

APRIL MINUTES

President Mel Baker: "Lets get started. I apologize for being late. Thought we were still on the Rally. Had lots of time to run the Rally, even though it took us three instead of two hours." Vince Groover introduced Dan Boswell, an old member who has returned to Tidewater. New members Jim Jackson, Michelle Cimino, and Fred Horner were recognized. Mel kiddingly stated "Going to have to split up the club, too many members." The March minutes, as printed in the Newsletter were approved. Mel congratulated Tom Lund on the birth of his and Jeanne's daughter. Treasurer Jerry Moore reported the monthly receipts and disbursements with an ending balance of \$704.35. Mel, in the absence of Publicist Peggy Bradford, stated that we are going to just publicize meetings and not activities. Historian Mike Ash reported: "Not a damn thing." Jennifer Ash: "Tell them about Mike West (an out-of-town-member) calling." Mike: "Got a call from Mike West. He related how he was going to call me and find out how to convert from a positive to negative ground, when he looked at the April newsletter again and saw my technical article. He decided to call anyway." Tony Perino: "Don't you have to do anything about the tach?" Mike answered: "Yes." Jennifer: "Part two next month." Tony continued: "Do you have to go into the back?" Mike: "The easy solution is to get a negative ground tach. The transistorized fuel pump, you have to switch that over too." Other comments followed. Mike: "I did it (wrote the article) from memory." Chris Holcomb: "Come over again and we will discuss fuel pumps." Mike: "I've rebuilt alot of fuel pumps but they never work."

Tony Perino on regalia: "Have lots of stuff in boxes. Fast getting into T-shirt season. Will bring them soon. Have belt buckles also." Jennifer: "I got one in my (Christmas) stocking." Ira Cantin: "Does it hurt?" Mel: "Only when she walks." Tony: "I do not need anymore product testimonials like that." Vince Groover: "I bought all that stuff at full price."

Jennifer Ash stated that there were two new memberships. In the newsletter "I got their names reversed with their addresses. Jim Jackson lives at John Jackson's address." Mel asked about the phone numbers and Jim Jackson responded: "All is okay except for the names." Jennifer also reported that there are two new prospective members. Under activities Jennifer mentioned that the next meeting will be held at the Banvard's on May 3rd and a tech session on April 12th. She also discussed the Outer Banks Weekend scheduled for May 2-3 and reported that Chris and Shelley Holcomb had offered to host the Pig Roast in combination with a car show. Or was it a horse race; something about spring-activated starting gates. Jennifer continued stating that she now has a host for the December meeting. Andy Wallach asked if she meant the Christmas Party. Jennifer responded: "Its been changed, Andy!" Seems that there will be both a Christmas Party and a separate meeting. Andy promised; "I'm going to keep up with the times." (Years ago we just had a Christmas Party in December without any business meeting. The last couple of years we have had a short business meeting in combination with a party.) After some more comments, Mel thanked Jennifer for her report.

Mel stated: "I have applications for most of the MG organizations and Mike (Ash) can tell you what they are all about." Under new business Dan Boswell stated that he is shutting down an auto restoration business and that he has some new old stock parts for sale. Also that he is moving back into town to be a gold and silver dealer and would like to have anybody's business. Tony Perino asked if anybody had any information on British Isle Days. Barbara Perino asked "Who is organizing it?" A discussion on going into a car show followed. Jennifer Ash mentioned the "Mid Tenn T's" gathering at Montgomery's Bell State Park May 8, 9, 10 with Bill Parish 615 329-9000 as contact. Barbara: "Can go just after Nags Head Weekend. Take you that long to get there in a T." Mike Ash: "Like to thank everyone who showed up for the Rally. Got 18 cars. Outstanding show." Jerry Moore: "Think we owe you and Jennifer a round of applause."

