

THE TIDEWATER MG T CLASSICS

THE DIPSTICK



JULY 1992

PRESIDENT.....Bill Keeler

SECRETARY.....Bob Miller

VICE PRESIDENT..Susan Bond

TREASURER.....Jim Villers

EDITOR....Chris Holcomb

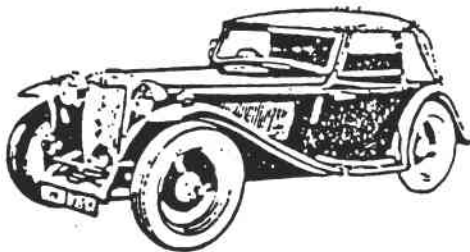
MARQUE TIME:

Thanks to Carol and Ken Bingham for hosting our June Meeting.. We welcomed guests Marian Powell (MID), Ken Nelson ('53TD), and Greg Koogan ('73B).

Summer activities are in full swing. I was out of town during the Champagne Brunch, but my sources tell me it was another great event hosted by Robert and Faye Davis, complete with good food, lots of champagne, and several Rovers. I did attend the rally and picnic organized and hosted by Carol and Ken Bingham, and Sue and George Ulrich. It was a beautiful day, and the rally was laid out to give you time to enjoy the scenery. Definitely a well planned family day. Organizing a rally requires a tremendous amount of work. Those not in attendance will have to come to the July meeting to find out who won. All the hard work put into these socials is greatly appreciated. Members like these make your club one of the most active MG Clubs.

There was some discussion at our last meeting about organizing a British Festival or British Car Day as an annual event to include the outside world. This requires a lot of planning and work, but is something that a club of our size, in our location, can certainly do. Most events start small and build. If other clubs can do it, so can we.

July 1, is Miller time.



Safety  *First!*

Bill

Bill Keeler

DEADLINE FOR AUGUST DIPSTICK: MONDAY JULY 20, 1992.
MG ADS, PARTS FOR SALE, PARTS NEEDED, EVENT STORIES,
TECH ARTICLES, CARTOONS, GOSSIP...SEND IT ALL TO:
CHRIS HOLCOMB, 601 HEAD OF RIVER ROAD, CHES, VA 23322

MINUTES OF THE MG T CLASSICS MEETING HELD JUNE 2, 1992

The meeting was called to order by Bill Keeler, President, at 8:10. Our hosts for the meeting were Ken and Carol Bingham. Guests included Ken Nelson-53'TD, Greg Coogan-73'B and Marion Powell-MG Midget. The minutes of the last meeting were approved as published in "The Dipstick".

Treasurer's Report: The beginning balance was \$1,471.39 with receipts of \$51.50 and disbursements of \$81.95. The balance as of the meeting date was \$1,440.94.

Committee Reports:

Activities - Upcoming events include the champagne brunch on June 6th at Fay and Robert's, the rally/picnic organized by Ken Bingham and George Ulrich on June 13th, and the British Car Day at Bowie on June 28th. The tech session scheduled for June 14th was cancelled. Activities for July include the club meeting on July 1st at Bob and Judy Miller's and a tech session on July 26 at the Davis's.

Membership - Bob said he is sending out letters to prospective members. A reminder to all that dues are due next month.

Newsletter - Chris stated he needed articles and items for the newsletter. The deadline for the next issue is June 15th.

Old Business: Club affiliation with the MG Car Club of North America at a cost of \$100 per year was discussed. A motion was made by Vince Groover that the club affiliate with the MGCC for one year at a cost of \$100. The motion was seconded by Bob Miller and carried.

New Business: None

Marque Time: Bob is painting his B with his new sprayer, Mike knows of a good looking MGA for sale - \$11,000, Chris is working on his B.

George Ulrich won the raffle. The meeting was adjourned at 9:00.

Respectfully submitted

Bob Miller
Bob Miller, Secretary



JULY IS MEMBERSHIP RENEWAL MONTH !!!

