

# THE DIPSTICK



JULY, 1983

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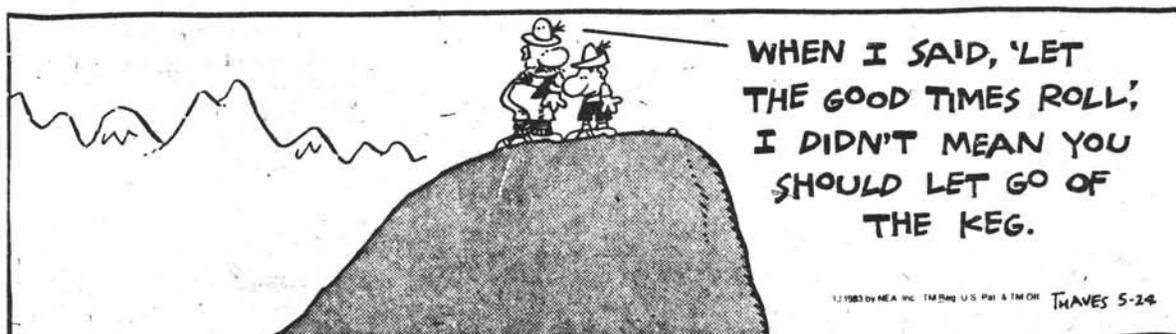
Editor: JENNIFER ASH

This July issue of the Dipstick has had many contributors, and I thank you all.

Several Tidewater club members attended the Gathering of the Faithful in Baltimore last weekend; Ashes, Groovers, Banwards, Rickers, Sagers and Robert Davis. Out-of-town members included Giffins, Eatons, Boswells, Emigs, Whites and Walt Vahl (Peggy is recovering from surgery; our best wishes, Peggy), and also Ron Henry flew in from England to join us there. We also met the Suters there, who are club members from Pennsylvania, about to move to Williamsburg during the summer. I would say that twenty-five of us was a pretty impressive showing! It was a very good gathering, except for the 'gully-washer' storm that caught many owners with their tops down and their pants up! Yes, it was nearly knee-deep at one end of the parking lot and there should be some funny photographs come out of that little episode, which was right at the end of the show of cars on Saturday afternoon. Much beer was consumed in the hospitality suite, of course, and many new friendships made during the course of the weekend. Wendie Old is to be commended for organizing a very good gathering - speaking as one who knows who knows what is involved!

Artist's impression of comment overheard at the  
 -Baltimore G.O.F.

CORNER


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★Simon's Law:

Everything put together falls apart sooner or later.

★Murphy's Law of Thermodynamics:

Things get worse under pressure.

★Zymurgy's First Law of Evolving Systems Dynamics:

Once you open a can of worms, the only way to recan them is to use a larger can.

★Non-Reciprocal Laws of Expectations:

Negative expectations yield negative results.  
 Positive expectations yield negative results.

★Johnson's Third Law:

If you miss one issue of any magazine, it will be the issue which contained the article, story or installment you were most anxious to read.

— Corollary:

All of your friends either missed it, lost it or threw it out.

★Lewis' Law:

No matter how long or how hard you shop for an item, after you've bought it it will be on sale somewhere cheaper.

REPORT OF JUNE MEETING - Mary Thompson

Thanks must certainly go to Andy, Robert, and Jim who managed to take notes in my absence. You shouldn't have done so well, you might be the next secretary. Also a special thank you to Marilyn for having Roy pick me up and take me to the last meeting ..... I would have never found it! It was a rainy night but a super turnout for the last meeting ..... all must have tasted Sandy's cooking before .... it was tasty ....thanks! As we all enjoyed the quiet beauty of Sandy and Richard's home. Ross brought the meeting to order. We welcomed several new guests: Randy Hiestand, Scottie Minton, Frank Slaby, Jack Pavldis, Greg Poffenbarger, and his guest Mary.

