THE TIDEWATER MG 'T' CLASSICS



President - Roy Wiley 481-1543 Sec./Ed. - Jennifer Ash 424-1660

APRIL NEWSLETTER

April 27, 1977

SECRETARY'S SCRATCHINGS:

This has been a full month, clubwise (and otherwise for the Ash family), with three events during the month well attended. First of all, our best wishes - rather belatedly I'm afraid - to Bob Pellerin who was in the hospital at the time of our April meeting, and had to make a return trip the following week with complications. Unfortunately, I didn't know that Bob was sick until after he was out of the hospital, otherwise we would have found a suitably gross card to send him, on the club's behalf of course! Hope you are feeling up to snuff now, Bob, and that we'll see you out at the next meeting at Dave Parsons' house.

I would like to comment on a remark made at the tech. session, to the effect that the reason he hadn't been to meetings for so long was that he thought his car was so "tacky-looking" compared with others. When he saw the other cars there, he found his car to be reasonably good-looking by comparison. Please, please don't be ashamed to come to meetings because of your car's looks; if you love it and enjoy it, that in itself is good enough reason to get together with other "T" owners. Not all of us can afford to have a concours car (maybe one day...) but with the help and laughter and spurring-on of our fellow "T" lovers, we can attain that goal with more ease - or just sit back behind the wheel and darnwell enjoy the little car just as it is - with the chipped paint and cloth-covered seats, etc. etc. After all, we all know the old saying, "never judge a sausage by its skin", don't we? Well, we don't in this club; if you have a car, you are one of us, no matter what shape it may be in. (After all, who can ever forget Mike's "pink TD"!)

Congratulations are in order to Associate Member, Mike West. Mike has an MGA, remember? Well, he is now a full member of the club, having now got himself behind the wheel of a TD of his very own. (He's only sitting behind the wheel, not sitting and driving yet! But he soon will be if he keeps on taking parts of the engine with him to work on when he's out at sea; at least he's not molesting mermaids any more!)

We are including the original Road & Track road test of the MG TD in this issue of the newsletter, as we thought it might be of interest to you; thanks are due to Road & Track for allowing us to reprint this in our small publication, as this is copyright material.

As always, I beg you to let me have any material you might have for the newsletter - come on, guys, you must have some little gems that would interest the membership and be fit to print too! Deadline is the 20th of the month. That's about all I have to spout about this month. See you at the May meeting (see map) on Wednesday the 4th (that's the day I will become a U.S. Citizen, so I might be a bit late arriving if the judge gives me a hard time; better not count my chickens... he might not even consider me fit when he finds out about this subversive affiliation with foreign cars!).

JENNIFER

REPORT OF APRIL MEETING: This was held on Tuesday, 4th, at Fred Dantonio's house. (Fred was batch-ing it that night, and managed to put on a big spread in Jane's absence; he needn't have gone to all that trouble, though; nobody would have minded if there had just been water from the tap and a bag of chips to pass around - really. Thanks anyway, Fred.) There were 35 members present - a good showing; we were happy to welcome four new members -

Dave Sutton, Jim Snead, Butch Garrison and Dickie Clifton. (I will give you their addresses and other pertinent information in the May newsletter, as I don't have it all here at present)

- -- Treasurer's Report: Nine members had paid dues (new price, \$10) in advance at that point. Balance in hand was \$318.
- -- Regalia Chairman's Report: A sample of the new car badge will be arriving in May, and the Executive Committee will inspect it and give the go-ahead for ordering, if the sample is satisfactory. This will cut out waiting yet another month for badges, which we would be the case if we presented the sample at the next meeting. The new badge will cost \$10 for members wanting one.
- -- Activities Chairman's Report: Richard gave us the details of the events for the month of April the Spring Rally and the Tech. Session. There is a report on these events further on in the newsletter. Dave Barrows suggested that we might invite the MG Midget Club to join us for a rally at some future date, and it was agreed that we would give this matter consideration. Tentative arrangements were made for travelling to the Mini-GoF SKYLAND FLING on May 13 15th. Please get your registrations in before it's too late! All members leaving Tidewater on Friday morning, May 13th, and wishing to drive in caravan, contact Mike Ash for details; Anyone leaving here on the Saturday morning, (May 14th), and wishing to drive up in caravan, please contact Roy Wiley. (Telephone numbers on this letterhead)
- -- Roy Wiley has been contacted by a "T" Register member in North Carolina who has some parts for sale. These items were read out, and if anyone wants to enquire about what is available, please get in touch with Robert Davis 482-4309 for details.
- -- Don't forget GOF Mk XXIV, June 23,24,25,26, 1977, in Dearborn, Michigan. Mike and Jennifer Ash are planning on going, and anyone interest in going along with them, give them a call.
- -- The site of the next meeting is the home of Dave Parsons, in Green Run, and he will be hosting a "mini-concours", strictly for fun. Y'all come, hear! It was a barrel of laughs last year, and promises to be just as much fun this year. There will be prizes awarded just bring your car, and we'll find an award for it!!

