



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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MAY NEWSLETTER

Hello T-friends--

What better herald of spring is there than the sight of azaleas blooming in the by-ways, grass greening in the meadows, and Ts pattering down the road. Amen!

From Old Number 5078--As we all know, the May meeting will be voting day on the revised by-laws. I of course look forward to our usually large member turnout. For those of you who will be unable to attend please send in the proxy vote. Jim Banvard has already received two proxy votes and I'm sure there are others who won't be there to kick tyres. Exercise your right! A lot of time has been spent on this revision and it deserves your vote pro or con.

I was not able to attend the last meeting and I'm afraid the same will be true this month. Unfortunately Uncle Sam comes first until June.

I took the time Saturday, April 14, to drive my TC to Philips Mercury Fifties Car Day. There was a wonderful cross section of autos of every age, including Steve Campbell's Rolls and the red 1500 cc TF that was recently advertised for \$13,000. Another interesting English car there was an Alvis that sported triple-brass bodied SU carbs and a self-lubrication system.

I received a list from the 'T' Register of all the local chapters and took the liberty of reproducing it. Copies will be available at the meeting for those wishing one. They misspelled my name, the street name and the telephone number is incorrect so be leery of the rest of the information. Also listed are the club newsletters and I note that many have names, i.e., "T Talk," "Grand Marque," "The Exhaust," "The Drip Pan," etc. I propose for your consideration a contest to give our newsletter a name with an appropriate T-type prize for the winner. (Ed. note: I endorse this proposal. It's something I've been thinking about but have put off bringing up. As Dan will tell you, one of these days I plan to join the Procrastinators Club of America, if I ever get around to it. Anyway, let's do as Ron suggests.)

Finally I was at Phase I getting some parts Wednesday and was told that the club has been buying many parts for summer driving and GOFs. Keep those Ts rolling.

Ron

VOTE

THE APRIL MEETING--Our president was out running submarines or running after submarines (or something), so the task of presiding over the April meeting at Dave and Helen Barrows fell to our vice president, Jim Banvard, which was appropriate since the main topic of discussion was that project closest to Jim's heart, the alterations in the by-laws.

TREASURER'S REPORT--After paying yours truly to support this rag, Helen Barrows announced a balance of \$603.97.

REGALIA--Along with the usual T-shirts and badges, we also now have sew-on patches at \$2.50 apiece. Also from Levi you can get a tool designed to remove an XPAG front cam bearing. WOW!

PARTS--In keeping with his image of better late than never, Robert Davis arrived with those ubiquitous distributors in tow. Somebody please buy those things!

OLD BUSINESS--The oldest of the old business is the by-laws. During the

discussion, several proposals were put forth for future revisions should the by-laws pass at the May meeting. Remember, if you can't attend the May meeting, please get your ballot to Jim Banvard before the meeting.

Thanks to Helen and Dave for their always gracious hosting. The MAY meeting will be TUESDAY, MAY 1, at 8 p.m. at the home of ROY AND MARILYN WILEY.

COME AND VOTE!!!

UPCOMING EVENTS--

MAY 4-6 (FRI-SUN)--Chesapeake Chapter's Bay Bash Mini-GOF. Tidewater attendees include Banwards, Boswells, Halls, Bess Mann, Pellerins, Tarrs and Wallachs. Hope I haven't missed anyone. FLASH!! I just received this info from the Chesapeake Club. Anyone wishing raffle tickets at the special rate of 5 for \$4.00 must reserve the tickets in advance by sending a check for as many tickets as you want to; Jack Jackson, 307 S. Reynolds St. #P216, Alexandria, VA 22304. Tickets at the door will be \$1.00 each. Prizes for the raffle include a car cover, TD dash, and D-lamps. Not much time left so get your money to Jack.