The minutes were approved and then we were off and running. Sandy gave the balance in our treasury ....\$439.79 ... once again the roar went up for a party but Sandy calmed the crowd by mentioning that we are back to paying for the printing of this lovely literary piece of work. Sandy reminded everyone that the dues were due. It was also recommended that you attach the dues application even if you had no changes, this will help Sandy with record keeping and Jennifer can get an updated roster.

The July 17th event has been changed from a Funkhana to a quiet sail on board the Norfolk Rover. It really will be a fun time. Much discussion actually went on before selecting the "Rover", we mentioned the Spirit of Norfolk, a rally, an eat-a-thon but the "Rover" won hands down. We must mention that everyone agreed that The Gordons had to plan another rally sometime in the near future. The details will be in another section of this newsletter. Oh, please don't let me forget the other two suggestions ..... a million dollar bingo game and a trip to the Med on board the USS Kennedy ... this truly is a sick group!

The Trivia Quiz winner this past month was Mike Ash, Vince wanted to know if Peggy entered .... give them h --- Peggy! Who said that men had to be more knowledgable than women? It seems Jim Banvard delivered Hank Giffin's prizes to him last month. We never hear from Hank anymore ..... we must have tamed him .... or perhaps Stevie has.....

On September 24 & 25 we were scheduled to go on a trip to the Outer Banks, it was suggested and voted upon that we change this event. We will be going on guided tour of some old Plantations in the Williamsburg area. Jen and Mike will give more details as we get closer to the event.

Ross read a letter that will be highlighted later in this issue. (Also some information on an Antique Car Club event in our area.)

Jen gave abrief report on the GOOF they attended in Ontario, congratulations on survival of the snow in summer clothing and the distance award!!! It seems these gents were dressed in kilts and wanted all to know what was worn under them .... see you can't keep a secret.....someone always tells!!

Well until the next meeting .....

DUES are DUE! Please complete enclosed application and mail with your cheque.

FROM OUR OUT-TO-~~THE~~-SEA CORRESPONDENT....(Mike West)

As you may guess, life at sea is frequently boring so I wrote the following to rub as many people raw as possible, in a very few paragraphs !

"The Illusion of Speed"

Many of you T-types out there, wandering around with the great unwashed masses of Detroit Ironworks owners, have often asked yourselves how you can make your 30-year old classic MG go faster without a massive dose of 'pesos' or engine-work. This article should serve as the definitive response to that question. (Stand by for heavy rolls, Hank Giffin !)

The author undertook to interview some of the T-type "greats" in bringing you this valuable information and they are misquoted, slandered, and generally lied-about in this slothful article.

When asked about how his T makes tremendous typhoon-ous turbulence, V. Groover advises that he simply drives near R. Wiley, and murdered something about hot air and how Wiley is frequently found alongside a road trying to talk a cop into giving him a ticket for speeding.

M.(G) Ash, famed defender of Joe Lucas, (Mike likes the warm beer that flows from his Lucas refrigerator !) has an MGA that he is making go faster with a special paint scheme. This paint scheme is certain to find its way onto one or more of Ash's T-types after the initial break-in period of nineteen years on the MGA. What Ash did was paint his MGA in maroon primer so that it looked like a Dukes of Hazard "Plymouth Duster". He plans to paint flames around each headlamp and along the wheel arches, to go with the heat that his transmission tunnel gives off on a summer day !

R. Moseley, famed "melted TF" driver (that's a Morgan, folks....ed.) creates the illusion of speed by 'sacrifice driving'; he defines this unique method of driving as tagging along in his Morgan with a bunch of T-type wheel-chair speedsters while enduring the jeers of onlookers and the comments of filling-station attendants about "nice kit cars" !

R. Davis creates turbulence wherever he goes, as reflected in the minutes of many meetings. He recommends making your T-type go faster by putting disc brakes on the front wheels. Yes.... well... let's try that again ! It's true, folks, R. Davis says you go faster with disc brakes on the front wheels. His racing Y-type is now retired.

