



*THE TIDEWATER MG 'T' CLASSICS*

President: Roy Wiley  
481-1543  
Secretary: Jennifer Ash  
424-1660

JANUARY NEWSLETTER - 1977

Hi, Gang!

Yes, it's time for another newsletter; this one follows close on the last one because a) the January meeting was held a week later than usual so as not to follow too closely on the heels of all those parties, and, b) the February meeting is on February 1st - which is just around the corner - next week, in fact!

The January meeting was held on the 12th at the home of Don and Barbara Moore; it was a super meeting with 27 members in attendance (in 5 T's and an assortment of lesser breeds) and of those present, six people were attending their first meeting as members. Bill and Suzanne Ware had attended the Christmas Party - in 1975 yet - but had never made a business meeting; Carl Fisher, who is Dave Barrows' son-in-law, was at the Christmas party; Bob Salvin had been to one of our meetings with Bob Pellerin and decided to join us even though he was forewarned about us! And finally, Alan and Margaret Fisk came to their first meeting with membership app. in hand - brave couple, that! Welcome to the club, one and all; we hope you will gain as much from the club as most of the members do - both in technical knowledge, assistance and most important, friendship.

The matters that came under discussion at the meeting were:

- The treasurer reported that we have \$305.70 in the bank, \$40 of which was raised by the raffle at the Christmas party.
- Buck Lampton (Regalia Chairman) reported that he has a source for new badges - in Italy. There was much discussion as to the reliability, feasibility, etc., etc., but it seems to be the cheapest source yet, and Buck has a contact who can attest to the quality of the work. It was moved and seconded that we pay the initial mold cost of \$91 and order 50 badges at a cost of \$5.70 each. Of course these will be sold to members at a slight profit to the club.
- Robert Davis (Parts Chairman) handed out cards to everyone present for membership in the PHASE I - BECK/ARNLEY DISCOUNT CLUB, which is good for 15% discount. This company is located at 3513 Virginia Beach Blvd., Va. Beach. Contact Robert for further information.
- Roosevelt Moseley is rebuilding his engine, under the tutelage of Jim Banvard, and has an excellent article from a very old, now defunct magazine which gives a step-by-step guidance for engine re-building. Apparently, this is ideal for a not-very-technically-minded person as it is so easy to follow. Roosevelt is willing to copy this article and as a fund-raiser for the club, will sell it for the small fee of \$1 accompanied by a stamped, addressed envelope. Cheques should be made out to "Tidewater MG 'T' Classics". Send to: Roosevelt Moseley, Rte. 2, Box 2257, Virginia Beach, Va/ 23456.
- Dave Barrows passed on news of Jim Fouts, one of our out-of-town members, who sends regards to friends in the club.
- The March technical session will be at the "garagorium" of Jim Banvard, March 20th.

-- The February meeting will be held at Bob & Peggy Pellerin's, on February 1st (Tues). (see details later on in this letter). DON'T GO TO BOB'S OLD HOUSE; LOOK AT THE MAP!

-- Dan Boswell announced the addition of a B-coupe to the family that day!

The meeting was then adjourned to demolish the marvellous supper that Barbara had provided - lovely hot chili and crusty bread - which just hit the spot on such a cold night. Thank you both for a good evening. Considering the cold and the discrepancies between the map and reality, there was a good turn-out!