MAY 11-13 (FRI-SUN)--Sandlapper 'T' Register's Mini-GOF, Charleston, SC. Banwards and Boswells will leave the Eastern Shore of Maryland, stop home long enough to refuel and re-charge, and then head south accompanied by Ashes and Walkers, to meet Mike and Nita West down there.

MAY 18-20 (FRI-SUN)--The Rites of Spring, the 5th Annual Mini-GOF sponsored by the Mid-Tenn Ts, Dunmore, Kentucky. I have applications.

MAY 20 (SUN)--Tech Session at the home of Dan and Susan Boswell, 636 Royal Palm Dr., Va Beach (486-1293). To commence at 10:00 a.m. and end when y'all go home.

JUN 7-10 (THURS-SUN)--GOF MK XXVIII, Sturbridge, Mass. For applications, see your latest (or late) TSO.

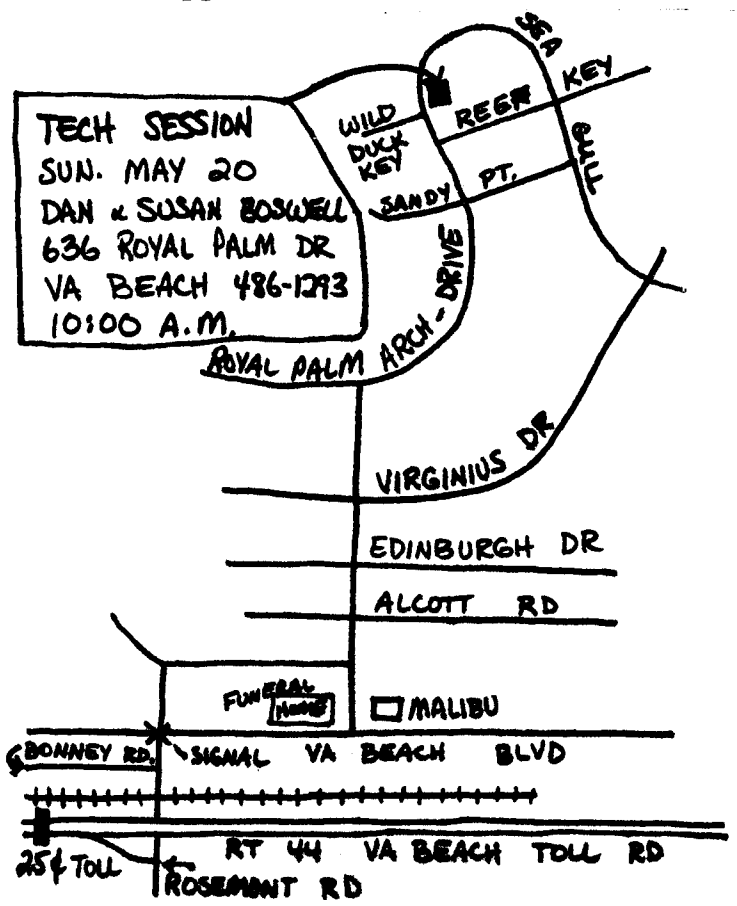
JUNE 10 (SUN)--NAS Norfolk Funkhana.

JULY 20 (FRI)--Beach Party/Cook-out at Dave and Helen Barrows (rain date July 27).

JULY 29 (SUN)--Tech Session--who wants it?

HAVE YOU VOTED??

PAST HAPPENINGS--April Fool's Day Tech Session brought to you by Mike and Jennifer Ash with refreshments by Brenda Banvard and Ethel Walker, scenery supplied by Tom Lund who brought along his pretty bride Jeanne, and Dan Boswell who drove his newly restored TD. Most outstanding event of the day was the appearance of Long absent charter member, Chuck Souder with his green TD. Don't wait another three years, Chuck. Most work accomplished had to be by Andy Wallach who installed a clutch in his TD. Levi and Elsie Tarr, with help from the gallery, looked the busiest. Practical joke of the day was perpetrated by Jim Banvard who helped Don Moore rebuild his brakes



and fix one of the fuel pumps he carries around on his MKII TD. Afterwards, the brakes pulled hard right and the fuel pump had to be replaced by the back-up unit during the trip home (which explains why Don carries two fuel pumps). Moral of this story: Never trust a grinning Banvard, especially on April Fool's Day. Jennifer says special thanks to Brenda and Ethel for the goodies.

