



THE DIPSTICK

SEPTEMBER 1979

PRES: Jim Banvard (340-6737)
V.P.: Don Moore (481-1801)
SEC.: Tom Lund (480-3090)
TREA: Helen Barrows (428-3250)
EDIT: Susan Boswell (486-1293)

Bon jour mes T-amis--

Like April in Paris with the chestnuts in blossom, August in Tidewater means the crape myrtle are blooming. As you cruise the roads in your 'T', enjoy, enjoy! (August also means heat and humidity and sneaky cold fronts, but that's another story.) The photos are from the Chesapeake Chapter's Bay Bash Mini-GOF in Chestertown, Maryland, in May.

FROM OLD NUMBER 2400, 4270, 6900, VML99, ?---The August meeting was held at the lovely home of the Lunds on Willoughby Spit. The location was fantastic and the food was equally delightful. The "pool party" was lightly attended for a couple of reasons. The cool weather probably scared off some potential attendees, unnecessarily as it turned out, since the location was changed, due to the weather, at the last minute. An attempt was made to contact the membership to let them know that the party was to be held at the Pellerins'. I hope the last minute changes didn't cause many people to be at the wrong location at the right time. Bob Pellerin and I located ourselves at the pool side until about 8:30 in order to provide directions to those who didn't "get the word." I know of one individual who was at the pool but didn't get to the party. A guest from the "north country," Bron Prokuski, tried to make the party late but was unable to find us. Bron is going to be with us until January as he is attending the Staff College here in Norfolk. No, he didn't bring his white TC. He is sporting an Alfa Romeo. Welcome, Bron, even if your attendance at your first event was inauspicious. Bron is in the process of restoring a VA Saloon--look out Roy!

Those who did make it to the Pellerins' had a fine time shelling shrimp and munching on goodies prepared for the pool party. Toward the end of the evening a birthday cake for Dave Barrows complete with burning candles was presented by Helen. Dave blew out all of the candles in a singular effort and is sure to get his wish. Many happy returns of the day, Dave. We were visited by a prospective new member, Jerry Morgan. Jerry has a TC which he purchased in England. It has many many new or restored parts. Hopefully we will see it on the road soon.

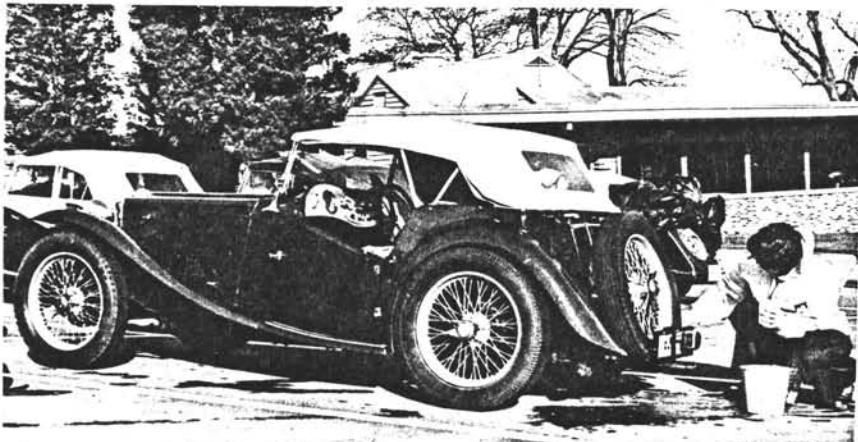
I thank the Pellerins, especially Peggy, for a fun evening and the efforts they went to on our behalf.

Roy Wiley has accepted the challenge of establishing the nominations for the new slate of officers. His nominees will appear elsewhere in this issue. Elections will be held at the October meeting and the new officers will assume their duties in November as specified in our by-laws. Absentee ballots are to be forwarded to Roy. All local members have the right to vote whether they attend the October meeting.