Under T-Time Chris Holcomb lamented on chrome rusting. "I have pieces that I didn't roll out of the garage with rust. Can you cover it (the chrome) with anything?" Mike Ash responded that you could put lacquer on chrome. Someone asked about reproduced parts and Mike stated that both Abingdon and Moss reproduce faithfully. Fred Horner reported getting an MGA grill from a friend which had metric threads and Tom Lund added "I got bad threads on something; I beat it." Chris asked if anybody has any tail lights for an MGA. "I need screws to hold them on. They're different from any screw in my garage."

The meeting closed with an outstanding video presentation of the Rally presented by Lee Klein.

Present at the meeting in addition to those mentioned above were Paul Thiergardt, Pam Groover, Tom and Jean Hall, Don Jones, Judy Baker, and Margie Moore.

THE WASHINGTON LETTER

I trust everyone is having a pleasant spring MG season. This year has been a very eventful one for your parts chairman. It was a year ago that Washington became my work place. I have seen a lot of MG people in this area attending the meetings of the MGA and MGB groups. The Tidewater club meetings have been missed very much. I can't imagine why there are so many different clubs up here. Some people actually belong to three or four different MG groups. There is even talk of hoasting a national MGA or MGB event at the OLD CAVALIER.

Some of you may know why I have to drive the 200 mile trek to work. Its this new business thing. When you start to get old you want your own little piece of pie. The trouble is mine has been an empty dish for two years. Things are finally starting to fall into place, with a little luck I should be back in Virginia Beach on a regular basis in four to six mounths.

In July a 1950 right hand drive TY was purchased in excellent condition. Just the thing that's needed, another project. The body is restored and primed, rebuilt drive train, all the major chrome redone, many new spares with just a few parts missing. The only real problem is someone tried to change over to left hand drive. In the process the frame was butchered up. I know what most of you are thinking... Just get half a dozen fire extinguishers and weld her back to original. The petal box has been moved to the left frame side with the original right hand drive pedals. Needless to say this didn't work properly. In order to actually fit everything back to right hand drive the frame would have to be seperated from the body. Having a good right hand YB frame in stock was the answer. On weekends the YB frame has been painted and installed with MGB front suspension, an MGA rear axle and chrome 15" wire wheels. The plan is to lift the body up and brace it or hold it depending on how many friends and members will help, next to slide the old frame out and roll the new one in finally placing the body on top. It has to sound simpler than it actually is !

The spring rally was very enjoyable. The Ashes did a super job. It was so nice to be among many of my MG BUDDIES for the day.

Ron Eaton has purchased a 1962 Elva Courier Noutchback Coupe race car. The Noutchback is the rarest of all the Elva Couriers. The Elva has a fiber glass body with an MGA 1622 engine. It has parts from many cars of its production era with a few unique to the make. I was able to pass on some of my many Metropolatin wheels which fit the Moris Minor rear end and some Magnette MK III motor mounts. Ron plans to put it on the track sometime soon. We'll have to ask him for a picture to publish in the newsletter, and you people thought MK III Magnettes are tacky looking, wait till you get a view of that Noutchback !

Happy Motoring,

Robert J. Davis

1987 SPRING RALLY - REPORT by Mike Ash

The Spring Rally was held on Sunday, March 29 and the participation was outstanding. In the past, rally attendance has not been our strong point - a half-dozen cars at the most. This time, we had 15 MGs, one Triumph, one Honda and one large product of Detroit. Very encouraging, maybe we'll do it again! For those of you who weren't there, object was to follow the route instructions provided, and to find the answers to questions along the way. We tried to make the route instructions as clear and unambiguous as possible so that no one would get hopelessly lost but, just in case, a "panic envelope" with a map and the final destination was provided. The questions to be answered "en route" were a bit devious because we wanted to ensure a good points spread in the final scores. The final results did yield a good points spread and, despite the complaints of some of the participants concerning the deviousness of the questions, there were no questions to which no one found the correct answer.