SURRY HOUSE DRIVE-OUT--On the warmest day (so far) in 1979, 31 T members ventured forth to the Surry House for Sunday dinner. Andy Wallach had fuel pump problems (has Jim Banvard been helping you, Andy) which were eventually corrected by Bob Walker and Carl Fisher who repaired the fuel pump with a piece of paper (did you try kicking it--does wonders in our TF). While the food at Surry House was good, the service wasn't the greatest. Seems the Ashes' waitress kept getting lost between the kitchen and the dining room (you've got to stop pinching the waitresses, Mike)--which was just as well since the Alvarezes were late (they decided to take the scenic route through beautiful downtown Norfolk) so the Ashes had someone to eat with. After the ferry ride across the James River during which all the other passengers eyed and oogled the MGs (except for one poor misguided soul who wanted to know who owned that beautiful Mustang), some of the group decided to head on into Jamestown to see the glass blowers while the rest meandered on home via the Colonial Parkway. You'll always know which ones went into Jamestown. They ended their tour by walking out to the point opposite the Surry Nuclear Plant and now they glow in the dark.

Sorry some of us couldn't make it, but 31 is still an excellent turn-out. I remember drives like this when we were lucky to get 8 or 10. It's nice to see so many active participants.

COME TO THE MAY MEETING AND VOTE!!

And now, Episode VII of MG FEVER by Robert Davis
(Last month Robert was waiting with bated breath--or as Mork would say, with worm breath--for his YB to arrive from England...)

It was a hot August day when an arrival notice appeared in the mail. It had a 5% here, a 7% there and a 4% somewhere else which I had to pay with additional unloading fees. The Bill of Lading had not yet arrived so I called the shipping company. They said I could show a bill of sale and sign a statement saying the car was mine or that I was the agent at this end. Mike had received the bill of sale from Ron and he and I went over to Portsmouth to pick up the car the following afternoon. Mike and I walked into the shipping company office and the girl behind the front desk said, "Hello, Mr. Ash." Apparently Mike was well known in this office. They were more than happy to let us have the car.

We drove over to Portsmouth in the Ashes' Olds with a tow bar and various assorted tools and spares. There it was, a nicely brush painted YB. It was green and all the chrome was nice, including the King of the Road headlamps. We went in and showed the port customs people the release from the shipping company and I had to pay customs fees, of course.

The YB started up and ran very nicely. I can remember just how it was making turns in a right hand drive car. It took quite a bit of adjustment but by the next day, I could drive as well as I could in a left hand drive car. The seats were green leather and not too bad. The back seat was in very good shape and so were the door panels. The door bottoms were rusted and so were the box sections but it seemed in very good shape mechanically. I had my own oozzlum woozzlum birds (trafficators). Inside the car were parts for Mike, Dave Barrows and of course a Morris Minor convertible top and frame.

I drove for several weeks with English plates. A state trooper stopped me after a rugby match but lucky for me, I wasn't too smashed. He asked if I were English. I said no and showed him a clip board full of papers including a bill of sale. He said, "Oh, you bought this car in England. Is it

insured?" It was and I showed him the card. He said, "Well, since you bought it in England, you have 30 days to register it at D.M.V." I said OK. I didn't tell him I did buy it in England, but I didn't tell him I didn't either.

The next week Mike and I met at DMV to discuss titles. DMV says you must have the English registration to obtain a title. The English Registration Office says the registration must stay in England when a car leaves the country. So somewhere someone has to do something so I can get a title. I registered the car and had to turn in to DMV half my clipboard full of papers. At last I was legal and also passed inspection.