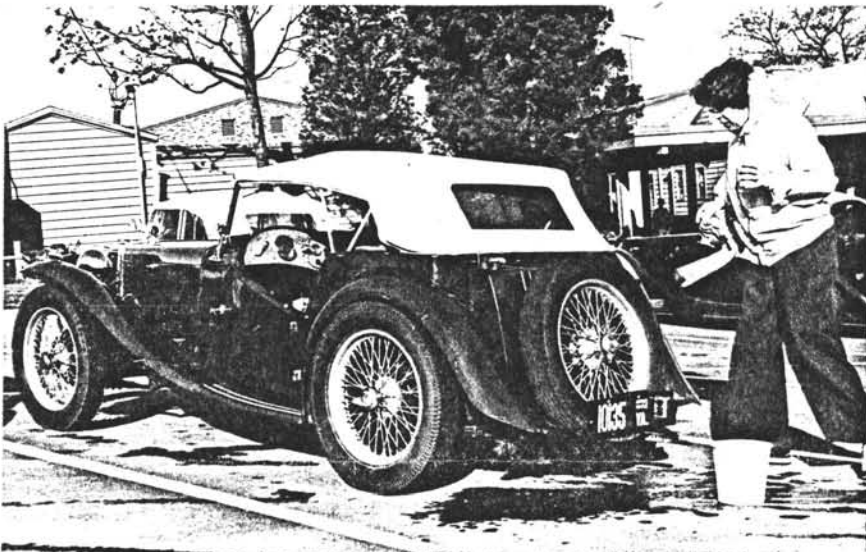
Jim

READY FOR ANOTHER GRAND WEEKEND AT NAG'S HEAD!!

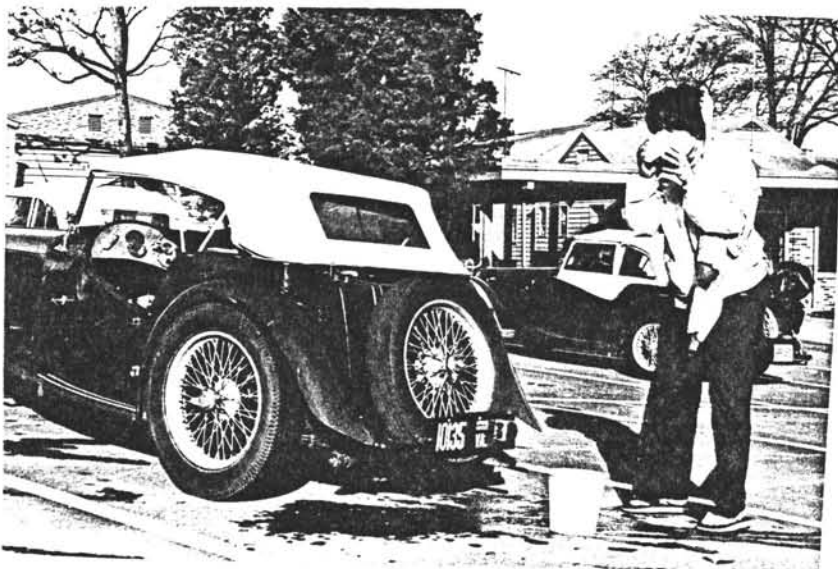
THE AUGUST MEETING was held at Tom and Jeanne Lund's house by the bay. Among the 26 wilted bodies in attendance were Doug Hand, Don and Barbara Pryor, and our newest members, Terry and Georgia Kelly (sorry about the misspelling of your name in last month's newsletter, Georgia). Also Robert Davis dragged in late accompanied by a pretty blonde named Debbie.



PREPARING A PRIZE-WINNING TC



REQUIRES AN OCCASIONAL



REFUELING STOP!

offered us a pithy, wholly unbiased review as follows: MG MAGAZINE is "oriented toward selling MGs," is "grossly inaccurate" on T-series MGs, but "if you like pictures of MGs, it might be worth the \$5." If interested, there's an order form in the June TSO or I have one.

