



THE TIDEWATER MG 'T' CLASSICS

23 March 1978

President: Roy Wiley (481-1543)
Secretary: Tom Lund (480-3090)
Editor: Susan Boswell (486-1293)

APRIL NEWSLETTER

GREETINGS from sunny Florida!

Or at least that's where we (the Ashes and Boswells) are supposed to be about now, sharing fun and fellowship with the Faithful at GOF South. Either that, or Dan and I are stranded somewhere in the Carolina salt marshes while Dan does a valve job. He's rapidly becoming the fastest head puller west of Abingdon. Anyway, to coin an old one, wish you were here. You're missing a grand time!

THE MARCH MEETING: Robert Davis sponsored the last meeting at his parents' home in the outlands of Chesapeake which a few of you insisted on reaching via the scenic route through North Carolina. We had a good turn-out in spite of the cold weather--twenty-one people including our newest member, DOUG HAND, who was introduced near the end of the meeting. When asked why he waited so long to introduce guests and new members, Roy Wiley admitted sheepishly that he likes to give these hapless souls a chance to duck out while still anonymous (and sane).

TREASURER'S REPORT--We have \$232 and change on the books, plus Don Moore took in another \$50 or so at the meeting for memberships and regalia items, so we are solvent for a while longer.

REGALIA--We are losing our long-suffering Regalia Chairman Buck Lampton who has had to resign his post (for reasons of sanity, though he claims it's due to other commitments on meeting nights--a real trooper to the last). Mike and Jennifer^{Ash} and Levi and Elsie Tarr have temporarily taken the job (takes four people to replace you, Buck) until someone cracks under the strain and they decide who really wants it. Thanks to Buck for his long and arduous service. He had to put up with a lot of ribbing from the troops, in these pages and elsewhere, and he bore all good-naturedly. Buck and Suzy Lampton will continue in the club until Buck's retirement from the Navy this summer when they will return to their home state of Oklahoma. They will be missed.

THE SPRING RALLYE--This is our next big event, set for April 23 under Richard Hall's supervision. Some people want dash plaques for the rallye, though they may be cost prohibitive. A few people are checking into the costs of materials and engraving and will report at the next meeting.

OTHER BUSINESS--Secretary Tom Lund has abandoned us until mid-May for a school in New Jersey. The secretarial duties will be assumed by Jennifer Ash and me during this period. If you need any secretarial type duties performed, please call Jennifer.

We have a number of MGA owners in the club and Roy suggested that perhaps they might be interested in trying to do more with the A-Register through Mac Spears in the Chesapeake Club. Not that we want to lose our A-owners; they are among some of our most active members and we want and need their participation. But this is a T-Register Club and perhaps they feel left out when we concentrate so much on pre-1956 MGs.

At which point the meeting adjourned and Mike Ash set up the projector and screen for a slide show. We are a photogenic lot. Thanks to Robert for hosting the meeting and for all the goodies. The APRIL MEETING will be held at the home of LEVI and ELSIE TARR on TUESDAY, APRIL 4, at 8:00.

*****MAY 12-14*****THE COLONIAL CLUTCH IS COMING*****MAY 12-14*****

TECH SESSION--Someone asked me at the last meeting just exactly what goes on at a tech session so here's a blow-by-blow account of the last one held March 5 in the Banvard garage complex.

They ate and drank coffee. Dan Boswell changed the brake light switch on his TF. Another break while they ate and drank more coffee. Dan and Jim Banvard adjusted the carburetors on the Boswells' TF. Time for a snack and a little coffee and a trip to the little boy's room. Jim and Robert Davis attempted to adjust the voltage regulator on Robert's Y-type and then decided he had a generator problem. Meanwhile Dan and Roy Wiley adjusted the fuel pump points on Roy's VA. More food and drink and a few more side trips. Someone helped Robert Hall try to mend the leaky brakes on his bug-eye Sprite, but found out they lacked the necessary parts. Bob Salvin, Dave Barrows, Mike Ash and Ted Hughes threw in their expertise and moral support and raided the food and coffee. Then everyone went home for supper.

