



THE TIDEWATER MG 'T' CLASSICS

THE DIPSTICK

JULY 1980

PRESIDENT: Jim Banvard (340-6737)
VICE PRES: Don Moore (481-1801)
SECRETARY: Andy Wallach (583-9387)
TREASURER: Sandy Hall (482-2821)
EDITOR: Susan Boswell (486-1293)

Welcome to summer, Tidewater style--

It's candid camera time again. You are probably thinking that your editor is really on the ball--a tech session June 1 and pictures already. As Dan would say, "Wrong!" The pictures come from the tech session and the trip to Nag's Head last September.

FROM OLD NUMBER 2400, 4270, 7085, and VM199--

There is some pleasant news and one great loss to mention this month. Let us start with the pleasant first and let the sad follow. The Haineses are due many thanks and congratulations for their field day event last Sunday. The weather was perfect, the food delicious, the company magnificent, and the planned activities unbelievable. All present had a magnificent time either watching their club mates make fools of themselves or participating in the melee and having a ball. The details will be covered elsewhere in this issue so I'll not overdo it, but thanks, Ann and Ross. I can't remember when I've had so much fun.

The sad news is that our vice president and his bride Barbara are leaving our part of the country for Florida. Don is leaving his government related contracting position and going into the maintenance game at Disney World in Orlando. By the time that you read this he will already be at work in "funland." He extends his very best wishes to all of our club members and promises to remain an out-of-town member.

Don, I thank you ever so much for your wise counsel and your many contributions to this organization. May the world treat both you and Barbara well, as you both deserve.

In the last newsletter a fresh calendar of events was published; the season is upon us, let's get out and enjoy our summer events. See you at the next meeting.

Jim

DON'T FORGET!! DUES ARE STILL DUE!!

THE JUNE MEETING--In the absence of our President and Secretary, off cavorting in France at Navy expense (where do I sign up for that reserve unit), and also our vice president, former President Roy Wiley conducted the June meeting for 21 participants at the home of Ross and Ann Haines. Treasurer Sandy Hall reported a balance of \$782.36. New club T-shirts will be available at the next meeting. Robert Davis reported that Lucas parts are going up in price June 12 (is that news?), and that John Walter with his snazzy brown TD has moved to Richmond. The Activities Committee announced a road rallye for July and the beach party in August.

A short, uneventful meeting!

Thanks to Ross and Ann for all the delicious munchies, especially that incredible crab dip. Fortunately Ann made a large batch.

As for the July meeting, unforeseen circumstances have caused our original hosts to switch to August and the WALLACHS will have the July meeting. So the JULY MEETING will be WEDNESDAY, JULY 9, at 8:00 p.m. at the home of Andy and Carol Wallach.

WHAT'S COMIN' UP--

JULY 13 (SUN)--MINI-ROAD RALLYE.

Meet in the Sears parking lot at Pembroke Mall at 3:00 pm (in front of Sears on the Va Beach Blvd. side. For those of you who still don't know where the Pembroke Mall is, it's on the corner of Independence Blvd. and Va Beach Blvd. Take the Independence Blvd. exit off Rt. 44 (the Va Beach toll road) and head north). Richard Hall and Ross Haines are laying out the rallye to end at a not very expensive or fancy eatery. So bring just yourselves and your sense of adventure.