SPELLING OF "THE DIPSTICK"--An observant Andy Wallach advised us that

After Tom Lund brought us up to date on the July meeting, Helen Barrows reported that memberships are coming in at a rate with 39 in-town and 8 out-of-town renewals. Our treasury is fat and happy with a nice \$932 balance. While Helen had the floor, she announced that a beach towel was left at the beach party. Is it yours?

PARTS--Robert Davis informed us that Moss Motors orders thru Phase I save us 15-20%, but please place only large orders. Steve does this as a favor to us (I don't think he makes much off these orders) and small orders would be a nuisance for him. So please don't abuse the privilege.

Returning to our discussion last month concerning machine shops, Jim Banvard recommends Paul at A & B Machine Co., 1117 Poppleton Ave. (543-0550) just off Indian River Rd. near the Ford plant. Mention the names Tom Lacombe or Jim Banvard and hope Paul will still talk to you.

While on the subject of working on cars, looks like Redi-Strip might be a good bet after all. His business has dropped off considerably and he now has a 24 hour turn around. It is suspected that his prices have dropped as well.

NEW BUSINESS--Jim Banvard informed us that Julie Stokes has relinquished her job as local chapter chairman with TSO to Roy Mercer who is now actively soliciting chapter activities reports to be published in TSO. The editor of this newsletter is grateful to Jennifer Ash who volunteered to write a Tidewater chapter report, at least for the present. Don Moore proposed that Andy Wallach become our official chapter correspondent. This possibility will be discussed at the next meeting.

MG MAGAZINE--Jim announced the debut of MG MAGAZINE. Mike Asi follows: MG MAGAZINE is "oriented on T-series MGs, but "if you like pictures of MGs, it might be worth the \$5." If interested, there's an order form in the June TSO or I have one.

dipstick is one word. After removing my pencil from his nose, he acknowledged my thanks for his contribution to the proceedings.

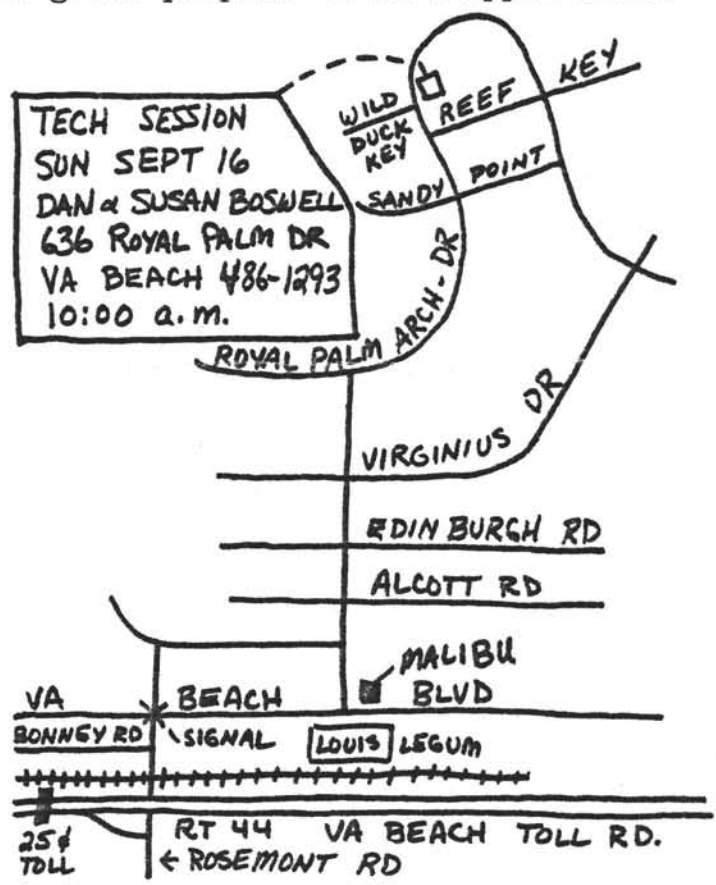
We were sitting in sight of a food laden table so Jim Banvard finally got the hint and adjourned the meeting. Thanks to Tom and Jeanne for their joint effort. I had to ask Jeanne for the crab dip recipe and Tom for the meatball recipe. The SEPTEMBER MEETING is TUESDAY, SEPTEMBER 4, at 8:00 p.m. at Randy and Brenda Colker's. They live in a National Historical Area of Newport News called Hilton Village and Randy suggests that you might want to allow yourself a few extra minutes to drive around the neighborhood.

