

THE DIPSTICK



AUGUST, 1983

PRESIDENT: Ross Haines
VICE-PRES: Vince Groover
SECRETARY: Mary Thompson
TREASURER: Sandy Hall

EDITOR: Jennifer Ash

GREETINGS!

The past month has been super weather for T-type driving, in fact any type of top-down driving for that matter. The July meeting was very well-attended, held at the home of Ted & Louann Hughes in Ghent. (They have done a super job of remodelling/restoring in between their busy schedule of delivering babies - not theirs, other people's!). Thank you for your hospitality, Ted & Louann. (The minutes of the meeting will appear later in this edition.)

We had a very enjoyable cruise on the "Norfolk Rover", a topsail schooner, a couple of weekends ago. The only problem was that it was difficult to sail with no wind! There were forty-nine of us, including children, and we all had a fun time, relaxing, socializing and eating and making merry out on the water. Even though there was no wind to speak of, we were under sail most of the time and it was a little cooler out on the water than it was ashore. Everyone agreed that it was a lovely evening and many thanks due to Mary Thompson for putting it together for us. We had some guests with us from the Chesapeake Chapter - Mac and Billie Spears - whom some of you remember from joint gatherings and GOF's (Mac was also one of the people responsible for starting up the North American MGA Register, for you A-owners out there). It was good to see Fred and Nancy Emig from Richmond attend another of our events along with their daughter.. Mary-Rose. I know they had fun that night and will try to be with us as often as possible. Another couple joined us who we haven't seen in a long time - Kay and Carl Fisher and their girls; Carl is commuting to Washington during the week and home on weekends, so it was good to see them all again. Another guest was John Turbyfill and his friend Angela; John has just come into the Norfolk area from Roanoke and has a TD and a TF so we hope to see him at many more meetings and functions. A cruise was a "first" for this group - let's hope it won't be a "last" because we actually made money on it after we paid the charter fee!!

We have a good-looking schedule for the rest of the summer, y'all come!

CLAMBAKE...COOKOUT...WILEY's...AUGUST 13th...BRING A DISH(and some food)!

MEMBERSHIP NEWS We had some comings (YEA) and some goings (BOO) this past month. First, Phil and Vicky Topcik left us to go to Richmond where Phil is going to MCV to become an endodontist; they will become out-of-town members, and will be with us at some events when Phil comes down for his Navy Reserve weekends, so we're not losing members really - only the \$4 difference in membership!!

MEMBERSHIP NEWS....cont'd.

We welcome several new members in the past couple of months: SCOTTY MINTON, who has a 1954 TF which is being restored by RANDY HEISTAND. GREG POFFENBARGER, who owns a 1960 MGA, and FRANK & MARIE SLABY, who have a 1951 TD. Mentioned in the boat-trip article, JOHN TURBYFILL who owns a 52TD and a 54 TF. Please add these names and phone numbers to your rosters - new rosters won't be printed until the end of the year.

Change of address: Phil & Vicky Topcik
(out-of-towners) 12220 Mill House Ct.
Chesterfield, Va.23832
Phone:804-790-1794

Jim & Dondra Rudd
(Dr.& Mrs. J.D.Rudd)
123rd MED.DET.(DSD)Box315
APO, New York 09801

New in-towners: Randy Heistand
701 Alder Cir.
Va. Beach, VA.23462
Ph: 467-9072

Ms. Scott Minton
6432 Chartwell Dr.
Va. Beach, VA. 23464
PH: 420-7459

Greg Poffenbarger
210 Rockbridge Rd
Portsmouth, VA.23707
Ph: 397-3033/387-0200(W)

Frank & Marie Slaby
5848 Beechwalk Dr.
Va. Beach, VA. 23464
Ph: 424-1557/444-4088(W)

John R. Turbyfill
308 Bottetourt st.
Norfolk, VA. 23510
Ph: 627-6654
629-2640 (W)

MMETING...AUG 2nd - TUES... OSTERTAGS...SEE MAP...TUES, AUG 2nd...MEE

NOMINATION OF OFFICERS, 1983-84

It's about that time again - the new slate of officers is due to be presented at the September meeting, and voted on at the October meeting. Mike Ash (495-0307) and Roy Wiley (481-1543) have graciously agreed to act as the Nominating Committee. Should you be interested in being considered for an office, or wish to nominate someone you think might do a good job, please contact Roy or Mike before the September "Dipstick" deadline, (Sun. August 28); nominations may be made from the floor at the September meeting also. The officers whose terms expire this year are Ross Haines, President, and Vince Groover, Vice-President. After one year in office, Secretary Mary Thompson will be departing this area, leaving a vacancy in that position; Treasurer, Sandy Hall has been in office for one year and under the by-laws may serve one more year, if willing to do so. (Please make sure the person you nominate is willing to stand for office!).