The "Friends of OPEC" Award has been won hands down (watch this guy's hands, ladies !) by R. Eaton, famed TC speeding ticket collector. Ron maintains his "Shafety Fasht" reputation by mounting the OPEC tribute to his rapidity on the radiator cap of his TC. The impressive award is attached with a pop-rivet (a great Navy tradition ! ) and is decorated with moth wings and assorted bug guts.

The fastest guys in town - out of town, mostly - are the famed race-car team of H. Giffin and J. Banvard. Giffin makes his T-type go faster by urging Banvard's tow truck to go faster, and Banvard's tow truck is, in fact a speed demon. It once was seen in a Cannonball Rally from New York city to Norfolk, barely beating the author's fast-attack nuclear guided missile Y-type in the rally. (Ed.note...Said tow truck was used to rescue author's injured Y-type in great haste, between duty stations, and before said author's wife filed for divorce!)

Giffin adapts racing-slick tires from the pile of racing-slicks neatly piled out behind any "O.K. Tire" store to his T-type. The illusion of speed is then enhanced by his taking two of his size 38 vinyl belts (from K-Mart) and wrapping them over the hood of his T. Coupled with the hood-mounted winged Pegasus, with glow-in-the-dark eyes, and a roll bar made from leftover styrofoam Christmas candles, Giffin has the fastest car out of town - and happily so for the club membership!

So you can see that making your T-type trepitate, tremble and triumph (UGH!) can be done inexpensively, with class and justice for all.

Next installment: The Advantage of Using The VW Aerodynamic Styling in Place of a T-Type Chrome Grille With Bug-Spattered Slats.

(The author is a well-known bon vivant and Southern Gentleman, presently living out of the country as the leading edge of the Sword of Freedom, defending most of America from imperial aggression. His generous, protective umbrella does not, however, include H. Giffin!) (Editor's Note: This article was received after last issue had gone to press; author and so.gentleman may have a different perspective now that he has returned to terra firma - but I doubt it!)

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LETTER FROM ENGLAND.... Ron Henry (written in June, 1983)

A question in the "MG Trivia Quiz" could well be, "When was the most recent time that two new MG models were announced within a period of less than ten months?" The correct answer would be, 1st March, 1983. (When the previous time was, I'm not sure, but it must have been many years ago.) On May 3, 1982, the MG Metro was announced, and last March the MG Maestro was launched.

For all of you "top-down" nuts, the Maestro may be a disappointment because like the Metro, it's another saloon (sedan...ed.) In fact, there is still a lunatic fringe who say that it's not a real MG because it is a saloon and it is based closely on a contemporary model (in this case, the Austin Metro). But, as a confirmed Z-Magnette and Y-typ freak, I remind such twits that MG made several saloon models pre-war, and all of the post-war saloons have been based on other Nuffield or BMC models. I think British Leyland Cars can be rightly accused of trading on the MG name, but they have made an effort to produce a car with a good performance and a high standard of trim. Unusually, the full Maestro range was launched on the same day, so this really is a new MG.

The performance is quite respectable for a 1600cc. car: 0 - 60 mph in 9.6 secs, 111 mph top speed, 27 mpg (USgal) at 75 mph, and 23.2 mpg (US) "urban cycle". It's a good-looking range of cars which breaks new ground in several ways for BL. The Hydrolastic and Hydragas independent suspensions of recent years have been abandoned and conventional independent coil suspension, with Macpherson struts at the front, is featured. Though front-wheel drive is used, the "gearbox in the sump" is dropped. Surprisingly, the gearbox is bought from VW; it is taken from the Golf - Rabbit in the U.S. The 1.3 litre

cars use the good old A-series engine (first seen in 1953!) as in the Metro and similar to pre-1500cc. Midgets. BL, unpredictable to the last, doesn't use the new O-series engine for the top-of-the-range cars. Instead, they use a derivative of the old long-stroke E-series engine, which otherwise went out of production last year. However, there are very strong rumors of a 2-litre O-series engined turbo MG Maestro to arrive soon. Electronics feature strongly in the Maestro in the form of solid state instrumentation, computer and voice synthesiser for audible warnings. (e.g. A female voice, "Warning - low oil pressure", "Fasten seat belts", etc.) and electronic fuel control system integrated with electronic ignition.