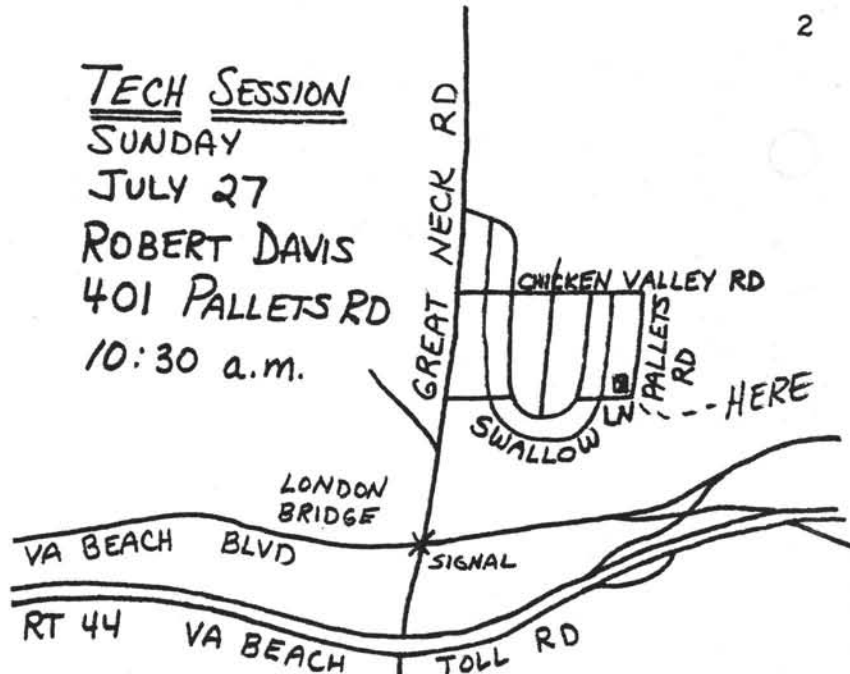
JULY 27 (SUN)--TECH SESSION,

Robert Davis, 401 Pallets Rd., Va Beach, to commence at 10:30 a.m. and continue till Robert kicks us out. Bring your problems and your grungies and take advantage of the knowledge and expertise available in abundance. See you there.

AUGUST 8 (FRI)--BEACH PARTY/COOKOUT at Dave and Helen Barrows'. This has been changed from Sunday, August 3 because the Barrows report parking is a real problem on Sunday and we'll have more privacy on a Friday. Details on what to bring next month.

DUES!!! ONLY TEN SMACKEROOS!!!

WHAT'S PASSED--TECH SESSION--The club had a very productive tech session June 1 at the Boswells. Dick and Gwen Kearley put new front brakes in their TF; Herschel Smith tuned his carburetors, adjusted his valves, tuned his carburetors, adjusted his timing, tuned his carburetors, and then because there was still daylight left, tuned his carburetors; Roy Wiley pulled the left front wheel on his bug-eyed Sprite to free up a frozen brake cylinder; Jim Rudd was going to change his valve seals without removing the head, but the tool was the wrong size; Dave Bouch did a full brake job on his A; Dick Bolen, attending his first club event and in his newly restored TD, learned where everything was really supposed to go, while Mike and Jennifer Ash and Vince Groover supervised. Since this is being written one month after the event, please forgive me if I've forgotten anyone.



TECH SESSION
SUNDAY
JULY 27
ROBERT DAVIS
401 PALLETS RD
10:30 a.m.



TECH SESSION — PAM SMITH

FIELD DAY AT BAYVILLE FARMS--Our present Activities Committee (consisting of Ross and Ann Haines, Bess Mann, and Andy and Carol Wallach) has done a bang-up job planning events for this year and the Field Day/Picnic was a humdinger, and well attended for a change, too. Ashes, Jim and Michael Banvard, Wallachs, Bess Mann and friend Liz, Bradfords, Fishers, Barrows, Haines, Groovers, Robert Davis and Stephanie, Wiley and Boswells (and assorted offspring) gathered at the Bayville Farms park for a bit of fun and fattening. The fun consisted of an egg toss, obstacle race, Pass the

Orange (from chin to chin--the action got a little hot and heavy at times); also Big Dipper (passing cups of water back over the shoulder), Potato Polo (hang a potato in a nylon stocking from your belt and swing it between your legs, hitting a ball and moving it along the ground--use your imagination). The hit of the day, though, was the Honeymoon Race. Each couple was given a suitcase of clothes. She was to put on his clothes and vice versa. Imagine Andy Wallach, Brad Bradford, Mike Ash, Robert Davis and Jim Banvard modeling the latest in sun dresses and wide-brimmed straw hats. Oh, those cute little hairy legs!

Thanks to the committee for some very inventive games and to all the participants for the usual good food.

