



THE TIDEWATER MG 'T' CLASSICS

25 APRIL 1978

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

MAY NEWSLETTER

Greetings fellow T-persons:

Only two weeks to go as we head into the home stretch for The Colonial Clutch. Jim Banvard can be seen these days wandering around looking glassy-eyed and muttering to himself. But plans seem to be coming along nicely as you will see in the Colonial Clutch Report elsewhere in this newsletter. Speaking of GOFs, the Ashes and Boswells are back from the deep South and the Orlando GOF and you will find a report on that as well.

THE APRIL MEETING

Levi and Elsie Tarr hosted the April meeting which 20 members attended. There were no new members or guests, but it was nice to see an old member, Randy Hicks of Suffolk. Business was confined mostly to the Colonial Clutch and the Spring Rallye (which now is a fond memory). It was announced that anyone wishing to attend the GOF Tavern Dinner in Williamsburg on Friday, May 12, should call Helen Barrows (428-3250) and make a reservation. Helen needs a final count by May 5.

Levi Tarr has become our new Regalia Chairman (Poor man!) and has already plunged in with both feet by promising to try to obtain blank dash plaques for future rallyes. Roy Wiley reminded the members that their T-Register dues are overdue. Parts Chairman Robert Davis announced the availability of distributors for TDs and TFs (as advertised in last month's newsletter) and those interested should contact him (482-4309). There was a report on the Natter 'n Noggin, held in February in Sturbridge, Mass. This is the annual T-Register board meeting. It was decided that annual dues will be increased to \$10, effective immediately. Also the T-Register decided against giving official sanction to the Verbiesen Museum as it smacks suspiciously of too much commercialism. There is an item on the Verbiesen Museum elsewhere in this newsletter.

Those members present voted to confer an honorary membership on Ron Henry of England, that friend of the Ashes' who scouts all over the British Isles looking for parts and cars, often in cahoots with Mike West whose idea this was. So Ron is now entitled to receive this newsletter (Whoopee!), and CONTRIBUTE, and to all other benefits of the club. Welcome, Ron! His address is:

Ron Henry
29 Old Hollow
Malvern
Worcs., England

Thanks to Levi and Elsie for their hospitality and to Jennifer Ash for taking notes at the meeting since I think I was bowling and couldn't attend. The May meeting will be hosted by Roy and Marilyn Wiley on Wednesday, May 3, at 8:00.

HAVE YOU REGISTERED FOR THE COLONIAL CLUTCH

WHAT YOU MISSED--THE SPRING RALLYE!!

The weather cooperated for a change and gave the rallye participants a sunny day even if it was a tad nippy. Thirteen cars ran the rallye which started at the College Park Shopping Center and wound its way through

lower Chesapeake before ending up at the Northwest River Park on Indian River Road where everyone ate, swapped tales of the journey, and waited breathlessly for the results. Winners were:

- 1st Place--Ted Hughes and Louann Merten (MGA)
 - 2nd Place--Jim and Brenda Banvard (TF)
 - 3rd Place--Ron and Rosemary Eaton (MGA)
- (Welcome home from months at sea, Ron)

The usual assorted car parts were rewarded as prizes.

Other participants included Dave and Helen Barrows, Stuart and Diane Coleman, Carroll and Trudy Davis all the way from Richmond (:::), Robert Davis and friend, Kay and Karl Fisher (who tried to start in the VA but developed problems), Don and Barbara Moore, Levi and Elsie Tarr, and Roy and Marilyn Wiley. Mike and Philip Ash dropped by at the start to snicker.

Thanks to Richard and Sandy Hall who laid out another hum-dinger. Sorry the Boswells had other plans and couldn't be there which really broke my heart since I just live for rallyes. (Ed. note: In his usual 'umble way, Dan says he wanted to give the rest of you blokes a break.) So thanks to Levi and Elsie Tarr who kept track of the details and made this report possible.

 ARE YOU READING YOUR CAR FOR THE COLONIAL CLUTCH??

UPCOMING EVENTS:

- MAY 12-14--The Colonial Clutch, Williamsburg. What's that??
- JUNE 11--Funkhana and picnic. Details next month.
- JUNE 28--JULY 2--TORONTO GOF
- JULY 28--Pool Party at Bob and Peggy Pellerin's. Let's hope the weather cooperates better than it did last year.