Unfortunately, BL still insist on playing at the "names game". A few months ago they announced that there would be no further M<sup>O</sup>rris cars, "because the market no longer identifies with Morris", or some such rubbish, which cuts the BL-controlled names to Austin, MG, Rover, Triumph (whose sole model is, in reality, a license-build Honda) and Jaguar. All makes except for the latter, are now brought together as "Austin Rover Group" (ARG) who are termed "managing agent for BL Cars plc." (Recent legislation here has required that plc. - public limited company - be used to replace the old term "Ltd.") Hence, the Maestro is a product of ARG, who also feel it necessary to affix the name to its very complex carburettor which is, nevertheless, a highly-modified SU HIF carb. as found on late-model B's.

The Maestro range was very well received immediately on the market. This was followed within a few weeks by a month-long strike at the assembly plant in Cowley. It centred around management wanting absolute maximum output of Maestros, and proposing that work continue through a few minutes "washing-up time", traditionally allowed to workers at the end of each shift. To the unions this was about equal to cancelling lunch-breaks, so there was a strike. During the month of stone-turning which ensued, it became obvious that the management was not blameless, and their relations with the work-force are no text-book model. Eventually, common sense prevailed and production grudgingly started up again.

The trauma of the last five years or so, with Sir Michael Edwardes at the helm (he left a few months ago) have almost achieved a miracle at BL. They are now producing a range of cars which people actually want, and have a good future programme. The unions no longer virtually run the company, and if we overlook the billion-or-so pounds of taxpayers' money pumped in, there is the possibility of profits in the near future. Hopefully, next time the company is major news, it will be for this reason, and not another fracas like this strike.

The following article is taken from the magazine of The Midwestern MGT Register, Dean Jensen, Editor, and was originally published by "Skinned Knuckles Magazine; written by Bill Cannon:

PLEASE " READ AND HEED "

Airborne asbestos particles are now a recognized industrial hazard to humans, and prolonged exposure to this contamination may lead to pneumoconosis - a serious lung condition similar to silicosis - and in many cases to a particularly virulent form of lung cancer,

mesothelioma. Asbestos particles from worn brake linings are a minor but nevertheless significant source of contamination. SKINNED KNUCKLES has on more than one occasion seen fit to warn its readers of the potential hazards when working on brake systems, but in light of information presented recently in a TV documentary, this admonition now assumes even greater importance.

Individual susceptibility to asbestos apparently varies greatly. Some people may have worked in industrial environments containing asbestos for years without developing any symptoms of asbestosis. Others may suffer serious lung damage, even cancer, after only brief exposure. A case was documented where a youth contracted lung cancer from helping his father "fix brakes" only a few times. The common practice of blowing dust off brake drums, shoes, and backing plates with compressed air is extremely hazardous. Apparently, it is the invisible microscopic and submicroscopic particles which do the damage; visible dust particles are evidently filtered out by the body's normal respiratory protective system.

Every time you remove a brake drum for inspection or repair, to change a wheel bearing or oil seal, or to lubricate the wheel bearings, you are exposing yourself and those around you to potentially harmful asbestos particles. Backing plates, drums, shoes and other parts may be found coated with a layer of black or dark grey powder, as much as 1/8" thick, which according to reliable reports contain as much as 70% asbestos. Brushing or blasting this powder away with compressed air raises a cloud of fine asbestos particles which can be deadly.

To avoid exposure, the safest practice - I believe - and one which we have recommended earlier, is to wash all the parts with a stream of water from the garden hose. The water coats the particles and prevents them from becoming airborne. If you wish to avoid the mess of having water afoot, you may want to use the method I like best. Take a bucket of water containing a dash of household detergent, and with a soft-bristled paint brush scrub the brake parts and drums, catching the washings in a shallow pan under the brake backing-plate. The washings may later be flushed down the sewer. If there is a better, safer or more convenient method, we will appreciate learning about it. (The last method seems the best to me, as it will be disposed of, whereas with the garden hose method, any left on the floor would surely drup up and become dust again and when swept up could cause particles in the air.)