THE FALL GOF SEASON IS FAST APPROACHING!!

UPCOMING EVENTS--

SEPT 7-9 (FRI-SUN)--MID SOUTH REBEL RALLY XII in Chimney Rock, N.C., southeast of Asheville about a 7 hour drive from Tidewater. Activities include a caravan to the top of Chimney Rock Park where the cars will be on display, a picnic lunch at Chimney Rock followed by a hill climb and funkhana and Saturday night a banquet and square dance. Dan and I attended this event last year in Asheville and had a fantastic time. They are great people. I have application forms if anyone is interested.

SEPT 16 (SUN)--TECH SESSION at Dan and Susan Boswell's, 636 Royal Palm Dr., Va Beach (486-1293) beginning at 10:00 in the morning. Will Bess Mann finally be able to stop her car without dragging her feet? Will Pat McDonald get his rear end back in place (perhaps known as "getting his ass in gear")? Remember, the following weekend is the Nag's Head trip. Do you need a tune-up, oil change, engine overhaul? See you there.



SEPT 22-23 (SAT-SUN)--RALLYE TO NAG'S HEAD. Since this is still in the planning stages, I can only give general information. Cost will be \$30-\$36 for a double room with the possibility of a Saturday dinner-Sunday breakfast package for \$10.40 per person. Rallye participants should be prepared to leave the Fairfield Shopping Center parking lot at 8 a.m. Saturday, Sept. 22. Jennifer Ash must know how many are going at the meeting on Sept. 4, so either call her at 424-1660 or tell her at the meeting. Also bring some money or check for an advance deposit. A flyer with all the final details will be sent to those who sign up with Jennifer to go.

OCTOBER--Originally we had scheduled a drive-out to the Busch Brewery. But the Activities committee has discovered an Oyster Festival in Urbanna, Va. between Gloucester and Saluda and we may do that instead. Stay tuned to this page for details.

OCTOBER 12-14 (FRI-SUN)--GOF MK XXIX, Cooperstown, N.Y. See August SACRED OCTAGON for details and application.

OCTOBER 12-14 (FRI-SUN)--"A Fall Festival of the Faithful," Lake Lanier Islands near Atlanta, Ga., sponsored by the Southeastern MG 'T' Register and

The Southlands MGA Register. Activities include a Friday night cookout and hayride, a road rallye and funkhana on Saturday, a "casual dress" supper with "surprise entertainment" Saturday night. I have application forms.

NOVEMBER 16 (FRI)--Dinner at Steinhilbers Restaurant.

 I'D RATHER BE AT NAG'S HEAD!!

WHAT Y'ALL MISSED--The July 29 Tech Session--From what I could see for the short time we could tolerate the heat, the usual chaos was prevailing. Bess Mann and Robert Davis were still trying to remove her rear wheels, while Pat McDonald with the aid of apprentice mechanic daughter Kelly was changing his rear axle (Pat's the only person I've ever heard of who has a major breakdown in his driveway); Roy Wiley was crawling around his VA; Don Moore was wandering around in the role of chief supervisor; Jim Banvard was dispensing beer while Brenda kept the always scrumptious goodies coming. Nice to Jim Rudd with Dondra down from Newport News although Dr. Jim did not appreciate my comment that when the movie "Alien" ended, I felt like I'd just gotten out of the dentist chair.



