THE TIDEWATER MG 'T' CLASSICS



President: Roy Wiley (481-1543) Vice Pres: Dave Barrows (428-3250) Secretary: Tom Lund (480-3090) Treasurer: Don Moore (481-1801) Editor: Susan Boswell (486-1293)

OCTOBER NEWSLETTER

T-folks--

This has been the month for hearing from old friends, in one way or another, as you will see. Also, we almost lost the Nag's Head weekend, but thanks to Roy Wiley's persistence, it's still on. See the Upcoming Events calendar for details. Boswells are still going to Asheville that same weekend and we will miss y'all. P.S. DON'T FORGET TO VOTE.

THE SEPTEMBER MEETING--Ye gads, Bill and Suzanne Ware do have that TD they always swore they owned. And come hell or high water, Bill was going to bring it to one meeting before they left the area for San Diego! So for the September meeting, in front of Cecil Kimber and everyone, Bill drove up with that proud beauty of theirs in tow. What a sight! First 'T' ever trailered-gasp--to a monthly meeting! That was just the beginning of Bill's adventure as he was soon to set off across the country dragging his TD behind him. Hope you had a safe trip, Bill.

The scene of the grand debut was the Boswells. A pleasant, precipitation-free night brought out a multitude of Ts, Ys and VAs, including a surprise appearance by Carl Fisher and their VA. Carl was home temporarily from the Great Lakes, where his ship is cruising, and just couldn't stay away. Glad to see our wanderers hit the home front occasionally. We were also pleased to welcome former Tidewater 'T' Rick Darezzo. One of the original members of the club, Rick and 'T' now reside in Connecticut. Rick's here temporarily while his submarine does time in the yards in Newport News. Former member Jack Manherz's yellow TD came back on the scene via its new owner and one of our newest prospective members, Pat McDonald. Also welcome to new member Kevin Ray and to guest Ginny Allen.

TREASURER'S REPORT--Bills started catching up with us and we aren't as solvent as we thought with \$491.45 in the treasury.

PARTS--Chairman Robert Davis showed off some MGA shock links which a couple of the MGA owners pounced on. Robert may still have them so contact him. He also told us that while fixing the brakes on his Y (I think--anyway, on one of his MGs), he found two shillings in the brake box! The way the dollar is falling against the pound, better hang on to those, Robert.

Most of the meeting was devoted to a controversy that has arisen in the past few months concerning the name of the New England M.G. 'T' Register and the location of its GOFs. The NEMGTR, our parent organization, has now expanded, probably beyond the wildest dreams of its co-founders, Dick Knudsen and Frank Churchill, to include every state in the union and even several foreign countries. There has been some interest expressed in changing the name of the NEMGTR to something more representative of that expanded scope, e.g. the North American M.G. 'T' Register. Also, some people would like to see GOF South and GOF West recognized as officially sanctioned NEMGTR gatherings in addition to the two annual GOFs presently sponsored by the NEMGTR (one of 'hich must be held in New England). After much discussion, the club reached what I would say was pretty much an unanimous decision in adopting the following resolutions (if anyone should ever ask us):

- 1) We resolve to support the <u>continuation</u> of the name New England M.G. 'T' Register for the parent organization of which we are a local chapter;
- 2) We resolve to support the recognition of GOF South and GOF West as officially sanctioned gatherings in conjunction with the two presently recognized GOFs.

SEPT 30--OCT 1 (SAT/SUN) -- Nag's Head. That rustic, oceanside, verandahed hotel, the First Colony Inn, cancelled out on us (the finks) -- no explanation given. They weren't even too cooperative about helping us locate another place, but Roy sweet-talked their reservations girl who was new on the job and nice (much nicer than the manager). Roy told the manager we were part of a national organization (let's not get started on that one again) and we would be sure not to patronize her establishment in the future--so there, lady! The new location is the Colony IV on U.S. 158 Business Route at Mile Post 8½, Kill Devil Hills, N.C. (919-441-5581). We're still meeting at Princess Anne Courthouse at 8:30 AM on Saturday, Sept. 30, to leave no later than 8:45. Roy has already paid for the rooms so please bring your money (\$20.73 per room) to reimburse him. The poor man has two kids in college and a duck to support!

