



THE TIDEWATER MG 'T' CLASSICS

THE DIPSTICK

OCTOBER 1980

PRESIDENT: Jim Banvard (340-6737)
VICE PRES: Ross Haines (486-1496)
SECRETARY: Andy Wallach (583-9387)
TREASURER: Sandy Hall (482-2821)
EDITOR: Susan Boswell (486-1293)

Greetings and salutations--

Well, it's fall which means election time has rolled around. With the lousy choices the parties have given us this year, I think I'll cast an absentee ballot for Helmut Schmidt--uh, wait a minute. Wrong election! Actually, the slate of officers selected for the Tidewater MG 'T' Classics is infinitely respectable and very experienced. I wonder if any of them would consider running on a national ticket.

Enough politics. Did you see that great natural phenomenon that occurred on Thursday, Sept. 25, commencing at approximately 6:30 a.m. I mean that wet stuff that fell from the sky. In case you've forgotten, it's called rain. Let me run that one by you again. R-A-I-N!! Now you can tell your grandchildren you were in Tidewater the day it rained. At least the drought has allowed us plenty of good T-time.

Finally, as most of you know by now, Dan has received orders to Washington, D.C., and we'll be moving in January. But more on that later.

FROM OLDE NUMBER 2400, 4270, 7085, VM199 and ??--

This past month has been a busy one with an event each weekend. The tech session held at the Banwards was, in my estimation, the most productive technical event ever conducted by this organization. I actually got some work accomplished on my TF in preparation for the major GOF held 12-14 Sept. in Vermont. For each task that a member desired to accomplish, there was another member present who was capable of assisting. With the exception of the post tech session held at Ross Haines' house on his red TD, it was not necessary for me to do anything but locate tools. This is heartwarming and indicates to me that the expertise in the club continues to improve. (Ed. note Dan agrees). P.S. Bess Mann has all of her door hinges installed thanks to Dave Barrows.

The GOF held in Killington, VT. was a joy. There were but 91 cars present with no vintage cars included; this meant that the number of people was small enough that one could converse with the majority of those present. The site was just beautiful and the event well conducted. As has been customary, the Banwards came home with some raffle prizes including a four day free trip back to the Cortina Inn next summer for tennis lessons.

The Ashes, Giffins, Banwards and Carroll Davis represented the Tidewater chapter at Killington. A good time was had by all, although Carroll didn't stay for any great length of time. He is a hearty soul for driving so far and then only staying a few hours.

The Richmond trip will be covered elsewhere in this issue (Ed. note--more or less!). The Neptune festival parade was fun for all participants even though our celebrities evaporated sometime prior to our starting the run up Atlantic Ave. Some were disappointed; however, we all had fun thanks to Elsie Tarr's wicker basket and Ross Haines' secret concoction! September was busy!

Elections will be held at the October meeting on the 7th. The Lunds are hosting. I hope that you will all turn out. Also Bob Salvin will be the chief goblin this year.

Jim

SECRETARY'S REPORT--Andy Wallach

On Herschel and Pam Smith's deck at 8:10 p.m., the September meeting was called to order by President Banvard. In the total attendance of 25 were guests Pat Mann, Bess's sister, & Germaine, another of Bob Salvin's repertoire (as Roosevelt Moseley stated, "Robert has the same girl two times in a row." The August minutes were corrected to reflect the true status of the treasury at \$763.67 (Ed. note--I liked my figure better.) and then were approved. Treasurer Sandy Hall reported that \$819.67 is currently in the treasury. Events Chairpersons Bess Mann and Ann Haines took the deck and reviewed the upcoming events: tech session, drive out, Neptune Parade, and Halloween Party. There was considerable discussion on the place to eat during the drive out until the President cut off the conversation. During the Neptune Parade discussion, Ann Haines had the audacity to state to the President, "You can put your hand down till I'm finished talking." When Ann was asked about the status of the Haines TD and why it would not be participating in the Neptune Parade, she stated "Our brakes still don't work." Andy Wallach promptly volunteered, "You don't need brakes--you can carry Ronald MacDonald."