 DUESDUESDUESDUESDUESDUES

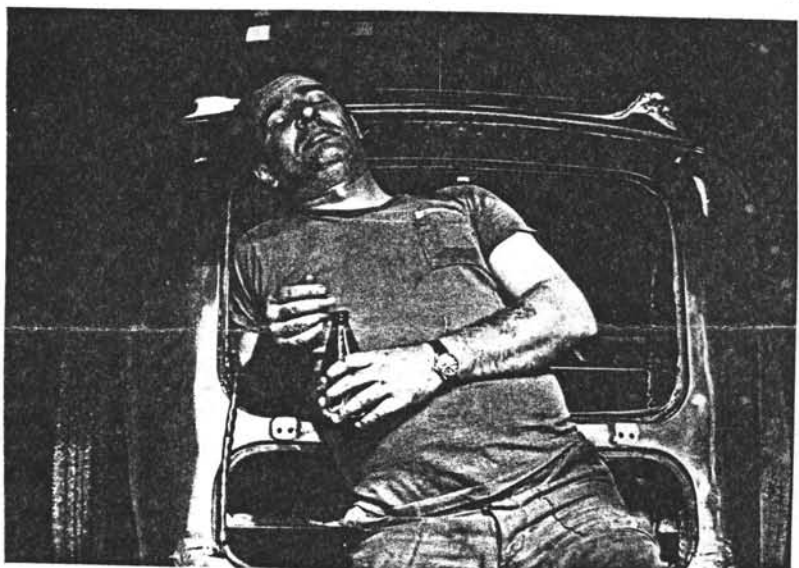
GOF MK XXX in Hershey, Pa.--

The Boswells left at 11:00 a.m. and after an unexpected detour through downtown Washington during rush hour, arrived in Hershey to join the rest of the Tidewater contingent, the Ashes with first-timers Ron and Rosemary Eaton and Don and Barbara Pryor at Dick Knudson's infamous auction for a round of beers and fellowship with the faithful. Saturday was the car display, flea market, voting, etc., where we were joined by Carroll Davis from Richmond and Bess Mann and Peggy Bradford. So many beautiful Ts--they get better looking every year. With 87 TDs, it was nearly impossible to choose the best but we gave it the old MG try. There were 26 TCs, 33 TFs, one TB, one PA, one VA, and 2 SAs, one a gorgeous, though worn, black one fresh from the homeland with beautiful inlaid woodwork I fell in love with. There were close to 200 cars in all--quite a spectacle.

The afternoon events included the funkhana and a "Test Your Skills at Troubleshooting" contest where something was done to your car so it wouldn't start and you had to locate the problem--about eight participated--



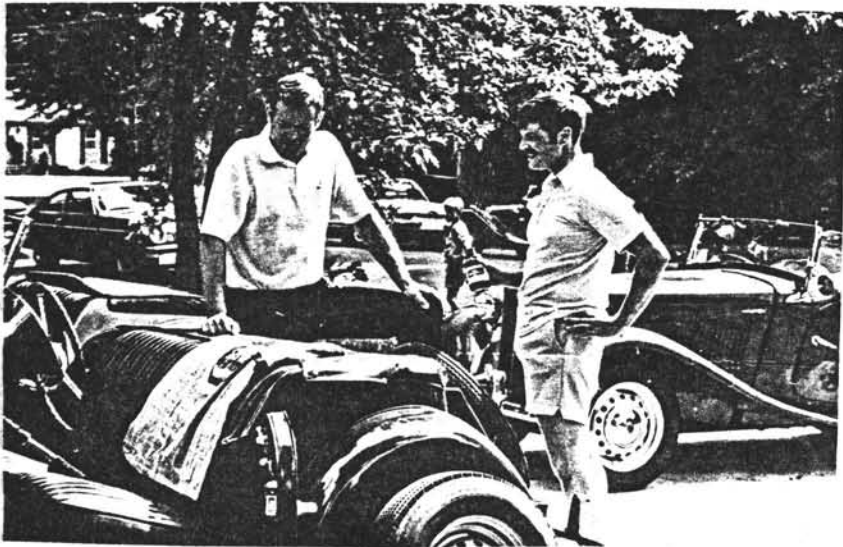
JIM RUDD, DAN BOSWELL, PAM & HERSCHEL SMITH