SEPT 29--OCT 1 (FRI--SUN)--Fall Mid-South GOF, Asheville, N.C.

OCT 6-9 (THURS--SUN)--GOF MK V, St. Augustine, Fla.

OCT 29 (SUN)--Fall Foliage Drive-out. We will meet at Sears in Pembroke Mall (corner of Va Beach Blvd and Independence Blvd) at 1:00 pm. The drive will last about $2\frac{1}{2}$ hours and will end up at Roy and Marilyn Wiley's for a cook-out. The food and soft drinks will be supplied, but please bring your own beer or bottle.

NOV 1 (SUN) -- Brunch.

LETTERS--This first comes from Ken Bartlett who with his wife Sharon left the Tidewater area for California about 18 months ago. Since they feel California will be their home for the next few years, they've decided to drop thei out-of-town membership.

Dear Club Members:

Over the past year and a h α lf I have truly enjoyed keeping in touch with all the club events and what everyone has been doing by receiving the club newsletter. My only regret is that I have not been able to participate.

Things going on here in California have proven to be our cup-of-tea. We seem to have finally settled in to an area and might even call this home for some years. As far as our MGTD, progress has been slow. home we bought has proven to be another purchase requiring our labor-of-Thus our priority has been with fixing this up, to include the construction of a 2½ car garage to house my vehicular toys. So there still is no final picture of our TD on the road.

Before closing I should note that the person listed as being a good source of 'T' parts in Walnut Creek, Calif (Jarl's) is only several miles down the road. If I can be of assistance to anyone in chekcing on some parts, please let me know.

My best to all and I shall look you up should a trip to Va come to be.

Sincerely, Ken Bartlett

And from the inimitable Mike West, we get the following missile--oops, another typo--I meant missive.

Dear Tidewater Tin Drivers--

Sorry about not corresponding for the last issue or two, but I've been pretty busy touring Scotland, Wales, and England, and changing jobs to the Royal Naval Staff College where I am the token Yank!

The Beaulieu Concours this year was attended by Tidewater T Rep Ron Henry who felt it was not very good. Deep in MGBs, a few MGAs, and not much of a T, Y, or Vintage turnout. The Octagon Car Club has had to cancel several shows for lack of T interest. Maybe it will pick up in the fall.

The Wests are now driving their YB and proud of it. Nita is glad that I don't have parts all over and don't leave grease marks in the living room and I'm glad because it's getting cold. Overhauling a car in the street in London is not T-H-E thing to do! I conned two policemen into helping me so at least it looked legal!

I sent Mike Ash some real live British license tags that I can get for club members. If anyone is interested please send me a consolidated order. I think I can do them for \$13 a pair including post.

We're still looking for Norfolk in '79! Keep your T's turning and your tops down!

Mike & Nita West

(Ed. note: The "Tidewater TIN Drivers"--I hope he's referring to all that Detroit iron. About the license plates, Dan and I are planning to send for a set. If anyone else is interested, please let me know before Nov. 1 and I will include you in the order.)

TIN DRIVERS?? TECHNICAL TIP--by Garrulus O'Fidelis, one of our more verbose members.

Sleeping in a 'T', or How to Recuperate from a GOF During the Drive Home.

It is considered crucial that the following procedures be practised only when participating as a passenger.

METHOD A--Head across door, with side curtains out, top up or down method. It is advised that this method be avoided on bumpy and/or dusty roads, and when bees, wasps, cicadas, katydids, and other flying insects are in season. If latter is unavoidable, keep mouth in closed position.