DIPSTICK DEADLINE...AUG.28th...GET IN NOMINATIONS,ARTICLES,ETC...8/28

FROM OLDE NUMBER 6733

Well, it looks as though I "out-Trivia-ed" myself last month in the question about the formation of The Register. Even though The Register was actually formed in 1964, it was not incorporated until 1966 - which is the same year in which "Ltd." was

ANSWERS TO TRIVIA QUIZ No. 16 - JULY, 1983

151. In what year was the 1500cc version of the TF introduced? **1954, ISD, October 1980, p. 13**
152. The first MG Midget (the M type) was first shown in what year? **1928, ISD, June 1979, p. 4**
153. NEMGT Register No. 1 belongs to **Dick Knudson, ISD, June 1979, p. 55**
154. Who is credited with "coining" the term GOLF? **Frank Churchill, ISD, August 1979, p. 28**
155. Name one company that Cecil Kimber worked for before going to work for Morris Garages?
1) Sheffield-Simplex; 2) A.C. Cars; 3) E. G. Wrigley, Ltd. ISD, April 1980, p. 27
156. Who was treasurer of our local club in July 1978?
Don Moore, Club Newsletter, July 1978, p. 1
157. What was the size of the standard wheel supplied with J4's and J5's? **19 in. x 3 1/2 in., ISD, June 1981, p. 17**
158. Who is quoted as saying "Magna vis est, Magnum nomen."? **Cicero, ISD, Dec 1981, p. 9**
159. In what year was the VA introduced? **1936, The Magic of MG, p. 127**
160. Who won the High Series award for men in the first Daffy Duck Pin bowling tournament? **Al Alvarez, Club Newsletter, April 1979, p. 3**

TRIVIA QUIZ No. 17 - AUGUST, 1988

161. How many SA's were built between late 1935 and 1938? _____
162. Which MG Type (e.g. J, K, etc.) was the first of of the Midgets? _____
163. T or F - TF's were available with disc wheels as standard equipment. _____
164. Almost all MG's prior to the TF started their chassis numbering system with what number?

165. The XPEG engine had an actual displacement of _____ cc's.
- A. 1236
 - B. 1250
 - C. 1466
 - D. 1500
166. On what month and day was Roy Wiley born?

167. The American Branch of the MG Car Club was established in what year? _____
168. K3 number K3019 is best known as the _____ car.
169. Cecil Kimber, the father of the MG Car Company, died in a freak _____ accident in 1945.
170. What was the month and year of the first local club meeting that Ross and Ann Haines attended?

Submitted by _____

Mr. Ross Haines

633 Pine Tree Drive

Virginia Beach, Va. 23452

amsburg area. Sunday: Coffee & bun at motel; depart 9:30 am. for James River Ferry; visit Smith's Fort Plantation, and early lunch at (11:30) Surry House; visit Chippokes Plantation, then home (by 4 to 4:30 pm.). Call me, Jennifer, to let me know if you're interested. More discussion at August meeting. Ph. 495-0307. Will try to keep cost under \$100 per couple, total, incl. meals.

JUST CAME IN

OVER THE WIRE.....Southern Vintage Racing Assn. - ROAD ATLANTA. Sept. 9 - 11. Application and schedule will be in Jim Banvard's hot little hands at AUGUST Meeting, 8/2

SEPTEMBER COULD BE A BUSY MONTH FOR THE ENTHUSIASTS!! (and expensive).