 SEE WILLIAMSBURG AT THE COLONIAL CLUTCH!!

REPORT ON THE COLONIAL CLUTCH FROM THE DESK OF COCHAIRPERSON JIM BANVARD:

The Colonial Clutch GOF progresseseth. Helen Barrows has now made reservations for 55 rooms; several others have registered, but will not be utilizing the motel.

Robert Davis has his parts procurement letters on the street. The Raffle is guaranteed to be a success.

Hank Giffin reports all is progressing in the north. Printing flows, patches develop and trophies abound. There are so many volunteers from the Chesapeake group that they have designated Dale Lindsey as the trouble-shooter committee.

By the time that you receive this newsletter there will be no further room in the inn. If you haven't registered for a room by this time, and still desire to come, call either the Ft. Magruder Motel (804-220-2250) or the 1776 Motel (804-229-7600) for reservations. The rates at these two motels run about \$45 per night.

Below is the list of events for a fun filled weekend. Y'all come.

FRIDAY, MAY 12

- 2:00-6:00 pm--Hospitality Get-together
- 4:00-6:00 pm--Check-in/Registration
- 7:45-9:30 pm Colonial Tavern Dinner, King's Arms Tavern
- 9:45---Hospitality continued. Slide show.

SATURDAY, MAY 13

- 10:00 am-1:00 pm--Check-in/Registration
- 10:00 am-1:00 pm--Display of cars/photos/slides/models; flea market
- 11:00 am--Keg and coke on tap
- 12:00-1:00 pm--Tech session
- 1:30-4:30--Fun Rallye
- 6:00-7:00 pm--Cocktail Hour
- 7:00-8:30 pm--Banquet

8:30-10:00 pm--Prizes, raffle, awards
10:00 pm--Movie
10:30 pm---Hospitality continued.
Midnight--Boschman

SUNDAY, MAY 14

9:00 am--Champagne Breakfast at the Cascades

BOSCHMAN COMETH AT THE COLONIAL CLUTCH

GOF SOUTH: We put 1900 miles on the car in six days, got sun-burned, had two flat tires and bounced over Florida's back roads in the rallye (down there they pave their secondary roads with that material which is most plentiful in Florida--sand). We did the local tourist attraction, Disney World, where we made the mistake of riding Space Mountain which is not recommended for pregnant women and people with weak hearts or bad backs--which leaves only those strong of heart and feeble of mind--and we think Ts jostle the kidneys. We ate too much, drank too much, and talked too much. In other words, we did the usual GOF thing.

It started Thursday night with a kick-off party at the home of Tony Roth, the infamous "Mouth of the South," and his wife Janet who puts on some kind of spread for a party! Friday was the free day to lounge around the pool, watch the cars come in, or sight-see (to Disney World as we did or to Cape Canaveral where the Ashes went to watch a space launch which Jennifer later reported was spectacular). Saturday morning the serious contenders for the pewter were up early waxing and polishing and then the cars began moving out to their assigned spots on the grassy field behind the motel--at which point the motel's inground sprinkler system switched on, dousing cars and spectators alike. What made that whole comical incident even funnier was that different parts of the system were set to come on at different times so no one knew who'd be next. Eventually the motel turned off the sprinkler system and the display of cars continued without additional precipitation.

The cars included an M-type, 3 YTs, one TA, twelve TCs, eighteen TFs and about 40 TDs. Some of the cars were truly outstanding examples of the breed and Dan and I were not surprised that our beloved little TF was not even in the running (which is probably why she retaliated with the two flat tires on the return trip. She's pretty proud of herself and hell hath no fury like a T scorned). (Ed. note: We found out later we finished fifth.)

Saturday afternoon was the rallye, the instructions for which began: "This rally is not for pedestal cars, as there is (sic) some dirt roads." Masters of understatement! The team of Boswell and Boswell managed to tie for second out of 34 cars, beat out by a minute by an MGA (This was a joint gathering with the MGA Register and Levi and Elsie Tarr attended in spirit). We heard later that some of the locals reported that a bunch of nuts in funny looking cars were tearing up their cow pastures and the police got in the act. Fortunately no one was ticketed.

