



THE TIDEWATER MG 'T' CLASSICS

THE DIPSTICK

October 1982

• PRESIDENT: Ross Haines 486-1496
• VICE PRES: Vince Groover 497-6904
• SECRETARY: Mary Thompson 495-0085
• TREASURER: Bess Mann 587-2464
• EDITORS: Mary Thompson & Jennifer Ash

Believe it or not Walt felt I needed all the help I could get so he actually bought me an electric typewriter, with correction key! What new-fangled equipment the world has put out.....amazing! Now if only I could get this little machine to take minutes at the meetings and re-printI'd be all set.....oh well.....guess I have the next best item.....Jennifer!

There were a lot of new faces in the group this month, unfortunately the secretary wasn't quick enough to get all the names.....sorry. We do welcome you and hope to see you again. The meeting was opened by no other than Mr. Ross.....since we had such a new group he felt everyone should introduce themselves.....Ann told the truth under her breath.... seems the president isn't capable of remembering more than one name..... and that was a quote.....how naughty! As we went around the room, we found out many secrets about everyone.....it's absolutely amazing how secrets come out when one gets the floor....thank goodness there was a time limit.....it could have become dangerous. A person named Mark interrupted Ross as he began to tell how he was introduced to the Tidewater MG "T" Classics.....seems he didn't want anyone to know he knew Hank.....claimed he wanted a "fresh start" be careful..... he could be a spy ?????????????? Ann was really frisky tonight, when it came her turn to introduce herself she stated she was the "first lady".....Vince wanted to know if she really was.....Ross was silent! No Comment!!!

There was only one correction to last month's minutes..... the correction is that Ann made the rude comment about Bess not , I repeat not Roosevelt.....sorry ! This almost sounds like a "get Ann " week, I'm only documenting the facts.

As the treasurer began her report Mike Ash requested seeing the tapes and envelopes she claims are submitted instead of formal requests..... seems everyone believes her now that they saw Jennifer's report..... not only an envelope but a used one at that.....really tacky!!!!!! We have a balance of 951.49 before the attack!!!!!!

A note to BRENDA BANVARD just incase Jim forgot to tell you, he volunteered your house for the next meeting..... hope this gets out with more than an evenings notice. Map, date, and all info on last page.

Robert finally made the newsletter.....Phase 1 opened a machine shop.....everything but crank shafts and engine boring.....don't ask any questions as the response will be nasty.....I made the mistake of asking.

TRIVIA QUIZ #9 - October, 1982

- 31. In what year was "Old Number 1" built? _____
- 82. How much money did our club make off the Colonial Clutch Mini GOF? _____
- 83 - 85. List the three principle conditions which inhibited the sale of MG's in England after WW.II.
 - 83. _____
 - 84. _____
 - 85. _____
- 86. When was GOF Mk.XXVI held? _____
- 87. Who drove the first MG to compete in the Monte Carlo Rally? _____
- 88. The first MG.TF was built in 2 weeks. It then took _____ months to prepare the drawings.
- 89. What company holds the distinction of being the first British Leyland approved MG restorer in America? _____
- 90. The standard Wheels on the MG.TF were _____
 - a) Slotted disc, b) Solid disc, c) Wire.

Stamp

Ross Haines
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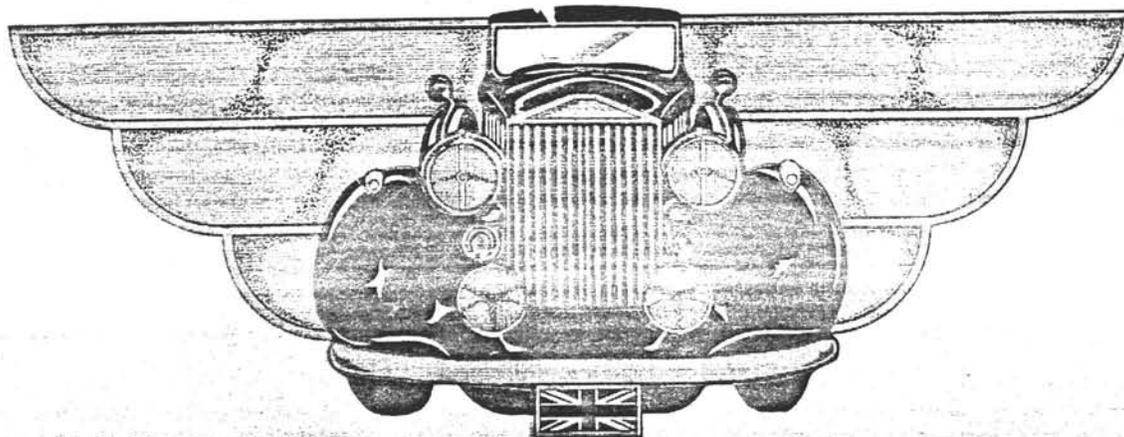
TRIVIA QUIZ #8 - SEPTEMBER 1982 --- ANSWERS