VINCE GROOVER SUPERVISING



ROOSEVELT MOSELEY, BRON PROKUSKI, ROY WILEY

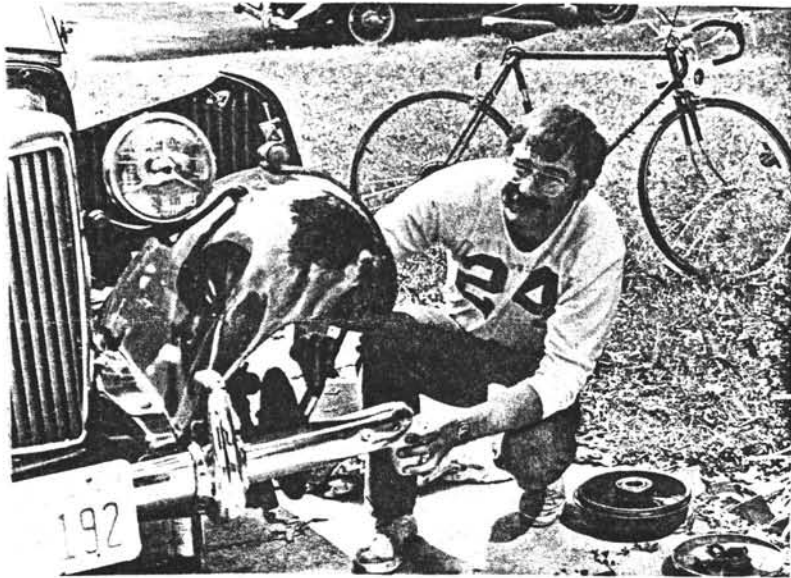


DICK KEARLEY, TED SPILMAN

the judges grounded the points--Dan would have liked that one, but we were in town trying to get a flat tire fixed and just got back in for the funkhana. In the evening, as the banquet, followed by a movie. Although a tribute to EX-181, which set a ground speed record in 1959 which still stands, the movie also included several shots of Ts. This same movie is coming soon to your local TV screen, so look for it.

The only pewter brought to Tidewater was by Mike and Jennifer Ash for second place post-war variant, though our out-of-town members Luke and Ann Snyder took 3rd TC (with their beautiful deep red TC we first saw in Asheville) and the Eyston Award which is given to the couple which participates in the most GOF events. Meanwhile, Dan and Chip Old, who had started negotiating over the YA in Berkeley Springs and had resumed talks during the infamous auction, finally agreed on a figure, the deal was consummated and we went home the proud and happy owners of a YA--though minus the car--see ODDS 'N' ENDS for the rest of the story.

Sunday morning was an outing to Chocolate World, but Boswells headed instead to Elkton, Md., for lunch with Dick and Deb Shepherd and a tour of their 6-car garage/basement with pit. Then home down the Eastern Shore in mid-90° weather. The TF's air conditioning functioned as efficiently as ever.



JIM RUDD - A BRAKE JOB

DUES--STILL ONLY \$10!!

From the BOY-DOES-THAT-SOUND-FAMILIAR-DEPT. via THE WIND MACHINE, newsletter of the Sorry Safari Touring Society, Ltd., of Clifornia.

Excerpts from Erma Bombeck's column titled:

CLASSIC CAR CREATES CONFUSION

A friend of ours called the other day and with as much diplomacy as he could muster, asked: "What's the matter with your husband? I saw him at the garage and he looked like a budget deficiency."

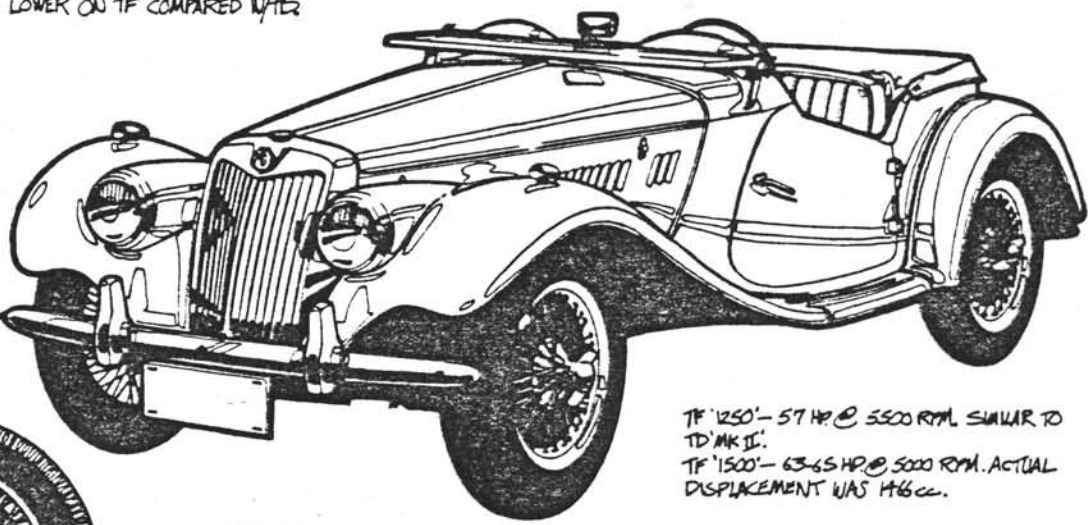
He was not the first to notice "Mortimer's" shabby appearance, hollow eyes, and concave billfold hanging out of the hole in his backpocket.