TECHNIQUE Slide buttocks slightly to left,* taking care not to impale one-Step 1:

self on emergency brake. Step 2: Place right ear* on top of door, preferably not on insert hole for side curtain as this tends to cramp ear.

Pull legs up toward chest, assuming semi-fetal position. Step 3:

Arrange arms across chest. This prevents right arm* from falling Step 4: over door and out of car.

Adjust head for maximum comfort, close eyes and commence loud Step 5:

snoring. This alerts driver to depth of one's somniferous state. WARNING Should similar sounds emanate from driver, it is considered imperative to rouse oneself with appropriate haste and panic accordingly. VARIATIONS TO--

Step 2: One may also use right arm* and/or pillow to cushion head, taki care not to allow pillow to fall out of car. Men in smokey bear hats driving bubble gum machines tend to look on this activity (i.e., littering highway with pillows) with disapprobation.

Step 3: One may also extend legs toward firewall, but this tends to dislocate spine.

Step 4: One may allow arms and hands to lie loosely in lap. This leaves hands free to grab dash board and/or door handle should warning in Step 5 eventuate.

ADDITIONAL INSTRUCTIONS--If side curtains are installed in door, allow head to repose against side curtain. If wearing spectacles or other objects with protruding points, take care not to puncture plastic in side curtain as this tends to discompose owner of vehicle. If weather is inclement, protect body with water proof and/or warm clothing.

METHOD B--Head against back of seat method. This technique is not recommended when top is down, especially when birds are passing overhead, nor for people with bad backs. TECHNIQUE

Step 1: Slide buttocks forward on seat.

Step 2: Situate feet comfortably against firewall. This prevents one from sliding off seat onto floor, a most incommodious position.

Step 3: Place head back against seat.

Step 4: Cross arms over chest or see variation to Method A, Step 4.

Proceed as in Method A, Step 5, taking care to heed warning.

VARIATION TO STEP 3--A flat, wide pillow placed behind head allows head to loll to right or left, thus improving comfort of position.

ADDITIONAL INSTRUCTIONS--A large plump pillow inserted behind.

ADDITIONAL INSTRUCTIONS--A large, plump pillow inserted behind spine increases efficiency of this method. In addition, it serves to prolong life of spine.

METHOD C--Arm and/or pillow across back of seat, with head resting thereon method. This procedure is preferred due to its adaptability to all conditions and situations.

Step 1: Turn body to left* toward driver.

Step 2: Position arm, bent at elbow, across back of seat.

Step 3: Cradle head on bent arm. As in Variations to Method A, Step 2, and Method B, Step 3, use of pillow at this point is most efficacious.

Step 4: Pull legs up toward chest in semi-fetal position similar to Method A, Step 3, taking care to allow driver room to shift gears and/or adjust emergency brake.

Proceed as in Method A, Step 5, taking heed of accompanying warning.

METHOD D--When all else fails method.

Read good book, peruse map, converse with driver, attempt driving, gaze at scenery, kick fuel pump, stuff rags in cracks, arrange blanket around knees, operate windshield wipers manually as required, kick buttocks for allowing oneself to be conned into this, and dream of that soft, warm, comfortable bed at home.

 $\frac{\text{PAST EVENTS}\text{--GOF MK XXVII}}{\text{who represented the Tidewater Ts in Newport--}}$

No car problems. It was cold and windy. The clambake was less than successful due to only half the food being available. They had to rush out and buy warm clothes because it was colder than expected. Peggy caught a cold which everyone swore was a hangover, except that it lasted seven days. They didn't vote or participate in the rally or funkhana because it was so cold

and windy. One of our T-shirts was raffled off. Brad sold some brass hammers. (Yeah, team!) The Sunday brunch was fantastic. As for the controversy concerning the name of the NEMGTR, etc., the Register is not ready to discuss that yet. But when they are, we in Tidewater are ready. Final analysis from Peggy--GOFs aren't as much fun when you don't feel well and it's so darned cold and windy. Sounds a bit like Enfield last year.