Can he title the YB? Tune in next month for:

No road book, no title; A trip to London to obtain a release--or, You may get a title if you wait in line at DMV for two weeks.

SEND YOUR PROXY VOTES TO JIM BANVARD BEFORE MAY MEETING!!

The following has been shamelessly purloined from T TIMES, the Michigan Chapter newsletter. A rebuttal to this guide will be forthcoming.

ARMWAGGLERS GUIDE

To wave or not to wave, that was the question

BY D.T. WALSH

The following originally appeared in the November 1953 issue of Road & Track. That's how it was.

MOST OF US, when we pass a fellow sports car driver, give him a friendly wave if we're not too busy shifting. This is a harmless and even laudable custom. However, the whole subject of waving from the sports car is one that urgently needs clarification.

Indiscriminate and promiscuous waving between drivers on our streets and highways has resulted in a great deal of misunderstanding and confusion. For instance, may a Singer wave to a Ferrari? Should the Ferrari wave back or is a nod enough? Who waves first, an MG or a Morgan? How about drivers of the opposite sex; is it bad manners to whistle?

Although some may consider protocol alien to our democratic tradition, some plan must be adopted which will bring order into the chaos of sports car salutations. The following suggestions are submitted with this end in view.

The most sensible approach to the problem of protocol is an arbitrary division into classes. Obviously, the fairest and most practical division is the standard racing classification of under 1500 cc and over 1500 cc. The various Grand Prix types, which are seldom seen on our

roads, may be included in the over 1500-cc category as a matter of courtesy.

Between drivers of the same class, waving procedure is simple. A driver, upon seeing a car of his own class approaching, waves at his own discretion and the wavee returns the wave. Priority of the wave is governed by visibility and the alertness of the driver.

Between members of a different class, the wave must be instituted by the driver of the larger class. The wave should be returned with as good a grace as possible by the driver of the smaller class car.

Some trouble may be anticipated in a case where the driver of, say, a standard Simca waves first to a blown MG. Such situations, although usually unavoidable, should be carefully guarded against.

The foregoing applies to cars passing in opposite directions. The question of waving when overtaking or being overtaken is somewhat more complicated. Due to the safety factor involved, waving may be considered optional in these cases. If, however, a wave is given, it must be returned, even though the return may be unobserved.

Generally, the only excuse for not returning a wave would be in a situation involving hazard to life or limb.

The next problem to be considered is the form of the wave.

It is suggested that a standard would

be adopted, as follows: Raise the left hand from the steering wheel to the vertical position, keeping fingers loosely joined and palm slightly cupped. Now return hand to steering wheel. This movement should be executed smartly and smoothly, but without haste. In a right-hand-drive car, the right hand, of course, is used.

Now, for a few minor considerations. Waving will be restricted to drivers only, although passengers may be permitted to nod politely in accordance with the same rules that govern waving.

Between drivers of opposite sex, a friendly smile may be exchanged, but no hint of a leer will be allowed.

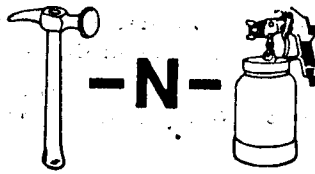
Dogs as passengers may be permitted to bark briefly, provided this is done in conformance with the general waving rules.

The question of waving to motion picture stars is a knotty one. A rather heavily intellectual friend of mine whose movie fare is confined mostly to revivals of *Potemkin* and *The Cabinet of Dr Caligari*, once inadvertently waved at a well-known cowboy star. His discomfiture was so extreme that he missed his next three shifts and pulverized the stem of his favorite English pipe. Movie stars must, however, be considered as fellow sports car drivers, and the same courtesies extended to them as to others.

ISN'T A MORGAN AN MG THAT'S BEEN LEFT IN THE SUN TOO LONG AND MELTED??