Everyone

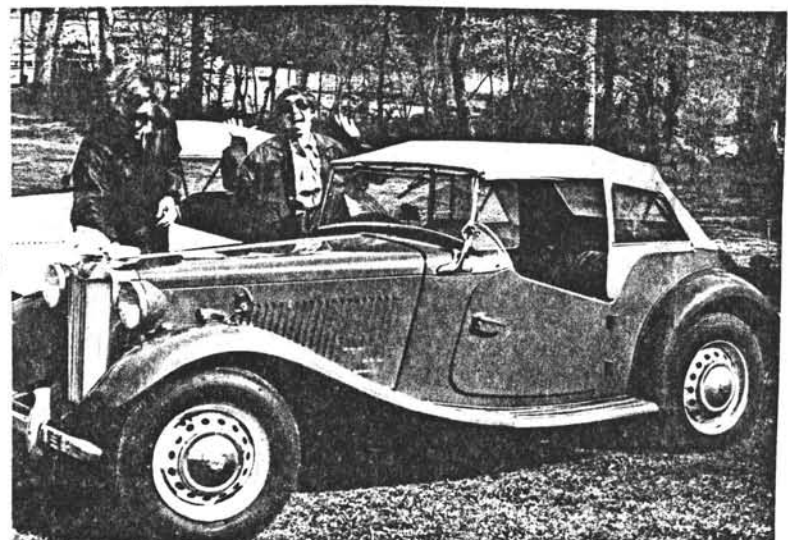


is hard at work.

AUGUST 17 (FRI)--The Annual Pool Party Freeze--Dan and I couldn't make this so I relied on Jim to tell you that no one froze because the pool part of the event was cancelled. It must be mentioned that Bob and Peggy Pellerin declined the club's offer of having the attendees pay \$5 per couple and were going to pay the \$50 rental fee. Thanks Pellerins for that generous intention and for having the crew in for the evening on such short notice.

 NEWS FLASH--MG FEVER IS BACK!!

 MG FEVER by our own Robert Davis



Well, gang, it's been two long months since my column appeared. I was going to discuss putting a new engine in my YB, twice. The more interesting part of the story is the events leading up to the failure of the bottom end of the XPAG 15c (now dual carb). I intend to keep all of you in suspense until next month.

Well, almost everyone!

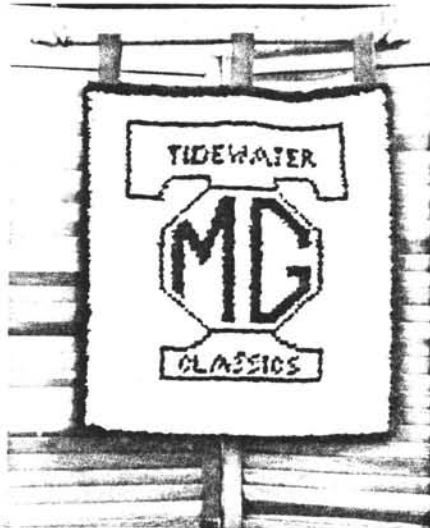
 The events leading up to the failure of the bottom end of the XPAG 15c (now dual carb). I intend to keep all of you in suspense until next month.



Recharging the system



after a hard day!



Somebody remembered the banner!

Our story begins as our hero and author (me) is chosen to be the Queen's escort of the Forest Festival in Elkins, W. Va. I am attending Radford College of Knowledge. A large group of students are going to the festival. They are taking a VW bus with all those extra seats, hardly the sort of thing a "gung ho" rugby playing college sophomore would do. I had my MGA and had to motor over to the next state in sporting fashion (this means forget the bus and take the MGA). A close friend and fellow festival attendee had a TR3 and we drove together.

The four of us started off early Thursday afternoon. Tony was quite a good friend, always getting me to complete repairs he had started. The beginning of the drive was fantastic. We had a warm fall day and drove up and down a large mountain into a beautiful valley. Tony and Sue were in the TR3 and Jayne and I were in the MGA. We stopped at the only service station in a little town to check on directions. While the station attendant was filling a car, Tony stole the big map off the station wall.