Some shop and service manuals issued during the last couple of years may contain safety precautions which mention the hazards of exposure from ~~car~~ brake systems. Earlier shop manuals, printed before the danger was recognized do not contain any precautionary information. One recent shop manual recommends that brake parts be wiped with a damp cloth, discarding the cloth after use. It is my belief that this procedure may only partially be effective for heavily-soiled parts, and I think there is no substitute for flushing the parts with detergent and water.

PLEASE, if you do only one brake job a year, or one in a lifetime, use these recommendations. Play it safe! The same considerations will apply to clutch parts, as clutch plates usually contain asbestos.

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DUES DUE --- Same again this year !! \$ 10<sup>00</sup> In-town  
 SUCH A DEAL!! \$ 6<sup>00</sup> Out-of-town

TRIVIA QUIZ No. 16 - JULY, 1983

- 151. In what year was the 1500cc version of the TF introduced? \_\_\_\_\_
- 152. The first MG Midget (the M type) was first shown in what year? \_\_\_\_\_
- 153. NEMGT Register No. 1 belongs to \_\_\_\_\_  
\_\_\_\_\_
- 154. Who is credited with "coining" the term GOF?  
\_\_\_\_\_
- 155. Name one company that Cecil Kimber worked for before going to work for Morris Garages? \_\_\_\_\_  
\_\_\_\_\_
- 156. Who was treasurer of our local club in July 1978?  
\_\_\_\_\_
- 157. What was the size of the standard wheel supplied with J4's and J5's? \_\_\_\_\_
- 158. Who is quoted as saying "Magna vis est, Magnum nomen."? \_\_\_\_\_
- 159. In what year was the VA introduced? \_\_\_\_\_
- 160. Who won the High Series award for men in the first Daffy Duck Pin bowling tournament? \_\_\_\_\_  
\_\_\_\_\_

Submitted by \_\_\_\_\_

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Mr. Ross Haines

633 Pine Tree Drive

Virginia Beach, Va. 23452

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## ANSWERS TO TRIVIA QUIZ No. 15 - JUNE, 1983

141. What type of MG was EX.135? ( e.g. TD, J2, etc.)  
**A. K3; TSO, Oct 81, p. 6**
142. A J2 was built with two seats. How many seats did a J1 have?  
**A. 4; TSO, Aug 81, p. 16**
143. The first MG midget was created using a \_\_\_\_\_  
\_\_\_\_\_ chassis. **A. Morris Minor; TSO, June 79, p.4**
144. The XPAG engine was first installed in what T-series MG?  
**A. TB; TSO, June 79, p. 6**
145. In what year did George Eyston break the 100 MPH barrier for 750 cc engines?  
**A. 1931; TSO, Feb 80, p. 6**
146. How many WA's were built? **A. 369; TSO, Apr 80, p. 19**
147. The first automobile that William Richard Morris produced was the Morris \_\_\_\_\_?  
**A. Oxford; TSO, Apr 80, p.27**
148. Some time ago our club received a request for a car badge from The Vintage Touring Association in Salisbury, \_\_\_\_\_?  
**A. Rhodesia; Club Newsletter, June 78, p. 1**
149. In what year was The New England MG "T" Register, Ltd. formed?  
**A. 1964; TSO, Apr 80, p. 47**
150. The American Branch of the MGCC was formed in what year?  
**A. 1937; TSO, Dec 80, p. 46**

## TENNESSEE FRUIT-JAR COCKTAIL — from MG International Cookbook

.... well... OK... UHUPP..

There once was a lady named Fritz, who had these incredible....huh; OH! A FOOD recipe! Hum... how 'bout this one... UHUPP... I've noticed old M.G. fools all over the country go for it!:

Into a relatively clean pint fruit jar pour 7 or 8 ozs of Scotch Whisky. Add ice cubes up to the threads on the jar. Then (and this is important) slosh around and around for at least a minute.