The explanation is simple! Mortimer is the sole support of a "classic" car.

It is hard to pinpoint the exact day when the car went from a "rundown heap" to "classic" status. One day, it was propped up on cement blocks in the driveway, the object of a lot of kicking and cursing, and the next day my man was trying to restore it to what it never was. It seems the transition

WINDSHIELDS ON TC-TD-TF CARS COULD BE FOLDED FLAT FOR COMPETITION.
RADIATOR GRILLE 3/4" LOWER ON TF COMPARED W/TC

TF



TF '1250' - 57 HP @ 5500 RPM. SIMILAR TO TD 'MK II'.
TF '1500' - 63-65 HP @ 5000 RPM. ACTUAL DISPLACEMENT WAS 146 CC.

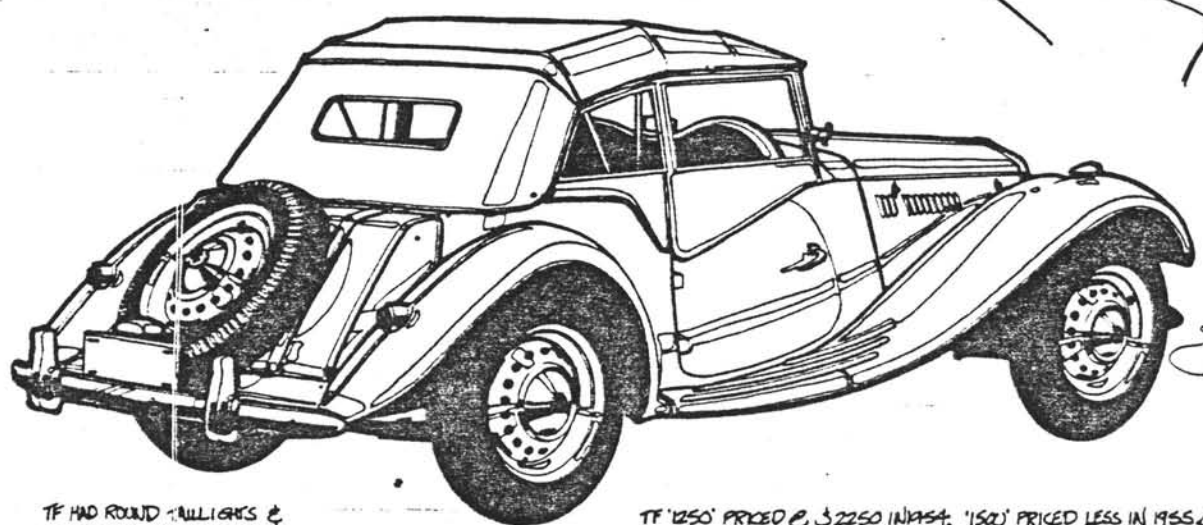
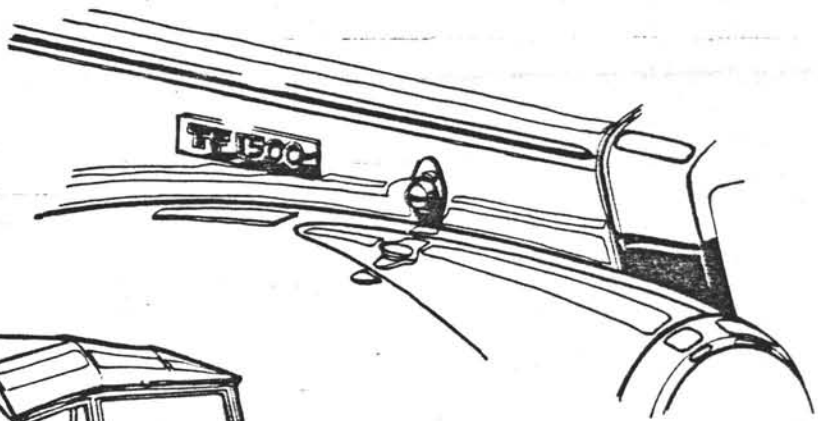