TECH SESSION--Sun., Sept. 24--Banvard Garages--Seems everywhere you looked, there were Ts and Ys sprouting fannies and feet. What a group! Roy Wiley drilled two drain holes in his distributor and greased his car while Mike Ash checked Roy's carburetors. Andy Wallach, who likes to show off his TF in pieces, cleaned his carburetors. Herschel Smith swapped carbs with Robert Davis while Robert put swing retainers in his rear brakes. Ross Haines, looking very mechanical under the rear end of his TD, tightened his rear spring pads, then moved up top to adjust the timing, set points, adjust carbs, clean plugs, and check compression. Richard Hall cleaned plugs and Ron Eaton offered moral support. Vince Groover installed a spin-on oil filter conversion kit and antique tags, then confidently set out for home. Half an hour later, he called Banvard's to report a broken radiator hose and a blown clutch cable. You guys do good work! We also welcomed newest member Bess Mann who admits she knows nothing about cars, let alone 'T's, but she's eager and willing to learn. More about Bess in a minute.

And finally, Jim Banvard fired off old #2 who is equipped with THE most gorgeous set of carburetors ever rebuilt by man. Jim and Dan Boswell adjusted those radiant twin beauties and when we left, Jim was threatening to dare a spin around the block.

nce this is the beginning of the new fiscal year, our Regalia Chairpersons thought it the appropriate time to publish a Regalia Report for your scrutiny.

REGALIA ITEMS	Inv. Rec'd. 1 May '78	Inv. Added	Sold	Inv. on hand 12 Sept '78
Visors	7		2	5
Badges	9 4		2 NC*	80
			12	
Tee Shirts	4.3	7 2	33	8 2
Club Cloth Patches	4		3	1
Signs	4			4
Brass Hammers		2 2	13	9
Mini GOF Patches		8	2	6
Mini GOF Dash Plaques		15	2	13

*Two badges sent no charge to Ron Henry and the Magic Midget Pub, England.

Cash rec'd for Regalia sold \$429.00 Cash rec'd for donation (Tarr's buckles) $\frac{1.50}{$430.50}$

As you see we have a good supply of Tee shirts available in all sizes and also an abundance of car badges. By some miracle there are also brass hammers again. We should have new cloth badges by the October meeting. Thank you all for your support. If you have any ideas for new items,

ease let us know. Thanks, Levi and Elsie Tarr

ODDS 'N ENDS--NEW MEMBERS--

Kevin and Evelyn Ray, 1521 Lake Christopher Dr. Va Beach, Va 23462 (467-2742). Faye Rasmussen saw the Rays' '53 TD being rolled off the

moving van and stopped to introduce them to the club. Kevin's with the Coast Guard and they were in the process of moving from Illinois. Kevin's had the TD since high school (1968), but has had to store it most of that time and only now has been able to take it out of storage. It runs, but still needs work. The Rays have a daughter, Kristen, who will be three November, and are expecting their second child at any moment.

Bess Mann, 774 Westminster Lane, Va Beach, Va 23454 (3404011). Bess has wanted a 'T' since the '60s and finally found one, a 1953 TD, brown with white interior. Bess teaches government at First Colonial High School. Welcome to all.

NEW ARRIVALS--Levi and Elsie Tarr wish to announce the addition of one 1953 YB, which is the green one we all saw in the Ashes driveway. We can now also welcome Levi and Elsie as full voting club members. Congrats!

ADDRESS CHANGES--Poor Ted Hughes probably wonders where I store my brains since they obviously aren't in my head very often. His correct address is 623 Boissevain Ave., Apt 2. If that's not right, then Ted's just going to have to move. While you're at it, add Box 84 to Mike and Nita West's address. A new roster will be out next month.

FOR SALE--1952 TD, body in good condition, runs well, \$3900. Call Al Zanetti--after 7:00 week days, anytime weekends--481-4907.