Maintenance Bulletin #33 went into quite some detail on techniques of sanding your repair job prior to painting. Assuming each step was diligently followed, the body surface is now almost ready for painting. Your final steps are to make sure that body surfaces and spray gun are absolutely clean, and that areas not to be painted are thoroughly masked with paper and tape.

Cleaning the Body: When sanding residue must be removed from work area. This can most easily be done with compressed air. Precautions must be taken to ensure that no dirt or oil. When blowing down the body, little pieces of stuff that get into the eyes, hood, hinges, etc. Use a vacuum to clean the surfaces.



is completed, all dirt and sand from the body surface and adjacent areas must be done with compressed air, but be sure that air supply is free of oil. Pay special attention to all the areas that accumulate around windows, windshield, a lint free rag or tack cloth as well as chrome and glass

If lead was used, wash the entire area thoroughly with properly diluted Metal Prep or a comparable solution, which removes the inherent acid and grease. Wash away the residue with water. Both fiberglass and lead repaired areas will also require a thorough cleaning with grease and wax remover prior to spot painting with a good coat of primer.

Masking: When car is clean, tape off the trim, glass and interior. Cover the engine with a drop cloth and tape a width of newspaper around the engine compartment opening. Cover the seats with a drop cloth and tape a width of newspaper around the entire door opening. Tape off the door upholstery panels and glass molding if they haven't been removed. Keep all paper as flat as possible.

Checking the Paint Gun: Before priming it is essential that the paint gun be checked to ensure that it's clean and operating properly. A dirty gun or sticking needle valve will cause problems in short order. Make sure the fluid nozzle and needle are clean and a matched set. Normally you'll find matching numbers on both pieces. Sizes range up to .086 inch, and the larger the number used, the more paint the gun will put out. For average use, .036 to .045 are considered best.

Lubrication is a must for smooth gun control and requires little effort on the part of the operator. There are four points that need a drop of oil periodically. These are: (1) trigger pivot, (2) packing nut gland swivel, (3) air valve packing, and (4) fluid needle spring. The fluid needle can also be coated lightly with petroleum jelly.

Primer: Now we've reached the point that everyone has been waiting for - - - a chance to make like a master painter. The vehicle is taped, the primer/surfacer mixed and the gun ready to fire. Remember this point though, neither lacquer or acrylic will go over enamel in a color coat form. This can only be done over factory baked enamel that's dried clear through. This applies only to color coats, and not to primer which will cover the surface with no adverse effects.

Use a multipurpose primer, mixed with the appropriate thinner, for all types of paint. Mix according to the directions on the can, which is usually about two parts thinner to one part primer, stir thoroughly. Primer can best be sprayed with a .030 to .036 nozzle. Adjust the gun so that the fan is 8 inches wide, 12 inches from the gun head. If the fan is too wide, there will be a thin spot in the middle, or if too narrow the pattern will appear as a tight band. We'll cover spray pattern adjustment later. Check spray pattern out on a piece of plywood or cardboard before trying it on the vehicle. As soon as you feel confident with the gun, go to it.

Start with the doors, hood and deck lid openings. Spray the primer with even strokes. When these are done, allow them to dry for 10 or 15 minutes, then close the openings and start on the outside panels. Previously primed spots where metal work has been done must be sanded with #220-grit or finer paper, then wiped clean, as with any small spots of putty.

Spraying the top, which is the hardest panel to reach, calls for a few extra precautions. First, throw the hose over your shoulder and use your extra hand to keep it away from the vehicle. Second, take the time to wrap a rag around the gun/cup connection point to keep paint from dribbling out when the gun is in the nozzle-down position. It's good practice to do this when working areas such as hood and deck lid also.