A few miles down the road, the TR3 pulled off with steam pouring out the bottom of the engine. Lifting the hood, Tony and I discovered steam and water pouring out of the bottom of the radiator. It had cracked. Since almost all our clothes, suits, nice dresses, etc., had gone in the VW bus, there was plenty of room for tools and spares. After the whole works cooled down, we smeared hardening permatex all over the crack, filled the radiator after about one-half hour drying time, and left the cap off so the system would not be under pressure. The radiator leaked but for the most part, kept the Triumph going.

After about twenty miles, we encountered another town. As Tony pulled over, the last of the sealer had become unsealed. We had it out in about fifteen minutes (the radiator, fathead) and proceeded off to a nearby repair shop, leaving the girls behind. After about two hours of chewing the fat, the radiator was patched and sealed. Tony and I had done quite a lot of electrical work on his car. We replaced the control box and battery and had repaired the generator. After installing the radiator and trying to self start it, we found the starter smoking. Obviously, it was burning up. One of the girls pointed out that there were little fires going on inside the round thing. We push started it and off she went. During installation, I tore one of the hoses that I couldn't get loose from the radiator and we had to go to a tractor shop to find a replacement. Anyway, the

repair job took half the day and now we were motoring along sweaty, dirty, but happy.

We drove for three or four hours more when we decided to stop, have a nice meal, shower and sleep for an early start. We had to park on a hill since Tony's starter had packed up. I was proud of the MGA--no trouble.

About 5:30 Friday morning, we started out. It was still chilly, but the tops remained down on both cars. Around noon we gassed up and Tony complained of loss of power. He had to sit in the car and rev the engine to keep it from shutting down while I filled the car with gas and argued with the attendant about filling a running vehicle. Tony reduced his speed later on and finally pulled over. Neither of us could figure what was wrong so we decided to pull the plugs. I could see where one was wet, so we pushed the car in gear and hot water squirted out of the #1 plug hole, almost hitting Sue. Both girls were pretty good sports and didn't complain much, even helped once in a while. Well, we had a blown head gasket. The auto parts stores we rang didn't have a gasket. A local Fiat dealer had a head gasket and off we drove to install it.

Starting the TR3 was quite tricky. We drained the radiator and push started the car. Next we filled the radiator slowly and drove even slower. The TR3 overheated once on the way so the entire process had to be repeated. We arrived and after about three hours of work, the job was completed. However, the head was cracked. Now starting and stopping was a bit more tricky, and involved stopping at the top of a hill and draining the radiator. To start off we removed number one plug and push started the engine. At first, a twenty foot spurt of water would shoot out of the plug hole. After the engine warmed up, the crack closed some and the water would stop squirting. Now all we had to do was screw in the plug. Yes, while the engine was running. This wasn't too hard if one was equipped with fire proof fingers. Since the engine area was all wet, there was almost never a way to hook up the plug without some sort of shock coming from somewhere. Tony made a high tension lead connector out of a hedge branch and covered the handle with black plastic tape. It worked great and this time we were on our way again.

Arriving in Elkins, we left notes on our cars saying, "Queen's party, no tickets please." We were parked on the sidewalk and were greeted by her family, the mayor, West Virginia's governor and a senator. Tony and I both had dirt under the fingernails and were proud to pull up in style. The VW bus threw a rod and passengers had to be picked up by Jane's brother who drives a van. The VW bus group even arrived twelve hours ahead of us. If we had driven modern cars we would have probably arrived on time without dirty clothes and fingernails, but the trip would have been much less exciting. The TR3's radiator sprung another leak in the vicinity of the same repair shop and they repaired it again. To this day the second patch is holding. We returned practically trouble free.

Does he make anymore trips? Has he rebuilt the YB? Can he finish the TD? Tune in next month for:

"I thought you tightened the main caps." "No, I thought you tightened the main caps!"--or, What's the crankshaft doing in your lap?