TF '1250' PRODUCED OCT. 1953 THRU NOV. 1954. TOTAL BUILT - 6,200.
TF '1500' PRODUCED NOV. 1954 THRU MAY 1955. TOTAL BUILT - 3,400.
NEW STYLING W/SLANTED RAD GRILLE W/CHROMIUM LOUVRES & FAIRED-IN HEADLAMPS.
NEW OCTAGONAL INSTRUMENTS, BUCKET SEATS, CONCEALED WINDSHIELD WIPER MOTOR
W/WIPERS ON CORN. W/3. SAME @ 94". INSTRUMENTS CENTERED UNDER CORN.

STANDARD WHEELS WERE SLOTTED DISC TYPE AS ON TC

COLORS AVAILABLE - BLACK, MG RED, GREEN, JUDY, GREY
ON TF '1500' CARS NOTE IDENTIFYING PLAQUE ON BOTH SIDES OF HOOD, AS SHOWN AT RIGHT. ALL TF HOODS HAD NEW PUSHBUTTON LATCHES.

NOTE HIGHER 3-BOW TOP, AS SHOWN BELOW



TF HAD ROUND HULL LIGHTS & CENTERED LIC. PLATE.

TF '1250' PRICED @ \$2250 IN 1954. '1500' PRICED LESS IN 1955 @ \$1995.
TF MODELS ARE GROWING IN POPULARITY W/COLLECTORS & ENTHUSIASTS DESPITE ORIGINAL PDR RECEPTION ACCORDED 'STREAMLINED' STYLING IN 1954



occured about the time when all the cars of that make were recalled and his was the only one that could be towed without catching fire. To him, this was a sign from God that it had been divinely conceived in England and miraculously made the ocean voyage and was destined for a happy death.

One sure thing....when it goes, it will go in style. The wheels are no longer "standard" and have to be specially ordered, or "Back Ordered". The transmission is available only in a small town in Czechoslovakia behind the Iron Curtain. The only mechanic who can remember how to tune it up, winters in Barbados and sees it by appoint-

NAG'S HEAD - ROBERT DAVIS, MIKE ASH, DAN BOSWELL, BRON PROKUSKI, JENNIFER ASH, ROBERT'S FRIEND CAROL. SATURDAY AFTERNOON.

ment only. There is a two year wait for batteries. It gets a half a block to the gallon and needs numerous amounts of oil cause it leaks out as soon as it is poured in.

Anything that doesn't work on it is considered "quaint". The door that needs to be wired closed is "quaint". The pressure gauge that is merely painted on now is "quaint". But all in all, this classic fever seems to be cabdriving for groups have formed so that members can commiserate together.

PAY YOUR DUES NOW--WHERE ELSE CAN YOU GET SUCH A DEAL!!

A TECHNICAL TIP from Doug Huggins, courtesy of the Southeastern MG 'T' Register

WHY, WHEN BRITANNIA RULES THE WAVES, WILL HER CARS NOT GO THROUGH A PUDDLE

THE 'T' TOP--

In sunny Italy, the favorite form of coachwork is the fixed-head coupe. But in England, where the weather is almost always foul, the roadster is considered the only really proper form of sports car.

Waterproofing a T series MG top is the most quixotic thing you will ever try. First of all, adopt a defeatist attitude and attack the problem with full knowledge that you can't stop the leaks; all you are going to do is slow them down a little. After all, the thing was designed to leak by teams of England's finest engineers and nothing short of a three inch coating of Gunitite will stop the top from performing this function.