The scoring was done by counting incorrect or omitted answers so, in the following tally, low scores are better than high scores. To determine the first three places, we paid more attention to correct spelling and punctuation in the answers of those with the lowest scores. Everyone had a navigator, and I apologise for not getting all of the names in the heat of the moment. The final placing was:

1	Winston & Merrie Churchill	MG TD	-3 points
2	Chris & Sherry Holcomb	Honda	-4 points
3	Carl & Jan Mahumed	MGB	-6 points
4	Jim & Michael Banvard	MGB	-7 points
	Lundy Sykes	MG TC	-7 points
6	John & Carol Jackson	MG TD	-8 points
	Fred Horner	MGA	-8 points
	Gerry & Margie Moore	MGB	-8 points
	Vince & Pam Groover	MG TD	-8 points
10	John & Sandy German	MGA	-9 points
	Robert Davis & Faye	MGB	-9 points
12	John Prewitt	MGA	-10 points
	Mel & Judy Baker	MG TD	-10 points
14	Don Jones	MGA	-11 points
	Dave & Joan Bowling	TR3	-11 points
16	Tony & Barbara Perino	MG TC	-14 points
17	Paul Theirgardt & Lee Kline	MG TF	-17 points
18	Tom & Jean Hall	???	-22 points

The first three places took home suitably inscribed pewter, and last place a local area map!

The rally finished at the Locks Pointe Restaurant (Locks with an "s" and Pointe with an "e") in Great Bridge where we had an excellent brunch and awarded the prizes. My congratulations to the winners, even though one was in a Honda. However, I know Chris hoped to have his MGA on the road in time, and he probably would have but for some unexpected surgery about a month before. At the brunch we said good-bye to Winston and Merrie Churchill as they headed for a tour of duty in England. My thanks to all who participated and made the time and effort of setting out the rally all worthwhile.

DUES DUE - JUNE 1st.

ACTIVITIES - See the listing at the beginning of the newsletter. The Outer Banks Weekend was cancelled for lack of interest, so the next event will be the May Meeting on May 5th - at which we will be collecting DUES.....DUES ARE DUE on JUNE 1st, so get ahead of the game and pay Jerry Moore at the next meeting; also, please let him know if you have any address or phone number changes, so he can pass them on to me to up-date the roster.

SPRING RALLY

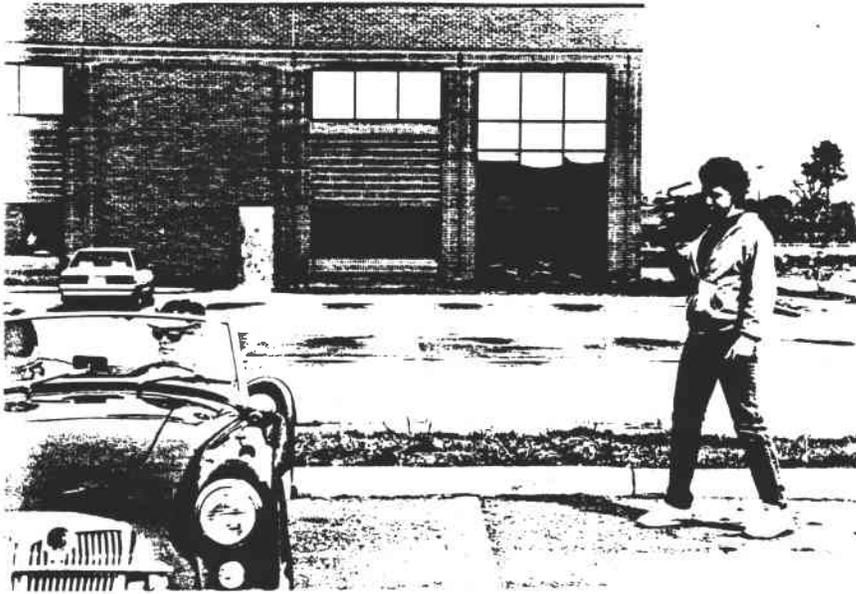
Rally-masters, Jennifer & Mike Ash registering
 Carol Jackson
 Muhamet, Fay O'Daniel, Jan
 Muhamet, Sandy German, Jim Banvard, Robert Davis
 & Mary Sykes

The car line-up
 CENTER, L-R



Tony & Barbara Perino
 Jim Banvard, Lundy & Mary Sykes & T.C.