COME FOR THE SEA, SAND AND SALT AIR AT NAG'S HEAD:!

OF INTEREST TO ALL WHO DO BUSINESS WITH J.C. WHITNEY--As most of you probably know by now, J.C. Whitney, formerly everyone's favorite general purpose, inexpensive and usually reliable parts supplier, has gone into receivership, which means that it is nearly bankrupt (\$32 million in debts, \$10 million in assets--operates just like the U.S. government), but is trying to reorganize and become an operating company again. Seems Whitney's problem was invested too much money in its catalogues (of which we used to receive a dozen or more annually). Claims for orders placed before 25 June 1979 may be filed with Norman Nachman, 115 S. LaSalle St., Chicago, Illinois 60603, although you'll probably be wasting your time. Recently we received a letter telling us that the company could make no past due refund payments, nor could it make any other account adjustments on orders placed before 25 June 1979. But we were

assured that the company is again in operation and would appreciate our business. You will be doing business with J.C. Whitney at your own risk.

***** DON'T FORGET TO SIGN UP FOR NAG'S HEAD--NOW!! *****

The following people have paid their dues as of 29 August 1979--

- | | | | | |
|----------|-------------|------------|----------|------------|
| Alvarez | R. Davis | Hand | D. Moore | Smith |
| Ash | Dawson | Hendrix | J. Moore | Souder |
| Atwood | Diddlemeyer | Hicks | Moseley | Spilman |
| Banvard | Dowrick | Hughes | Newman | Swain |
| Barrows | Duff | Jenkins | Pagley | Tarr |
| Bolen | Eaton | Kirkwood | Pellerin | Trowbridge |
| Boswell | Fisher | Lassen | Polifka | Wallach |
| Bradford | Ford | Litchfield | Pryor | Walter |
| colker | Giffin | Logan | Ray | West |
| D'Auria | Groover | Lund | Rudd | Wiley |
| C. Davis | Haines | Mann | Salvin | Wood |
| K. Davis | Hall | McLaren | | |

***** GET READY TO RALLYE TO NAG'S HEAD!! *****

ODDS 'N ENDS--

WANTED--A TF 1500, as completely original as possible, preferably in need of restoration. Contact

Dan Boswell
636 Royal Palm Dr.
Va Beach, VA 23452
804-486-1293



AND FINALLY--

Election time is here again, which I will tell you more about as soon as I remind you that the DEADLINE FOR THE OCTOBER NEWSLETTER IS 23 SEPTEMBER.

