



CHRISTMAS PARTY

FUN  FOOD  FROLIC

DEC 12th

8:00 P.M. - DAVE + HELEN BARROWS
(SEE MAP OVER)



PLEASE CALL HELEN AT 428-3250 A FEW DAYS
IN ADVANCE SO SHE KNOWS HOW MANY PEOPLE
AND HOW MUCH FOOD TO EXPECT.



FORT STORY

86th ST



83rd ST

82nd ST

CHRISTMAS PARTY

DAVE & HELEN BARRROWS

116 86th ST.

VA BEACH 428-3250

DEC. 12 8:00 PM

32nd ST

LASKIN RD

VA BEACH EXPY

21st ST

RT. 44

VA BEACH BLVD

ATLANTIC AVENUE

NANCY



THE DIPSTICK

DECEMBER 1980

PRESIDENT: Jim Banvard (340-6737)
VICE PRES: Ross Haines (486-1496)
SECRETARY: Andy Wallach (583-9387)
TREASURER: Sandy Hall (482-2821)
EDITOR: Susan Boswell (486-1293)

Dear T-folk--

How did it get to be Christmas again already? We just had Christmas last year. At any rate, everyone's least favorite T-season is rolling around. Time for all but the hardiest to de-winterize the 'T' and save the good times for spring. If our cats' fur coats are any indication, spring is a very long and very cold way away.

FROM OLDE NUMBER 2400, 4270, 7085, VM199 and ?--

Each year must have a lull and it appears that this part of 1980 is our lull. The meeting conducted at the Ashes' was really fun and I look forward with glee to the Christmas party at the Barrows'. It is always a magnificent event (ed. note--especially with the player piano--are we all in good voice?). Even the deEcheandias have expressed interest in the Christmas party. Rafael and Diane, we look forward to your attendance.

The Mini-GOF scheduled for May 22-24 looks promising as we now have accommodations in Williamsburg. Roy Wiley reports that it will be known from here on as the "Battlefield Bivouac." This title comes from the fact that we are celebrating the 200th anniversary of the victory at Yorktown. Rumor has it that Carl Fisher coined the term "Battlefield Bivouac." Bess Mann has arranged accommodations at the Econo Lodge and continues to work on banquet facilities.

Speaking of Bess, her engine approaches readiness for installation in her MGA. So powder blue may be the color for 1981 vice the bronze color that we have grown to associate with Bess.

Andy Wallach's TF engine also approaches its fresh encounter with its frame after its rebuild. Soon his TF will appear normal, i.e., heavy in the front.

There is now a black VA running about the streets of Norfolk and Va. Beach. No, it's not Vince Groover's; it is the olde Pres's. You may not always see the pres driving however. Brenda has shown some attachment to it as well. (Note from ol' pres's wife--The Y is acceptable; however, I would rather navigate the VA--so much more class.) The Y is now providing daily transportation back and forth to the Narf and other Norfolk points. She is indeed a lovely creature. This might well be said of all MGs.

This is the time of year when we plan for the year forthcoming and the passing of the year that has gone before. If you have ideas with regard to what should happen this forthcoming year, contact Vince and Pam Groover as they are planning our future events now. See you all at the Christmas party.

Jim

COME JOIN US AT THE CHRISTMAS PARTY!!

NOVEMBER MEETING--SECRETARY'S MINUTES

With President Banvard officiating and 24 people in attendance, the November meeting was held on the premises of the Ashes' Bellamy Manor 'T' estate. After quick approval of the October minutes, Richard Hall presented the Treasurer's report. He mentioned fictitious expenditures of \$310 to Moss Motors and an undisclosed sum for trailer tag renewal, leaving a balance of \$916.04. The new membership roster is out and the club has more members this

year than last.

Under activities, Brad Bradford stated that wife Peggy is looking for an auctioneer for the dinner on 14 November. Mike Ash offered but didn't volunteer. "If you don't get a volunteer, I'll do it. But I'm not a volunteer." Helen Barrows informed the assemblage that the Christmas Party will be at t Barrows' on 12 December to begin at 8:00 p.m.

Jennifer Ash brought the President a cow bell as a symbol of his authority and for use in attempting to maintain order. Vince remarked, "How do you spell that, DING-A-LING." Part Chairman Robert Davis mentioned that many Lucas parts have doubled and suggested that people buy now before further rises in prices.