Our cinematographer, Lee Klein; Fred Horner & navigator in MGA.

AND THE WINNERS ARE...!
MERRI & WINSTON
CHURCHILL



Our photographers — Lee & Mel (President) Baker, who did the B & W

THE END →
(Chow-time!)



FOR SALE

1. 1938 VA Complete, Needing Restoration
1949 Y Restored in 1981
1952 TD Partially Restored
1953 TD Basket Case
1955 TF 1500 - Runner

Plus many spares, new and used. Prices negotiable based on bits accompanying vehicle.

Come See; Make Offer.

Jim Banvard
3633 Van Buren Drive
Virginia Beach, Virginia 23452
804-340-6737 Evenings and Weekends

2. 1980 MGB-LIMITED EDITION; Good Condition; owner has taken good care of this car and wants it to go to a good home! Top, stereo battery and brakes all BRAND NEW. Needs new windshield. Asking \$3,200. CALL: Karen Lindquist, 625-8282(work), or 587-0495 after 5:30 (leave message if she's not there).

MEMBERSHIP NEWS

I goofed last month! I gave the names and addresses of two new members - Jim Jackson and John Jackson - and I got the wrong names with the right addresses and phone numbers, so would you please just switch the names over where you have recorded them in your rosters.

By this time WINSTON & MERRI CHURCHILL should be settled in their new home and job in London; we hope they will be happy there, and that they stay in touch with us. Here are their addresses and phone numbers, in case you are in England and want to get together:

130 Hampstead Way
London, NW.11
011-44-458-8027

Coast Guard Activities Europe
Box 50
FPO, New York 09510-5000
011-44-409-4406

(Incidentally, if you call these #s from within U.K., dial 0458-8027, or 0409-4406 - bit of trivia for you!)

We have a new member, who is becoming quite active with the club in his red MGA Roadster; please add his name and address to your roster, and welcome...

FRED HORNER
1120 Crist Place
Virginia Beach 23454

427-0448

An old member has re-located in this area, so please add his name to your roster and welcome back...

DAN BOSWELL
136 Runaway Bay Dr., #205
Virginia Beach 23452

486-5271

TECHNICAL CORNER - by Mike Ash

Well, the TF is finally back on the road. I cannot believe it took over six months. I just don't seem to be able to find the time like I used to. The TF finally made its debut for a quick drive in the rain over to Dave Bowling's last Saturday. It seemed to run OK, but the engine feels very tight. Five miles on Saturday and another 25 miles (in the rain, again) on Sunday confirmed that everything is in working order after the engine rebuild. A few hundred miles should loosen the engine, and I should be able to manage that while we are at Nag's Head next week. It feels good to have the TF back on the road again. If all is well after the engine is broken in, I think I will discard the antique plates and insurance in favor of regular plates and insurance and use it for work every day.

We had a Tech Session at our house on Sunday, 12 April. The weather was good, which probably persuaded many to stay home and work in their yards. For those who did show up, some productive work was accomplished. Fred Horner was the first arrival, and was intent on replacing the inner rubber suspension bushes on his MGA. A little ambitious for a Tech Session I thought, but we decided to give it a try. In spite of one broken front spring and two badly worn suspension arms, all of which were replaced with serviceable used components, the job was done in a reasonable time. Fred very wisely, in my opinion, chose to use the rubber bushings originally designed for the MGB GT V8 suspension. These bushings are much more durable than the original type supplied today, and make a worthwhile replacement for all MGs from the Y-type and TD through the last MGB. I think I have them in all my cars, now.