(Ed. note: Tech sessions are usually very productive, but it does depend on who shows up with what problems.)

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HEY BUDDY --
WASSA MATTER?



YEAH! AINT WE ALL!!

ANONYMOUS (AND APPRECIATED)

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UPCOMING EVENTS:

APRIL 23--THE SPRING RALLYE--We will meet in front of the People's Drug Store at the College Park Shopping Center at the intersection of Providence Rd. and Military Highway at 1 PM. (See map at top of next page.) Richard Hall will tell us all where to go from there (something Richard is good at--laying out rallyes, I mean).

MAY 12-14--THE COLONIAL CLUTCH--That's our mini-GOF in Williamsburg

with the Chesapeake Chapter!!!
If you haven't panicked yet,
Chairpersons and committees, now's
the time. Dave Barrows reports that
we presently have five advanced
registrations.* Yeah, team!!!

JUNE 11--FUNKHANA AND PICNIC, site
unknown.

JUNE 25--TECH SESSION.
JUNE 28--JULY 2--TORONTO GOF--Ashes,
Boswells and Banwards are all
hoping to attend. Join us.

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Here's some more input from our British
correspondent, Mike West, who reports
that he and Nita will be returning to
the States, they hope here to Norfolk,
sometime between Sept. and Dec., 1978.

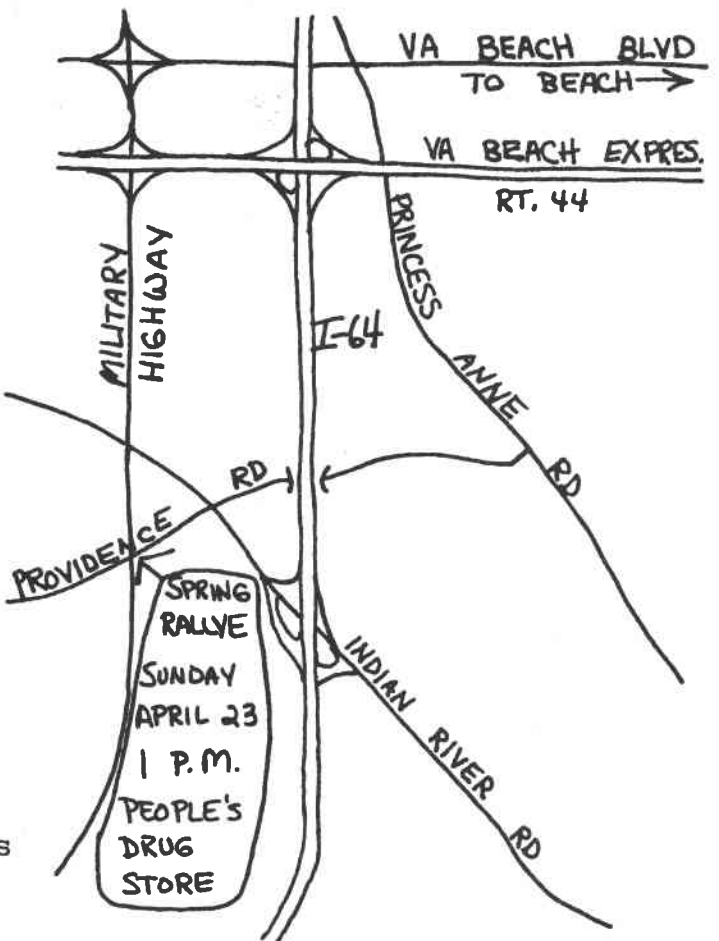
Dear Tidewater T's--

I've really enjoyed my YB. It has
52,000 original miles, never been
restored (and doesn't need it!) and is
a real joy to operate. Ron Henry visits
me in his YA periodically and we swap
lies and parts and help. I'm good at
the former--he takes the latter!