If primer is going on correctly, it will appear smooth and wet for only a short time after application. If it looks grainy, the paint is too thick or you're holding the gun too far away from the work surface. If the paint runs (you won't need anyone to tell you this!) the paint is too thin or the gun is too close. If the patch alternates between wet and dry, your pass is not constant. Primer has to be put on right because it forms the base of all paint jobs. Just remember, do it right but don't skimp.

plan your time so that you're through with at least two hours of sunlight left and the temperature at a level of 60°F or more. If it is necessary to spray in the winter or indoors while it's raining, be sure to use a thinner that's designed for these weather conditions.

After the primer has dried for 20 or 30 minutes, the tape can be removed. Although it's possible to go right ahead and sand the vehicle (dry) and follow with color coats of paint, it's better to let the primer cure for days, or even weeks. Primer will shrink as it dries, so allow four weeks before applying a finish coat.

Now that you're about ready to paint your TD, you might at least do it right.

A COMPREHENSIVE GUIDE TO MG TD FINISHES

by Christopher Couper

Body Colors	Years	Interior
Black	All years	Red, Green & Beige*
Autumn Red	Off & On	Red, Beige*
Ivory	All Years	Red, Green
Sun Bronze	49-50	Red, Green.
Almond Green	49-51	Beige*
MG Red	Off & On	Red, Beige*
Clipper Blue	49-50	Beige
Silver Streak Gray	51-53	Red
Woodland Green	52-53	Green

*Beige (Biscuit) was available until 1952. MG Red and Autumn Red were interchangeable with each other through the years. Woodland Green and Silver Streak Gray replaced Almond Green and Clipper Blue in later years. Throughout the TD run, it was also possible to purchase a car with primer only so that a custom color might be applied.

BODY PARTS

BODY COLOR: All fenders, splash aprons, hood pieces, spare tire carrier (including "S" bracket), door hinges, headlight castings, firewall and toolbox were painted on both sides.

BLACK: Inside of all body except firewell. Above rear end behind wheel wells, and the wood panel behind the fuel tank. Also Black was the interior of the tool box, floorboards, covers for transmission and drive shaft, trim panel below firewall (toeboard), horn bracket backing plates, license plate brackets, footrest, access panels above rear end, side curtain box, door checks, original tonneau bar and crank clips on rear of the seat.

ENGINE COMPARTMENT

BLACK: Horns and brackets, steel castings on the fuel pump and mount, coil, battery bracket and wood underliner, radiator and stays, steering column, starter switch bracket, gas pedal, and hood latches and buffers.

ENGINE AND TRANSMISSION

ENGINE RED: Block, head, sump, pulleys, brackets, complete transmission, thermostat, water pump, generator fan and pulley, front engine mount bracket, side tappet inspection plate and tube, intake manifold and oil pump/filter.

BLACK: Air cleaner, starter and generator main bodies, fan blades, engine stabilizer ends and nuts, and exhaust pipe bracket on the transmission.

METALLIC PALE GREEN: Valve cover.

CHROME PLATES: Dip stick, oil cap, and steering column steady.

ALUMINIZED: Exhaust manifold, clamps, muffler and pipes.

CADMIUM PLATE: Engine stabilizer adjuster, speedometer and tachometer cable housings, starter switch, choke and starter cables.

CHASSIS

BLACK: All chassis parts including brake drums, rear end assembly, springs, shocks, steering frame brake lines, etc.

SILVER: All wheels (wire and disc) with clear coat over SILVER.

- . Radiator grill was painted to match the interior color (i.e. a Black car with Red interior had a Red grill). Note: if your grill is chromed, better chrome your interior also.
- . All chassis bolts were painted Black.

- . Body bolts were either painted the color of the car or were Cadmium plated.
- . The chassis and most Black parts of the car were originally painted in a semi-gloss finish.
- . The distributor body was left unpainted.
- . Headlights on later model cars were painted the body color of the car. On earlier models, the lights were Chrome plated.
- . Gearbox remote linkage assembly was left unpainted Aluminum.
- . Aluminum and Brass parts on the fuel pump and generator were left unpainted.