71. "Old Number One" won a Gold Medal in its first competitive event. In what year did this occur? 1925, The Golden Age of Sports Cars (old promotional Sales lit.)
72. What is the name of the owner of the MG nicknamed "Hoodoo"?
(See TSO, June, 1982, p.4) Vic Ayson :
73. The actual displacement of the standard TF 1500 engine is 1466 cc. (Special-Interest Autus, Oct. 1978, "Dipstick" p.19 - see July 1980)
74. Why was production of the MG TB cut short? WW.II (Magic of M.E. p.1)
75. The R type MG was the first MG with independent suspension. (see TSO, April, 1979, p.19)
76. Who is given credit for designing the TA? N.H. Charles (TSO, June 1979)
77. What is the following a definition of?: "A low speed driving event usually requiring a navigator and driver. Not a car-breaker but fun for spectators as well as participants." Funkhana, (TSO, August 1979, p.28.)
78. A member of the Ford (Henry) family is recognized as having been one of the first persons to bring an MG into this country. What was this person's name? Edsel Ford (TSO, October, 1979, p.9)
79. 300 TD chassis were purchased by a Chicago importer to be "transformed" into a "special" MG. What is the name of this "special" MG? Arnolt. (TSO, April, 1980, p.34)
80. What was the name given to the Mini-GOF held in Williamsburg in 1978? Colonial Clutch (Club Newsletter, June, 1978, p.1.)

GOF jeckyllislandgeorgia GOF jeckyllislandgeorgia GOF jeckyllislandgeorgia GOF

REPORT ON "PHOTOGRAPHIC RALLY" - Sunday, September 19.

Only five cars showed up for this very interesting rally; a shame more folks didn't turn out to participate. We were each given a sheet of contact-print photographs (and told beforehand to bring magnifying glass - good move!), and these photos were numbered. We were also given a sheet of paper with directions to be made at the appropriately numbered photo (or what we thought was on the photo!). The rally took us all around the Ghent area of Norfolk, and had us going in all directions so that we thoroughly confused the other participants that we met. Our rally-masters were unaware that the police had put up a 'road closed' sign where one of our directions would have us go, but we overcame that problem (some ignored the sign, too!) It was fun to see Mary looking on mailboxes for someone called Walter P. when the direction said "you will now see Walter P's back door"... (in the area of the Chrysler Museum). We were happy that Vicky and Phil Topcik finished the course after having been in the area for only 3 weeks and being totally ignorant of downtown Norfolk - they obviously follow directions well; must be military! We ended up at Roy & Marilyn Wiley's for a delightful picnic and the presenting of prizes to the winners (and losers) of the rally. I'm ecstatic that Mike and I won first prize, and not the boobie prize that the Nolans won! Really, the times and distances were pretty close and we all had a lot of fun running this really different type of rally. At the picnic we were joined by several couples who were unable to run the course for various reasons. It was good to see the Barrows; we thought they had deserted the MG club for the Healey club! Many thanks to Roy and Richard for setting out the rally, and to Marilyn and Sandy for the good food.