The day wound up with the banquet and raffle at which we finally not only won something, but won something USEFUL! This was a little book titled The New MG Guide by John Christy and Karl Ludvigsen and I will be using it from time to time when I need material.

We enjoyed GOF South and on behalf of the Ashes as well, want to thank the Floridians for their hospitality.

THE NEXT MOST IMPORTANT EVENT IN YOUR LIFE COULD BE THE COLONIAL CLUTCH!

THE VERBIESEN MUSEUM--About the Verbiesen M.G. Museum, this is something out somewhere in some place called Canyon Country, California. You probably have received literature in the mail selling raffle tickets for a restored 1948 TC. Buck Lampton sent me an article written by Bobbie'dine Rodda (??) about the ground breaking ceremonies held recently at which the TC was

raffled off (so you didn't win). The article comes from some automotive newspaper.

Here's a rundown of twenty collector's autos that have mushroomed in price and their estimated value, as judged by a panel of experts, between 1968 and 1978:

Year	Make	Model and Type	Value 1968	Value 1978	Percentage Gain
1953	Mercedes-Benz	Cabriolet 220 A	\$1,400	\$15,000	+971
1943	Willys	Jeep (WWII)	400	3,500	775
1935	Rolls-Royce	25/30 coupe	3,500	14,000	300
1954	Jaguar	XK120 roadster	900	10,000	1,011
1951	MG	TD roadster	1,200	7,000	483
1936	Bugatti	Type 57SC convertible	9,500	50,000	426
1955	Chevrolet	Belair coupe	400	6,000	1,400
1929	Bentley	8 Litre roadster	9,500	70,000	637
1928	Mercedes-Benz	SSK roadster	25,000	200,000	700
1932	Duesenberg	SJ roadster	3,500*	200,000	5,614
1930	Packard	Boattail speedster	3,700*	125,000	3,278
1925	Isotta Fraschini	Type 8A Tourer	8,500	85,000	900
1926	Hispano Suiza	H6B Dual Cowl Phaeton (mahogany body)	17,000	125,000	635
1923	Sunbeam	5 Litre GP racer	5,000	100,000	1,900
1939	Maserati	8-CTF GP	12,000	85,000	608
1934	Bugatti	Type 35B GP	5,500	65,000	1,082
1955	Rolls-Royce	Phantom IV limousine	35,000	125,000	257
1930	Packard	745 Waterhouse convertible	4,500	90,000	1,900
1966	Ford (AC)	427 Cobra roadster	3,500	35,000	900
1962	Ferrari	250 GTO	7,500	85,000	1,033
Dow Jones Industrial average**			905.11	831.17	-8

*The 1968 price covers only the value of the chassis.

**DJI closing prices at the end of 1967 and the end of 1977.

This comes from Esquire, April 25, 1978.

EAT, DRINK, AND BE MERRY AT THE COLONIAL CLUTCH!

AND NOW OUR CONTINUING SERIAL:

The Misadventures of Mike (and Ron and Nita) which are not unlike the Perils of Pauline---

Dear Tidewater T's--

I visited the National Motor Museum at Beaulieu (pronounced Bewlee!) and saw their MG goodies. Lots of nice model cars, but only two regulation size MG's; an MGPA and an M-Type. It's a lovely museum with displays about how things work on cars; spark plugs, brakes, ignition, transmission, etc; very worthwhile.

Nita and I are going to Oxford this coming week and will visit Abingdon as well. My TD is already in the photo album at the "Magic Midget." If Mike will get off his Ash and send me a Tidewater 'T' patch, I'll get us greater recognition at the mecca for T-types! I'll have a toast for all of you there--and one for Cecil Kimber, too, whose birthday is April 12th. April 13th makes 53 years since "Old Number One" started our little hobby at Land's End. If possible, I plan to visit there in my Y-Type and get my picture taken for posterity! Me and Cecil's ghost-- what a pair! (Ed. note: Amen!!)