Go to your favorite auto supply store (not the legitimate parts dealer, but

the guy that sells the fuzzy dice to hang on the rear view mirror, the little dog for the back window, and the ring job in a can); find the self-adhesive rubber stripping. Make sure that it is rubber and not plastic. Get twice as much as you could possibly need, and pick up a tube of 3M weather-stripping cement. Treat this messy material with all due respect; it is frightful.

Next, after drying all the parts of the top where it touches the windscreen, glue strips of rubber onto the top wherever it makes contact. Use the 3M cement to do this; the self adhesive never seems to work properly. Now put



CAROL, CAROL & ANDY WALLACH, DAN BOSWELL SUNDAY MORNING 7:30

up the top, install the side curtains and glue strips wherever the top make contact with the side curtains. This, of course, is done on the inside of the top where the rubber strips cannot be seen. Finally, sit inside while someone squirts the car with a garden hose and check for leaks, adding more strips wherever it is necessary.

If it still leaks you are left with two alternatives. One, do not drive in the rain; and two, have a local swimming contractor estimate the cost of a three inch coat of Gunitite.

 DUESDUESDUESDUESDUESDUESDUES!!

ODDS 'N' ENDS--

First of all, I am sorry to report the death on April 24, 1980, of one of our Richmond members, John Moore, and wish to offer our condolences to his widow, Esther.

Secondly, I am most pleased to announce the birth of Tanelle Scheria Moseley on May 12. This beautiful little lady weighed in at 6 lbs., 12 ozs. Congratulations, Roosevelt and Doris.

Third item of interest--The summer sun must have cooked the Boswells' collective brains. In the past two weeks, we have acquired a '49 YA and a '52 TD. The Y belonged to Chip Old, tech editor of the TSO, and is infinitely driveable, except that it could use a quick ring job. Chip will deliver it to us July 4th at Dan's parents' home in southern Maryland, whence we will drive it home, sans problems, we hope. Chip tells us that knowing it had been sold, the Y burned out an exhaust valve between Hershey and Baltimore. The TD was purchased by its present owners in 1955, was driven until 1970, and then was inexplicably parked behind the owners' home (in the driveway) where it has since sat and deteriorated accordingly.

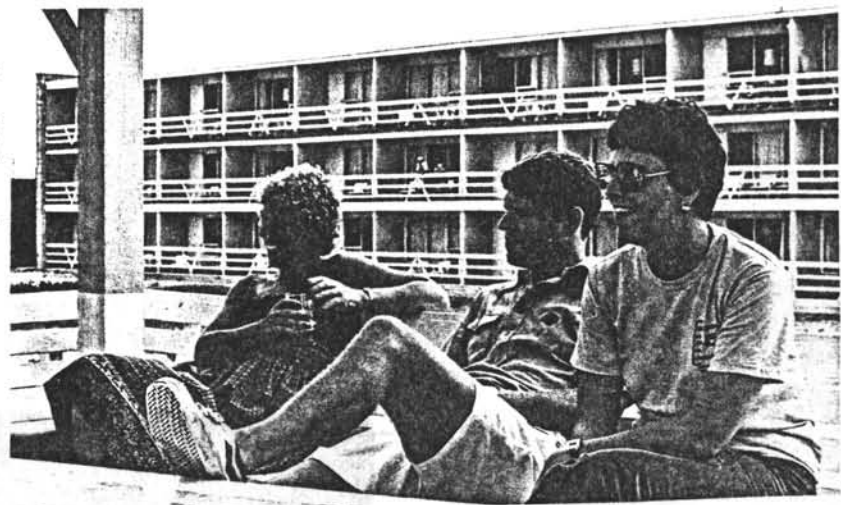
AND FINALLY--Deadline for next month's newsletter is 27 July 1980.



DITTO!