BOSWELL'S FAMILIAR QUOTATIONS——from the Classic MG Club of Hawaii via the VMG via the CMG (and whoever else was in on it!)

WHITWORTH adj. A type of thread not be confused with the B.S.F. thread (British Standard Fine, or collog. British Strip Fine), and not interchanged with SI or SAE threads as used by the developed nations of the world. The selection of suitable wrenches for use with Whitworth fasteners is sometimes confusing to the novice, but is greatly simplified if these few rules--which are completely true and correct--are committed to memory. Whitworth nut sizes are not in even fractions of an inch, except in certain cases where they are. A Whitworth wrench is not the size marked upon it and will not fit a nut of that size, though it will fit a nut which fits a bolt that is almost, but not quite, that size. A Whitworth wrench of a given size will fit the nut that fits a B.S.F. bolt of 1/16 inch larger nominal diameter. hence of approximately 1/16 inch larger actual diameter, than the bolt that fits the Whitworth nut the wrench fits:

some Whitworth SI and SAE wrenches fit some Whitworth SI and SAE nuts and others definitely do not.

AND FINALLY--I've been at this job a year so it seems an appropriate time to thank all those who over the past year have helped make this newsletter possible--

Jennifer Ash, who got me started and has been a tremendous source of moral support;

Brenda Banvard, who saves me endless hours of tedious work by supplying the ddress labels:

Dave Barrows for making it a point to call and tell me how much he's enjoyed the newsletter;

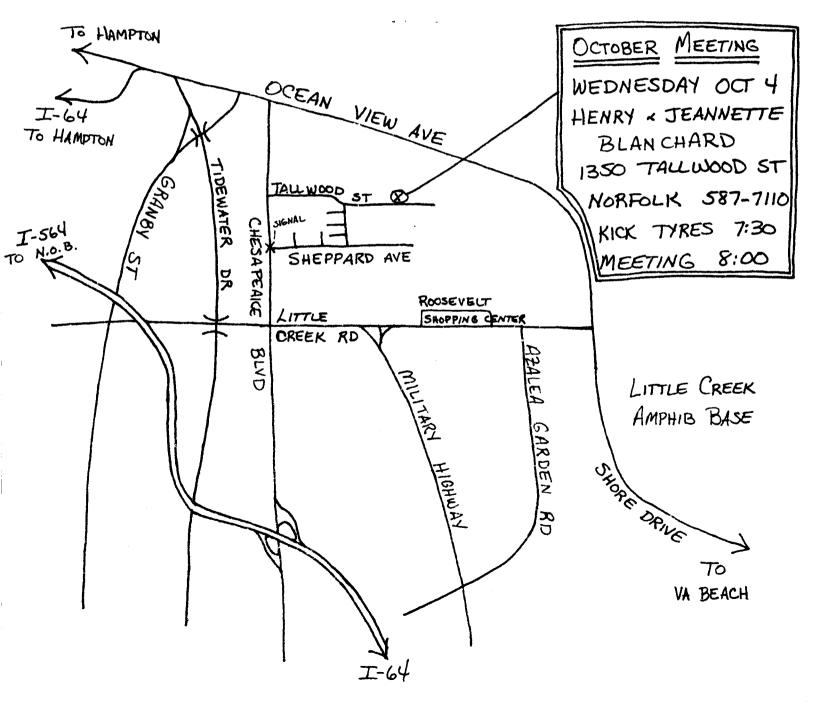
Mike West, our 'foreign correspondent,' for his delightful communications from England;

Jim Banvard, for his tech articles and other contributions;

Levi and Elsie Tarr, Buck Lampton, Gary Cole, Roosevelt Moseley, Louann Merten, Carol Wallach, Tony Roth, for their articles, charts, reports, cartoons and recipes;

And last but not least, Dan, my husband, who must spend at least one evening a month with me collating, folding, stapling, stamping, spindling and mutilating.

THANKS, GANG!!



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