THIS 'N THAT

Dave Barrows writes: Back in May '79 I had a poem in the newsletter, entitled, "THE MISSING LETTER":

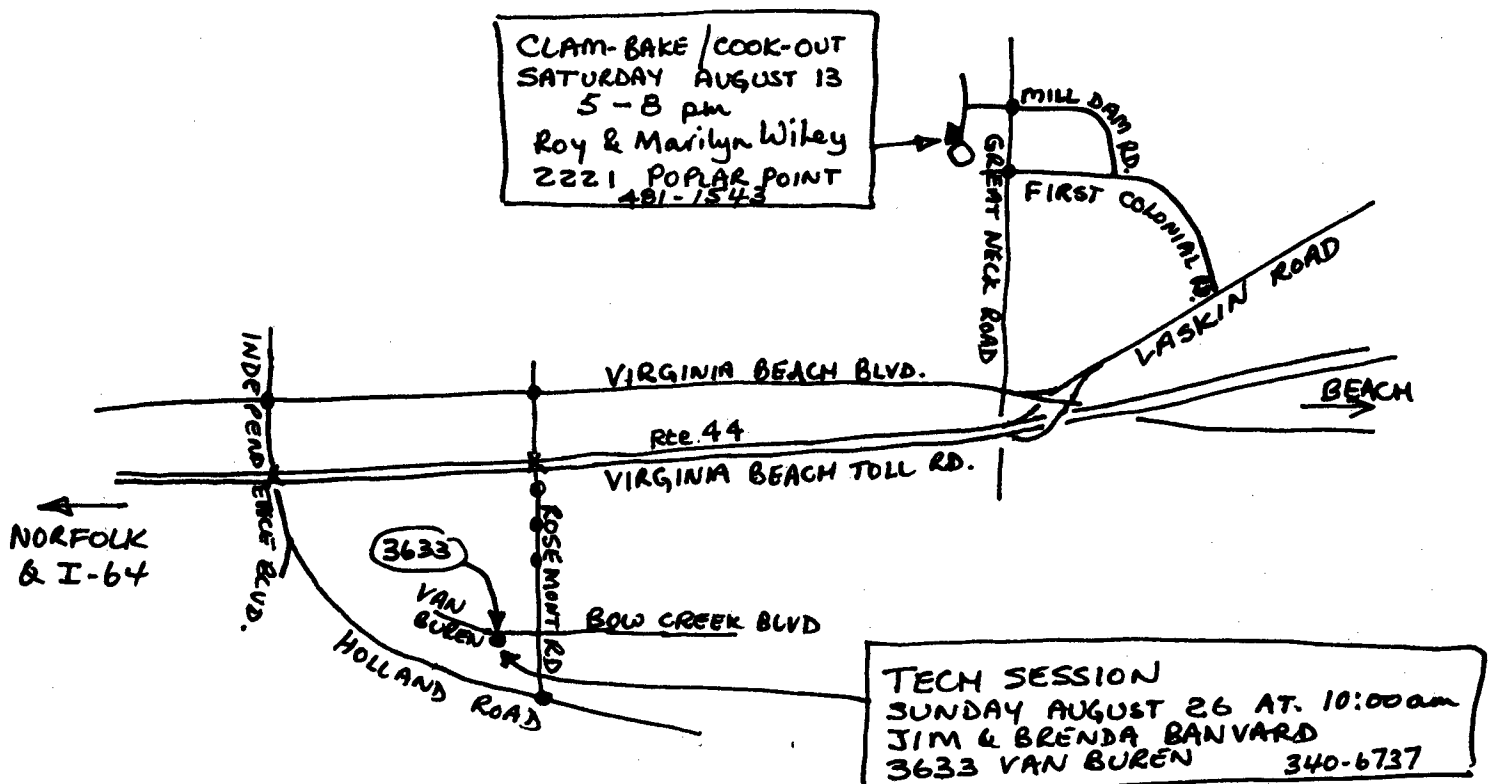
My little boy once said to me,
"Daddy, is that an MG"T"?"
I said, "Yes it is, my son,
But it was not the only one.
They made the 'A's, the 'B's, the 'C's
And of course the model 'D's.
These were followed by the model 'F's"
"Well; What about the 'E's?"

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.
And so the mystery grew & grew,
I still don't know for sure,
do you?
But now I think the 'E' was
meant
Just 'E' - say for Experiment.

In the new book "Great Marques", by Chris Harvey/ John Blunsden, I quote on page 47, "The more powerful TD Mark-2 engine was fitted and the new model was called the "TF" (to avoid having people say "TeeHee", which was likely to happen if it had been called a "TE")."

(I don't think Dave need change the poem though, do you, folks?)

CALL WILEY's BY AUG.9 IF YOU ARE GOING TO CLAMBAKE/COOKOUT.481-1543..



FROM OUR U.K. CORRESPONDENT

The Everyday MG Scene in England:

Somehow, I have the feeling - maybe wrongly - that many Americans have little idea, or a distorted idea, of the amount and varieties of MG's that can be seen in daily use on the roads of Britain. I thought that a few words on this subject might be of interest to y'all!