That about sums up the meeting, and after all that we adjourned to the food and beer.

Something I ommitted from my "Scratchings" section; Henry Blanchard is now the proud owner of an MGA, which he drove to the rally. There are quite a few members of our club who have MGA's and it would seem that there are enough of these cars in the Tidewater area to form a chapter of the "A" Register. What are the feelings of the "A" owners on this matter? Please get in touch with me if you have any interest. P.S. I am very seriously looking for an "A" coupe, and would appreciate any reasonable leads. Thanks!

SPRING RALLY - As reported by Robert Davis

The Spring Rally was attended by more than 30 members. Fifteen cars took part, of which 10 were T's. There was 1 TC, 6 TD's 3 TF's and 2 MGA'a. With the \$2 entry fee for each car, we were able to give away a nice assortment of prizes. All the prizes consisted of Lucas spares. Dan Boswell took first place; Fred Dantonio came in second, with a guest, John Wells, in third place, and Henry Blanchard in fourth; the Distance Award went to Carroll Davis, who drove all the way from Richmond. (Hopefully, Carroll and Peggy will let all the Richmond T owners know what a fun afternoon it was, and they may want to come to the Funkhana in August. Everyone had a great time on those back roads of Chesapeake, counting telephone poles and fire hydrants in order to make the correct answer or turn.

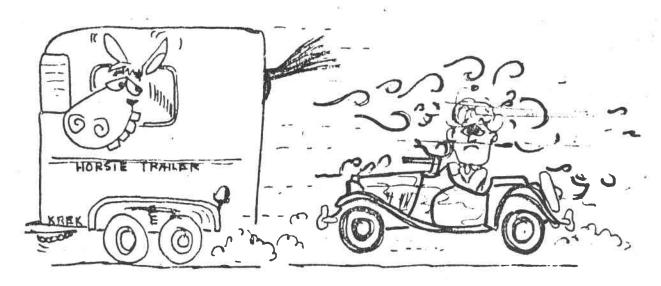
All cars finished, including O.D. Dawson, who made it through without a navigator! There was no reported car trouble, and all the T's seemed to run well.

The event ended at my house, where everyone enjoyed the lunch or snack they had brought. Those of you who missed it ought to try to make the next rally - it was great fun!

TECH SESSION:

This was held at the home of Mike and Jennifer Ash, on Sunday the 24th April. There was a good turnout of cars - six in all - and a couple of members came in gas-hogs to works on the T parts they are repairing. It was a lot of fun, and a lot of work was done on the cars. Caroline Tally is learning more and more all the time; she'll soon be tackling a total restoration!! (Ha, ha) Seriously though, we all are pleased when someone really wants to learn to work on his/her car. The last car left around 4 o'clock, and all will agree the day was well-spent.

CARTOON CORNER: (Thanks to Krek)



ANSWERS TO TRIVIA QUIZ: (Don't you dare peek, now!!)

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A Music..1-E, 2-J, 3-N, 4-G, 5-D, 6-M, 7-I, 8-T, 9-A, 10-R, 11-B, 12-L, 13-T, 14-C, 15-F, 16-K, 17-P, 18-O, 19-H and 20-Q Note: Elvis came along in 56 with the MGA's.

B Apple, Pear, Candy, Christmas Tree, Cake, Peach, Plum, Grapes, etc.