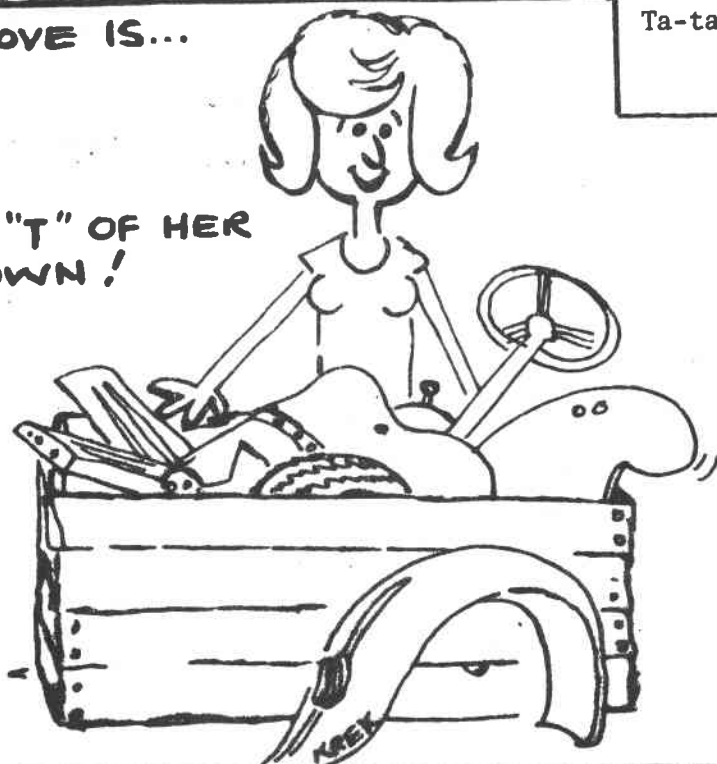
Talking about maps... I have it on very good authority - from the horse's mouth, in fact - that if there are any criticisms on this month's map, it will be the last one provided in the newsletter by the present map-drawer; he does his best folks! (Besides, the service is cheap and convenient!)

You will find the newest edition of the membership roster enclosed with this newsletter; please keep it in a safe place, in case you are asked to do any type of telephone-around. (It fits nicely inside the front cover of the C & P Telephone Book!). I will publish names and addresses of new members as they join so that you can add them to this roster.

Mike has come up with a couple of articles from some current British publications, which I am reproducing in this letter. If anyone has articles, cartoons, handy hints, etc., please let me have them before the 20th of each month.

LOVE IS...

A "T" OF HER OWN!



Ta-ta for now (TTFN, as we said in the 50's!!)

JENNIFER

DINNER AT BLUE PETE'S: This was a "super do". There were 34 members who turned out on that cold, frosty night. Marvellous! We had a very good meal, though some were not too happy with the service. The food was very good and the whole evening could be described in three words - JOVIALITY, HILARITY, CONVIVIALITY. Mike and I, and several other members wonder what the secret is: On lovely sunny, top-down Sunday summer afternoons, we plan a leisurely family trip, and about 5 or 6 couples turn out, but on a frosty, below-freezing, night 17 couples turn out to drive umpty-grunch miles into the Swamps of downtown Pungo for a meal at 8 o'clock at night!! It was wonderful to see everyone and we would love to see you all together in the sunlight, too!

MESSAGE TO ABSENT FRIENDS: Let us hear from you! Out of town members, and especially those in-town members who are away at sea for long stretches - Ron Eaton and Don Moore at present - send us a post-card or report on the ~~gixi~~ car-situation wherever you are, if you can find a few spare minutes. We think of you often and look forward to seeing you back in OUR ranks again, even if those past members are just passing through on business or vacation trips... KEEP IN TOUCH.

TECHNICAL SESSION: March 20th, a Sunday, at 10 a.m. to...whenever, or dusk, whichever comes first!. Bring your tired, sick and grumpy cars and the "doc" will help. Jim's address is 3633 Van Buren Drive, Va. Beach... Call 340-6737 for directions.

YOU might have noticed from time to time those advertisements from British Leyland proclaiming "new spares at scrap prices". Leyland, embarking on their policy of rationalisation, have for some time been carrying out a large scale scrapping programme to cut down on stocks of spares held for obsolete models, and one can well understand the need for this action with new models coming along all the time and only a limited amount of space to store the necessary parts.

However, the quantity of parts so far offered to the enthusiast via the scheme mentioned above is infinitesimal compared to what actually goes through the shredder - to take one marque as an example, it has been estimated that something like three million pounds worth of Jaguar parts have been destroyed in just the last two or three years. And these are not only large, unusable parts like bulkheads and axle casings, but vital items like brake calipers, wire wheels, doors, wings and so on (about four years ago, a C-type bonnet was actually cut into four pieces!).