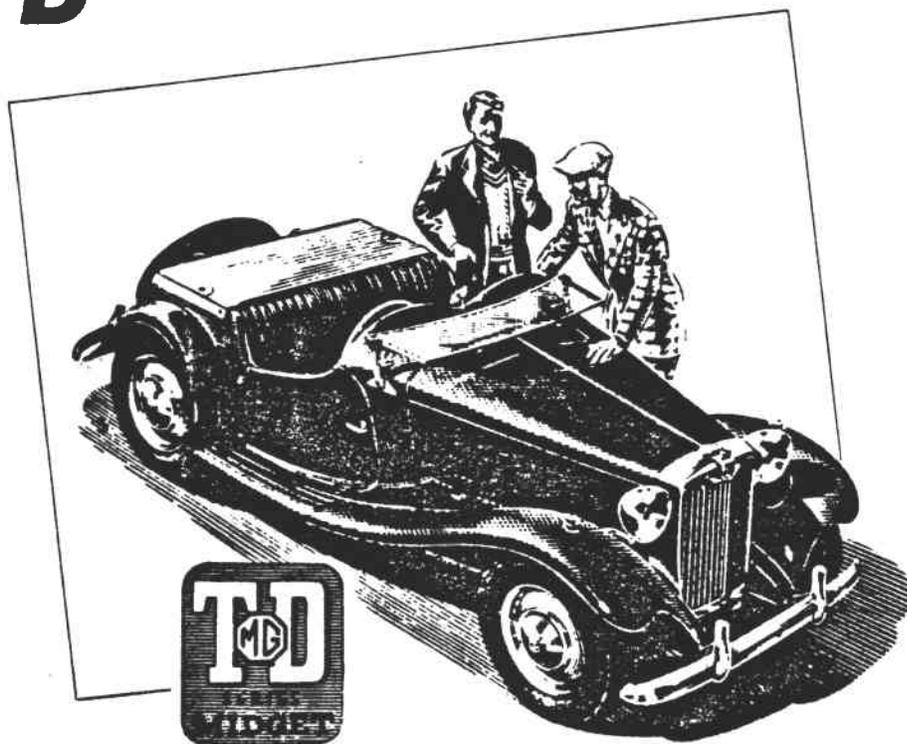
Vince Groover came to the tech session in his car doctor's uniform, complete with stethoscope. Vince painted the inside of the hood of his TD and glued the end panels on the gas tank with super glue! Mel brought his MGB and changed the windshield wiper blades. He then amazed Roy Wiley with the way all three wipers moved in perfect unison! Jim Jackson brought his MG Midget, but did not need to do any work. Lee Kline spent a couple of hours, with Jim's assistance, adjusting the door locks on his MGB. Don Jones brought his MGA to try to diagnose a starting problem. A sticking carburettor piston could have been the culprit, but when a car is running, it is difficult to determine why it won't run! We tried to check the timing, but it appears that the engine has a late MGB crankshaft pulley, which is not compatible with the timing marks on the MGA. Other than that, John Prewitt stopped by in his MGA as did Frank Slaby in his TD, and that was about it.

Ira Cantin called me last week to say that he had to get a crack welded in the clutch housing of his TC, and to ask if I thought it easier to remove the transmission with the engine or to just pull the transmission off the engine and leave the engine in the car. In my opinion, on the T-series, it is easier to pull the transmission off the engine from the inside of the car. This does entail removing the seats and floor boards but if, as in Ira's case, these are not bolted down, then that is a simple matter. If the floor boards have not been removed in a number of years and the screws are rusted solid, then pulling the engine first might turn out to be the easier way!

On Saturday, Dave Bowling loaned me some Triumph Register magazines with some tech articles he thought I might be able to use. I have not examined them in detail yet, but there did appear to be some items that could be usefully adapted to the MG for future newsletters. One article on ignition timing did catch my eye and, after Don Jones' experience at the Tech Session, might be appropriate. So I will get something on that subject ready for next time.