Parts Chairman Robert Davis reminded the assembled members that Phase I still places orders with Moss Motors. Regalia Elsie Tarr reported that the shirts ordered in May, invoiced in June, and shipped in August were in. Someone reassured her, "Elsie, keep one thing in mind. You did a lot better than the badges." MG scratch pads are available from New Hope to the club at 75¢ each in quantities of 10 or more. Ann Haines reported that Ross had bought a pre-assembled plastic model of a TC and is checking on others. Richard Hall was able to ascertain in the ensuing discussion that the same model is available at Farm Fresh supermarkets.

After a short break during which Vince Groover bobbed for beer, new business was discussed. President Banvard thanked Roosevelt Moseley for his "More than Just a Club" input to the newsletter. "Something that we all share but not so eloquently." Roy Wiley, chairman of the nominating committee, reported that the committee is putting forward the present list of officers as its slate for the upcoming elections. After a short discussion, it was concluded that the next meeting is scheduled for the Ash residence (Ed. note--Correction--the Lunds are sponsoring the next meeting). Vince Groover reported that the Banwards have purchased a Y and Dave Barrows reported that a MIGI is for sale on 27th Street. It also was reported that the TD in Maryland advertised for \$4000 is a good buy at \$800--53 TD, red, some metal, no wood, possible engine overhaul, and newly painted transmission.

The Antique Car show at Yorktown in 1981 was then discussed. Dick Bolen stated that it will be at Kings Mill at the open field near the clubhouse in May. There will be individual car meets on Saturday and an overall concours on Sunday. The cars in the concours will be the winners of the individual meets, and invited cars selected as representative of the different marques. The club members then discussed what we wanted to do in conjunction with the show--whether to put on a mini-GOF or just host an informal get together. The members seemed to want to do something like a mini-GOF and the President is currently seeking a volunteer to be chairman.

Under Old Business, Dick Bolen stated that he had tried the Clausen leather restoring products and disliked them. Vince Groover inquired about the status of the name tags and the secretary promised them for the next meeting. Bob Salvin moved that the meeting be adjourned and this was approved.

Thanks to Herschel and Pam for their hospitality. The OCTOBER MEETING will be Tuesday, October 7, at the home of Tom and Jeanne Lund.

COME AND VOTE!!!

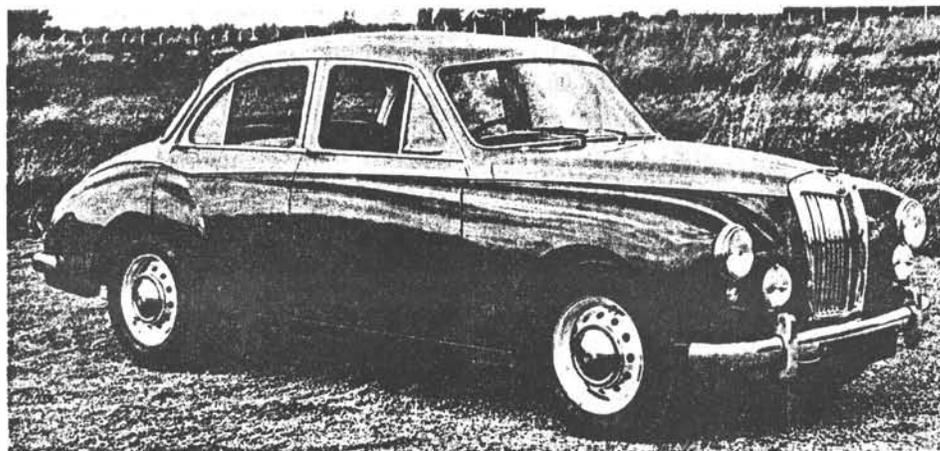
UPCOMING EVENTS--

OCT 25 (SAT)--Halloween Party, Bob Salvin's, 4157 Edinburgh Dr., Va. Beach, 8:00 p.m. This is a bring-your-own-bottle affair (the club will supply the mixers). Also bring a dessert or hors d'oeuvre and if you're really creative,



ad disappeared from the saloon models. The MG family cars built after this were simply badge-engineered versions of BMC's transverse-engined 1100 model, first appearing in 1962, albeit with twin carburettors. A 1300 model appeared in 1967, and production continued until 1971.

