



THE TIDEWATER MG 'T' CLASSICS

PRESIDENT: Ron Eaton (420-2405)  
VICE PRES: Jim Banvard (340-6737)  
SECRETARY: Tom Lund (480-3090)  
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FEBRUARY NEWSLETTER

Hi Tidewater 'T' Drivers--

I'd advise y'all to bring your foul weather gear to the February meeting. We will be discussing the proposed changes in the by-laws and meteorologist Jim Banvard predicts a stormy session is at hand. Plans for future Gatherings of the Faithful are beginning to drift my way as club newsletters come in with dates and applications. Dan has access to a machine that reduces printed matter, which is why you will find mini-applications on the last page for GOF South and the Chesapeake Chapter's mini-GOF on the Eastern Shore. I hope other clubs don't mind our reduced application forms, but our funds are limited and this helps save money. As long as your money's good, I'm sure they'll accept it. Let me remind you that if you are not a member of the New England 'T' Register, then you cannot put your car on display at the Chesapeake Chapter's Bay Bash mini-GOF and be eligible for the pewter. I will query Tony Roth about GOF South's requirements. A mini-GOF is planned for my favorite city, Charleston, SC, in May and some of us are already planning to attend that as well. I hope to have applications for that in some future issue.

From Old Number 5078--An apology first for alerting everyone to watch for TSO calendar. Regretfully one wasn't published this year due to "lack of cooperation from local groups on notifying Local Chairman Julie Stokes of events" and evidently several other reasons not mentioned. I think most of us looked forward to the calendar not only for the events listed but also for the marquee photography not otherwise available in other publications or for that matter not routinely published in TSO except for "T's from the Past" on the back cover. Perhaps we can impose upon the editors to include an occasional centerfold collage. Play-T of the month; not a bad idea!

This February 3rd is the annual business meeting of the NEMGTR called "Natter and Noggin." Unfortunately I cannot get away to be there. I have a copy of the agenda if anyone is interested in what is to be discussed. It will be available at the next meeting and of course TSO should carry the results of the meeting.

As Susan has mentioned many, many times, we are always looking for material and fresh ideas for our newsletter. Anyone who has had an experience either humorous or interesting or both, try and get it to Susan about 12 days before our meeting date and it will be published.

Robert Davis called me the other day and mentioned that when enamel was first introduced that the painters used to pre-heat the paint before application. I asked around and this was indeed the case; however, one must be aware of the fact that 1) paint is very flammable; 2) the vapors are extremely toxic; and 3) this was done before the age of hardeners. Heat is a catalyst to the hardener, so if you use a hardener don't heat the paint. The most important element to control when painting with enamel is humidity! As with most painting the most important virtue is patience, and the most important practice is cleanliness. (Ed. note: More on painting in the tech section of this newsletter.)

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(Ed. Note--Andy Wallach graciously agreed to cover the January meeting while I was doing my usual Tuesday night thing. As you can see from the following, he'd make a prime candidate for this job when I retire.)

THE JANUARY MEETING was held at Regalia Unlimited--the home of Levi and Elsie Tarr. Nineteen members and one visitor braved the cold (cold for the Southern Folk anyway) to start MG Year Fifty-Five off right. (Ed. note: If we date the beginning of the MG craze from the completion of 'Old Number One' in 1925.) Al Alvarez, driving a '55 ZA and also owning a '58 'A' coupe and a '68 'A' roadster, was the honored guest. (Anyone who owns three MGs must be honored.) For you Trading Post readers, his ZA was the one advertised for such a long time from Hampton. A battery and a tune-up and Al was cruising the local byways.

TREASURER'S REPORT--Helen Barrows reported \$595.45 with \$17.50 in regalia income and the dues from a new member, Darold Kirkwood, an 'A' owner.

REGALIA--Levi Tarr announced his continuing special on Mini-GOF patches and related new developments in the "Saga of the Club Patch". The Tarr Saga may outdo the previous Regalia Chairperson's "Saga of the Club Badge". The Tarrs promised delivery prior to 1981. While the patch company blamed the loss of the club's previous check and order on summer help, this time they blamed the delay on winter help. (Management as always is blameless.) Robert Davis and President Ron Eaton showed their non-regalia wallets made to order for \$15 by Levi Tarr the son. Depicted on Robert's was his Y prior to ditch modification..