C Television 1-F, 2-D, 3-H, 4-I, 5-B, 6-E, 7-A, 8-G, 9-C and 10-J

Ike beat Stevenson

Ike beat Stevenson
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NOSTALGIA (TRIVIA) QUIZ: This is a little test prepared by your "T" to see how much you remember about the days when it was young. (Thanks to Classic MG Club, Florida) Music...match the song with the artist. (Use some answers more than once) Georgia Gibbs 1. Tennessee Waltz Frankie Lane 2. Shrimp Boats Patti Page C. 3. Music, Music, Music 🗠 d. Kay Starr 4. Fever Patti Page 5. Wheel of Fortune 🚴 e. 6. Goodnight Irene Bill Haley 7. Ain't it a Shame Peggy Lee h. Perry Como 8. 0, my Papa 🎉 Pat Boone 9. Kiss of Fire 🦠 i. Jo Stafford j. 10. Be My Love Frank Sinatra 11. Mule Train & k. Nat "King"Cole 1. 12. Mona Lisa The Weavers m. 13. Any Time Teresa Brewer 14. Doggie in the Window n. The Crew Cuts 0. 15. Rock around the Clock 🦫 p. Mitch Miller 16. Young at Heart Rosemary Clooney q. 17. Yellow Rose of Texas ₽ 18. Sh-boom 19. If Mario Lanza r. Elvis Presley S. Eddie Fisher t. 20. Hey, There! В. С. Television... match the star with the show Sid Ceasar a. Mr. Peepers Make Room for Daddy
 Dragnet b. Eve Arden Gale Storm С. 3. Dragnet Danny Thomas d. 4. Toast of the Town Our Miss Brooks Miss Frances e. Ding Dong School f. Wally Cox Edward R. Murrow Your Show of Shows ~ g. 7. Jack Webb h. 8. See it Now Ed Sullivan My Little Margie Arthur Godfrey j. 10. Talent Scouts

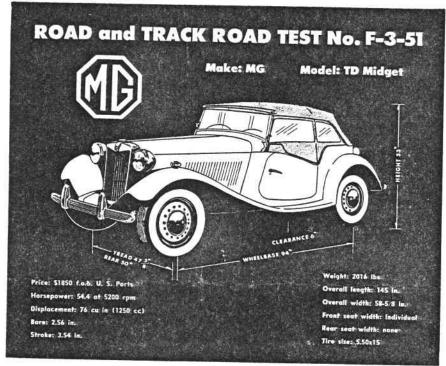
Answers somewhere in this issue.

D.

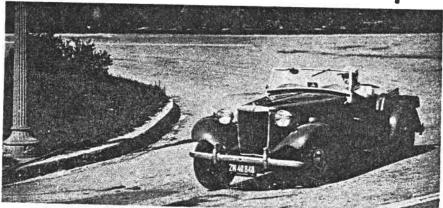
Politics...Who ran against our elected presidents?

In 1942 - Truman won, ----lost?

In 1952 - Ike won, ----lost?



Third of a series of road tests of foreign and American automobiles from the American driver's viewpoint



Altho considerable roll is evident, the cornering ability of the MG is remarkably good.



(Reprinted from April 1951 Road & Track.)

Mr. X Reports on MG TD Road Test

"TC vs. TD"... this classic argument has greatly flavored MG TD road tests appearing in British publications. Performance, appearance, and design were either better than, or not equal to, the TC. This can be confusing to the person who has never driven the TC and the TD. Since I have never driven a TC-type MG, I can present an unbiased report on the TD.

The MG is like a tail-wagging dog, it seems to be anxious to make friends! After one settles into the individually shaped seats, a feeling of genuine comfort (like the old fireside easy chair) is obtained. The rake of the large diameter steering wheel, the man-sized tachometer and speedometer, the elbow-clearing cut of the door . . all these create a sense of action. And, somehow, the proudly exposed headlights (of exceptional power) and the long center-hinged hood, becrowned with an honest-to-God radiator cap, proclaim an almost-forgotten masculinity. Here is a car to go, to ride like a real cowpuncher does a strawberry roan . . . to hell with aerodynamic jet-plane-in-spired nightmares.

Thru the four nicely-selected gear ratios gives brisk acceleration to the accompaniment of a cocky exhaust crackle. Almost perfect is the stubby shift-lever perched atop the drive shaft tunnel... almost, because the 1st gear position is slightly awkward, and one can get into the reverse "blind alley" when making a fast 2nd to 3rd change. Clutch action is positive, quick, and without a trace of chatter even when abused. Altho somewhat crowded for big feet, the pedals are convenient and easy to accustom oneself to ... particularly the roller-type accelerator.