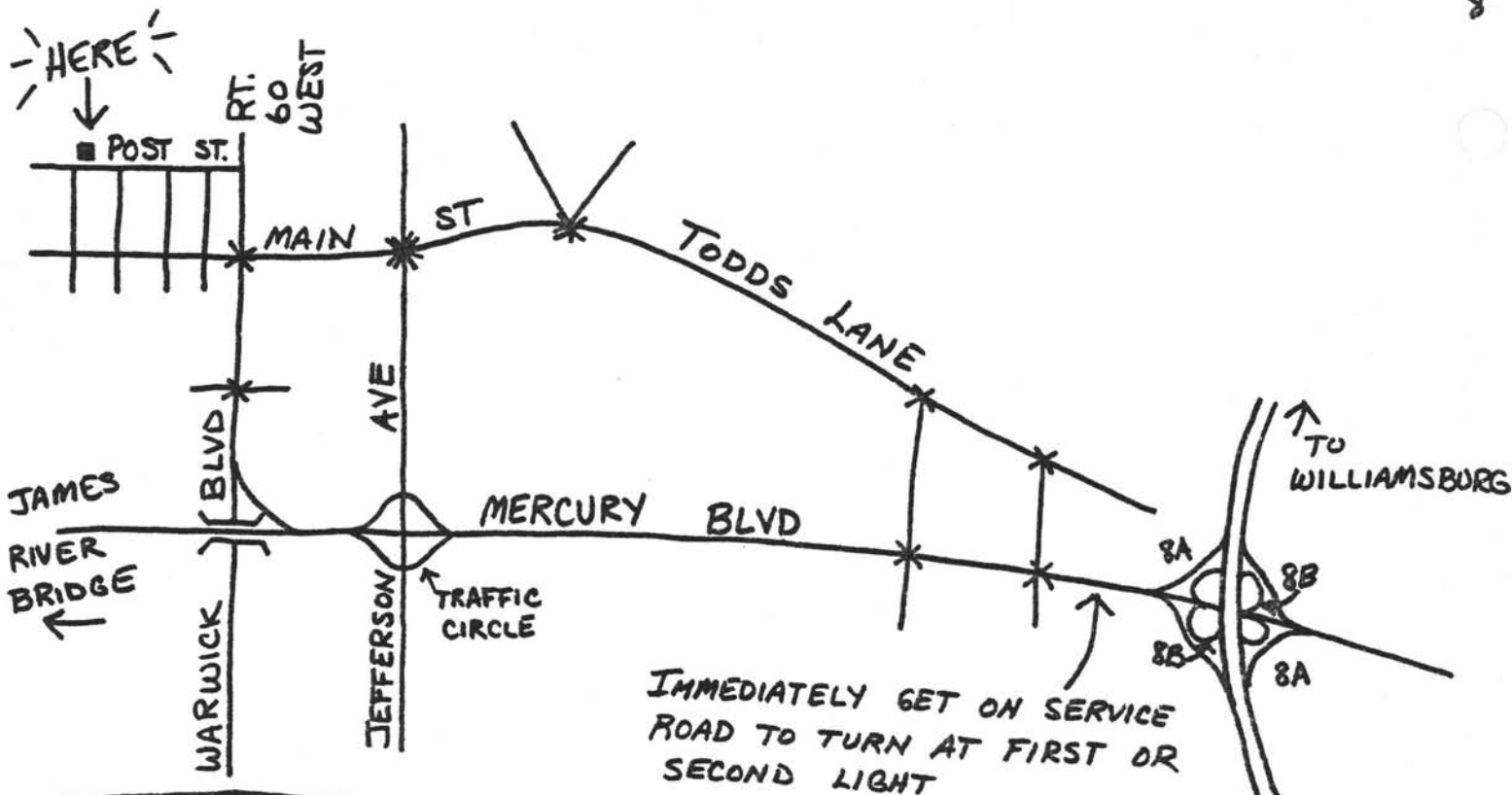
Elections--Roy Wiley and committee have come up with a slate of candidates which will be published in the October newsletter as well. Voting will be conducted at the October meeting. For those who cannot attend the meeting, an absentee ballot is being provided below. Please get your absentee ballot to Roy Wiley no later than 1 October. If you wish to write in a name for any office, please do so in the space provided next to the nominee's name and cross out the nominee's name.

Time to head for home!

ABSENTEE BALLOT

To be returned to Roy Wiley, 2221 Poplar Point Rd., Va. Beach, VA 23454, no later than 1 October 1979. Write in candidate's name in space provided.

- | | | |
|----------------|--------------|-------|
| PRESIDENT | Jim Banvard | _____ |
| VICE PRESIDENT | Don Moore | _____ |
| SECRETARY | Andy Wallach | _____ |
| TREASURER | Sandy Hall | _____ |



IMMEDIATELY GET ON SERVICE ROAD TO TURN AT FIRST OR SECOND LIGHT

TAKE MERCURY BLVD - JAMES RIVER BRIDGE EXIT OFF I-64

KICK TYRES 7:30
MEETING 8:00

SEPTEMBER MEETING
TUES - SEPT 4
RANDY & BRENDA COLKER
55 POST ST.
NEWPORT NEWS
596 - 3910

I-64
FROM NORFOLK

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

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