PARTS--This month's feature is Lucas "Sundry Kits for License Plate Lights" at the low price of 75¢. Robert Davis also displayed a late TD replacement distributr available for \$45. Levi Tarr pulled from his under-the-sofa stash a Vintage Auto Parts new MGA bumper for all to fondle.

ACTIVITIES--After a presentation by Jennifer Ash and discussion of various Sunday brunch eateries, the meeting attendees chose Adam's at the Newtown Rd. Ramada Inn for the Feb. 25 brunch. Richard Hall's McDonald's suggestion wa attributed by Roy Wiley to MGA Club influence, and of course not appropriat for a 'T' Classic spot of brunch. The Wicker Basket Affair's price was established at \$5 per couple, after which Jim Banvard delivered the gospel according to the maitre d'hotel, Brenda Banvard, as stated in her memo. The Daffy Duck Bowling Tournament will be held at Fairlanes on Military Highway using kingpins and ball bearings--oops, I mean duckpins and bowling balls. (To be held on March 24 at 6 p.m. and followed by Milton's Pizza.) The Chesapeake Chapter is hosting a Mini-GOF in May and a number of Tidewater members are planning on going--when Susan Boswell finds out the date. (Ed. note--I have it! I have it! And applications, too.)

OLD BUSINESS--The By-Laws Committee has been formed and will meet shortly.

NEW BUSINESS--Jim Banvard reported that the Snap-On Tool representative volunteered to come to a meeting to present his British Standard tools. It was sort-of decided that instead of his coming to a meeting, that members peruse his catalog and prices, which are available from Dan Boswell, and contact him if they desire tools.

THE FEBRUARY MEETING will be at the home of Ron and Rosemary Eaton on Wednesday, February 7, to commence at 8:00 p.m. Thanks to Levi and Elsie for their hospitality and to Andy for his stellar performance. I feel as if I've found a pot of gold at the end of the rainbow.--Susan

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THE GOFs ARE COMING!!  
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FUTURE HAPPENINGS--

FEBRUARY 25 (SUN)--BRUNCH at ADAM'S, NEWTOWN RAMADA INN (see meeting map). We will meet at Adam's at 11:30. Please be advised that Adam's is in an annex adjoining the Ramada Inn. The price is \$4.95 for adults, \$2.50 for children under five--beverages not included. This is more than we are accustomed to paying, but then the menu is a bit more elegant than we have been used to. It includes steamship round, a salad bar, soup, Eggs Benedict, lox and bagels, cream chipped beef on toast, and dessert, just to name

a few items on the menu. The management claims it's better than the OMNI (but then mothers love ugly children). Jennifer Ash needs a fairly accurate head count so please call her at 424-1660 NO LATER THAN Feb. 23 to make your reservation.

MARCH 24 (SAT)--DAFFY DUCK PIN BOWLING TOURNAMENT--Please note that this has been changed from March 18. To be held at Fairlanes on Military Highway, commencing at 6 p.m., followed by Milton's Pizza.

APRIL 1 (SUN)--Tech Session--Time for the spring tune-up.

APRIL 20-22 (FRI-SUN)--GOF MK. XIII SOUTH--Details on the application form on the last page.

APRIL 22 (SUN)--Drive-out via Surry House for lunch.

MAY 4-6 (FRI-SUN)--CHESAPEAKE CHAPTER'S BAY BASH MINI-GOF--set for Chestertown, Maryland, northeast of Annapolis on the Eastern Shore. The club is planning to make this the May event. Please note that the accommodations at the GOF motel are limited, so if you wish to be right in the middle of the action, send your application in now. I will include a map to the site in a later issue. I have it straight from the Delphic Oracle that "Boschman walks on water for sure--this time maybe!"

MAY 11-13 (FRI-SUN)--Sandlapper 'T' Register's Mini-GOF in Charleston, SC (Ed. note--Yeah, Charleston). Details in a future newsletter.

MAY 20 (SUN)--Tech Session at the home of Dan and Susan Boswell.

