



THE TIDEWATER MG 'T' CLASSICS

20 February 1978

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MARCH NEWSLETTER

GREETINGS:

Seems like I was just doing this three weekends ago. Since then we have had WINTER with all its dubious joys. February is indeed a dastardly month, which is probably why 'they,' in their infinite wisdom, made it so short. To keep up your spirits, I will inflict upon you another wintry quote from the country from which our dear little cars emigrated.

"Never again will I spend another winter in this accursed bucket-shop of a refrigerator called England." Kipling  
Anyone out there want equal time?

Usually in this spot you would find the report on last month's meeting, but due to circumstances beyond your editor's control, said report will appear later in the issue.

PAST HAPPENINGS: The Sunday brunch at Ft. Story on February 19 was great, better (in my opinion) than the one at Ft. Monroe. And well attended considering that we set it for a holiday weekend. Only DAVE and HELEN showed up in their TD followed by the rest of us--BANVARDS, BOSWELLS, ROOSEVELT MOSELEY and DORIS, PELLERINS, BOB SALVIN and LAURIE, and WILEYS, plus assorted offspring--20 people in all. Roosevelt informed us that his TD needs a tail pipe and an inspection sticker and it'll be back on the road after over a year of down time while it was being overhauled. Congrats, Rosie. Hope you don't start dropping valves like the Boswells have been. Anybody want a TF cheap? Or a cheap TF?

BARBOS

COMING ATTRACTIONS:

MARCH 5--Please note that the date of the tech session has been changed due to a change in the schedule of our hosts, JIM and BRENDA BANVARE. It will commence in the Banvard garages at 3633 Van Buren Dr, Va Beach, promptly at 10 AM, ending whenever. Rarely does such a collection of technical wit and wisdom gather together under one set of roofs, so come and take advantage of it. Remember that donations for food, coffee, oil, brake fluid, parts, etc., are gratefully expected.

APRIL 23--The Spring Rallye. Get your stop watches ready.

MAY 12-14--THE COLONIAL CLUTCH: The British are coming! The British are coming!

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GOF SOUTH GOF SOUTH GOF SOUTH GOF SOUTH GOF SOUTH GOF SOUTH GOF SOUTH GOF  
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Okay, gang. It's time to get down to the nitty-gritty on this GOF thing in Orlando, Florida, March 31-April 2. For openers let me explain, to those of you who don't understand (as I didn't until I'd been to one), just exactly why normally sane people pack themselves into curvaceous cracker-boxes on wheels and drive halfway across country so they can spend one day (and a night or two) peering at other curvaceous cracker-boxes on wheels that look suspiciously like their own. GOF means "Gathering of the Faithful" (we T-nuts are the Faithful--or possibly the fanatics). There are national GOFs such

as the one last October in Enfield, Conn. which Ashes and Boswells attended, or the upcoming one in June in Toronto. And there are regional and/or mini-GOFs such as the annual GOF South (the one I am presently promoting) and our own mini-GOF, THE COLONIAL CLUTCH, set for May 12-14 in Williamsburg (in case you've been on the moon the last two months), which we are cosponsoring with the Chesapeake Chapter. GOFs are designed for people who share a common obsession to get together and talk out that obsession, consequently sparing family, neighbors and non-T friends who have been hearing it for months. In a way, it's like getting a fix which will carry you over until the next one. A GOF consists of the car show where the winning cars are chosen by the popular vote of the participants, a rallye and/or funkhana (usually both), a flea market which is often a valuable parts source, tours to local spots of historical or other interest, a banquet and raffle in the evening, not to mention the impromptu parties that spring up all over. So maybe in its individual parts, a GOF isn't so special, for we do a lot of the same things throughout the year in our own club. But the whole is equal to a great deal more than the sum of its parts, for you're adding in people who really love this thing, or they wouldn't be here. So you meet old friends and you make new friends and suddenly you're hooked.