Many other cars of the fifties and sixties besides Jaguars are now being rebuilt or cherished by enthusiasts and it seems tragic - not to mention being effectively a waste of tax payers' money - that irreplaceable and expensive parts are being thrown on to the scrap heap at the rate of tons every week. Even disregarding the purely altruistic motive of wanting to help owners of their older models, Leyland could make a great deal of money from the properly organised sale of these obsolete parts.

The scheme whereby some of these parts were sold through dealers has not been terribly effective; we would like to suggest that a proper Obsolete Spares Division is set up with its own warehouse and small staff, which would have the power to divert into its own warehouse whatever parts any Leyland division was about to scrap. Even if a true retail operation was too complicated to set up, just selling the parts thereby obtained in bulk to one-make clubs or specialist dealers would make the best of the company's resources and be a genuine service to the enthusiast. We are convinced that this idea would be very profitable too.

What about it, Leyland?

The following article is taken from "Enjoying M.G.", Autumn edition, 1976. This is the magazine of the M.G. Owners' Club.

## A FUTURE FOR M.G. ?

Roche Bentley.

The passing of this year's Motor Show at Earl's Court heralds more than just a change from one location to another. It defines a change of policy in the manufacture of the type of cars produced by British Leyland and other motor manufacturers. The accent is certainly on producing small family cars and manufacturers vie with each other to supply slightly smaller and slightly more economical "compacts" than their competitors. All aiming at mainly one market, and all except one, Fiat, totally ignoring another.

For the best part of this century, this country has been proud to produce the best "all round" sports cars in the world and indeed the demand has always been high. Until now, M.G. have soundly beaten their competitors and all over the world, the name M.G. has been synonymous with speed, safety, styling, pleasure driving and success. Alas, the marque seems to be in danger and rumours of the closure of M.G. next year are rife. It is possible that British Leyland intend to cease M.G. next year and it's rumoured that there may be a little badge engineering with Triumph. We know that British Leyland feel that the company produce too many models and it's difficult not to agree with that. But do the company have a case for cutting out M.G. ?

It is argued that the currently produced MGB is out of date and is no longer a world beater. The TR7 appears to be promoted as a clear favourite yet excitement for this wedge shaped little car seems to be lacking with sports car enthusiasts. At any rate, the TR7 with its modern styling is not a soft topped car and there doesn't seem to be any plans for a soft top version.

With an already eager world market for M.G. and a definite desire for safe, fast, open topped motoring, British Leyland could revert to the drawing boards and announce a stylish two seater with a little luggage room, a detachable roof, a top speed over 100 mph with a reasonable petrol consumption and they would be onto a winner. Acceptance of a new marque would not have to be earned as acceptance of M.G. is world wide.

The prices of secondhand M.G.s are steadily climbing and the well cared for coupes and roadsters are fetching more each year. Recently, at the Vintage and Classic Car auctions at Alexandra Palace, I saw reasonably well presented TFs fetching between £3500 and £4000 and that's to dealers!

With the prices of sound M.G.A.s rising, I wonder how much well-cared for Midgets, MGBs and MGB GTs will be fetching in five to ten years from now. With a demand already outstripping supply, it's a good bet that well kept M.G.s will be at a premium. Fine for the investor or prudent dealer but our present M.G.s were not bought for gain, they were bought for enjoyment and because they compared favourably with the rest of the market.