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RESERVE EARLY FOR THE CHESAPEAKE BAY BASH!!  
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ST HAPPENINGS--Membership in this club can expand not only one's knowledge -- Classic MGS but also one's waistline as was proven Jan. 27 at the THIRD ANNUAL WICKER BASKET AFFAIR hosted by GG Banvard, who was ably assisted by Jim and Brenda. GG, titular queen of the affair, had herself firmly enthroned on a chair in the kitchen where she peacefully slept away the evening in blissful ignorance of the hullabaloo around her. (Far be it for a cat to ever be duly impressed by anything a mere human might attempt.) As was not surprising, Brenda outdid even the usual Brenda in the snacks--appetizers--hors d'oeuvre department, which just whetted the appetite (or sated it depending on how much restraint one was inclined to practice) for the feast which followed. As Bess Mann said as the orgy groaned to a halt, "Do you always eat like this!" A proposal has been made that we hire Columbo to determine who absconded with Carol Wallach's chocolate pie. (I suggest you look for the people with the s--t-eatin' grins.) Of course part of the fascination of the evening was the trip to the Banvard garage annex to view Brenda's TC and the progress Banvard, Boswell, Settles, et al, are making on Jim's TD.

The thirty or so people in attendance included some of our newest members. Al and Faye Settles, owners of an under-restoration MGB, are the Banwards' next door neighbors. Al used to work with Dan (before Dan was transferred) which is how the Settles came to move next to Jim and Brenda. Al and Faye have three children, Kim, Christopher, and Katie. Bob Aszmus, from Norfolk, is in the process of procuring an MGA and makes great sweet and sour pork. Bob Salvin brought Jane Hill and his friend Bob from California along as guests. Better late than never arrivals included the better half of the Eaton team (Ron came to do some 'Eaton' while Rosemary had a prior commitment which kept her away until later in the evening); Peggy Pellerin and her che lorraine, brought by that fellow who might help us detect who inhaled that chocolate pie; and of course, Robert Davis. Lots of the 'old faithful' were around as well.

Mucho thanks to GG, Jim and Brenda for all their preparations and to all the ladies and gentlemen responsible for the feast. Items left behind at the

Banwards can be claimed at the February meeting. These include two hot pads and a plastic dish, owners unknown.

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BURP!!  
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And now the continuing stor-or-ree of Robert Davis and his MG FEVER, part IV (Ed. note--When last we heard from Robert, he was preparing to invade Atlant in quest of his second TD.)

Joe and I drove to Richmond in the TD. The engine ran OK but lacked power because it was burning oil. I stopped off at my friend John's house and talked him into going to Atlanta. We called my parents and asked if we could drive one of their Chevys down to Atlanta to tow back a TD. My mother said, "Another one? But you've got three MGAs and a TD now." "Yes, I know," I said, "but they're such fun cars and now's the time to buy them." I had one more little task for my mother. I asked her to drive out to Dave Barrows' and borrow his tow bar and then rent a bumper attachment for the bar. My mom was very nice and had everything waiting when the three of us arrived.

We left that morning around 1:00 a.m. and arrived in Atlanta some fifteen hours later, just in time for dinner. We had steak and Joe's mom and dad were very hospitable. After a nap, we decided to hit Underground Atlanta. We went in several bars (the drinking age is 18) and were having great fun. At this time, Lester Maddox had been on national TV for not serving blacks in his restaurant. Joe talked John and me into going to Maddox's establishment. It was just closing and Joe yelled out, "We want to see the racist." A stocky blond fellow flew out the door and shouted, "Who said that." Then Lester himself, a skinny little twerp about 5'7", flew out the door. He started to argue with Joe, then several guys stood in the doorway with ax handles. John was signalling to a bunch of black guys and I was trying to make peace and get Joe's glasses back from Lester. Lucky for us two policemen came. John told them we weren't trying to cause trouble and they saw that I got Joe's glasses back from Lester and gave them to Joe. The blond stocky guy called us drunks and told us to leave. The police told us to leave, and we did. Wow! I thought there was going to be a fight, I'd get it with an ax handle, go to a jail hospital and never get my TD. We naturally had to stop off and have a few at another bar on the way home.

The next day I went down to look at the TD which I had seen briefly before dinner the day before. The chassis, engine and gearbox and body tub had sat out. The car wouldn't move cause the brake shoes and drums were rusted. One of the nuts holding the front brake drum was gone. Since it was the side which has backwards threads I couldn't go down to the hardware store and buy one. There was still further news. The fellow who owned the car had stored the parts on a goldfish farm (Ed. note--???) he was a partner in. The woman who owned the farm wouldn't let anyone on her property. Apparently the car owner had, or was trying to cheat her. The car owner said there was no way he could get the parts. I even called the farm owner and found out for myself she was nuts.