Not surprisingly, the most numerous type is the MGB. I live in a small town and drive two miles to work. This can't be regarded as quite everyday-typical, but the other day I counted three B's just during my journey home. Common they certainly are, with the GT comprising the majority. The English climate and particularly the amount of salt on winter roads is not kind to B's, so many of the pre-1970 cars have disappeared: some mid-70's cars and even later models now feature two-tone colour-schemes, with brown being the common colour!

As in the USA, the continued popularity of the B recently has turned the supply of spares into a real growth industry. Though less than 2,600 were made between '73 and '76, V8 BGT's can still be seen on the roads quite frequently. I suspect that most are driven regularly and many are in outstanding condition. Presently, V8's command much higher prices than GT's, but I'm not certain what their future is. To English minds, their 3½-litre engine is 'very big', (the average engine size of all cars currently being sold in UK is probably less than 1½-litres) and the price of petrol being what it is - nearly twice that of the U.S. - the accent is largely off big-engined cars.

After MGB's, the next most popular type is the Midget. The whole model range from early to late can be seen in daily use. However, their resistance to salt is no better than B's - maybe worse - so many of the older cars have been junked. The Midget restoration business is not quite as active as for B's, but is gaining momentum so the Midget is likely to remain around in large numbers for a long time.

After the Midgets, there is a big drop in popularity, to the next most numerous type. This is the little MG Metro saloon. Although it was launched just over a year ago, it has gained enough popularity to become almost a daily sight on the road. Its popularity is a product of good performance, good gas mileage, good handling, reasonable looks (in my opinion), and good press reports on the car. The one thing that puts off many potential owners of the car is its price - about \$7,500. The turbo derivative of the Metro is considerably more expensive! It is a very rare sight, and is likely to remain so. Incidentally, the Metros fall into a very competitive market class of car in Europe; all the major manufacturers offer cars of this size, usually with a full model range from basic through high-performance.

Following Metros, anything other MG is a rare sight. The chances are that it would be one of the saloons: the Magnette Marks III and IV were built to a total of slightly greater than the ZA and 2B, though very few of them seem to have been exported to U.S.A. At the times of their introduction they were widely slandered as not being "true MG's", but I feel they were rather under-rated for they offered comfortable family accomodation with good interior trim and slightly above-average performance. Nevertheless, they weren't very climate-resistant which mostly accounts for why they are rarely seen. (to be continued in the September "Dipstick".)

178-7

Monthly Minutes - Before the meeting was even brought to order the crowd began making motions such as, all newsletters should be hand delivered to save funds women should not be able to drink beer it was definately a mean group.

The meeting was called to order and the minutes from last month were approved. There were some corrections but everyone missed them it just goes to show you no one reads this literary masterpiece. Oh well, I probably wouldn't either if I didn't have to type it.

Rumor has it that Sandy Hall ran away with the checkbook it was also mentioned that she didn't get very far. Our balance is approx \$200 to \$250 dollars at this point. We should be able to replace the money as soon as our sail is over the club had to put up \$200 to guarantee the sailboat event. It looks as if it will be well attended and we could possibly make some money. In mentioning the "Rover" a rude comment was made about Mary Thompson, this is called exercising your executive privileges.

The Wileys were not at the meeting so Jim Banvard filled us in on the event at their home. There will be details later in this newsletter. Banvard is having a Tech Session and really doesn't have to go to Washington it seems the main event will be DC Prior's "beat the heat" repair. Guess those who know the car will know what repairs are going to be done for those who don't understand it might be fun to investigate.

Robert gave a Parts Report and also many rude comments that were edited out sorry Robert Robert will have a Laystall Head on display at the next meeting. No admission someone mentioned this was exciting ... couldn't prove it by me.