The traditional MG sporting image did not die. Two models announced in 1961 and 1962 have carried the marque through to the present day. The smaller car revived the Midget title, but was a modification of the Austin-Healey Sprite; it was built in progressively refined forms right into the seventies, a fact after the parent Sprite had disappeared. The Midget was never made with the original frog-eyed front of the Sprite, but started life in 948 cc form just the same, progressing through 1100 to 1275 cc in due course.

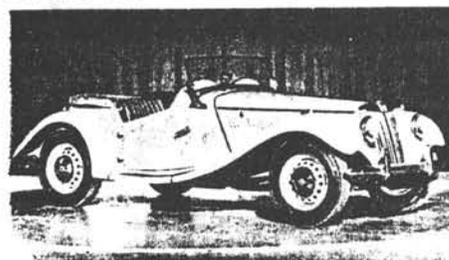


1953 MG ZA Magnette saloon.
British Leyland

1955 MGA. British Leyland



1953 MG TF. British Leyland



Model	WA	TA	TB	TC	TD	TD Ser. II	TF	TF 1500	Series Y	Series YB
Types	T Sal Dhc	Sp	Sp	Sp	Sp	Sp	Sp	Sp	Sal	Sal
Years	1933-39	1936-39	1939	1945-49	1950-53	1952-53	1953-54	1954-55	1947-51	1951-53
No Cyls	6	4	4	4	4	4	4	4	4	4
Bore	73	63.5	66.5	66.5	66.5	66.5	66.5	72	66.5	66.5
Stroke	102	102	90	90	90	90	90	90	90	90
Capacity	2561	1292	1250	1250	1250	1250	1250	1466	1250	1250
Valves	ohv	ohv	ohv	ohv	ohv	ohv	ohv	ohv	ohv	ohv
CR		6.5	7.3	7.4	7.25	8.0	8.0	8.3	7.2	7.2
BHP at ... rpm	95.5	50	54.4	54.54	54.4	57	57	63	46	46
Coolant	W	W	W	W	W	W	W	W	W	W
Carburation	2SU	2SU	2SU	2SU	2SU	2SU	2S/I	2SU	SU	SU
Wheelbase	10'3"	7'10"	7'10"	7'10"	7'10"	7'10"	7'10"	7'10"	8'3"	8'3"
Track	4'8½"	3'9"	3'9"	3'9"	4'2"	4'2"	4'2"	4'2"	4'2"	4'2"
F Suspen	½-e	½-e	½-e	½-e	1 Coil	1 Coil	1 Coil	1 Coil	1 Coil	1 Coil
R Suspen	½-e	½-e	½-e	½-e	½-e	½-e	½-e	½-e	½-e	½-e
Length	16'2"	11'7½"	11'7½"	11'7½"	12'1"	12'1"	12'3"	12'3"	13'5"	13'8"
Width	5'7"	4'8"	4'8"	4'8"	4'10½"	4'10½"	4'11¾"	4'11¾"	4'11"	4'11"
Weight		15½	14½	16½	17½	17	17½	17½	20	20½
Top Gear R	4.78	4.875	5.2	5.125	5.125		4.875	4.875	5.143	
Tyre Size	5.50x18	4.50x19	4.50x19	4.50x19	5.50x15	5.50x15	5.50x15	5.50x15	5.25x16	5.50x15
0 - 50		15.4		13.9	13.5				16.7	
Standing Q-m		22.8		21.8	21.5				23.2	
Fuel Consum		30		33	26.3				27	
Max Speed	85	79		78	82.6				71	



