

THE TIDEWATER MG T CLASSICS

THE DIPSTICK



AUGUST 1988

President.....Tony Perino
Vice President.....Dave Bowling

Secretary.....Tom Lund
Treasurer.....Frank Benson

Editor.....Gloria Benson

MARQUE TIME:

Many thanks to Ira and Mary Cantin for hosting the July meeting. The weather was so nice (in comparison to this last week) that we all sat on the back deck for another brief, but fun get together.

Don't forget the Crab Feast on Sunday the 31st at the Baker's starting at 3:00 PM. The cost is \$5.00 per head and an R.S.V.P. is required. We have had a bit of a problem at recent events where an advance head-count was required and wound up with too little or too much food. Since the crabs will be expensive, please be sure to let Judy or Mel know if you will attend. Please do so before Thursday, July 28th. They and our Treasurer will appreciate your efforts. Until the 31st then

Safety Fast!

Tony

MEMBERSHIP NEWS:

Many of you will note the number - 89, following your name on the address label; this indicates your dues are paid through next May. However, if there is NO such number after your name, you are in arrears! Any member not renewing by the end of August will be presumed not to be interested and will not be listed in the Roster, which will be readied for publication with the September newsletter.

Copies of the amended by-laws will be available at the August meeting.

Owing to pressures of work, with a couple of TF touring trips crossed in by way of relieving the pressure - there will be no TECHNICAL CORNER by Mike Ash this month.

MG Meeting Minutes
July 6, 1988

Welcome to new members and guests: Tim Matthews who has many cars and needs help. Tony Perino's daughter Rebecca and a welcome back to Skip Anderson who has been at sea for a year.

One omission from the last minutes was Frank Benson accepted the position of Treasurer from Jerry Moore.

Treasurer's Report - A beginning balance of \$541.74, income of \$425.00, expenses of \$167.45 for an ending balance of \$799.29.

Deadline for the Newsletter is July 25, 1988.

Regalia - T-Shirts are on special for \$3.50

Activities - July 31, 1988 - Crab Feast at the Bakers. Tickets will be sold in advance. \$5.00 per person (\$2.00 under 12).
August 2, 1988 - Meeting at Skip Anderson's
August 28, 1988 - Tech Session at Robert Davis's

This is the last meeting for Robin and Chris Raphael. Thank you for your contribution to the club and good luck. However, Roger Snell will still be with us for parts procurement from the UK.

Technical - Not much to report on at Mike's Tech session. Perhaps next month at Robert's.

Spares - a discussion about front bushings from the VA being better than replacement TD bushings. Vince has some new VA bushings if anyone needs them.

New Business - Mike gave us an update on the MGA Registers topic of inclusion of new members. A change to the By-laws suffices as we did recently. We are in need of a representative to the MGB Register in Lee Kline's absence. Any volunteer willing to be a representative please contact Tony Perino.

Marque Time - Dan Boswell is still having Fuel Pump failures. Skip Anderson drove his TD from Delaware to Tidewater with no problems. He was able to start the car with minimal effort after it has been sitting for years. A discussion erupted concerning clutch shutter and flywheel servicing.

Robert Davis commented about the MG Owners Club still being able to supply all MG parts from 1936 onward. A good article on unleaded gas in their recent publication. Mike Ash won the raffle and he does not want a belt buckle. The meeting was adjourned.

DEADLINE FOR THE SEPTEMBER NEWSLETTER IS THURSDAY, AUGUST 25TH

ACTIVITIES

- July 31 (Sun) CRAB FEAST - 3 p.m. at Mel & Judy Baker's (see flier). Please R.S.V.P. to Judy no later than Thursday 28th, so that there will be enough for everyone to eat!
- Aug. 2 (Tue) MONTHLY MEETING - at the home of Skip Anderson (see map for directions), 7:30 p.m. As Skip is a non-drinker, he will have plenty of soft drinks but feel free to bring your own beer if you wish.
- 28 (Sun) TECH SESSION - at Robert Davis' garage (see map). 10 a.m. until the last car leaves, or suppertime-whichever comes first! Bring your problems, routine maintenance, etc. and receive help, advice and/or cheering-on.
- Sept. 7 (Wed) MONTHLY MEETING - at the home of Tom & Jeanne Lund. 7:30pm.
- 11 (Sun) BRITISH CAR DAY, RICHMOND - This is a great car show, and an easy drive from here. Mark your calendar, and get your registration form at the August Meeting, or watch for it in next month's Dipstick.
- 25 (Sun) ANNUAL PIG-ROAST/CAR SHOW - at Chris and Shelley Holcomb's; details in next month's Dipstick. Mark your calendar!
- * Note: Tech session at Robert's INSTEAD of Tony Perino's.