I was going to try and tow the chassis home anyway but I couldn't get a nut for the front end. I called Dave Barrows and got several MG owners' numbers out of his register list, but I couldn't reach any of them...

Does he get the rest of the parts for the Atlanta TD? Can he ~~low~~ tow the TD? Has he fixed the XPAG in the green TD? Has he rolled the YB? Tune in next month for:

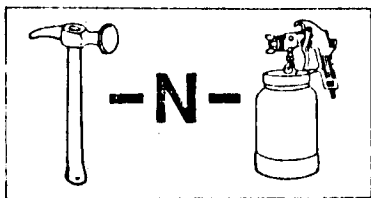
A tremendous tow with an untight tire--or, You sure came a long way to just look at an old car and almost get put in jail.

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ONLY ROBERT COULD DO IT THIS WAY!!  
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TECHNICAL SECTION--During the next few months, I will be running a series of articles on body repair and painting which come to you from a Navy publication. Just one of the many benefits we all receive from our tax dollars.

**BRAKE CYLINDERS PITTED?**  
 We bore and sleeve your cylinders with brass to standard size  
 Does not rust Better than new cylinders  
 Wheel cylinders \$12.00 each  
 Master cylinders \$18.00 each  
 Add 50¢ to step bore  
 Send check with disassemble cylinders UPS Prepaid Return  
 We are a complete restoration shop.  
**WHITE POST RESTORATIONS**  
 White Post VA 22663  
 703 837-1130

The first step of body repair after disassembly of damaged pieces is roughing the pieces into shape. Roughing means working a fender, etc. back into general shape, including reinforcements and supports. Roughing can be accomplished in a couple of ways -- hammer and dolly, pulling with a jack, or pushing with a jack or a combination of the three. It is of prime importance when roughing to be as careful as possible not to distort the metal any more than is necessary. A small mistake made in the beginning will be magnified many times upon completion of the finished job.



Once the roughing is complete and the metal at least has a resemblance of being a fender, hood or whatever, the hammer and dolly work begins. While a dolly can be used as a hammer, it is primarily used in conjunction with a hammer. The "hammer-on" method is probably the most difficult to learn. In the "hammer-on" method, the dolly is placed behind the metal and is struck through the metal. It is advisable to practice hammer and dolly combination on a piece of used sheet metal. At first the face of the hammer on the dolly is not so important as hitting the dolly. The technique to strive to learn is where the hammer hits with just the right force time after time, and the hammer is allowed to bounce back while the dolly remains in contact with the metal. At first the dolly will more than likely bounce away and strike the metal from the back side. The dolly will bounce away slightly if used purposely, or snap with a definite wrist action.

The "hammer-on" technique is used primarily for raising low spots, as the hammer tends to flatten the metal being struck. This is followed by the reaction of the dolly as it slightly rebounds from the hammer blow. When hard pressure is increased on the dolly, it has a tendency to raise the low spot. It is advisable to use the "hammer-on" technique until you find out just how much the metal will stretch.

In the "hammer-off" technique the dolly is placed adjacent to the hammer blow. Learning this technique is easy once the "hammer-on" is learned. When the "hammer-off" technique is used, the hammer blow should always be on the high spot next to the low spot. Normally the dolly should be approximately 1/2" from the hammer blow, depending on the springiness of the metal.

The bumping spoons are used differently than dollies in that they are methods of spreading out the force of the hammer blow. Their main use is to straighten long smooth buckles. When using a spoon place it directly over the area to be worked and strike it with a ball peen hammer, never use a body hammer. The spoon should be gripped lightly to allow the spoon face to conform to the contour of the panel. If the spoon is gripped too tightly the force will be transferred to an edge and will cause damaging marks. Start from as far away from the main damage as possible where buckles show, move the spoon over the entire buckled area.

Once the panel has been straightened with the hammers, dollies, spoons and picks, it has to be finished off prior to priming and painting. This is where the body file and grinder come into play. The file can be drawn over the finished area and will immediately show the high spots. These high spots will show up as sharp cuts. Usually the appearance will be of the low spots and these can be lifted with a pick hammer. Care must be taken or the metal will be stretched or lifted too high and when filed again the metal will be too thin or even filed through, leaving holes. This is where it pays for a bodyman to see with his hands to ensure that this doesn't happen.