1959 MG Magnette saloon.
British Leyland

The history of the MGB is relatively uncomplicated. Coming in 1962 as a successor to the MGA 1600 Mk II, it quickly established a niche for itself,

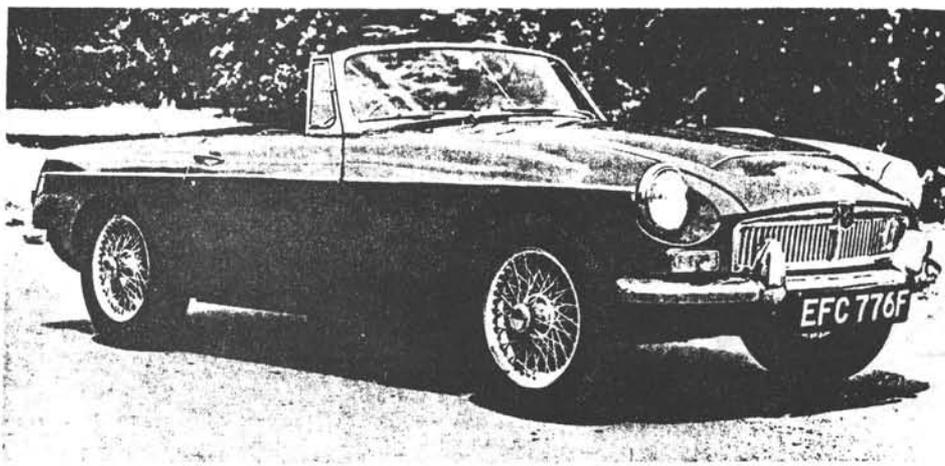
1962 MGB GT. British Leyland



becoming perhaps the most successful single MG model ever. Alterations to the car during its long production run have been relatively minor, and mainly confined to trim. A fixed-head coupe version was duly marketed—the GT—even more pleasing to the eye than the open car, and with its third door or hatch this model was the answer to a prayer from the sporting motorist with a young family.

When BMC had difficulty in making the big Austin-Healey 3000 conform with US safety regulations, its engine was put into the MGB body, and this

1967 MGC. British Leyland



Model	Series YT	Magnette Series Za	Magnette Series ZB	Magnette Mk III	Magnette Mk IV	MGA	MGA Twin Cam	MGA 1600 Mk I	MGA 1600 Mk II	MGB I, II, III
Types	Sp T	Sal	Sal	Sal	Sal	Sp Fhc	Sp Fhc	Sp Fhc	Sp Fhc	Sp Fhc
Years	1948-51	1953-56	1956-58	1959-61	1961-68	1955-59	1958-60	1959-61	1961-62	1962-
No Cyls	4	4	4	4	4	4	4	4	4	4
Bore	66.5	73.025	73.025	73.025	76.2	73.025	75.39	75.39	76.2	80.26
Stroke	90	89	89	88.9	88.9	89	88.9	88.9	88.9	88.9
Capacity	1250	1489	1489	1489	1622	1489	1588	1588	1622	1798
Valves	ohv	ohv	ohv	ohv	ohv	ohv	2ohc	ohv	ohv	ohv
CR	7.2	7.5	8.3	8.3	8.3	8.3	9.9	8.3	8.9	8.8
BHP at ... rpm	54	60	68	66.5	68	68/72	108	78	93	95
Coolant	W	W	W	W	W	W	W	W	W	W
Carburation	2SU	2SU	2SU	2SU	2SU	2SU	2SU	2SU	2SU	2SU
Wheelbase	8'3"	8'6"	8'6"	8'3¼"	8'4¼"	7'10"	7'10"	7'10"	7'10"	7'7"
Track	4'2"	4'3"	4'3"	4'1¼"	4'2¼"	4'0¼"	4'0¼"	4'0¼"	4'0¼"	4'1¼"
F Suspen	1 Coil	1 Coil	1 Coil	1 Coil	1 Coil	1 Coil	1 Coil	1 Coil	1 Coil	1 Coil
R Suspen	½-e	½-e	½-e	½-e	½-e	½-e	½-e	½-e	½-e	½-e
Length	13'8"	14'1"	14'1"	14'10¼"	14'10¼"	13'0"	13'0"	13'8"	13'8"	12'9¼"
Width	4'11"	5'3"	5'3"	5'3½"	5'3½"	4'10"	4'10"	4'9¼"	4'9¼"	4'11"
Weight	18½	21½	21½	22¼	22¼	17½	18½	18½	18½	18½
Top Gear R	5.143	4.875	4.55	4.3	4.3	4.3	4.3	4.3	4.1	3.909
Tyre Size	5.25x16	5.50x15	5.50x15	5.90x14	5.90x14	5.60x15	5.90x15	5.90x15	5.90x15	5.60x14
0 - 50		15.9	13.3	13.5	13.5	10.8		9.1	9.7	8.5
Standing Q-m		21.9	21.9	22	21.5	20.4		19.8	19.1	18.7
Fuel Consum		24.9	25.5	31.4	25.2	26.7		29.7	22.3	21
Max Speed		79.7	82.6	87.5	86	97.8		96.1	101.4	103