From the MG-T Tattler - Minnesota Chapter Newsletter who stole in broad daylight from Rocky Mountain Chapter's "Script T's", who copied it right out of the Vintage MG Club of Southern California Newsletter and so and so.....

Ed. Note: I took it from the Trillium News of the Canada Club. The note above is wrong to the fact that the VMGC ran it after Canada.

Tidewater Chapter Ed. note: I took it from THE OCTAGON, newsletter of the Classic MG Club of Florida.

 DEADLINE FOR THE JUNE NEWSLETTER IS 27 MAY!!

THE MISSING LETTER

By Dave Barrows

My little boy once said to me,
 "Daddy, is that an MG 'T'?"
 I said, "Yes, it is, my son,
 But it was not the only one.
 They made the 'A's, the 'B's, the 'C's
 And of course the model 'D's.
 These were followed by the 'F's."
 "Well! What about the 'E's?"

Now he had me up a tree,
 I checked my books again to see
 If I could find a mention of
 An 'E' to fill the space above.
 So the mystery grew and grew,
 I still don't know for sure, do you?
 But now I think the 'E' was meant
 Just 'E'--say for experiment.

 VOTEVOTEVOTEVOTEVOTEVOTEVOTEVOTEVOTEVOTE!

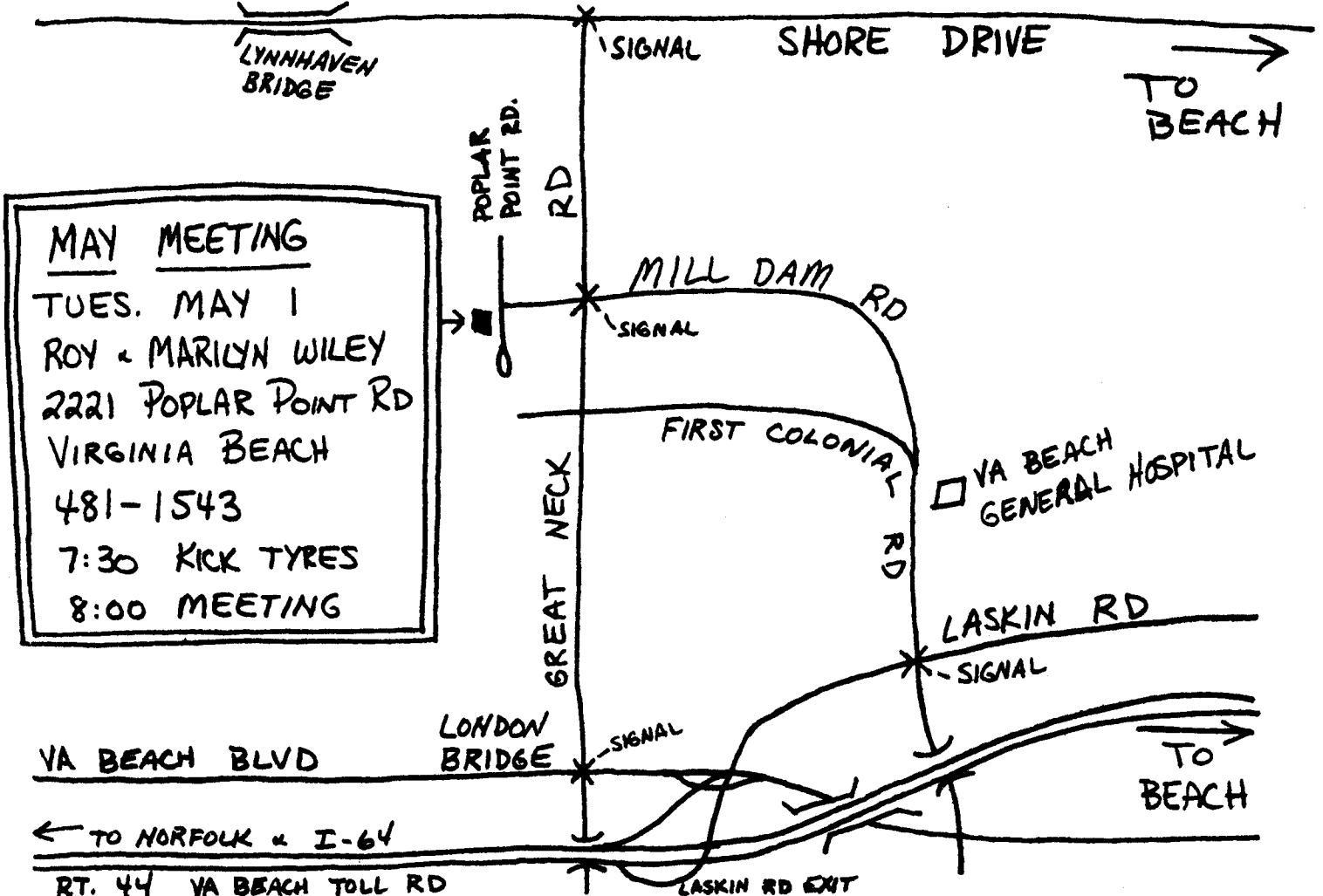
NEW BOOK ON THE MARQUET--MG by McComb,
 by F. Wilson McComb, 300 pp. 200 illus-
 trations, hardbound, \$19.95. Available
 from Motorbooks International, Publishers
 and Wholesalers, Inc., P.O. Box 2, 729
 Prospect Ave., Osceola, Wisc 54020--(800)
 826-6600. Covers history of the MG from
 the early twenties when William Kimber of Morris Garages converted Bullnose
 Morrises into the first MG sports cars through the 1978 MGB and MG Midget,
 plus hints of the new car to come. Includes profiles of nearly 100 models.
 Author McComb has had a long association with MG and auto publications and is
 considered the world's foremost MG historian. The forward to the book is
 by Jean Kimber, one of William Kimber's daughters.