The disc sander is an invaluable tool when doing body work. The sanding discs are fiber and are coated on one side with an abrasive, usually aluminum oxide. Grit size usually determines what the disc is to be used for -- #16 for paint removal and heavy grinding, #24 all purpose and #36 finishing. When using a sander on a reverse crown area the disc can be cut in a star shape with tin snips to allow the edges to flex. Do not try and substitute the sander for the file until you have had many hours of experience. Once you have found out what the sander is capable of doing, it can be substituted for the file but it is certainly not for the novice.

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And to conclude Bob Grunau's article from last month--

MORE ON "GO FASTER" GEARS FOR THE TD & TF--by Bob Grunau, Ontario Chapter

In the last Trillium, I gave verbal instructions/comments on how to install the 4.30 MGA gear ratio into a TD. I have now covered 3200 miles with this setup and have some further comments to offer. The engine I have in the green TD is a stock head, small valves, +0.010" bore, TD cam and 1½" carbs set up. With this engine the car is just great to drive on Highway 401 or flat roads. You can cruise all day at 65 mph (approx. 3700-3800 rpm). My top speed (top down-windscreen up) is approximately 76 mph, but it does take a while to get there. No question that acceleration and hill climbing

ability have suffered, although continuous cruising speed has been increased by at least 8 mph. I think the ideal engine would be a stock 1500 cc TF, although a stage II or III 1250 cc TF engine would be quite satisfactory. I am still building up a stock TF 1500 engine and will report on its use at a later date.

be changed

SPEEDOMETER GEARING: The stock magnetic TD/TF speedometer can/by Smiths (Ed. note--Smiths Industries North America Ltd., 105 Scarsdale Road, Toronto, Ontario 416-447-7291. Anyone know a local place?) to give accurate speedometer readings with the new MGA gear ratios. Proceed as follows to obtain the required information.

1) Determine the revolutions per mile for your rear tire size. A 165 x 15" Michelin radial completes 813 revolutions each mile.

2) Determine your new MGA gear ratio either 4.30 or 4.55 or 4.88 as applicable.

3) Determine the speedometer gear ratio in the gear box (transmission). A TD has a 5/13 ratio; a TF gearbox has a 6/15 ratio.

4) Determine the revolutions/mile of your speedometer cable using the information obtained above as follows:

Wheel revs/mile x Gear ratio x Speedometer gear ratio

In my case, 813 x 4.30 x 6/15 = 1398.4 speedometer cable revs/mile

I used 1400 revs/mile and calibrated the speedometer accordingly.

5) Take your speedometer and the final number in paragraph 4 to Smiths repair shop and they will calibrate your speedometer to your new number of speedometer cable revolutions per mile. The enjoyment of your new gear ratio is greatly increased by having the speedometer operate correctly.

Good luck!

Bob Grunau

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DEADLINE FOR THE MARCH NEWSLETTER IS FEBRUARY 25!!  
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ODDS 'N ENDS--NEW MEMBERS--We have four new members this month. Amazing how we keep growing. Welcome to--

Hank & Janet Wood  
2217 First Landing Lane  
Va Beach, VA 23451  
481-3594

52 TD  
#978

Darold & Betty Kirkwood  
133 Chinook St.  
Va Beach, VA 23462 MGA  
499-2024

Al & Faye Settles  
3637 Van Buren Dr.  
Va Beach, VA 23452  
463-2184

MGB

Bob Aszmus  
1733 Pope Ave.  
Norfolk, VA 23509  
625-3436

The open meeting dates have been taken by Don and Barbara Moore (March), Randy and Brenda Colker (September), Jim and Brenda Banvard (October) and Mike and Jennifer Ash (November). Please make these additions to your calendar.

NEW ARRIVALS OF THE HUMAN KIND--Congratulations to Dave and Helen Barrows and Carl and Kay Fisher on the birth of their granddaughter/niece, Brooke Jordan Barrows, 8 lbs., 14 oz., born Jan. 25, 1979.

AND FINALLY--Reserve early for the Bay Bash Mini-GOF. Would you believe that at this moment I have a manifold baking in the oven? Anybody have a good recipe for Manifold Mousse?