FOR ALL BUT A FEW MEMBERS WHO HAVE PAID DUES IN ADVANCE FOR THE UPCOMING YEAR IT IS TIME TO STROKE A CHECK TO TIDEWATER MG CLASSICS. DUES ARE \$15 FOR IN TOWN MEMBERS AND \$12 FOR OUT OF TOWN MEMBERS. FILL OUT THE FORM IN THIS NEWSLETTER AND SEND IT TO BOB McCLAREN OR BRING IT TO THE NEXT MEETING.

UPCOMING EVENTS

WED, JUL 1 MEETING - Bob & Judy Miller's
SUN, JUL 26 TECH SESSION - Robert & Faye Davis'
TUE, AUG 4 MEETING - Bill & Libby Keeler's
SUN, AUG 16 POOL PARTY/PICNIC - Bob and Judy Miller
LATE SEP (TBA) ANNUAL CLUB PIG ROAST AND CAR SHOW
SUN, SEP 20 BRITISH CAR DAY at Berkley Plantation
Sponsored by the Richmond Chapter--(This is
always a great time--Mark your calendars)

We are still very much in need of a coordinator for a car-related event (rally/funkanna/driveout/weekend..whatever--get creative) for early October. Please call Peggy Bradford or Ken Bingham if you can help.

NEW MEMBER NEWS

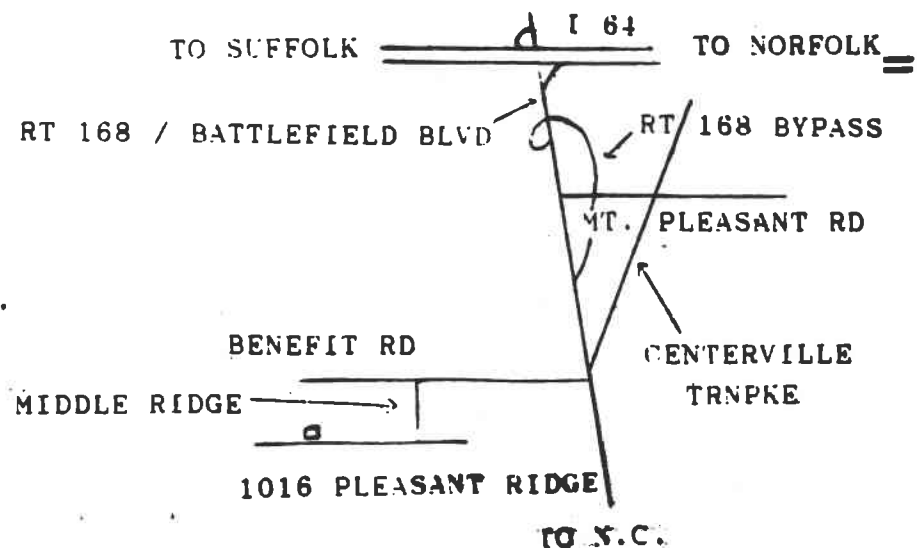
(from the membership guy)

Let's welcome the newest members of the "Best Little MG Club in Tidewater, Virginia"..... This month we have Ken and Barbara Nelson of Portsmouth who own a '53 TD and Andy Anton of Virginia Beach who owns a '69 Midget. We are looking forward to meeting Barbara (Ken was a visitor at the last meeting) and to meeting Andy. If I've missed any new members, I apologize and assure you that it will not be the last time!

Prospective members are definitely out and about. I see nice MGs all the time that I don't recognize, the car or the driver. Maybe if I got my "C" back on the street I'd be able to catch some of them. Anyway, the "Prez" told me at the club picnic that he had seen a real nice TD somewhere and that he didn't recognize the driver. I hope we aren't suffering from some sort of memory loss problem. Pass out those cards..even if you did get the "HOT PINK" ones... and invite the people to a meeting.

TECH SESSION
SUNDAY, JULY 26, 1992
10:00 AM TIL BEDTIME
HOSTED BY:
ROBERT, FAYE, & TC DAVIS
COMIC RELIEF BY:
SHOTGUN, MOSBY, SHORTY, & 256.