Inflation has dropped over here and so has the dollar! Parts are still
a good buy and I'm happy to send you what you need. Three MGT parts
suppliers, Motobuild, NTG, and Toulmin's, are within 1/2-1 hour drive from
my house in London. Chrome parts are particularly good. Cars still aren't
cheap. A presentable Y-type is \$800 and up and TCs are \$2500. Double that
for dollars, add \$600 transportation, and you can see the bargains drifting
off into the sunset! Ron Henry and I look for deals every week and have
put a lot of mileage on our cars looking for parts and YBs and YAs. At
\$1.60 a gallon for gasoline (petrol) that adds up. If you all want us to
check on parts or cars please write so we can consolidate lists and trips
as much as possible. We meet about once a month.

I have an artist friend who does beautiful ink and water color drawings
of car profiles for \$5 each. He'll do them customized in color, with
whatever you want and the size is about 12" x 15". He's done my TD, my
MGA, and my YB for me and if you want it done, send me \$10 a copy and I'll
mail it to you. These are really nice pictures and can't be beat for a
custom job.

Well, enough of this--my folks arrive tomorrow for 2 weeks, then Nita's
for two weeks after that! Sometimes living in London ain't so cool!!!
We're happier than an XPAG in STP, though!!



Y'all come!
Mike and Nita

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ODDS 'N ENDS--

NEW MEMBERS-- Our newest members are: (Try the top of the next page)

* MAKE THAT SEVEN ADVANCED REGISTRATIONS BY LAST COUNT !!

Doug and Connie Hand
1013 Lockwood Ct.
Va Beach, VA 23462
420-2774

They have a '50 TD which Connie's father restored some time ago. Unfortunately Doug has had to undertake a second restoration after the 'T' had an accident in December, so it will be some time before their car can make an appearance, but we all understand (and have been in) that predicament. Doug and Connie are also expecting their first child in May.



Answers to last month's puzzle

HELP WANTED--Randy Colker would love to get his TD back together, but needs help. Presently it has been stripped and primed and has had the engine and transmission overhauled and now lies in boxes scattered over his premises. Randy will pay someone to undertake the project, so it you'd like to tackle this one or can recommend a professional restorer who does good work at a reasonable price, please contact Randy at 226 Palen Ave., Newport News 23601 (596-3910).

PARTS--Parts Chairman Robert Davis has located some distributors for TCs and early TDs (that may be adaptable for later TDs and TFs) for a cost of about \$30. For more information and to order one, call Robert at 482-4309.

BOSWELL'S FAMILIAR QUOTATIONS--From THE WIND MACHINE, newsletter of the Sorry Safari Touring Society (a California T-Register Chapter whose motto is TYWWL--meaning 'Told You We Were Lost') in reference to an article in OLD CARS: "...MG does not stand for Morgan Garage, and...the only thing they have in common is that a Morgan looks like an MG left out in the sun too long and melted slightly."

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Here's the second of three installments of an article borrowed from the newsletter of the Classic MG 'T' Club of Hawaii.

THE NUMBERS GAME

MG TD Midget

Production period: Nov. 1949-Sept. 1953. Number built: TD 8,907; TDII and TDIIA 20,758; total TD series 29,665. Chassis sequence: XPAG/TD/501-9407, XPAG/TD2/9408---, XPAG/TD3/---. Number imported into the USA: 1950--1574; 1951--3790; 1952--7449; 1953--6606, total imported into USA: 19,421. Number imported into NSW, Australia: 584.

The TD saw the factory drop wire wheels as standard equipment. The factory publication MG's THROUGH THE AGES mentions that center lock wire wheels were available as an option on the TD Mark II.