The Ashes haven't decided yet whether they're going to Orlando, but I have a feeling they'll get there. Dan and I are planning to leave early Wednesday, March 29, and take Rt. 17 to Charleston, South Carolina (the most beautiful city on earth) where we'll spend the night before continuing on to Orlando. We'll be returning Sunday and Monday. That's our itinerary and you're welcome to join us. (Just think of all that SUN.) I have registration forms if you need one. MGA owners should write Len Renkenberger, 5 Miller Fall Ct., Derwood, Maryland 20855 for the "A" Register forms.  
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Not every club is privileged to have its own foreign correspondent stationed in the "mother country." As most of you know, the Navy sent Mike and Nita West to London for a spell. Mike sends us this latest report. (Ed. note: The opinions expressed herein are solely those of the correspondent.)

Dear Clubbies,

Nita and I are still enjoying England, miss my TD and MGA, and like my recently acquired YB! The weather is YB, BGT weather however!

We are members of the MG Owners Club, the MGCC, and the Octagon Club, and see a few acquaintances now and then. We do miss our good friends in Norfolk, however, and we hope to return there in about ten more months. We'll miss a lot about London, but will be glad to get back to wide streets, sunlight, and shopping centers! There's a MacDonald's here but it ain't the same!! A "Big Mac" here is a large raincoat!

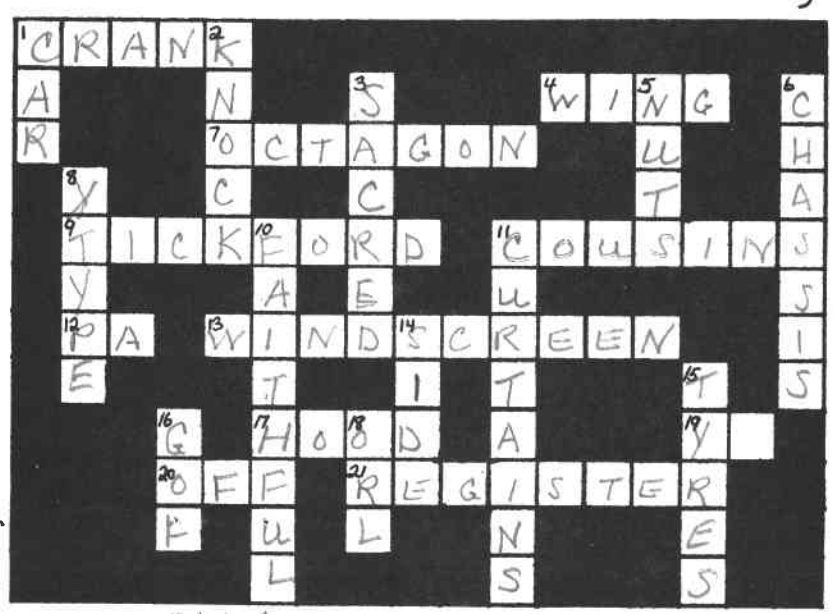
There are good buys on trim, chrome and some other parts here, but cars are out of the question. The pound sterling is at \$1.95 and will probably go higher. It was \$1.72 when I arrived. Believe me--that hurts!

Best regards to the club and I wish you all much success on winding roads near "Blue Pete's" this year--I'll think about you at Brands Hatch and Silverstone!

Our Best--  
 Mike and Nita West

Our best to you too, Mike and Nita. The Club.

Here's a 'T'eaaser to help kill about 15 seconds on a cold winter's eve. All answers are related to classic MGs--all clues (obviously)are not. The answers will be supplied next month.



ACROSS

- 1. What makes it go when the battery won't.
- 4. (With 5 down) We oft come in on a \_\_\_\_\_ and a prayer which proves we're all a little \_\_\_\_\_.
- 7. A stop sign.
- 9. Not a Tockchevrolet.
- 11. You and your uncle's daughter.
- 12. Pennsylvania.
- 13. Very British and keeps the bugs off your teeth.
- 17. Bonnet.
- 19. First post-War saloon.
- 20. See 2 down.
- 21. What you must do to vote.

DOWN

- 1. Auto.
- 2. (With 20 across) What you do when you quit for tea.
- 3. Commanding absolute adoration and reverence.
- 5. See 4 across.
- 6. Frame.
- 8. Elizabeth Ray to Wayne Hays: "\_\_\_\_\_ should I know how to \_\_\_\_\_?"
- 10. The devotees.
- 11. (With 14 down) Drapes.
- 14. (With 11 down) Lateral.
- 15. English pneumatic rubber cushions.
- 16. Get-together of the Fanatics.
- 18. Site of GOF South.