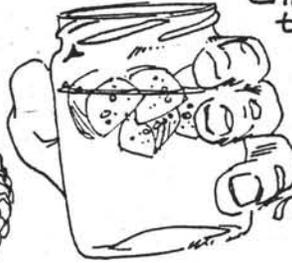
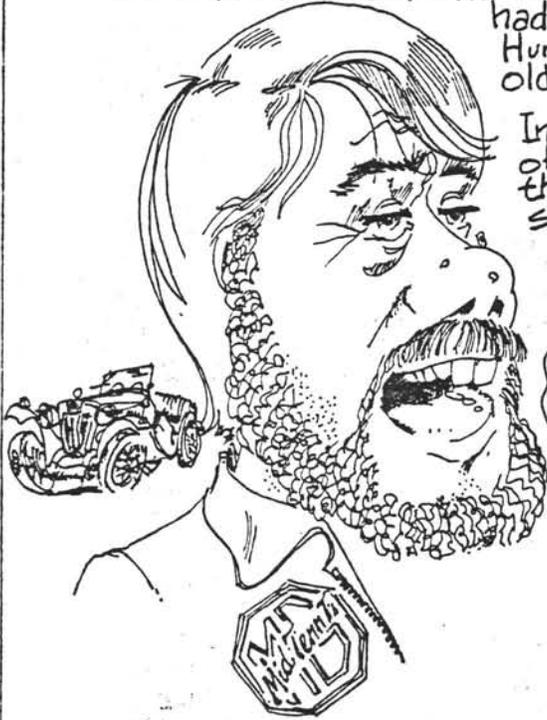
This causes some kind of physiological change in the jar making just the right amount of dilutant. Serve in the container.

This recipe serves one, and I might add that any brand of Scotch can be used... however it's best if it's over 6 weeks old. Bourbon could probably be substituted.

Often I found that after only one serving my ole TA looks like a fresh, frame-up restoration!!

Now can I finish my poem ???

Bill Davis



## Supplication to the Lord

(NUFFIELD, THAT IS)

By JOHN FRANKLIN FELLOWS

WE SPORTS CAR ENTHUSIASTS thank thee, O Lord, for the many things thou hast given us—for the TC, whose quiet beauty recalled us to the paths of righteousness; and for the TD, whose superior suspension showed us that those paths need not be hard.

WE THANK THEE for giving us road-holding, cornering, steering—those basic virtues of an honest motor car—and at a price an honest man could pay.

WE THANK THEE for putting into our mouths suitable retorts to those who pay obeisance to the obscene product of Detroit.

YET, IN THIS HOUR, as we praise thy works in many a city and hamlet, we ask thy help. We ask for a strength which will speak even louder than words. We ask for a motor with a bigger bore and a shorter stroke. We ask for a lighter frame—perhaps tubular—and a lighter body. We ask for more acceleration from the stop-light.

BRAVE ARE YOUR FOLLOWERS. They labor hard in thy behalf. They bore out; they supercharge; they lighten the load.

BUT, O LORD, we supplicate you! Give us just a little more with which to labor—just a little more displacement—perhaps a liter and a half. Give us just a bit more cruising speed—and just a bit more torque. (And may we ask for a return of the wire wheel and the knock-off hubcap? And with them, perhaps, a larger brake drum?)

THE GLITTERING JAWS of the monsters of Detroit we put behind us on the lonely curving road. We fear not their strength in the wind and the rain.

BUT THE RALLYING cry of the worshipers of Detroit is "pick-up." And, O Lord, they have us there!