Toulmin's has a nice set of chrome TD seat back adjusting assemblies for \$30 if anyone's interested. Chrome boot racks are going for \$50-- very nice, too. Y-Type prices are still in the 7-800 range, but about every week at least two are up for sale. If you want one, send me the "front money" and I'll go hunting. Ron and I have three in the mill now and a lot invested, so front money is "more better" if you want a Y-Type. Only 1300 YB's were made, 8000 or so Y's (some call them YA's), so YB's are rare and cost more. They have the same suspension and brakes as a TD with the class of a Bentley! I really love mine. Y-Types

A 1:48 scale model of the museum building was on display and attracted much attention. The restoration wing is to be built first, and will double as an educational facility in the fields of engine rebuilding, upholstering, coachwork and painting. The English Tudor main building, shaped like the MG octagon, will be two stories high with a central courtyard. Fifty cars will ultimately be displayed on the ground floor. Plans for the second floor include a library, meeting rooms, a classroom and a restaurant.

Thus far, 23 cars have been donated to the collection, most of them in need of restoration, some of them very unusual, all of them MGs.

So that's what Verbiesen is supposed to be about. I hope it's a sincere effort to preserve MGs.

are the last bargain in England!! Best to you all; I'm still looking at Norfolk for duty this winter!

Mike and Nita

(Nita says "HI" from under the pile of In-laws and other disreputables-- like Ron Henry!)

HOB-NOB WITH T-FREAKS AT THE COLONIAL CLUTCH!!

Here's the third and last installment of the article borrowed from the newsletter of the Classic MG 'T' Club of Hawaii.

THE NUMBERS GAME

MG TF Midget

Production period: TF 1250, Oct. 1953 to Nov. 1954. TF 1500, Nov. 1954 to May 1955. Number built: TF 1250--6,200; TF 1500--3,400. Total TF's--9700. Chassis sequence: TF 1250--0501-6500, 6651-6750, 6851-6950. TF 1500--6501-6650, 6751-6850, 6951-10100. Engine sequence: TF 1250, XPAG/TF/30309-36330. TF 1500, XPEG/TF/501-3940. (The E differentiated the 1250 from the 1500.)

TF came to light with a complete numbering system which is still used by MG in mostly the same way. The system is as follows: The H means MG midget and the D refers to the type--two-seater, these two letters being common to all TF's. The next letter identifies the color and these choices were offered: Black A, light grey B, dark red C, dark blue D, mid-green E, beige R, brown G, CKD finish H, dark grey J, light red K, light blue L, ivory P, white R, mid grey S, light green T, and dark green U. The next number identifies the class as follows: RHD Home 1, RHD Export 2, LHD 3, North America 4, CKD RHD 5, CKD LHD 6. The last number before the slash identifies the type of paint as follows: synthetic 1, synobel 2, cellulose 3, metallic 4, primed 5, cellulosed body and synthetic wings 6. The production or car number follows the slash. For example, HDC46/3344, the car is a midget, two seater, dark red, North America, has cellulosed body paint with synthetic wings, and is the 2844th TF off the line.

Number imported into the USA: TF 1250--3454 TF--3001
Number imported into NSW & Aust: TF 1250--349 TF--133

Discussion: The main difference between the TF1250 and the TF1500 is the larger engine and the identification badge on the bonnet side panels. Other changes were minor and included: rear reflectors, deeper dished wire wheels, a place for a radio speaker, and splash apron in front had a different bead.

HAVE 'T', WILL RALLYE AT THE COLONIAL CLUTCH!!