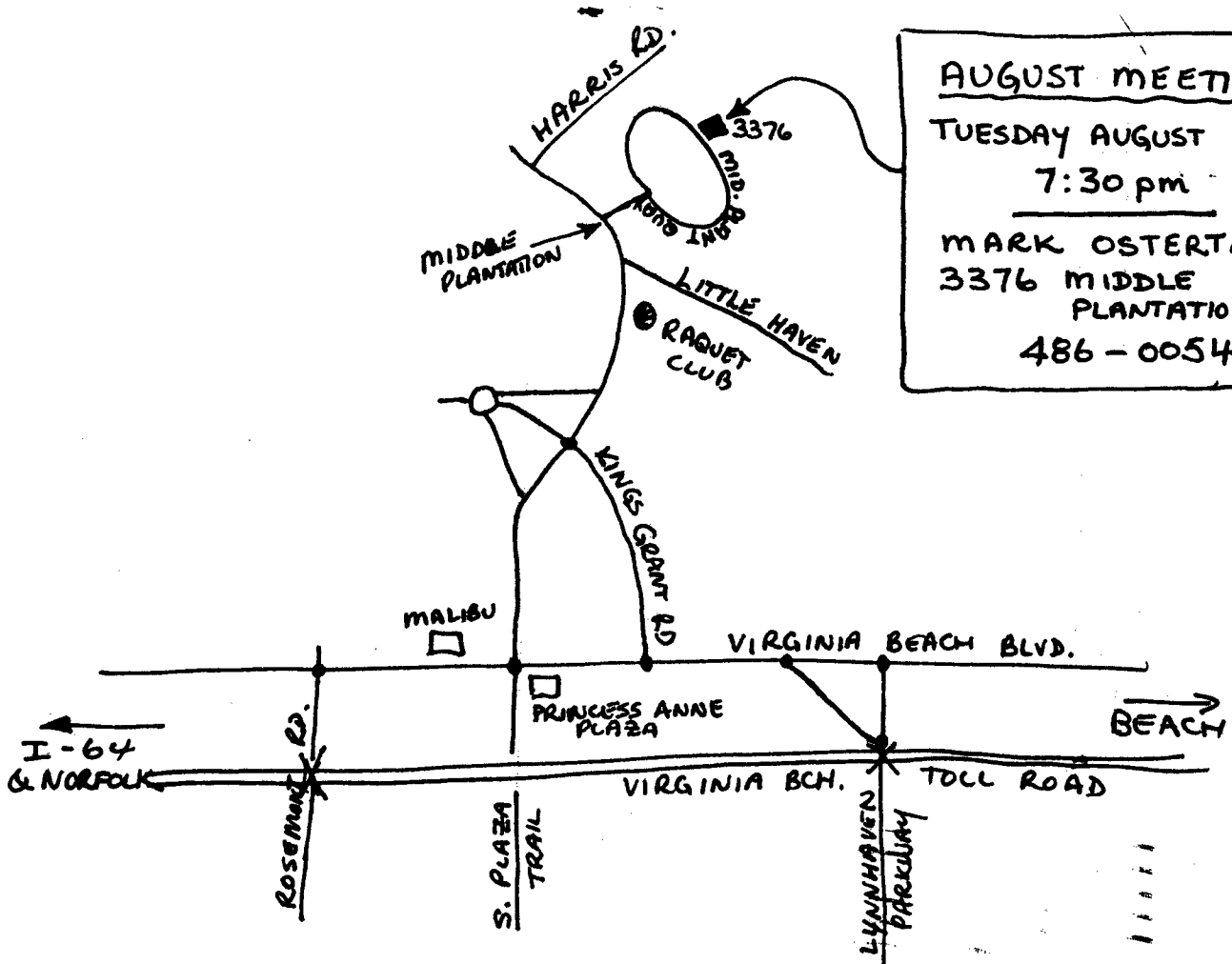
Hunt Valley GOF was outstanding. Seems one of the highlights was telling Robert about the date he acquired at the GOF he didn't really remember her but everyone said she was pretty the word then came out that everyone was being kind to him.

British Car Day also seemed to be a smashing success... it seems one of our members took a picture of the 600 cars just beyond the sign reading "no vehicles beyond this point" sorry I didn't write down who took the photo but everyone is anxious to see the picture.

Brenda has taken a new job and it seems we will be out of business for a label maker Jen jumped up and stated that she wanted it in writing that she "will not hand address envelopes"..... it was suggested that we see who really is interested in the club and ask for everyone to provide a self addressed stamped envelope Ross wanted to know if any business had been conducted ??????

We were all amazed at the talents of Ted and Louann and their lovely restoration job ... they not only do lovely repairs on ladies having babies but also on kitchen cabinets thanks for the delicious treats and the tour it was great!

AUGUST MEETING
TUESDAY AUGUST 2
7:30 pm
MARK OSTERTAG
3376 MIDDLE
PLANTATION QUAY
486-0054



TIDEWATER M&T CLASSICS
 5149 BELLAMY MANOR DR.
 VIRGINIA BEACH, VA. 23464



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