[Road & Track - Feb. 1953]

# UP-COMING EVENTS...

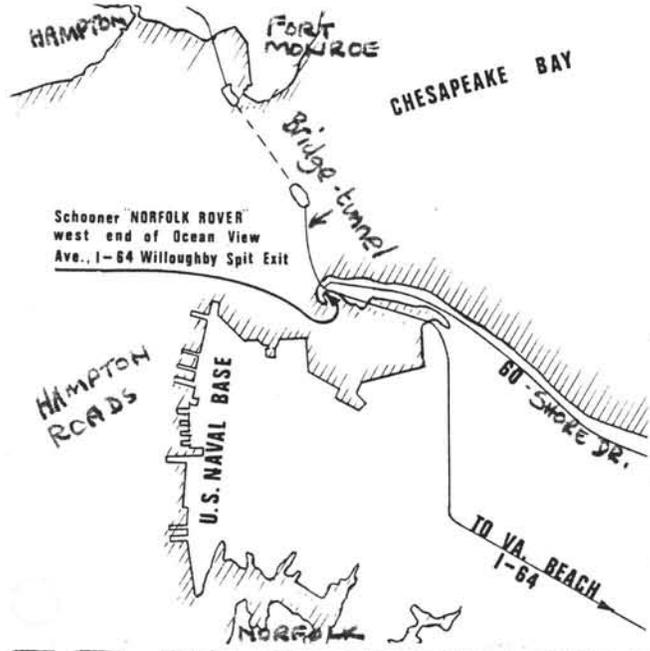
Wed. JULY 6th

MONTHLY MEETING: 7:30p.m. at the home of Ted & Louann Hughes. See map for directions; we have not met at this home before.

## SAIL



### SUNDAY - JULY 17 "Norfolk Rover"



- \* Boarding time 5:30 - 5:45 p.m.
- \* Cost - \$10 per person, children \$5
- \* Bring your own beer/wine/cocktails and any snacks - it's a 3-hour trip!
- \* Play guitar/trumpet, etc?...Bring it!
- \* Boat will provide ice for drinks
- \* RESERVATIONS to be made by JULY 10th to Mary Thompson, 495-0085 (after 5pm) or Jennifer Ash, 495-0307
- \* NO CANCELLATIONS! We must guarantee \$400 to the "Rover" (If you have some friends who may care to join us, we are willing to put them on 'standby')
- \* THIS IS STACKING UP TO BE **FUN** (Tidewater "T"s "out to launch"!!)
- \* See map for directions - dock is at west end of Ocean View Av. on Willoughby Spit, south side of I-64.



Tues. AUGUST 2nd

MONTHLY MEETING: 7:30p.m. at Mark & Marcia Ostertag's home.