1016 PLEASANT RIDGE DR.
CHES., VA 421-3504





MGCCNA AFFILIATION

At the June Meeting, we voted to affiliate with the MG Car Club North America. I had read the pamphlet before, but before signing, decided to read it again and evidently more closely. Part 6 of the Affiliation Agreement seems to state that if we choose not to renew our affiliation then they can tell us to discontinue the use of MG. That sounds bizarre, but is what it says. I have been unable to get a clarification from the headquarters in Texas, and will wait before signing. Please read the agreement for yourself.

Bill

BY THE TIME THIS ARTICLE WENT TO THE PRINTER I HAD HEARD FROM AT LEAST TWO DIFFERENT SOURCES THAT THE MGCCNA WAS DEAD IN THE WATER AND BEING TOWED HOME TO THE UK. STAY TUNED FOR MORE IN DEPTH COVERAGE. ED.

AFFILIATION AGREEMENT

This agreement is made theday of19...between the M.G. Car Club North America Limited, hereinafter referred to as 'The Club' and the *....., hereinafter referred to as 'The Affiliate'.

- 1. In consideration of the premises and the covenants hereinafter contained and the payment of annual dues, The Club hereby grants to The Affiliate license to use the name of the 'M.G. Car Club'; the name, and the badge of The Club while The Affiliation membership continues.
2. The Affiliate hereby covenants with The Club that it will use such names and badge only in connection with The Affiliate letterhead and publications, that The Affiliate will not abuse, enhance nor alter such names and badges, nor use in connection with any trade or business, nor grant or purport to grant to any person, persons or company the right to use such names or badge without prior consent in writing from The Club.
3. The Affiliate shall operate in such a manner as not to damage the goodwill attaching to the name M.G. nor bring the name M.G. into disrepute and will do all such acts and things as may be necessary (but without incurring any expense) to maintain the high reputation of that name.
4. The Affiliate objectives are akin to those of The Club listed below except as indicated.
5. In the event of any breach of any covenant herein contained this license shall determine forthwith and such determination shall be without prejudice to any other right or rights which The Club may have in respect of any breach of any of the conditions herein contained.
6. The Affiliate will when requested by The Club, (notwithstanding the provision of clause 1 hereof) take immediate steps to discontinue the use of the name M.G.

Signed..... Signed.....
The Affiliate President An Affiliate Officer

Date / ... / Date / ... /

Signed.....for the M.G. Car Club North America Limited

Date / ... /
* Please include full name of your M.G. Club

The Objectives of the M.G. Car Club North America

- a) To promote the sport and pastime of motoring in all its branches, and in particular, to further the interests of owners and drivers of M.G. cars;
b) To promote, organize and hold motor car competitive events and other similar events, whether athletic, motoring or otherwise, to offer prizes and awards in respect thereof, and make such arrangements as maybe determined for any such purpose;
c) To extend to owners and drivers of M.G. cars and their friends, and to all persons interested in motoring sport, the hospitality, privileges and conveniences enjoyed in connection with the Club.

Orphanage Ramblings... by Bob McClaren

Imagine working like a dog for the better part of a month on one of your babies, spiffing up the "C" for the Richmond British Car Day... Let's see, a new door skin on the driver's side, two dog-leg patch panels welded in place, most of the dents out of the bonnet, and all the little dings and scratches filled. Then sand and sand some more. Start by sanding the old finish with a Double-Action sander, then block sand it smooth with 240 grit paper. Apply primer sealer and block sand with 360 grit. Reprime overall and block sand it all again with 400 grit. A little spot putty here and there and some more primer and more block sanding then it's ready, right? (I forgot to mention taking all the bright work off and removing the windscreen, the lights, both doors, and the deck lid, and so forth.)

Now apply about 12 or 15 coats of acrylic lacquer, hand sanding with 600 grit between every few coats...this took several evenings and several weekends. Finish up by sanding with 1200, 1500, and 2000 grit before polishing by hand. Wow! Did it look great or what? Contrary to what Vince Groover said at the June meeting, Pale Primrose can look good! Thanks to Frank Linse, I did not do all of the hand sanding myself.