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CDD 'N ENDS:

The open meeting dates have been taken--thank you--by HENRY and JEANNETTE BLANCHARD in October and DENNIS and JANET DUFF in November. Add these to your calendar. Thanks also to JIM and TINA PAGLEY and TONY IMPERIOLI who volunteered as well. YOU WILL BE REMEMBERED.

Speaking of Dennis and Janet Duff, they have moved so please make the following change in your roster:

1621 Cutty Sark Dr.  
Va Beach, VA 23454  
481-4143

Out-of-town member Gary Cook, who just finished a stint as newsletter editor for the Hawaii chapter, has just been elected President. What a masochist! Congratulations, Gary and "HI" from all of us.

The following is the first of three installments from an article borrowed from the newsletter of the Classic MG 'T' Club of Hawaii.

THE NUMBERS GAME

MG TC Midget

Production period; Nov. 1945-Dec. 1949. Number built; 9,931. Chassis sequence; TC0251-TC10181. Eng. sequence; XPAG883-XPAG10813. Number imported into the USA; 1948--682, 1949--857. Number imported into NSW, Australia--688. Production #s and year: 1945--TC0251 to TC0351; 1946--TC0352 to TC 2051; 1947--TC2052 to TC4411 1948--TC4412 to TC7502; 1949--TC7503 to TC10181  
Body type: Two seater B280. Advertisements for the Tickford appeared in 1945 but no examples of a TC Tickford are known.

The TC body is similar to the TB but is four inches wider. Suspension was changed by using bushings to replace the sliding trunions.

There does not appear to be much relationship between car numbers and engine number except for the first few hundred cars built. MG numbered cars in sequence but blocks were fitted on a random basis.

TCs were identified as home model, export model, or as EXU. The export model had two filament headlights, a fog light, a windshield post mirror, and a variety of steering wheels. The EXU was for the USA only and it had small headlights, directional indicator wiring, and no fog light. Home model TCs were missing the 'MADE IN ENGLAND' plate. EXU TCs have car numbers reading TC...EXU.

A very nice engine item appeared on TCs with engines numbered XPAG2020--XPAG2065 in the form of an aluminum rocker cover with crested quick filler cap.

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SUCH A DEAL WE GOT FER YOU

FOR SALE--One rear bumper and overriders for TD or TF. \$35. Call Dan Boswell, 486-1293.

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THE LAST MEETING was held at the home of BUCK and SUZY LAMPTON. About 16 people showed up for what was one of our most informal and therefore least productive meetings. Or so I've been told, since I can't make Tuesday meetings due to prior commitments at the bowling alley. They did manage to get a few serious items taken care of.

REGALIA--Buck Lampton was pushing regalia items again. Patches, belts, visors, shirts, BADGES--we've got 'em all. Every purchase you make helps support your club. Speaking of patches, Roy Wiley reported that he has sent a patch to Charlie Hale, an Air Force officer living in Kansas who is collecting MG club patches. It was also decided to send a patch to Mike West in England and ask him to deliver it in person to an Abingdon pub which is soliciting club patches. Might be some of the sudsy brew in it for you, Mike.

T-REGISTER--Our by-laws state that full members of the club must also be members of the New England M.G. 'T' Register. There was some discussion about the fact that some of our members are not N.E.M.G.T.R. members and so this is a gentle reminder of that requirement. Tom Lund and I both have applications for the Register. Associate members of the club can also join the 'T' Register as associate members, but

I do not believe this is a club requirement.