Sat. AUGUST 13th

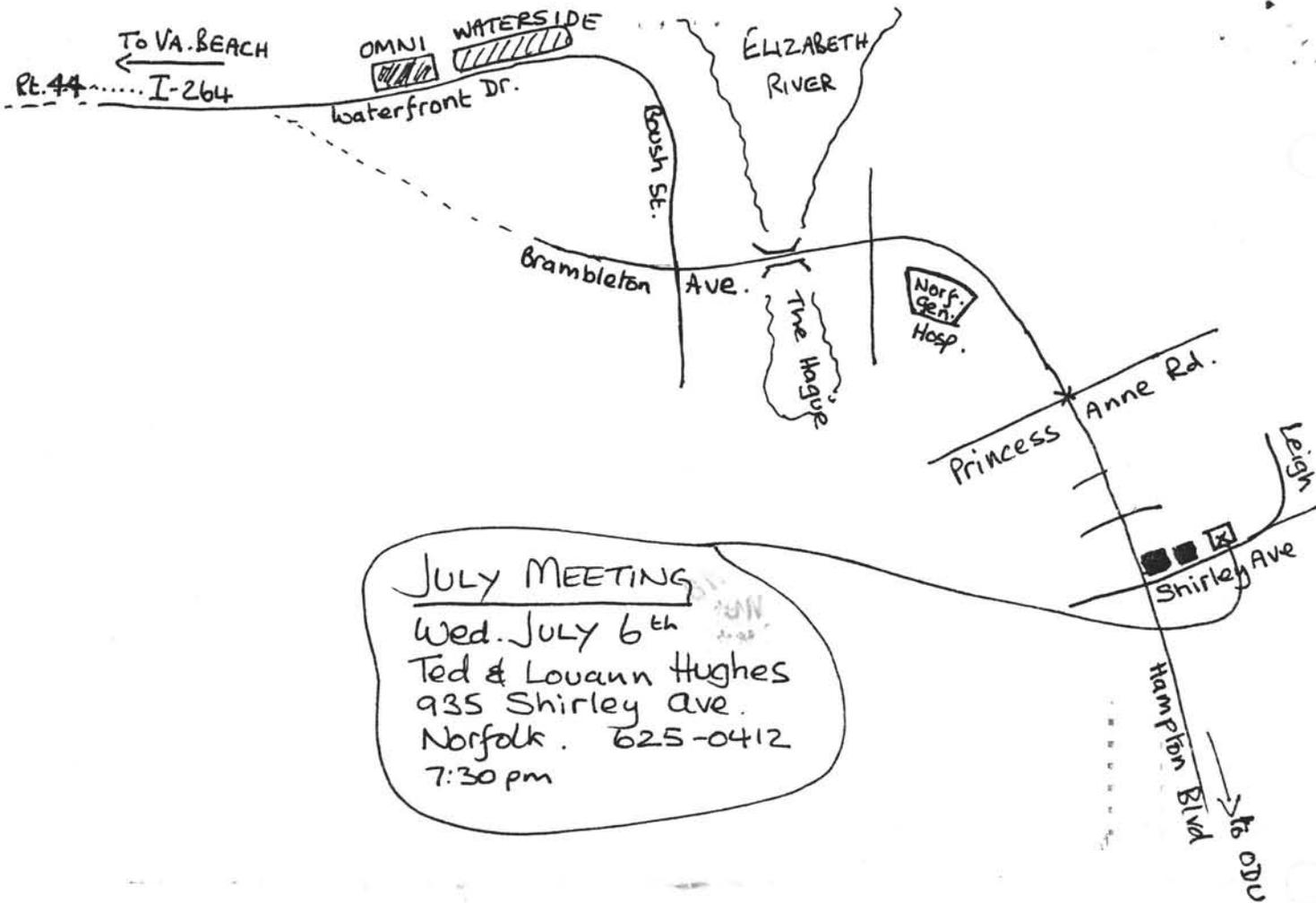
CLAM BAKE at Roy and Marilyn Wiley's. Bring a fishing pole if you wish (we won't rely on you for dinner, though!), or a canoe; Roy has a row-boat as well. Details next month.

FROM OLD NUMBER 6733: Here we are again, and it looks like Peggy is really showing her stuff!

<u>Name</u>	<u>Month's Score</u>	<u>Cumulative Score</u>
Peggy Bradford	10/10	50/50
Hank Giffin	8/10	48/50
Jim Banvard	7/10	46/50
Mike Ash	9/10	45/50
Ron Henry	7/10*	37/50
Bob Beauter	5/10	20/40
Vince Groover	-	19/20
Charlie Dixon	5/10	16/30
Bill Gordon	-	9/20
Anonymous	5/10	5/10

\*Monthly winner

Would the person who submitted the unsigned entry this month please call Ross!



**JULY MEETING**  
 Wed. July 6<sup>th</sup>  
 Ted & Louann Hughes  
 935 Shirley Ave.  
 Norfolk. 625-0412  
 7:30 pm

TIDEWATER MQ'T' CLASSICS  
 5149 BELLAMY MANOR DR.  
 VIRGINIA BEACH, VA. 23464



Rachel Carson



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

7/6/83

- ✓ 1- Guests & new members
- ✓ 2- Secretary's report
- ✓ 3- Treasurer's report (Dues)
- ✓ 4- Events
- X5- Regalia
- ✓ 6- Parts
- ✓ 7- Historian
- ✓ 8- Editor

Loose - By July 10

24 July - Sun.

### Old Business

- Baltimore GOF
- British Car Days

### New Business

- Trivia Quiz Winner - Ron Henry  
Bill Gordon - anonymous

Andy's promo party - Sat 1600 - 2200  
67<sup>th</sup> & Atlantic