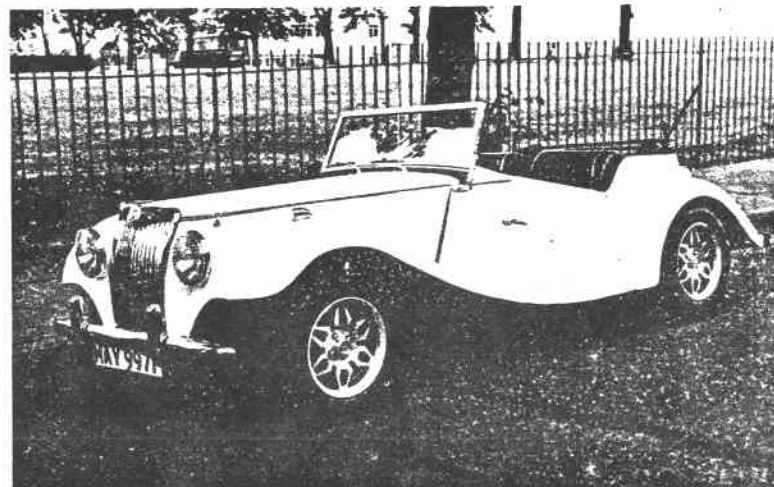
There is indeed something special about the M.G. marque, owners of the new J2s in 1933 were enraptured by the good looks and safe handling. In 1936, the TA found a lot more dedicated enthusiasts. After the war, the TC and TD achieved acclaim all over the world and many people not really committed to any particular model found themselves totally enthusiastic for the marque. The MGA sold in tremendous numbers, 101,000 were built, and the successful Midgets and MGBs introduced in the early sixties sold extremely well and found a sound market in this country, the United States, Canada and Australia. Yes M.G. was considered a success and the late Cecil Kimber had indeed put his mark on the world with his sporty little two seaters.

But in 1976, having recently withdrawn the MGB GT V8, British Leyland do not appear to have considered a worthy replacement for the Midget and MGB. Perhaps they should before it's too late and the Italians and Japanese have won the market with their own sports cars.

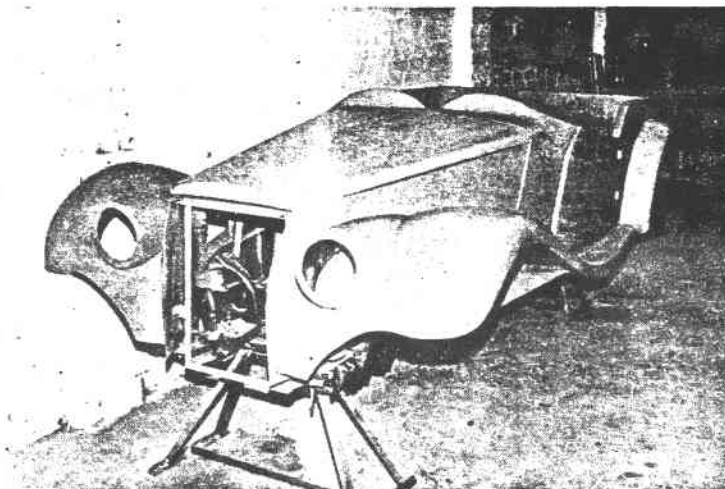
In M.G. British Leyland have a name, in this world British Leyland have a market. Even this economic climate will improve. Remember that TCs, TDs and TFs were sold in high numbers in the hard years after the War when fuel was extremely scarce and of poor quality. These sales were achieved by a small, independent company. Surely a company with the skill and talents of British Leyland could proceed to once again, capture the hearts of sports car enthusiasts all over the world.

THE LATEST THING IN KIT CARS.....!!

# The R.M.B. Gentry Sports



The Car of the Seventies having all the advantages of modern day mechanics and materials, yet with all the tradition and character of an early English Sports Car.



PHOTOGRAPH SHOWS EXACTLY HOW YOU RECEIVE THE FULLY ASSEMBLED GENTRY SHELL.

The Gentry body shell bolts on to a Triumph Herald or Vitesse chassis (only twelve bolts secure the body). Basing the Gentry on these models you have the choice of good economy or complete performance.

The idea behind the Gentry Sports is to make a car that is immediately appealing, keeping in mind there is a need for a non-rust body shell. To achieve this, glass fibre and aluminium are used for the main body materials.

## ADDITIONAL EQUIPMENT

Apart from the old Triumph and the Gentry kit you will also need MG Magnette grille (ZA, ZB); a Spitfire or Morris Oxford petrol tank.

You require a Vitesse radiator for the Herald versions or a G.T.6 radiator for the Vitesse versions.

Mk.1 Sprite wiper arms and blades are required.