Real confusion over TD models came about when the larger clutch was introduced. This modification necessitated a different bell housing which made earlier engines non-interchangeable with later ones. In order to distinguish between the two engines, those with the new type of clutch were designated XPAG/TD2. This is all that TD2 meant and it should not be confused with the Mark II.

Here is a complete breakdown on changes which should help date TDs:
Aug 1951--8" clutch from Engine XPAG/TD2/9408. March 1952--from chassis #TD13914--combined water temperature and oil pressure gauge, oil filter with renewable element in engine XPAG/TD2/14224. Larger sump in engine XPAG/TD2/14943. July 1952--headlamp beam indicator light in speedometer in chassis TD17548. Modified block in engine XPAG/TD2/17969. Nov. 1952--additional top bow in chassis #TD20696. Dec. 1952--screen wiper mounted in center. For further correlation:

TD0251-TD9087 Jan 1950 to Aug 1951
TD9088-TD20427 Aug 1951 to Oct 1952
TD 20428-TD29916 Oct 1952 to Sep 1953

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AND FINALLY

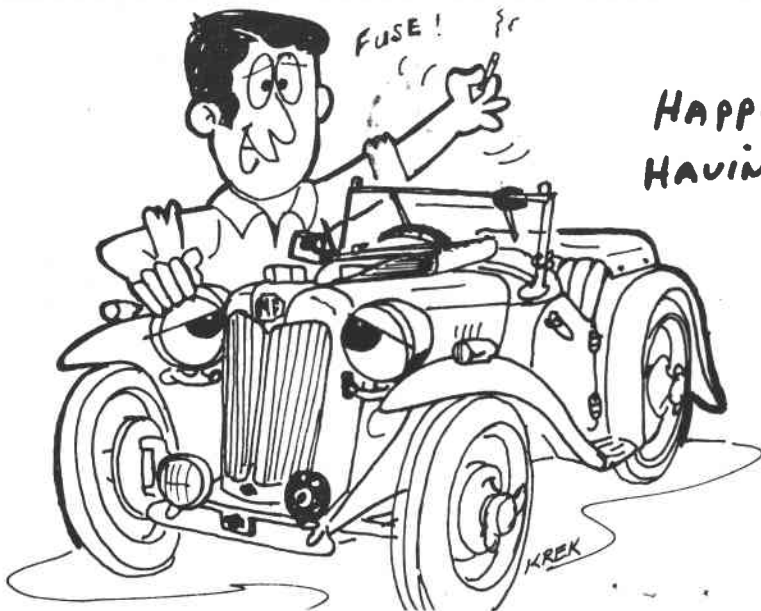
Last month Gary Cole sent me this because he thought the club might be interested in seeing what prices the so-called "professionals" are charging the public for our beautiful little cars. It comes from Smith Automotive Investments, Inc., in North Wales, Pa.

- Y-TOURER, 1949 rare four-seater model, rough condition, in need of total restoration-good project -----\$3,000
- TD, 1953, British racing green with black wings, RHD, restored about five years ago- very good example of the most popular vintage sports car -----\$6,500
- TD, 1952, Black with new red leather interior, very low miles, presently being resprayed black laquer--\$8,500 (around)
- TF, 1954, Old English white, owned by one family since new, wire wheels, runs great- drive it home ---\$4,350
- TF, 1954, Wire wheels, rebuilt drive-train, presently being resprayed and upholstered. will be nice--\$6,500 (around)
- TF, 1955, California car, wire wheels, re-power with four cylinder Volvo engine and trans (only) also resprayed in Signal red. dependable trans.-----\$5,950
- TF, 1954, Old English white, all original a fine example of this rare breed, available soon -----\$000