YOU OWN A WHAT? Part Two on the MGC

Last month I introduced you to the MGC and highlighted some of the items which distinguished the "C" from the much more common MGB. This month I will try to point out some of the advantages and disadvantages of "C" ownership and tell a little about our national organization, the AMERICAN MGC REGISTER.

On the plus side of a ledger, an MGC can still be purchased for a reasonable sum as this particular model was not appreciated by anyone until recently. I expect the prices to increase significantly in the near future due in part to the rarity of the "C" model and also due to the growing number of "C" fans both here and in the U.K. The average price for a "C" as listed in the MG Magazine (#27) was \$6,725 and ranged from \$1400 - \$14,900. The "TC" averages \$13,225 while the B" averages \$5,950.

The negative side can drive a person nuts.... Trying to find parts can be a real problem. Many of the items which make the "C" different from the "B" are unique to the "C". Thus far I have been lucky, I actually found someone who would part with a pair of the brake boosters for a reasonable sum.

The American MGC Register is 8 years old and already has nearly 750 members worldwide. Like other organizations of it's type, the "C" register promotes the preservation and enjoyment of these fine little sports cars. Our national meets are called CBAs which stands for "C event of Brutal Agressiveness"... catchy title, huh? These meets are held semi-annually around the country. The bi-monthly newsletter is C Notes which is published by our chairperson and founder, Pam and Tom Boscarino.

I am always happy to talk to anyone about MGs and MGCs in particular. I hope these articles have expanded your knowledge of the MGC and your appreciation for the MG that failed to catch on for it's first twenty years.

Bob McClaren
AMGCR #567



TOLL FREE: 1-800-CAR-1099
(804) 473-0868
(804) 473-0878

**EXOTIC MOTORCAR
ACCESSORIES**

RICHARD L. MULLINS
5045 VIRGINIA BEACH BOULEVARD
VIRGINIA BEACH, VIRGINIA 23462

Passing It Along

By Daniel Canada

"Two oil spots shaped like amorous amoebas and one looking like a singing raisin are OK. One big spot is not OK."

Dear Son, Someday when I take to the "Great Sports Car Road in the Sky", both my cars will be yours. Now, I will leave you instructions on how to drive both cars.

The first car I will describe is the BMW 2002. You put in the key, turn it, and go when it starts. That's it!

Now for the MG-TD. As you'll see, this motorcar requires a bit more effort.

LOOKING UNDER THE CAR

Two oil spots shaped like amorous amoebas and one looking like a singing raisin are OK. One big spot is not OK.

GETTING IN

I have found it easiest to put your butt on the seat first and then tuck your legs into the footwell. Do not wear wide shoes or heavy boots unless you want to scratch the running board and end up with some strange pedal combinations.

Oh yes, while bringing in your legs be careful not to brush up against the SILENT STRIKER. (Yes, that is the name of the door latch mechanism. I do not know why it is named that because every time I hit it I curse loudly!) Be especially careful if you are wearing light colored pants; Murphy's Law applies here. Don't do as you always do in those clunkers you have driven...don't slam the door; ease the door shut so that you hear two clicks.

By the way, the doors only open 5/8ths of the way, and are called "suicide doors." I'll leave you to figure out why this is so.

ADJUSTING THE SEAT

Don't ask why the seats are not adjustable. Just know that to change seat positions you need the tool pouch located in the engine compartment. (Ah ha, this is what that strange hook tool is used for.)

STARTING THE ENGINE

Insert the key, turn and don't panic. The "ticking" you hear, hopefully, is not a terrorist bomb. That "beetle tap dance" sound is the noise the SU (Suck-um Up) fuel pump makes as it charges the float bowls.

If the ticking goes on and on and you hear liquid splashing on the road and smell gasoline, say oops! Then go un-stick the little plunger by jiggling. Note: There have been cases of men taking years to master this technique. Good luck.

This used to happen frequently after I rebuilt the carbs, but has not happened since I had them professionally rebuilt. I have simply chalked this up as another mystery. (Some say that MG stands for "Mystery Goer".) Push in the clutch, but not too much because it broke twice when I did that in the past.

Now for the crossover. Pull the choke with your left hand and hold, then pull the starter knob with your free hand. In 1963, '66, '69 and '72 it stuck, and this caused a heck of a racket. Ever since then I push the starter cable "home." Pushing the car home is something I have done often!

GOOD SHOW

Now that the engine is running, listen. All that seemingly loud, loud noise you hear is supposed to be heard...really.

Now you know what valve clatter sounds like. To some this music is akin to the old typewriter piece.

T T D WHILE SHE WARMS UP

(Always remember her name is Betty. Never call her by another name - especially Ann.)