1969 MG 1300 saloon. British Leyland

combination was offered as an MGC. But the C had a bulbous bonnet and heavy steering, and was unpopular despite Royal patronage. It soon went out of production; but strangely enough it then achieved rarity value and became more in demand than it was when in production!

The next MG development was anticipated by certain racing enthusiasts who demonstrated that fitting the Rover 3500 cc engine in the MGB body produced a potent and desirable V-8 car. The MGB V-8 was officially announced in 1973, a worthy addition to the long line of sports cars preceding it.



1971 MG Midget. British Leyland

Model	MGC	MGB V-8	1100	1300	1300 Mk II	Midget Mk I	Midget Mk II	Midget Mk III	Midget Mk IV
Types	Sp Fhc	Sp Fhc	Sal	Sal	Sal	Sp	Sp	Sp	Sp
Years	1967-69	1973	1962-68	1967-68	1968-71	1961-64	1964-66	1966-70	1970-
No Cyls	6	V-8	4	4	4	4	4	4	4
Bore	83.4	88.9	64.58	70.61	70.61	62.9	64.58	70.61	70.61
Stroke	88.9	71.12	83.72	81.28	81.28	76.2	83.72	81.28	81.28
Capacity	2912	3528	1098	1275	1275	948	1098	1275	1275
Valves	ohv	ohv	ohv	ohv	ohv	ohv	ohv	ohv	ohv
CR	9.0	8.25	8.9	8.8	9.75	9.0	8.9	8.7	8.8
BHP at ... rpm	150	137	55	60	70	49	56	65	65
Coolant	W	W	W	W	W	W	W	W	W
Carburation	2SU	2SU	2SU	2SU	2SU	2SU	2SU	2SU	2SU
Wheelbase	7'7"	7'7"	7'9½"	7'9½"	7'9½"	6'8"	6'8"	6'8"	6'8"
Track	4'2"	4'1¼"	4'3½"	4'3½"	4'3½"	3'9¾"	3'9¾"	3'11"	3'11"
F Suspen	I Tor	I Coil	I Hyd	I Hyd	I Hyd	I Coil	I Coil	I Coil	I Coil
R Suspen	½-e	½-e	I Hyd	I Hyd	I Hyd	½-e	½-e	½-e	½-e
Length	12'9¼"	12'10¼"	12'2¾"	12'2¾"	12'2¾"	11'4"	11'5¼"	11'5¼"	11'5¼"
Width	5'0"	5'0"	5'0¼"	5'0¼"	5'0¼"	4'5"	4'5"	4'6¾"	4'6¾"
Weight	20½	21¼	15½	15½	16	12½	13	13½	13¾
Top Gear R	3.07/3.3	3.07	4.33	3.65	3.65	4.22	4.22	4.22	3.9
Tyre Size	165x15	175HR15	5.50x12	5.50x12	145x12	5.20x13	5.20x13	5.20x13	145x13
0 - 50	7.6		12.7		9.4	14.4	9.9	9.9	9.6
Standing Q-m	17.7		21.3		19.6	21.9	20.1	19.7	19.6
Fuel Consum	17.5	19.8	29.7		26.8	33.4	29.2	30	24.6
Max Speed	120	125	85		97	84.7	91.8	93.4	94