Ellen and Bill Lunsford, new members, were introduced. President Banvard ranted to the raucous group, "I still have beer and till I run out, I don't care" if the meeting runs all night. Jennifer commenced a beverage break to ensure that lack of beer would not be a meeting hindrance.

President Banvard reported that he received a letter from Roy Mercer who coordinates local chapter inputs to THE SACRED OCTAGON and that Ross Haines will be providing inputs to him.

Under new business, Dan Boswell reported that there were two MGAs listed in the newspapers, each for \$1500, and possibly they were the same since he did not compare phone numbers. Mike Ash reported that he has an old Moss Motors Y-type spares list and most of the spares are still available. "Having been recently visited by my pusher " (Ron Henry), Mike also has original type air pumps, screwdrivers and various other tools. Dan Boswell remarked, "I want a meeting at my house so I can clean out my garage, too." Mary Thompson impertinently stated, "I would like to impeach the Secretary. I wanted a name tag and I didn't get one." The Secretary apologizes for only having finished the first part of the alphabet and assures Mary that she will have a nametag at the next meeting so she can know who she is. Roy Wiley reviewed the status of the Mini-GOF. President Banvard related the names of the Chairpersons i his continuing administration and presented the membership with a certifica the club received for participating in the Neptune Parade.

Having been previously bypassed, Elsie Tarr got a moment to present Regalia- brass hammers are still available. The President then proposed and Mike Ash seconded an adjournment.

Thanks to the Ashes for undertaking the hosting chores. The next meeting is everyone's favorite event, the Christmas Party, set for Friday, December 12 at 8:00 p.m. at Dave and Helen Barrows. Call Helen now at 428-3250 and tell her what type of goodies you will be bringing.

COME AND FEAST AT THE CHRISTMAS PARTY!!

MG FEVER by ROBERT DAVIS

When we left our hero, he was announcing to Carl Fisher that they were about to be hit by an airplane in the Fishers' VA.

You should have seen the expression on Carl's face as the airplane came at us. We were so lucky that the plane was landing and was coming down real low. It ran under the car. I slammed on the brakes to keep the damage down. It looked as if the VA was OK. There was a small scrape along the bottom edge of the running board.

This obnoxious fat man came running over and yelled, "I hope you have insurance. You people have been driving MGs through here all day. It's about time something like this happened." I felt bad. After all, they weren't flying planes where we were driving our events during the funkhana. The owner of the plane was a mild Spanish immigrant with a thick Spanish accent. He gently pulled the plane out from under the car. The engine and radio cont--s seemed OK, but the body was damaged beyond repair. The fat man or I should say, fat head, continued to argue. I recognized his stake in the matter. He was piloting the plane at the time of the accident. I can't imagine now why I said so, but I told the Spanish fellow I would pay for the plane since I was

driving the car. The fat head kept being a total jerk and proceeded to write down numerous data about Carl and myself. I finally told him in a nice way to lay off, and then he really acted in poor taste. The owner of the plane managed to calm him down. I was ready to tell him to shut up. I seem to recall Bob Salvin and his date, along with Roy Wiley, disagreeing with my decision to pay damages. Later, many of our club members thought that I should have never offered to pay. Bob and Carl assured me I wouldn't have to face this thing alone, financially or otherwise.

We got in touch with the plane owner sometime later and sorted out all our disagreement. The owner of the plane wanted to be paid for the plane kit and materials plus his labor. We declined to pay any labor, imagining someone trying to soak someone else who is being a nice guy. I was relieved when Bob, Carl, the plane owner and I got the matter settled. Being in the middle of the entire situation was somewhat stressful.

I did learn something very important during the whole thing. Even though you feel sorry for someone who is in an unfortunate situation, don't overextend yourself. I overextended myself by saying I would pay the damages and then couldn't go back on my word.

The days of summer were still around and I enjoyed full use of my TD. I had noticed a rubbing noise when I'd let up on the gas or down shift. I looked up under the car and noticed I had left off a set of steel mounting pads (one off those numerous spare parts left over during a restoration or overhaul.) Mike Ash helped point out what could be done to correct the problem. Since my TD had an MGA rear end the axle pads had to be removed and rewelded. I also welded the axle so that the flange was slightly tilted up. This added to the problem. I spent the next Sunday replacing the axle mounts and putting in a small steel wedge to slightly change the position of the axle.