- 1.) Check the tachometer to see that it is registering RPMs. If not, then thump the glass just hard enough to free the needle into action. Over the years this can lead to an arthritic finger.
- 2.) Tighten the wingnuts on the windscreen. I used to select female passengers with strong fingers to help.
- 3.) If you are wearing light colored pants, then take a paper towel and reach up behind the dash and wipe the line junction to the oil pressure gauge. (Refer to Silent Striker and Murphy's Law.)

TAKING OFF

Depress the clutch. Yes, it does feel as if the pedal will fall over sideways, but not to worry; this is another long story. I think I should have replaced the shaft bushing when I last had the engine out. I was told not to bother because in a short time it would end up as you feel it now. Poor design, what? Oh yes, use your foot to depress the clutch and not your tone of voice. The car can be overly sensitive.

As you drive away in low gear, there is a whine. Don't worry about it. In third gear there is chatter, ditto. It used to jump out of 3rd gear, but now it jumps out of 1st gear! Of all the gears, reverse has never given me trouble - remember that.

USE OF THE AIR FRESHENER

Yes, the car has an air conditioner, of sorts. To use it, your face must be in condition to accept fresh air. To get fresh air, simply lower the windscreen, being careful not to break it. To lower properly, push the screen down in the center of the glass, not a corner.

Don't worry about forgetting to do this properly. Once you replace the broken glass in the frame, you will remember to be careful.

MOTORING ALONG

Listen for any unusual noise beyond the symphony of sounds created in and around the car. For example, the sound parts make as they hit the road! (I have never been able to bring myself to display the sign, ALL PARTS FALLING OFF THIS CAR ARE OF THE FINEST BRITISH DESIGN.) I do not know how to classify the "squeak" in the R front wheel area. In the 25 plus years I have driven the car, that sound has been there, on and off, for about 13 years. Ignoring this sound is the best course of action.

Finally, if you ever find out what that tiny "thunk" is in the rear, please contact me through a medium because I have been dying to find out the source.

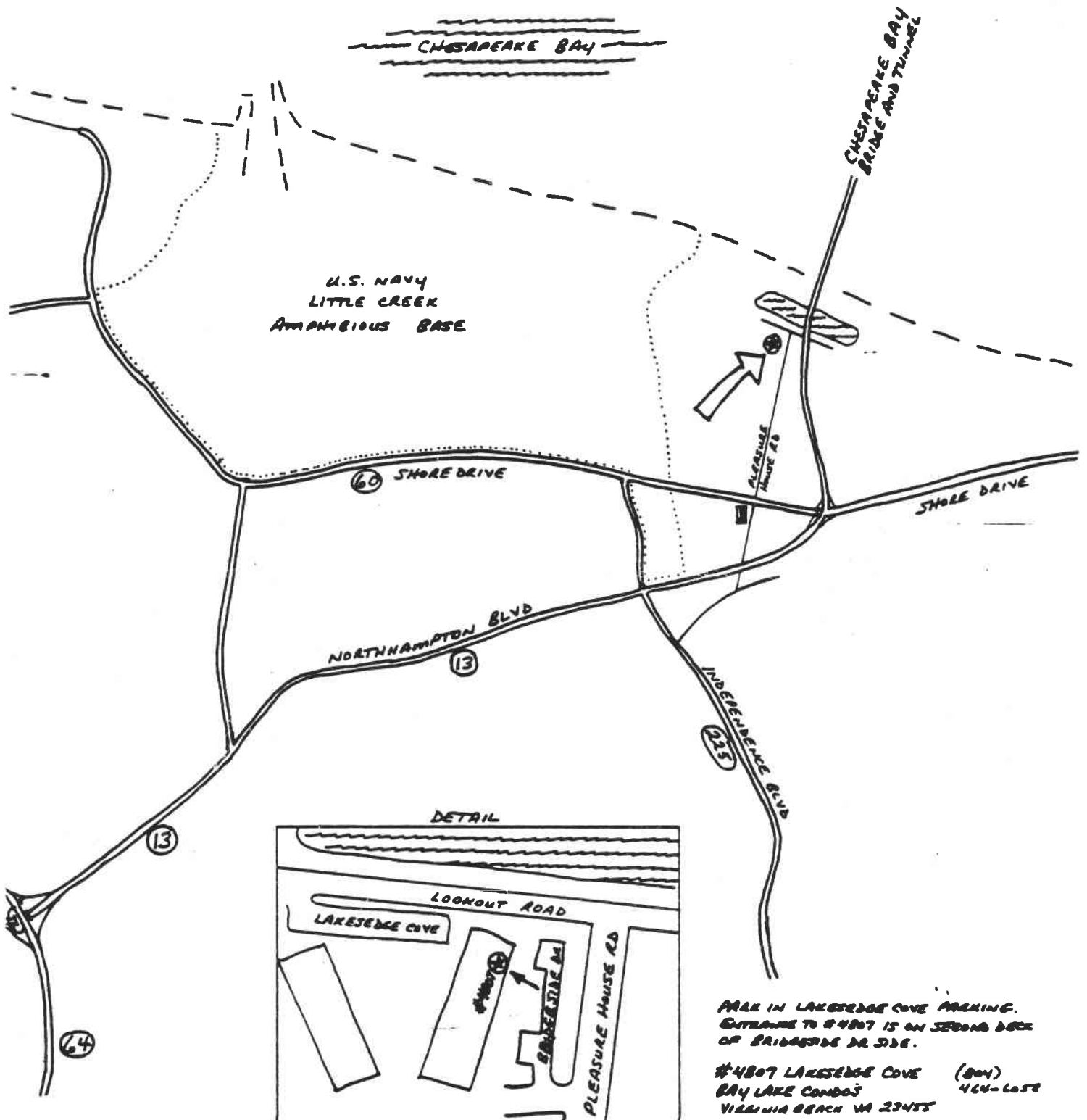
Well, that is most of it; I'll leave you to find out the rest.

