your purse-handle, and buckle up!

MEMBERSHIP NEWS:

Please welcome two new members to the club, and record their names in your membership roster, as follows:

Randy Lewter
3 Chesapeake Cir.
Chesapeake, Va. 23320

Mike & Beth Negovan
912 Welch Cir.
Va. Beach, Va. 23455

424-8193 / '61 MGA

463-7116 / '78 MGB

Also, CHRIS & ROBIN RAPHAEL have moved (to a house on the beach, where Rob is lewdly eyeing the traffic!). Please make a note of their new address and 'phone number:

3772 Jefferson Blvd.
Va. Beach, 23455

Ph: 464-2043

PLEASE NOTE - AS PER THE MINUTES OF THE LAST MEETING - THAT IF DUES ARE NOT PAID THIS MONTH, NAMES OF DELINQUENTS WILL BE PUBLISHED IN THE AUGUST "DIPSTICK". If you think your dues are not up to date, please write a check made payable to TIDEWATER M.C. "T" CLASSICS, and mail it to Membership Chairman:

JENNIFER ASH
5149 BELLAMY MANOR DRIVE
VA. BEACH, VA. 23464

\$10.00 In-town members; \$6.00 Out-of-town members.

F O R S A L E

MG T New Crank Shaft.....\$750
Used T D/F Head..... 125
New TC Rug Kit (Brown)..... 90
MGB Weber Carb & Manifold..... 150
(45DCOE)
New TD Dist. (40162)..... 200

Call Dan Boswell at 486-5271

JULY MEETING

TUES. 7 JULY

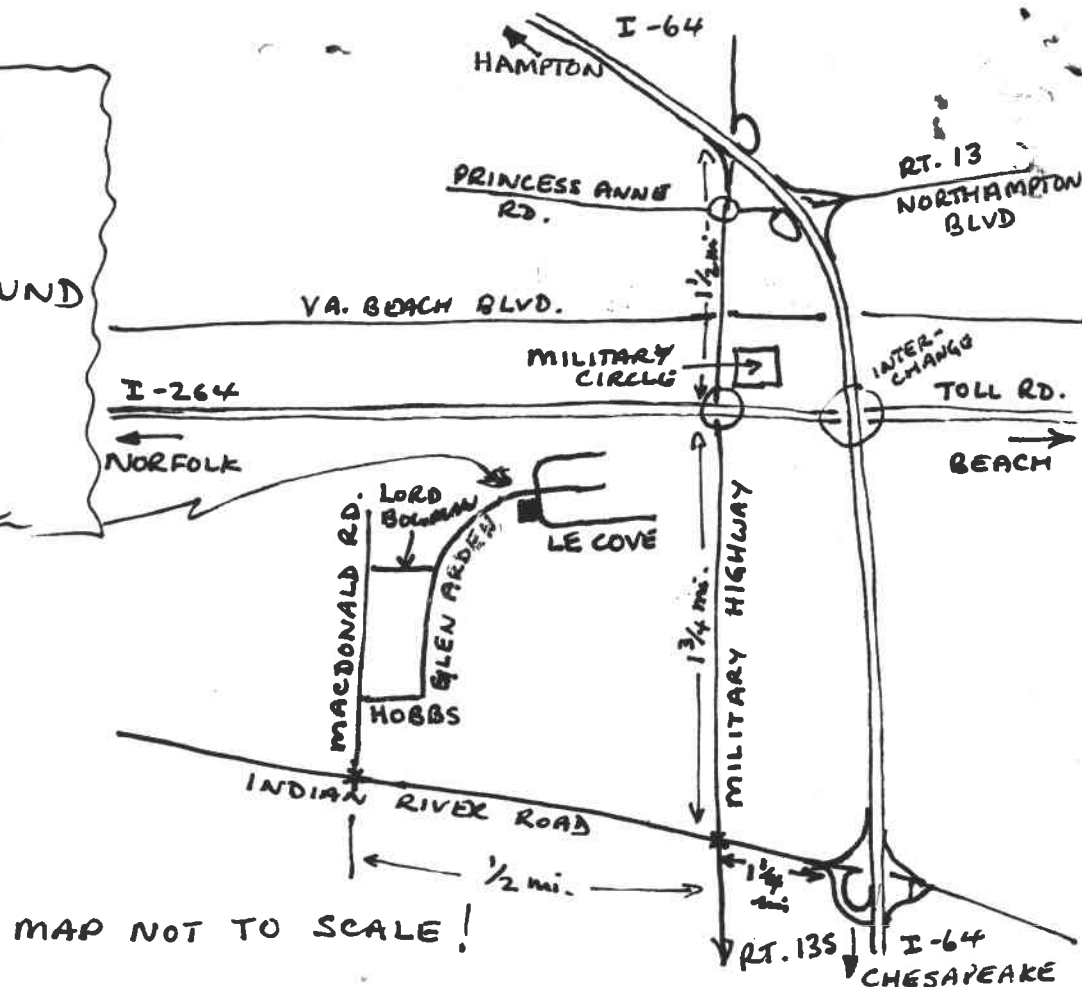
7:30 pm

TOM & JEANNE LUND

892 LE COVE DR.

VIRGINIA BEACH

523-4580



TIDEWATER M.G. "T" CLASSICS
5149 BELLAMY MANOR DR.
VIRGINIA BEACH, VA. 23464



FIRST CLASS

PEGGY BRADFORD
3202 DUNNEBROK CT.
VA. BEACH VA. 23456