After the repair came the test drive. My friend Frank lived down at the beach. Frank's brother Dan and an old friend Mike Smithers were down visiting him and Sunday afternoons were the best time to hit the happy hours at the beach with drinks 10¢ each. I made Frank's apartment at Watergate by 3:00. I explained that I wanted to test drive my TD and needed some weight since the noise became worse as the weight of the car increased. Frank was the lightest of the four of us, weighing only 200 lbs. I came next, then Dan and Smithers, who weigh in at about 235 lbs. each.

Smithers sat in the passenger seat and Dan and Frank were in the little back area behind the seats. Since my TD seats were being recovered, I had MGA ones installed. This allowed the seats to be moved up and give a rear area passenger a little room.

We were piled in. Dan and Frank complained about being cramped, so they sat up on the back where the top folds down. We drove around Birdneck Road without a sound of scraping. They kept saying let's make a pass at the beach, then hit happy hour.

Without thinking, I said OK. I asked Dan and Frank to crouch down in the back. We moved the seats up and they crouched down. We drove down Atlantic Ave. Just as two policemen walked in front of us, Dan raised up to pull up his pants, which had slipped down a little. The cops talked to each other, then asked us to pull over. They said it so casually, I could have acted as if I didn't hear it and keep driving. I stopped, then pulled into McDonald's parking lot. The two policemen walked up with ticket books and pens out.

Does the driver get a ticket? Does he talk smart and get arrested? Do Dan and Frank have to walk home? Tune in next month for:

A strong warning and a lot of yes sirs! --or, Robert, we baked you a cake with a file in it!

SET ASIDE DECEMBER 12 FOR THE CHRISTMAS PARTY!!

What you missed--Flying Fenwicks Fantastic Auction!!

Multitudes of the Tidewater Faithful, or at least twenty of them, gathered at Fantastic Fenwicks for the Auction and White Elephant Sale held in November. Isolated in a room all by themselves (as usual, our reputation preceded

us) were the Groovers, Boswells, newest members Bill and Ellen Lunsford, Wallachs, the newly wedded Rudds (holding hands), Banwards, Bradfords, Ashes, Walt and Mary Thompson, and the Wileys. After a great but rather disorganized meal, Mike Ash took the floor to unload all the junk piled on the front table. The first victim (who shall remain nameless) bought a surprise package tout as an essential item for a 'T'. For \$5 (I think), he bought himself a quart of Quaker State oil Those little OPEC Arabs (and Venezuelans) just love it! Other great deals included two rear view mirrors, one with the original Lucas emblem (now the Boswells can see where they've been), also a rather shapely parts brush, original tail pipe brackets for a TD or Y-type, an adding machine, TD through MGA dust covers, assorted odds and ends. I don't know exactly how much the club raked in on this deal, but it looked to be between \$75-\$100. Everyone seemed to enjoy him or herself, so maybe we should try this again.

 EAT, DRINK AND BE MERRY AT THE CHRISTMAS PARTY!!

 From England via Mike Ash comes this--

Driving into the sunset...another lost name from

By JON RYAN

IT was the sort of bright autumn day made for the MG, when a young chap and a blonde with flowing hair could spin along country lanes with the hood down.

But the reality yesterday was far removed from the romantic image, as groups of MG workers walked through the legendary factory gates at Abingdon, in Oxfordshire, to collect their redundancy money.

No one could really explain just what it had meant to build the cars referred to only as 'he'. Nor could anyone really explain why men who had spent 30 years putting bits of metal together left with tears in their eyes.

The MG flag fluttered on top of the works as the men trooped in to collect their last pay packets and redundancy payments that go with the closure of the plant which made one of the most famous sports cars in the world.

The last car had rolled off the now-



Tears over the death of a car

deserted production lines, going down as a statistic—the 1,155,032nd produced at Abingdon in 50 years. But the men still talked of the good times.

'I thought I would be here to the finish of my working life and the car would just go on. This was the sort of place that father, son and uncle worked in,' said 53-year-old Ralph Tubb.

'I've been here for 27 years and my father worked here during the war, when they turned out armoured cars and planes. Of course we feel a bit bitter. The only walk-out I can remember in my time was half-a-day because of fumes.

It is a mark of the loyalty of Abingdon that over 300 of the 700 work-force have been there for 30 years or more. Last night there was a 'sorrow drowning' session in the MG social club, and next Friday there are two dances—one organised by the union and another by the 'quarter ton club' for those who have been at MG for 25 years or more.