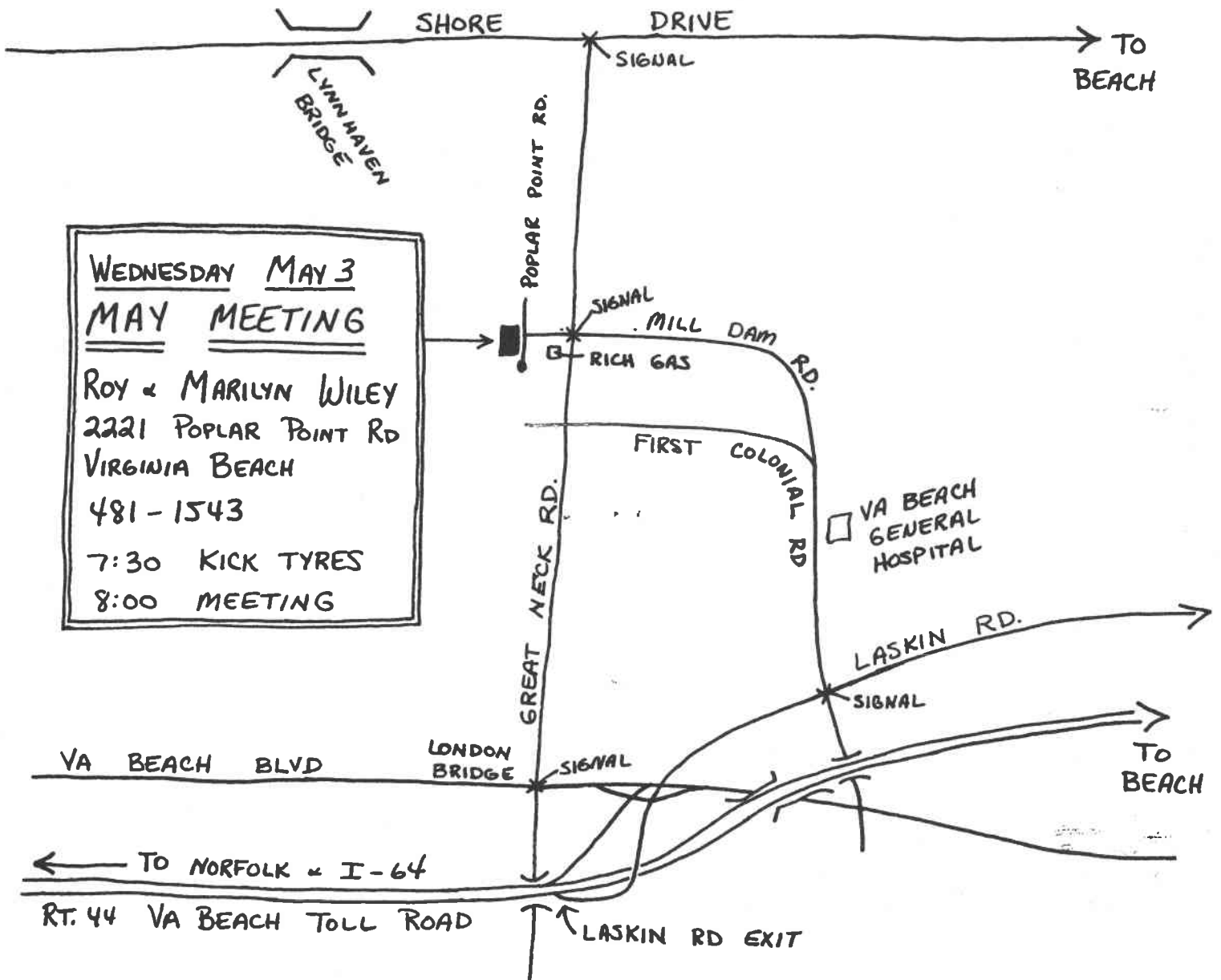
ODDS 'N ENDS--FOR SALE: 1961 MGA, dismantled, not complete, needs extensive restoration. Best reasonable offer. Call John Collins, 424-5695.

Scuttlebutt from the Chesapeake Chapter Square Rigger has it that the April issue of Road and Track features an article on the J-4 (with color photos) belonging to Jerry Goguen of Abingdon Spares. The article includes an excellent history of the MG and is "highly recommended reading."

DEADLINE FOR THE JUNE NEWSLETTER IS MAY 28!

AND FINALLY--

Y'all come to the Colonial Clutch, y'hear??



WEDNESDAY MAY 3
MAY MEETING
 ROY & MARILYN WILEY
 2221 POPLAR POINT RD
 VIRGINIA BEACH
 481-1543
 7:30 KICK TYRES
 8:00 MEETING

TIDEWATER M. G. "T" CLASSICS
 636 ROYAL PALM DR.
 VIRGINIA BEACH, VA. 23452



DAVE & HELEN BARROWS
 116 86TH ST
 VA BCH VA 23451