Having witnessed the see-saw antics of TC drivers in a tight parking space, the short turning radius of the TD was a surprise. By taking advantage of the telescopic adjustment on the steering wheel, a very comfortable position was found. Positive control, a result of rack-and-pinion steering, made driving a real pleasure. The quick ratio gives 23/4 turns from lock to lock . . . almost half the turns required on the average American car. The only disadvantage to this is, that one tends to drive the car much harder than average because it is so much fun! The impossible becomes practical.

Forearmed with a feeling of security (watching MGs at road races does that) the TD was literally thrown around a twisting mountain pass. Once the adhesive limit was found, corners were taken in slides. good slides, bad slides, and wild hairy slides. The control was so good that the white center line was never crossed until we finally "spun out." Altho the rear end does tend to "come-around" on fast turns, correction is both quick and positive. During such maneuvers, a moderate amount of roll can be obtained, but it is not accompanied by any degree of nose-dive unless brakes are being applied. (tsk, tsk!)

Having read an interesting "debate" in the British Motor in which Technical Editor Joseph Lowry claimed the MG TD possessed slight "oversteer" and the MG factory said it definitely had understeer, I was pleased to find no trace of either . . . completely neutral. This is a good compromise as the vintage enthusiasts favor oversteer while the modern school calls for understeer.

Two-way runs were made over a carefully measured quarter-mile course; stop watch readings were 79.2 mph upwind, and 82.8 mph downwind, for an average of 81.0 mph. At this speed the engine was particularly noisy, but gave no complaint at over 6,000 on the tach. Steering was good at this speed

but the shaking of the cowl as well as high piston speeds of the engine, would make driving at this speed in anything but a race rather uncomfortable. At the normal cruising speed of 61 mph (at 2500 fpm piston speed) the engine and ride is completely smooth and one feels complete confidence in the car.

Were I the lucky owner of a TD, I would move the horn button-dip switch to an under-rim position at the left (export left-hand steering) and add a water-temperature gauge to the instrumentation. Instruments could also use improved lighting as the large lighted dials are distracting, yet unreadable at speed. Inconsistent with the general quality of the car was the top material—a pity for the TD is the type car which urges you to drive with the top down when possible. The design and location of the hand-brake are regrettable. When judged by the overall excellence of this exciting little car, these faults are minor indeed.

Mr. B Reports MG Road Test

Having most of my MG experience in TC models, my first impression of the TD was unfavorable; however, after approximately 100 miles of hard driving, the advantages of the TD overcame my partiality to the TC. At first, the somewhat higher seating position and the inability to see the right front fender proved somewhat disturbing. The most notable improvement over the TC is the use of rack and pinion steering which gives a positive feeling and accurate placement when cornering, impossible to obtain on the TC. In combination with the excellent coil sprung i.f.s. with unequal wishbones, this should more than offset the disadvantage (in road racing) of slightly heavier curb weight. Surprisingly enough, the acceleration proved equal to the TC... 0 to 50 mph in 13.0 seconds and the standing quarter-mile in 20.8 seconds. On our favorite test hill (32%), the TD, from a standing start, obtained a speed of 20 mph. This is equal to the performance of a 1951 Ford which has more than twice the hp rating of the MG. The MG, to date, has been the only car capable of backing up this hill at any point, due, of course, to its excellent weight distribution . . . 51% on the rear wheels.

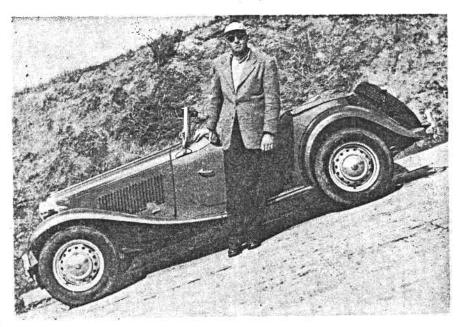
As with all Nuffield products, the finish of the entire car was excellent. A useful amount of luggage can be stored behind the seat, a space which could in an emergency also accommodate small children or pets when the top is erected. The absence of a fuel gauge and water temperature gauge is regrettable, particularly in a sports car.

Since putting the TD thru its paces, I can easily see why the MG enjoys such a phenomenal popularity in this country.