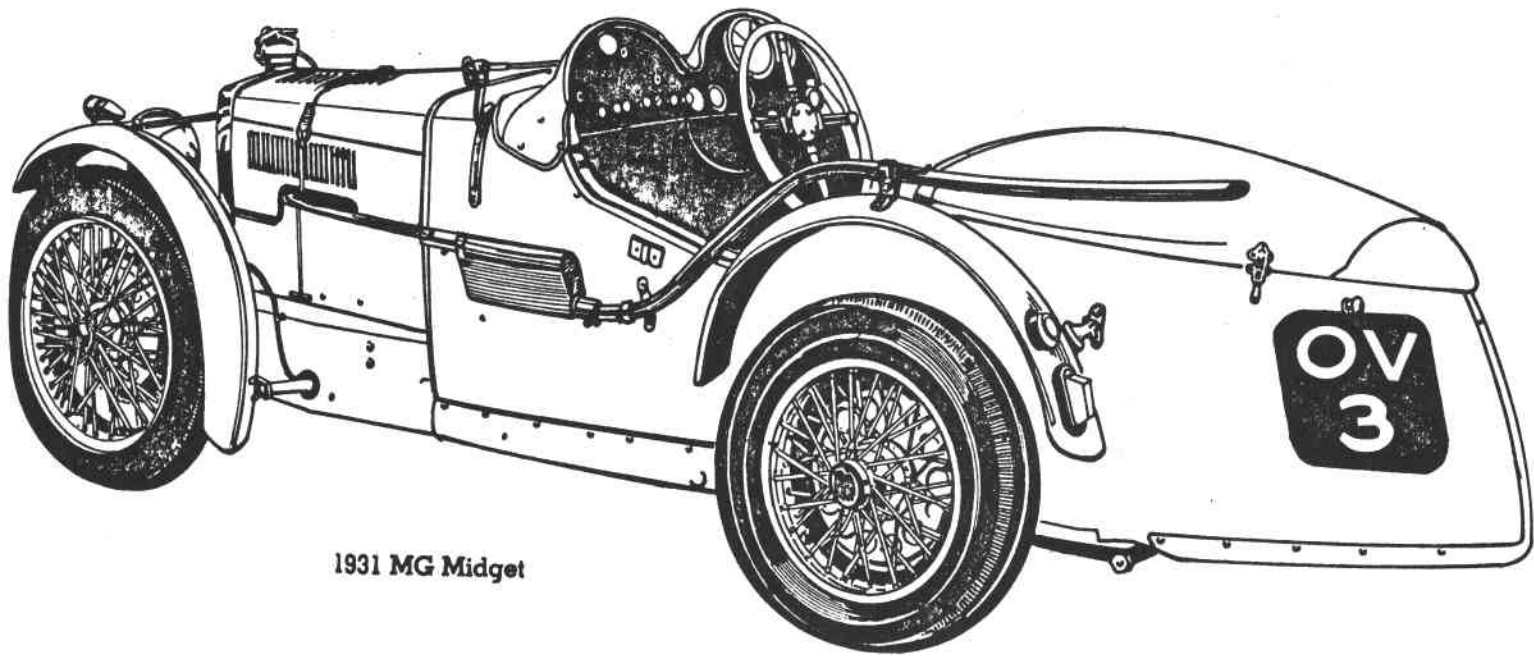
OTHER BUSINESS--The mini-GOF is limping along nicely, thank you, and the Spring Rallye is still a mystery.

At the January meeting, Tom Lund asked if he might use the club name so that he could become an affiliate member of the Ocean View Coordinating Committee. Tom checked into any legal complications that might arise from this and reported that we would be under no obligations, so Tom was given the permission he requested.

Two new prospective members were introduced, JOHN WALTER and HERSCHEL SMITH. Hope they are still willing to join the club after being exposed to us for a while.

Thanks to Buck and Suzy for hosting the meeting. THE NEXT MEETING is WEDNESDAY, MARCH 1, at ROBERT DAVIS'--8:00 pm. Robert assures me that the dog is friendly. And it might even be warm enough and light enough for some tyre kicking.