Outside the grey-painted gates, a Dutch couple who own no less than five MGs were among many who made a special trip to Abingdon to pay their final respects.

An American has offered £300 for the MG sign over the main gates, an

TECHNICAL MANUAL: The Chesapeake Chapter of NEMGTR offers its 120 page manual of info, how-to-do-it tips and shortcuts on maintenance and repair of 'T' series. It includes technical articles that have appeared in our newsletter, 'The Square Rigger' since 1972 and is arranged by subject for ready reference. Send your check or money order for \$6.00 payable to CHESAPEAKE CHAPTER, care of George Melick, 3199 Rolling Road, Edgewater, MD 21037



READ YOUR "MG WORKSHOP MANUAL"

the age of style

offer that is 'being considered'. And amid all the frantic comings and goings, a bespectacled man took a last longing look—John Thornley, who has probably done more for the MG than anyone else.

He bought an MG on his 21st birthday in June 1930, became a founder member of the MG club, and badgered his way into a job at the plant the following year. Twenty-one years later he was general manager, and in 1956 became a director.

The axe fell on another great symbol of elegant travel yesterday, when it was announced that the Wagon-Lits overnight sleeper train from London to Paris—the last vestige of 1930s panache on British Rail—is to go.

The French railway, S.N.C.F., which has maintained the carriages since 1977, says it is too expensive to go on making spare parts for them. And BR said: 'The losses are becoming too great.'

From our friends down south comes this announcement of their upcoming 5
GOF South--

GOF, Mk XV, South is set for the weekend of March 28, 1981. The site is the Hall of Fame Inn in Tampa, Fl. this is the site of the training quarters of the Tampa Bay Football Buccaneers. I am told it has all the facilities for a great GOF including enough room for us to hold a little touch game with the cars.

As shown in the attached ad, the Vintage race connected with the 12 hours of Sebring is the week before. Last year we had five Ts running in the race. This year we expect several from many miles away to come down for the race, then spend the week doing the attractions such as Disney World, Busch Gardens, Sea World and the Space Center. My estimate is that ten cars will run this year.

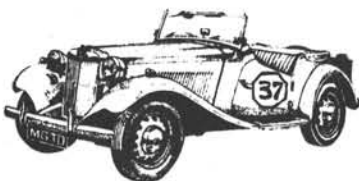
Wouldn't this be a terrific way for your members to spend a two week holiday??? Your MG needn't be a specially prepared "race" car to participate. Just as back in the early 50's, we drive to the track, tape the headlights, put a number on the side with washable paint and go racing. All you need is a Nomex suit and a helmet in the way of equipment and pass a simple tech inspection for brakes, seat belt, fire extinguisher and major oil leaks.

Please give our weekend and the race a plug in your newsletter. If there is time, please run our registration form which will appear in ours soon.

Thank you very much for running this stuff for us.

Tom

**ANNOUNCING
1981
KENDALL
VINTAGE
GRAND PRIX**



SEBRING, FLORIDA

March 19, 20, 21, 1981

For Vintage & Historic race cars

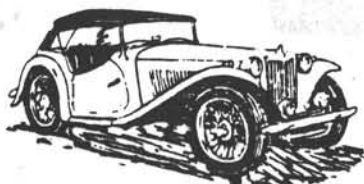
A preliminary event
to the 12 Hours of Sebring



For entry information write to:

**Southeast
Vintage Racing Assn., Inc.**

P.O. Box 407
Sebring, Florida 33870



DEADLINE FOR THE JANUARY NEWSLETTER IS 28 DECEMBER!!!!

And finally--

I always like to thank those who have helped make the past year's newsletter possible. So mucho gratitude to--

Brenda Banvard for those indispensable mailing labels;

Dave Barrows for his poetry and clippings;

Ron Henry for a Brit's eye view of the demise of the MG;

Robert Davis for--what else--MG FEVER;

Mike and Jennifer Ash for newspaper and magazine clippings and articles;

Philip Ash for his cartoons;

Roosevelt Moseley for his tribute to the club and his cartoons;

Tina and Jim Pagley for their warm greetings from sunny Sicily;

the "Anonymous Tipplers" for the dispatch from the New Hope Auto Show;

Jim Banvard and Andy Wallach for their monthly mutterings and minutes;

and anyone else I might have forgotten--Thanks, y'all!