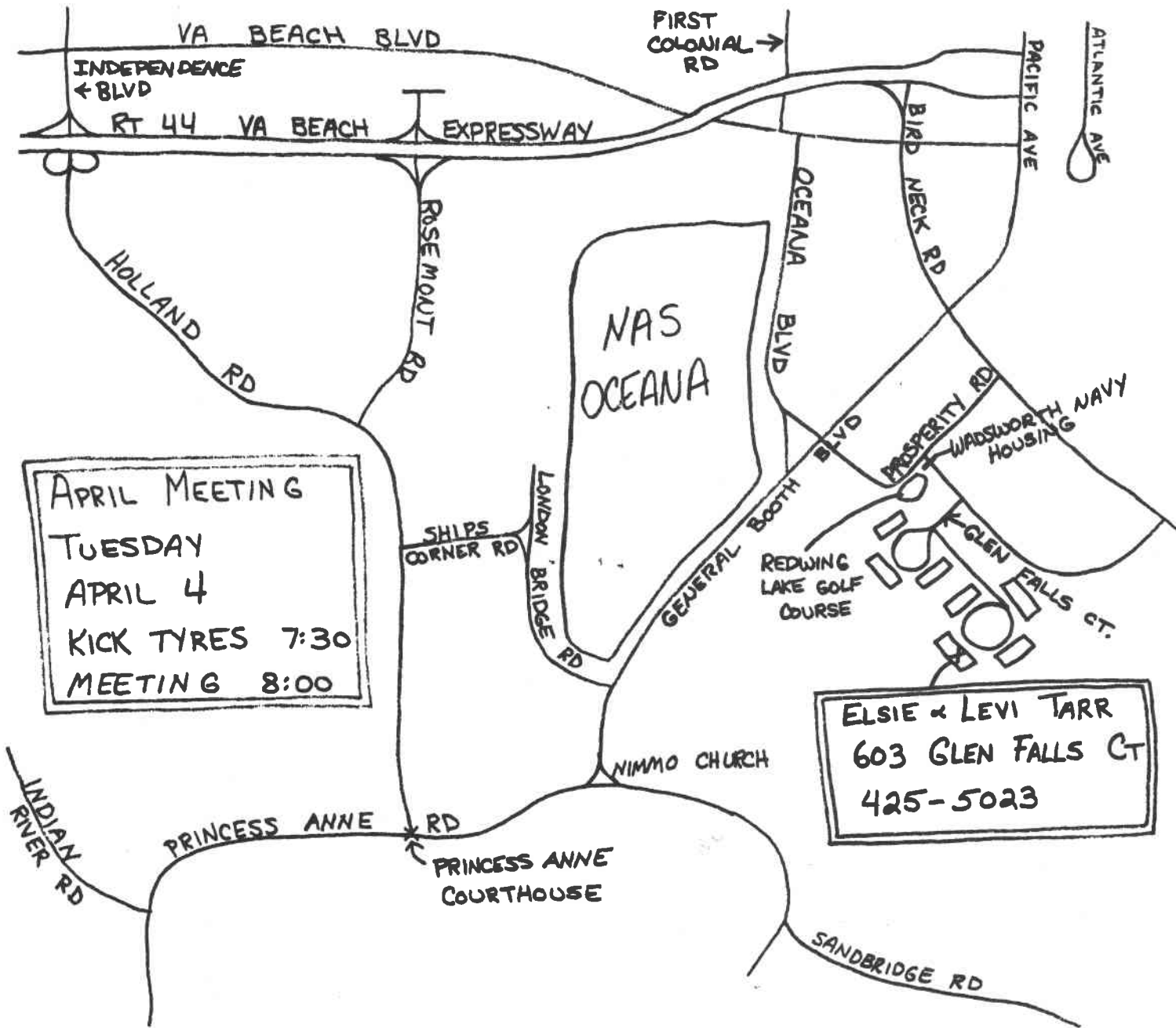
My favorite is the California car with the Volvo engine and transmission. Maybe we can get one with dual exhausts and twin headers that was driven by a little old lady from Pasadena.

TTFN

DEADLINE FOR THE MAY NEWSLETTER IS APRIL 23



HAPPINESS IS...
HAVING A CHEAP PART BREAK!



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