At the April meeting, there was some discussion on last month's article on converting from positive to negative ground. I thought I covered all of the original equipment fitted to MGs, but I did forget a couple of things that might apply to some MGs. There is a line of replacement electric fuel pumps made of plastic that include some electronic components. These have two terminals on the end cover which are clearly marked with + and - signs. The terminal with the - sign connects to ground in the negative ground installation (and vice versa for a positive ground). Another item I forgot was electronic tachometers. I thought at first that all MGs with positive ground had mechanical tachometers. However, it appears that MGBs of 1964-67 had electronic tachometers with positive ground. If you are converting such a car, you cannot reverse the polarity on the tachometer without doing permanent damage to the tach. So it would probably be best to find a tach with the correct polarity. I think I once saw an article on converting the polarity of the tach. If anyone is interested, I will try and dig it out.

Owning a TD Today



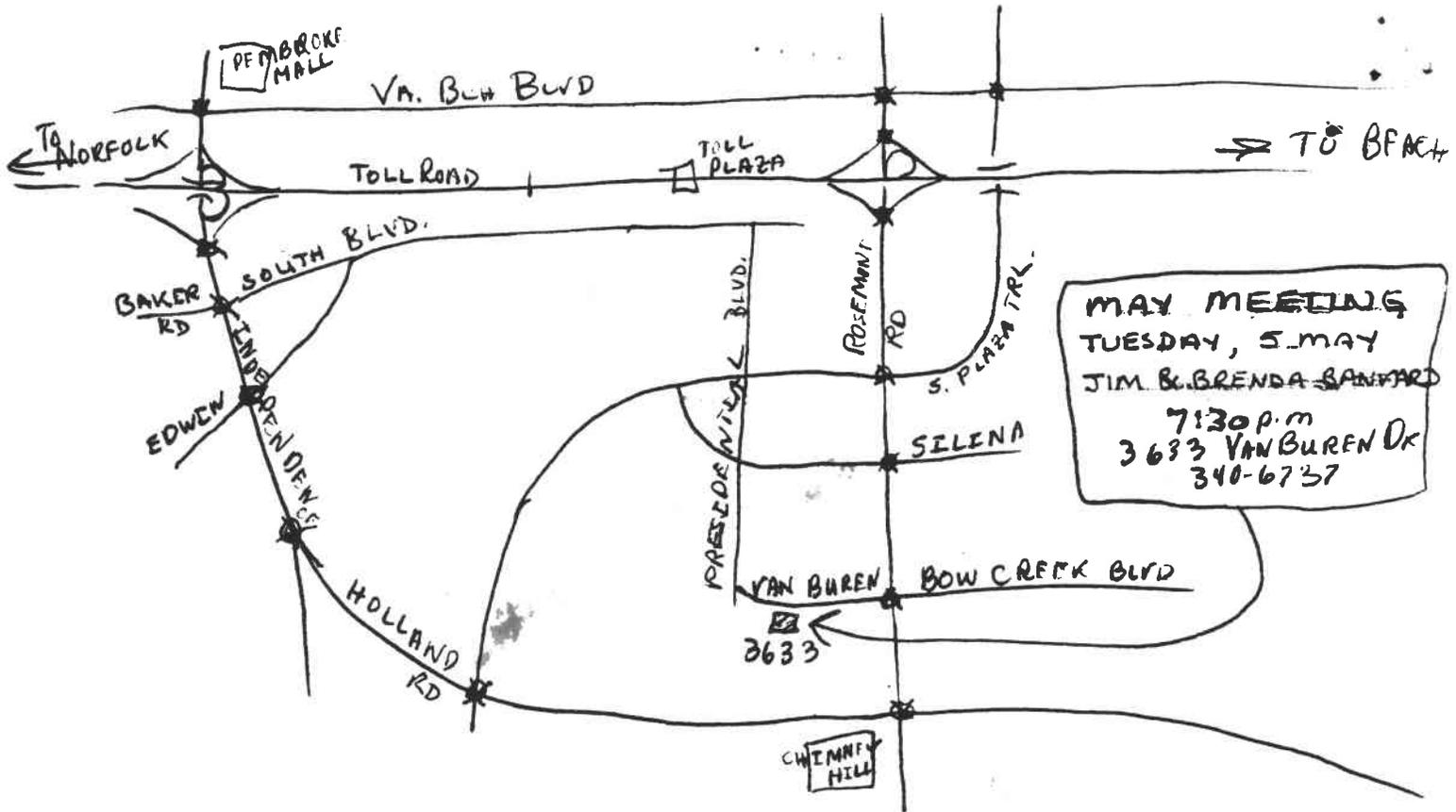
To get an idea of what it is like to own a TD today, let's take a Sunday afternoon ride with a mythical owner Cecil Jones. After lunch Cecil looks out the window, sees it is a fairly decent day—perfect for a ride in the TD. First he has to assemble the proper costume. Since it is a cool fall afternoon he chooses the following: Bass loafers, wool Argyle socks, tan whipcord trousers, leather belt with an MG buckle, Pendleton wool shirt, MG car club ascot, tweed wool cap, sheepskin coat and mesh back driving gloves.