Pat Mann (Bess's sister)
2200 Windom Place
Va Beach, VA 23454
463-2671

Bill and Ellen Lunsford
628 Royal Palm Dr.
Va Beach, VA 23452
340-6096

William and Susan Gordon
1409 Poplar Point Court
Va Beach, VA 23454
481-7108

Lundy M. Sykes
541 Mayflower Rd.
Norfolk, VA 23508
622-6525/446-2108

*38 TA

*48 TC

Gwen Kearley will be leaving for San Diego after the Christmas holidays. With the Alvarezes leaving, now maybe someone else will have a shot at the Duck Pin Bowling trophies. And I think Dick and Gwen are checked out on TF brakes. We never did get to see their TC. Gwen says it'll stay in Florida a while longer. Of course we'll still see the Kearleys for a couple more months so will say another farewell then. But to Al and Ginger, have a safe trip and a good life in Jax. They say they will be returning to Tidewater in a few years so we can look for them then.

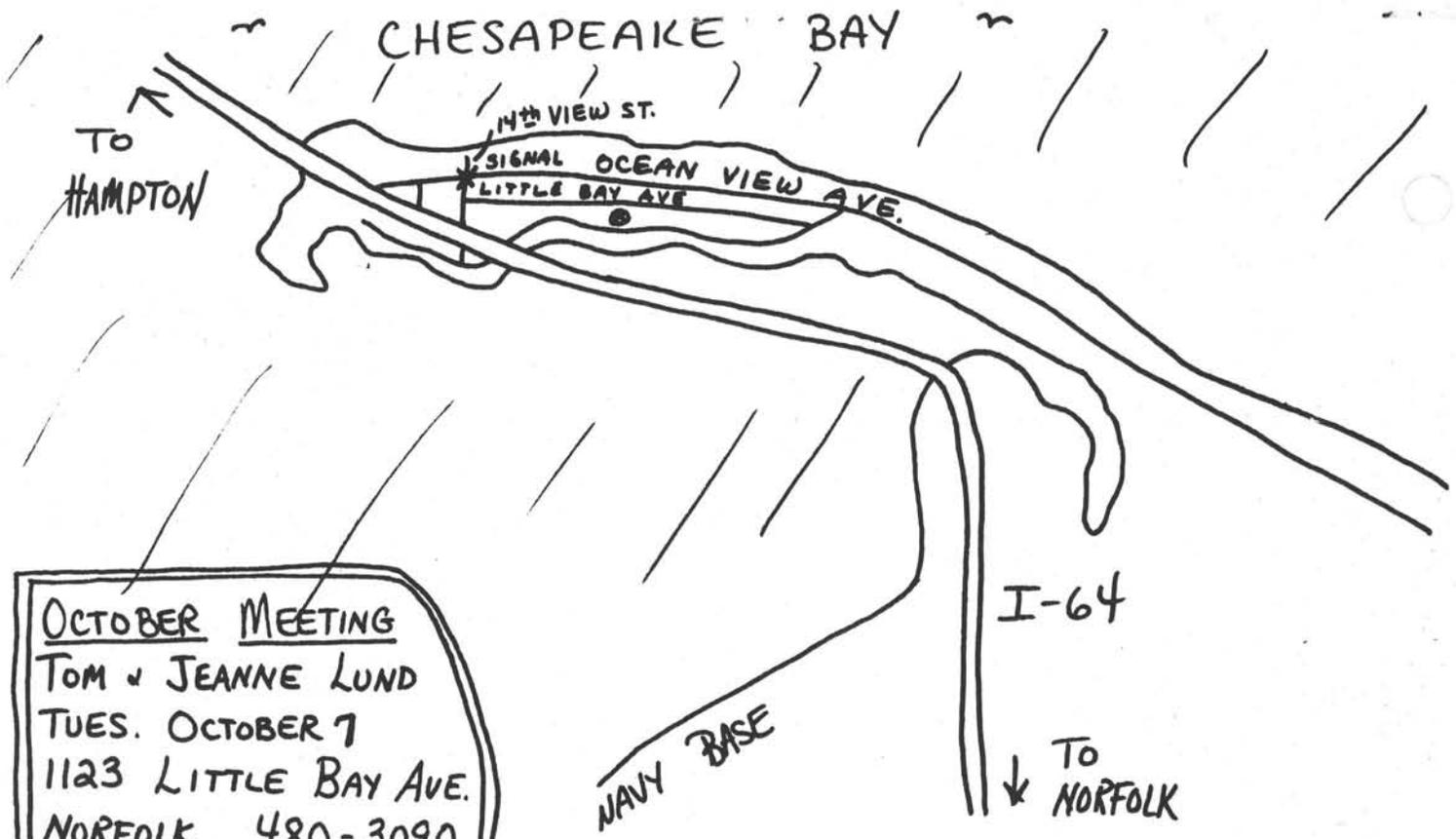
FOR SALE--'78 MGB, AM-FM 8-track stereo, trim rings, luggage rack, tonneau, green with beige interior, white wall tires, excellent condition, 22,300 miles. \$5500 or best offer. Call Lynn Collins, 495-1764.