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\*\*\*\*\*DEADLINE FOR APRIL NEWSLETTER IS 25 MARCH\*\*\*\*\*  
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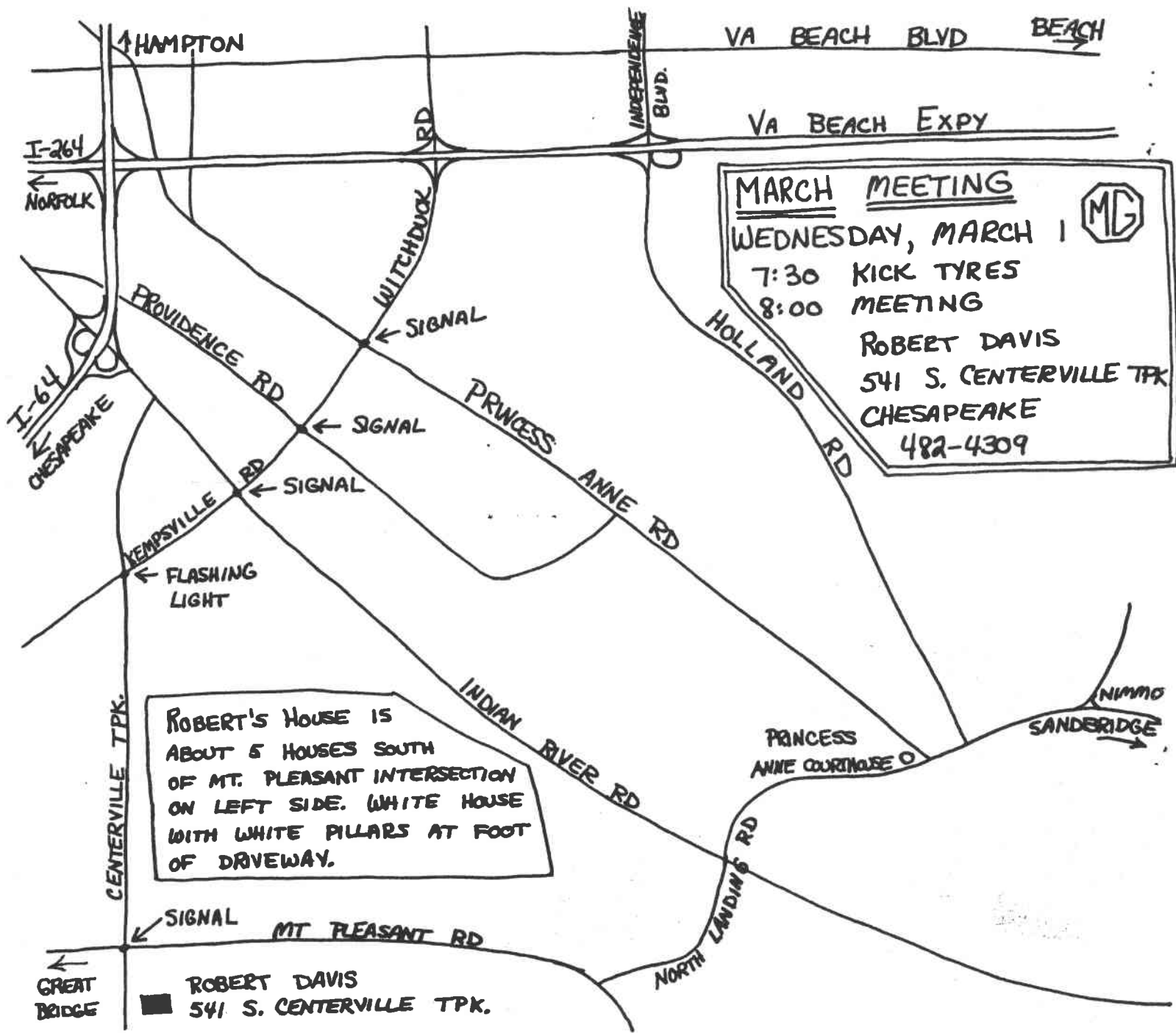
1931 MG Midget

The English MG, one of America's favorite sports cars today and one of the most successful in road racing competition, was first built in 1923. The 1931 MG Midget, a small, open two-seater with pointed tail, was the Type C racing model. It had a four-cylinder, 37 h.p. engine, and sold for \$2700. In super-charged form, it was clocked at 103 mph on the Montlhery track near Paris and that model became known as the 'Montlhery Midget.'"

\*From Bergere, Thea and Richard. Automobiles of Yesteryear. Dodd, Mead, & Co., New York, 1962, with permission of the publisher.

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AND FINALLY, two last thoughts to leave you with. I'm going to break down and get a new typewriter ribbon and THE COLONIAL CLUTCH IS COMING!!!



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