The Fourth Annual British Car Day

Sunday, October 3, 1982*

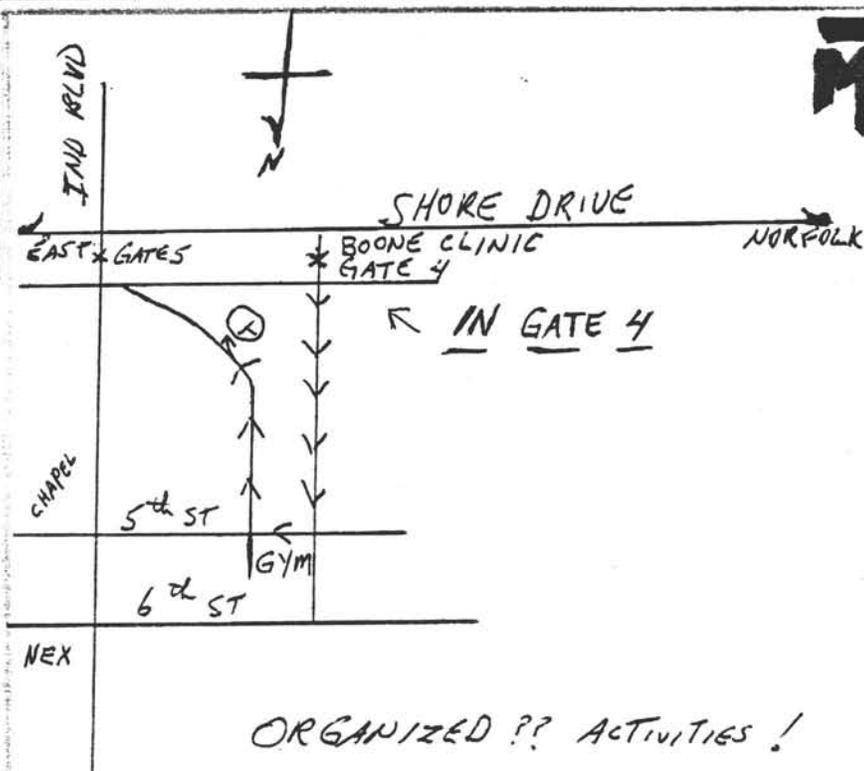
10 AM-4 PM Car registration until 1 PM

APCOA parking lot 10th & Cary Street Richmond, Virginia

Registration Fee: \$5.00 per car

Sponsored By Matt's British Pub

Registration fee includes dash plaque and 20% discount on all food and drinks at Matt's British Pub for each driver and their entire party. Numerous prizes will be awarded by dignitaries and celebrities. Musical entertainment to be provided throughout the afternoon.



MTG PIG-OUT

1. NAVAL AMPHIBIOUS BASE
IZAAK WALTON PARK
2. OCT 23rd 1-P.M.
3. BRING ONE DISH - dessert
4. COST \$3.00 PER FAMILY
5. RESERVATIONS REQUIRED
6. CALL VINCE OR PAM PRIOR TO OCT 19th
497-6904

ORGANIZED ?? ACTIVITIES !

OCT 23rd 1-P.M — CALL VINCE BEFORE OCT 19th

RACING WITH THE "BAN-FIN" TEAM.

Some two years ago in the wee hours one weekend morning, over many beers, a decision was made by the principals of the team to go racing. Hank Giffin must be given credit, if credit is due, for being the prime mover of this effort.

The reader will probably expect that with a two-year lead-time available the racing effort would be a carefully, perhaps calculated, planned event. Not so fast, reader! Two years went by. All of that time was not consumed in preparation. In fact, since Hank was at sea at that time, only about six months were used for the preparation of the TD Mk.II rolling frame into a 'carefully' prepared racing machine. During two three-week reserve ACDUTRA periods in Washington, starting in March of this year, serious efforts were commenced. During the periods where I was not present in Washington, Hank valiantly carried out the preparation singlehandedly** During the month of August many of the Chesapeake Chapter members pitched in with their labor and parts. These included, orimarily, Jim White, Paul Messinger, Mike Hughes and George Melich.

As the racing weekend approached, the efforts went to a fevered pitch. The last weekend in August was the Big Event at Bryar Motorsport track in New Hampshire, near the state capital of Concord.

On Thursday night, immediately prior to the big weekend, I arrived at Hank's at about 7:30 p.m. Preparation was up the frantic level. The car had no brakes and the front bearings locked up when the axle nuts were tightened. The engine at this point was running well but had only about an hour on it! Following a valiant effort by all hands, the car was raceworthy at 3:30 a.m. on Friday.

After three hours of sleep, preparations were made to ready the van to tow the TD. The van was packed with all essentials. Tools, oil, grease, spares, beer and cooler. Note: no mention was made of spare clothes or toothbrushes. By 11 a.m. we were ready to go racing....

With the beer cooler full, Hank, Mike Hughes and I set off on our racing weekend. It is probably worth mentioning at this juncture that not one of us had ever been racing before. Our adventure was to be shared from the same perspective by all.

The van performed flawlessly and towed the TD to slightly north of Hartford, Conn. Here the TD was to be tried on the road and the engine would have the opportunity to broken in vice just broken! Starting about dusk, Hank set out North and East, travelling through the remainder of Connecticut and most of Massachusetts. For a full appreciation of this adventure, it helps to realize that the TD had headlights, tail lights, brake lights, trailer fenders on the front, and Stevie Giffin's Florida plates on this potent racing machine. I took over the wheel in northern Mass. and promptly took two wrong turns while studying the potent potential of the machine instead of paying attention to the road! The drive was exhilarating, especially while travelling through the small New England towns which have their own police cars posted in their town squares, alert for those flaunting the law.

Mike Hughes took over about 20 miles from Concord and brought the TD triumphantly into Bryar Motorsport at about 12:30 a.m. Saturday. Somehow in all of the excitement we managed to crash about 1:30 a.m. only to be up with the sun to complete our final preparation.