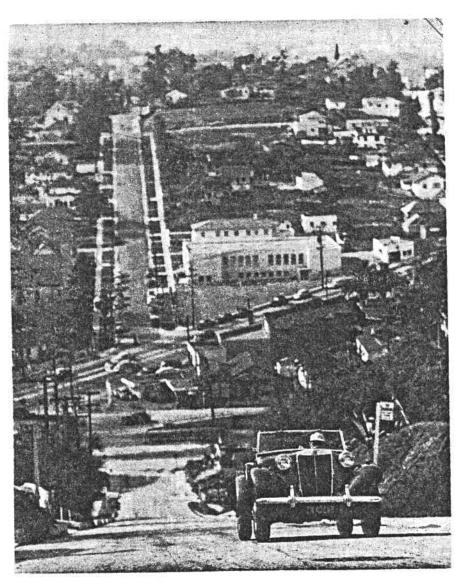
MISCELLANEOUS SPECIFICATIONS

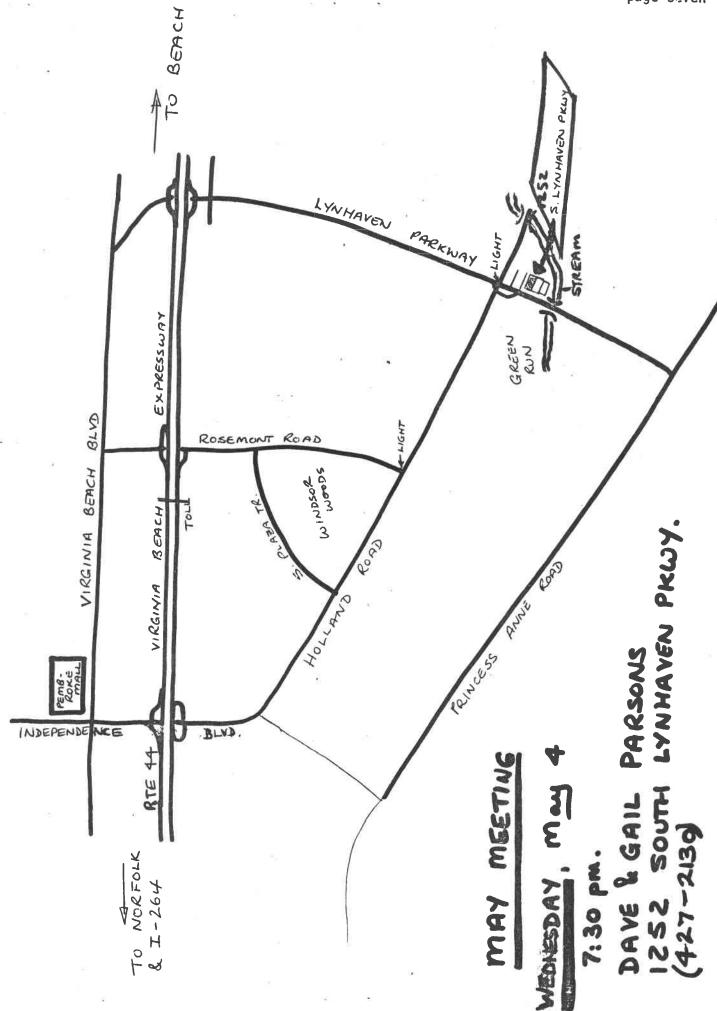
No. Cylinders 4
Valve Arrangement pushrod ohv
Compression Ratio 7.25:1
Carburetors 2 S.U. inclined
Piston Speed at 5200 rpm . 3,070 ft/min.
Ignition 12 volt, coil
Fuel Pump S.U. electric
Spark Plugs 14 mm Champion L10S
Brakes Lockheed hyd. (2LS front)
Brake Drum Dia 9 in.
Rear Axle Ratio 5.125;1

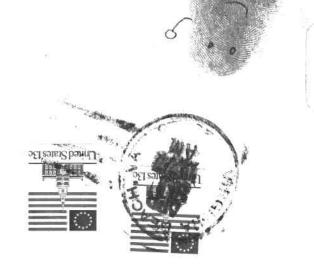
The car for this test was furnished thru the courtesy of Gough Industries, of Los Angeles, distributors for MG and other Nuffield Products.



The startling pictures above, and below, show the steep Fargo St. Hill, in Los Angeles. This 32% grade was no problem in the MG, as it easily climbed at 20 mph. Also, it was one of the few cars able to back up the hill successfully. Hill has been famous test spot for many years.







TIDEWATER M. G. "T" CLASSICS 1149 BELLAMY II JOOR DRIVE

BEILLIA BEACH, YA. 23462

June 5 - Knotts

Is land DAVE & HELEN BARROWS

VA BCH VA 23451