Since it is sunny, Cecil will wear his prescription sunglasses (anyone owning a TD today is probably old enough to wear prescription sunglasses). Proceeding to his back door, he hits the button for the automatic garage door opener and goes out to view his pride and joy. Well, he can't quite view it. The TD, you see, is under a car cover so Cecil carefully removes the car cover, folds it, and puts it on the shelf. He goes to the driver's side of the car, opens the bonnet by carefully releasing the two catches and raising the bonnet gently past the gleaming King of the Road headlamps. With the bonnet raised to about the height of the windscreen, Cecil retrieves a special stick from his toolbox which he can place to hold the bonnet open while avoiding having any painted surfaces touch each other. He then withdraws the dipstick, and a small smile starts on his mouth as he notices the sump is not only full but the oil is also clean.

Everything else on the generator side looks fine so he closes that side of the bonnet just as carefully as he opened it. He gains access to the other side of the engine compartment by the same careful manner. This time all he has to check are the two SU carburetors for proper oil level. Again, this checking is more ritual than necessity for the carbs rarely need any attention. A

quick look at the Dunlop tires assures him that they are all properly inflated. He strides to the driver's door, opens it, sits down and pulls his feet in. Closing the door carefully by using the lock, instead of merely slamming it shut, he inserts the key into the ignition switch. Giving it a turn, the fuel pump springs to life ticking merrily away as it fills the float bowls with the highest octane, leaded gasoline Cecil has been able to obtain locally. As soon as the pump stops ticking he pulls the starter knob and lets the engine spin until the oil pressure needle begins to move. At this point, he pulls the choke and the little XPAG engine instantly starts. There is minimum of valve gear noise because the rocker arms are still cold and Cecil has purposely not set the clearance too tightly. He shifts the car to first and glides gently out of the garage and sets off for a pleasant drive. Besides the beauty of the day and the attractiveness of the countryside, Cecil has much more to make the ride memorable. He is a part of the machine because he has so much of his own time . . . of himself . . . in the restoration of the car; because he is so much a part of the driving of it, every mile becomes a cherished memory.

Most MG owners are like Cecil. There is quite a bit of ritual and one-up-man-ship in MG ownership. Above all, there is enthusiasm. To be an MG owner the first requirement is enthusiasm. There is no other marque that generates the same sort of enthusiasm, dedication, and blind commitment. As a group, we acknowledge the faults of our cars while forgiving and understanding them. It seems as if we can not conquer the idiosyncrasy of our MGs without the full cooperation of a car itself. Owning an MG is just plain fun and a TD gives as much pleasure as any other type of MG made between 1925 and 1980.



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



FIRST CLASS
 MAIL

PEGGY BRADFORD
 3202 DUNNEBROOK CT.
 VA. BEACH VA. 23456