Practice began at 9:30 a.m., with the drivers' meeting to be conducted at 9 a.m. We missed the drivers' meeting while conducting a personal tour of the track by none other than Greg Prehodka, who had the fastest "T" on the

** His other hand had a beer in it! (Ed.)

track. This walk was very beneficial to our times, as the proper line through the corners was essential for the best times. We really felt little need to attend the drivers' meeting. After all, we had never been racing before! (What was it that that black flag meant?) Oh, well. when we get the checkered flag we'll know what that means.

During practice we all began getting a feel for the track and the fastest means around it, but we created a mechanical problem in the process. Rear-end oil leaked onto the rear brakes. This we fixed just in time for the first race by removing the brakes and cleaning them in gasoline. At 11a.m. the first race began. Hank ran it against the GP 1, MG racers. These were the novices and the best time in practice started first. Hank was running very well at consistent 1:52 times on the 1.6 mile track. He then started to run slower and slower and finally pulled over on the next to last lap. Through rapid, decisive trouble-shooting with a locally-obtained tool he fixed the stuck float needle. The locally-obtained tool was a New England rock. When he re-started, the engine nearly revved out of the chassis, the throttle was jammed by the float bowl which had been adjusted by the locally-obtained tool. As a result of the mechanical problem, the first race ended with a DNF for the team.

NEXT MONTH: Can the Ban-Fin racing team recover from its ignominious beginning???

COME AND VOTE...ELECTIONS AT NEXT MEETING...COME AND VOTE...ELECTIONS AT NEXT

ELECTIONS: As stated in our by-laws, elections must take place annually, and no officer may hold the same office for more than two consecutive years. This year, all officers are eligible to stand for another term; however, Treasurer, Bess Mann, has asked to be replaced due to her work-load. The slate of officers is as follows:

- | | |
|--------------------------------|---------------------------|
| President: ROSS HAINES | Secretary - MARY THOMPSON |
| Vice-President - VINCE GROOVER | Treasurer - SANDY HALL |

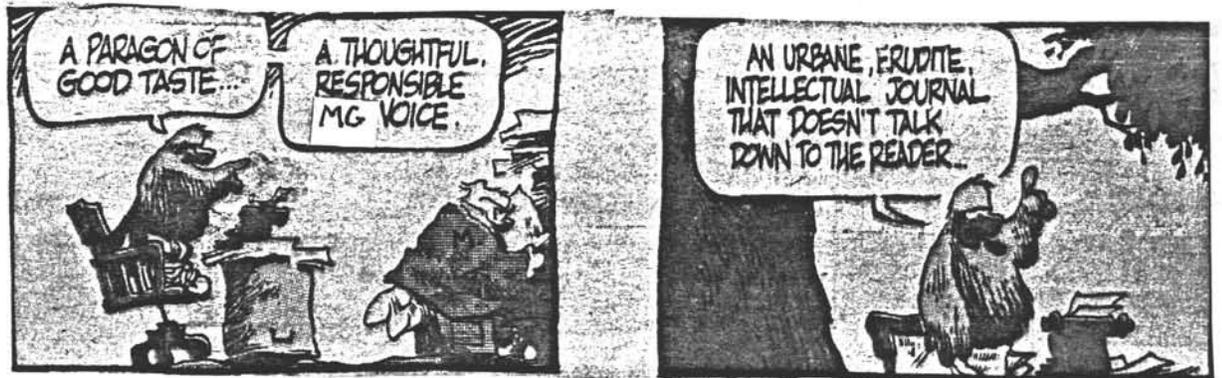
This is as presented by the Nominating Committee, and of course nominations may be made from the floor at the next meeting and election night, Tuesday, October 5, at 7:30 p.m. at Jim & Brenda Banvard's. (see map)

ACTIVITIES:

- OCTOBER 5 - Monthly meeting, 7:30 pm at Banvard's; see map on back page
- " 23 - Pig Roast at Little Creek Amphib. Base picnic area - see map on page 6. - Bring either a vegetable or dessert dish also. This promises to be a good "do".
- NOVEMBER 3 - Monthly meeting
- " ? - Brunch at Fort Monroe and drive to NASA, Langley, after?
- DECEMBER ? - Christmas Party at Ross & Ann Haines.



J + M
EDITORS, INC.



Rudely submitted by
Hank Giffin

(as you see, we print anything! Ed.)

Bob Cook

Royal Connally Council

~~Henry Blackwood~~

Chris Holcomb

10/5/82

- 1- Guests & new members
- 2- Secretary's report
- 3- Treasurer's report - \$478.20
- 4- Events - Workshops; Dec 10 (XMAS)
- x 5- Regalia
- 6- Parts
- 7- Librarian
- 8- Editor - Peggy volunteer

Old Business

- 1- Dues
- 2- Jack Jackson - Jennifer card
- 3- Trivia Quiz winner - Bill Gordon
- 4- Register dues due

New Business

- 1- Elections