DEADLINE FOR THE NOVEMBER NEWSLETTER IS 25 OCTOBER 1980!!

AND FINALLY--I want to thank all of you who attended the party for me at the Pine Tree Inn that coincided with my birthday. I must admit that I was a little bit overwhelmed by it all. I've never been a guest of honor before. But now that I've got my wits about me, I want to thank all who came and thank the club for dinner and the TF needlepoint kit. It was all a lovely surprise. So thanks to Jim and Brenda Banvard, Jennifer Ash, Bob Salvin and his date of the week, Kitty Kean, Ross Haines, Dick and Gwen Kearley, Bob and Pam McLaren (nice to see them after such a long time--Bob's been at sea), Vince and Pam Groover, Karl Fisher, Elsie Tarr, Bess Mann, Dave and Helen Barrows, Rosie and Doris Moseley, and Al and Ginger Alvarez. Thanks also to Ross and Jim for thinking of this surprise and for organizing it and thanks to all who couldn't be there. I really have enjoyed doing the newsletter and believe it or not, will miss it. Thanks, everyone of you.

ABSENTEE BALLOT--Elections will be held at the meeting at Tom and Jeanne Lund's on Tuesday, October 7. Anyone who can't make the meeting and would like to vote, please call Roy Wiley at 481-1543 before meeting time on October 7th with your vote. Also please mail a ballot as a confirmation of your vote to Roy Wiley, 2221 Poplar Point Rd., Va Beach, VA 23454. Write-in votes are permitted. Use the blank space provided next to the office.

- PRESIDENT Jim Banvard _____
- VICE PRESIDENT Ross Haines _____
- SECRETARY Andy Wallach _____
- TREASURER Sandy Hall _____



OCTOBER MEETING
 TOM & JEANNE LUND
 TUES. OCTOBER 7
 1123 LITTLE BAY AVE.
 NORFOLK 480-3090
 KICK TYRES 7:30
 MEETING 8:00

TAKE OCEAN VIEW AVE. EXIT
 (LAST EXIT BEFORE BRIDGE-TUNNEL)

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



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