This is my last newsletter. Carol Wallach will assume this duty starting in January. It's been a lot of work and very time consuming, but great fun and I'll miss it. Around the first of the month I'll start panicking because I'll feel there's something I should be doing.

A word of advice to the membership to help make Carol's job a little easier. Submit articles, poems, jokes, cartoons, etc. If you are going to an event, call Carol and tell her you'll cover it for her and send her an article. Don't wait for her to call you and do be on time with your contribution. To coin an old cliché, it's your newsletter. Help make it a good one.

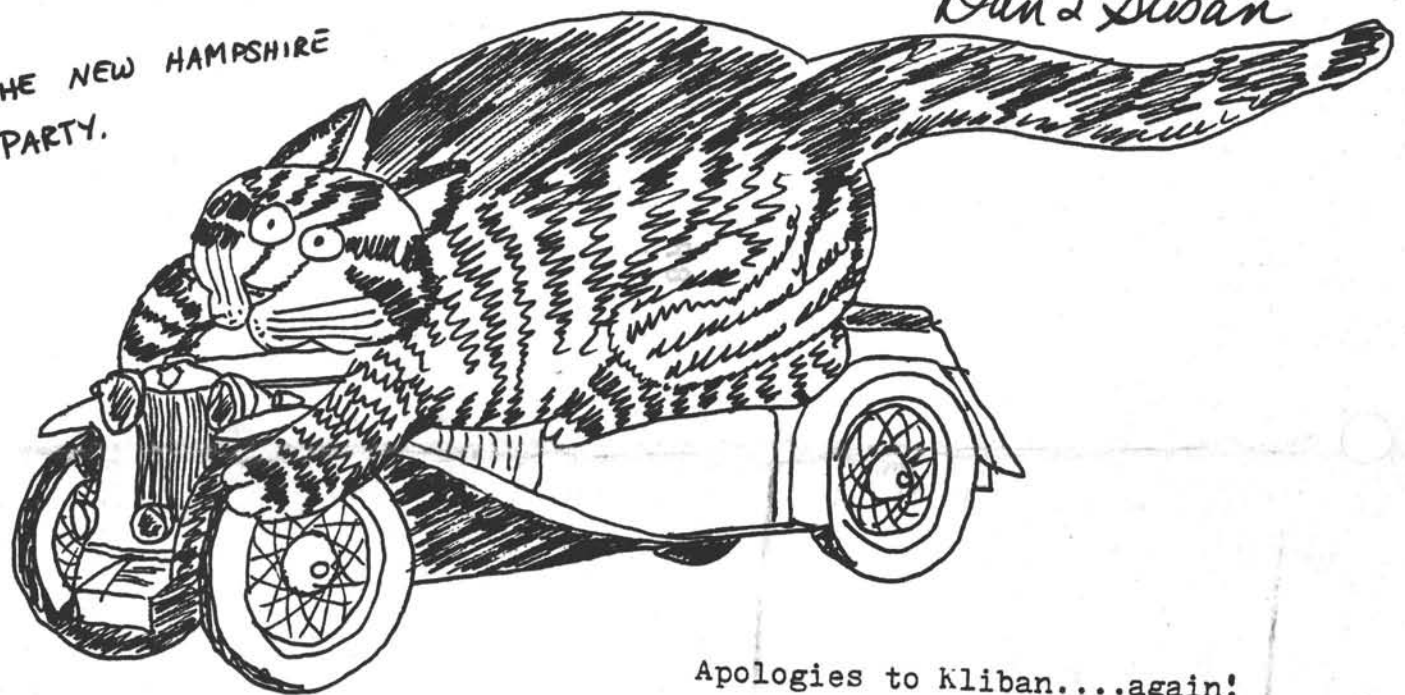
We're just going up the road a bit to Washington and will be returning for the May mini-GOF and the big bash at the Cavalier in September (THE GOF). Of course anyone heading through the D.C. area will have a place to stay with us when he or she needs it. Meanwhile we'll try to keep those Chesapeake Chapter folk on their toes.

To all the Tidewater 'T' membership, thanks for all the good times.

Octagonally,

Dan & Susan

FROM THE NEW HAMPSHIRE
T-PARTY.



Apologies to Kliban....again!

TIDEWATER MG 'T' CLASSICS
636 ROYAL PALM DR
VA BEACH, VA 23452



ROSS & ANN HAINES
633 PINE TREE DR
VA BEACH VA 23452