ODDS 'N ENDS--On the Bonneville
 salt flats on Oct. 3, 1959, Ferrari
 team driver Phil Hill, piloting the
 MG/EX181, set a new Class E land
 speed record for cars of 1500 to
 2000 cc displacement. Equipped
 with a supercharged MGA twin cam
 engine with a 1506 cc displacement
 which produced over 300 hp, the
 MG/EX181 attained the still unsur-
 passed speed of 254.9 mph. To
 commemorate the twentieth anni-
 versary of this achievement, Bri-
 tish Leyland has restored and is
 presently exhibiting the car at
 auto shows and MG club activities
 throughout the U.S. The following
 is its tentative schedule for the
 remainder of the tour. For more
 information consult OLD CARS,
 Feb. 13, 1979.

?May-12 May--Los Angeles Motor Show
 August--San Diego and the MG 'T'
 Register GOF
 September--back east
 October--Boston Auto Show, then
 back home to England

AND FINALLY--Winter is the restoration season and at least three cars made

it through restoration and/or reassembly this past winter--Banwards' TC, Robert Davis's TD, and Boswell's TD. Also nearing completion is Steve Campbell's TF. Mike Ash is busy rebuilding the TD engine that blew up on the drive to Nag's Head last fall and while he has the car partially dismantled, has decided to give the body parts a coat of paint as well. Banwards are busy on a TD, Andy Wallach is entering year nine on his TF restoration, what the status of Ash's phantom TF 1500 is cause for speculation. Anybody else out there involved in a restoration?



MAY MEETING
 TUES. MAY 1
 ROY & MARILYN WILEY
 2221 POPLAR POINT RD
 VIRGINIA BEACH
 481-1543
 7:30 KICK TYRES
 8:00 MEETING

TIDEWATER M. G. "T" CLASSICS
 636 ROYAL PALM DR.
 VIRGINIA BEACH, VA. 23452