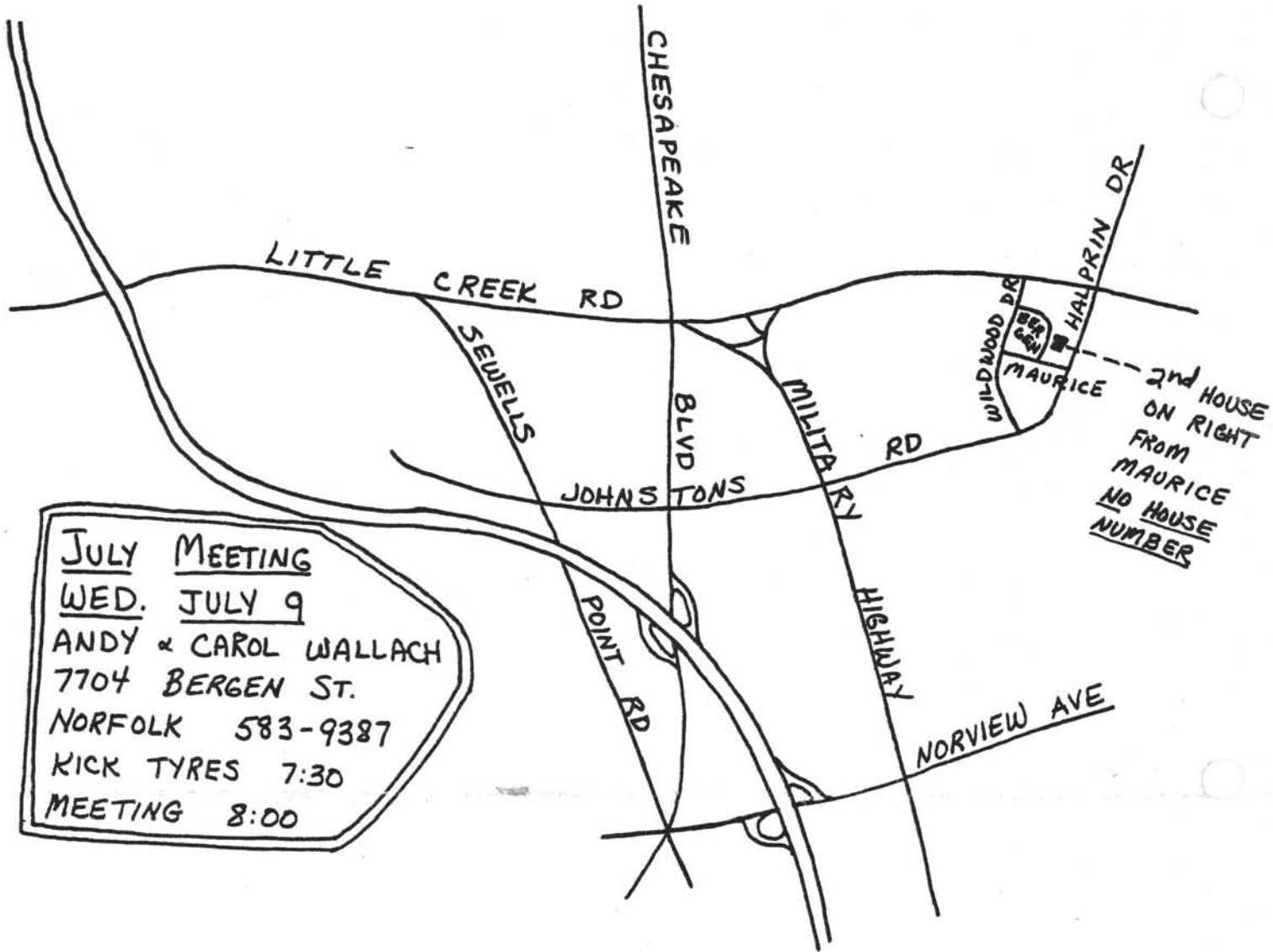


CAROL WALLACH, RICHARD HALL, MIKE ASH
 STILL SUNDAY MORNING ABOUT 8:30.



JENNIFER ASH, BRON PROKUSKI, SANDY HALL.
 STILL SUNDAY BEFORE 9 A.M. ON THE BEACH
 CABANA, MOTEL IN BACKGROUND.

GOOD LUCK, DON AND BARBARA!! WE'LL MISS YOU!!



JULY MEETING
WED. JULY 9
 ANDY & CAROL WALLACH
 7704 BERGEN ST.
 NORFOLK 583-9387
 KICK TYRES 7:30
 MEETING 8:00

TIDEWATER MG'T CLASSICS
 636 ROYAL PALM DR
 VA BEACH, VA 23452

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