Reprinted from "Moss Motoring"
Contributed by Mel Baker



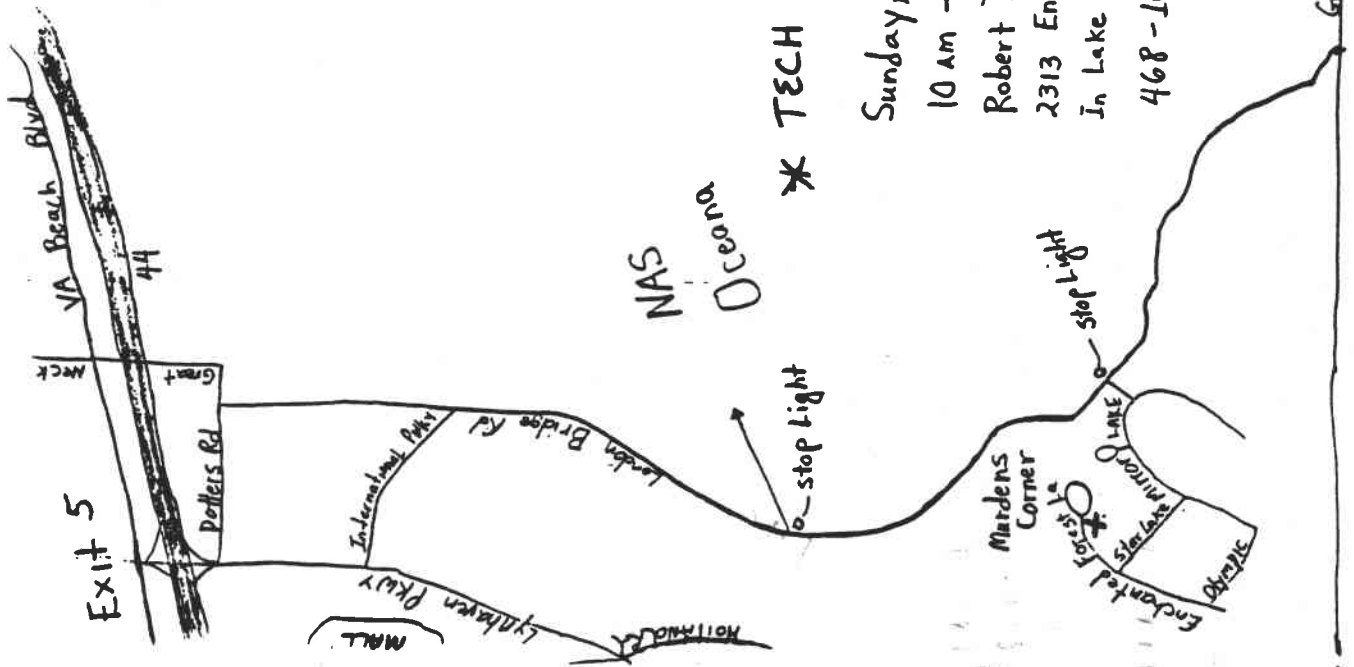
NEAR AS I CAN TELL, WITH THET STEERIN' WHEEL ON THIS SIDE, IT MUST
BE ONE OF THEM MAIL MENS CAR'S !!

MEETING - TUESDAY AUG 2 7:30 PM AT SKIP ANDERSON!



**IT'S BYOB, BUT DESSERTS
WILL BE PROVIDED !!**

Tidewater M.G. "T" Classics
5149 Bellamy Manor Drive
Virginia Beach, VA 23454



* TECH SESSION

Sunday, August 28

10 am - till ?

Robert Davis

2313 Enchanted Forest Ln

In Lake Placid

468-1024



FIRST CLASS