A few days later...

Frank calls late Friday afternoon, June 12th, announcing that he was bringing Gloria over to see our handiwork. Out to the Orphanage I go, gotta dust the "C" off before "Glo" sees it. Wipe, wipe, wipe, and then ... *Disaster!!!*

There are little shallow depressions all over the paint surface, it looks somewhat like a shiny, pale primrose-colored golf ball with wire wheels.... Where did they come from? By the time Frank and Glo arrived, I had stopped crying and was laughing hysterically. Then we both cried a little. It was sort of like "one depression leading to another". Who says we can't get too wrapped up in these cars! Perhaps part of our sadness and disbelief had to do with the fact that Frank had just finished putting the first few coats of Old English White on one of his "B-GTs." Same paint brand, same preps, same results to come?

The cause of this disaster.... probably the lacquer getting through to the old paint... some one told me that this is called an "Amine Bloom"; I can't print what I called it.

After recovering somewhat, I have resanded the finish and it appears that the surface will shine up nicely, but I am waiting to see what else happens. If the "C" is at the July meeting, it will be because I saved what was left of the paint job. If not, I will have had to take all the paint off the car, apply a sealer like Dupont's VELVA-SEAL, and start all over. At least, the Richmond Club's British Car Day is in September not July! Next month, I might get around to putting that rear axle back together.



PLEASE CHECK THIS LINE IF THERE ARE NO CHANGES IN INFO _____

MEMBERSHIP APPLICATION

RENEWAL FORM

Annual membership dues are payable on JULY 1st of each year.

All members are strongly encouraged to join the MG Register appropriate to the model of car they own, if they don't already belong. Register application forms may be obtained from me at Club meetings.

Please complete ALL of the following information so that we may maintain up-to-date membership records. Please include the first names of both husband and wife.

NAME(S): _____

ADDRESS: _____

CITY: _____ ZIP: _____

PHONE: _____ (work, optional) _____

MGs OWNED:	<u>Model</u>	<u>Year</u>	<u>Membership #</u>
			T-Register (NEMGTR) _____
			MGA Register (NAMGAR) _____
			MGB Register (AMGBA) _____

MEMBERSHIP FEE: The fee for NEW in-town memberships is \$15.00 per year. (\$7.50 Jan through June). In-town membership is defined as residence in the cities of Virginia Beach, Norfolk, Chesapeake, Portsmouth, Hampton, or Newport News.

Please remit payment by check or cash, checks made payable to "TIDEWATER M.G. CLASSICS". and forward with this form to:

BOB McCLAREN, MEMBERSHIP CHAIRMAN
 5612 SUSQUEHANNA DR.
 VA BEACH, VA 23462

A Bit Of History

AS a history teacher I just couldn't resist the urge to throw in a little history on the British motor industry. Let's start with the parent organization of the MG Car Company- Morris Motors. It was in 1910 that 33 years old William Richard Morris started to plan his first car, to be known as the Morris Oxford. The first production model left the converted military academy at Cowley near Oxford on March 28, 1913. By the time production of the 13.9 hp Bullnose Oxford (the basis for Cecil Kimber's first MG Sporting Car) and its sister 11.9 hp Cowley ceased in 1926, 154,244 had been produced. After a trip to the USA in the early twenties Morris became a convert to the pressed steel method of making car bodies. With Edward G. Budd he founded the Pressed Steel Company in 1926 (supplier of body shells to many Morris cars including the MGB). During the 1920's and 30's Morris bought out many firms: SU Carburetors in 1926, gear and axle maker Wrigley in 1923, engine makers Hotchkiss in 1922, Wolseley Motors was acquired for £730,000 in 1927 and the ailing Riley firm for £140,000 in 1937. MG was given its own factory, at Abingdon, in the 1920's. Morris and his company became Lord Nuffield and the Nuffield Organization in the 1930's. In 1952 the long rivalry between the Nuffield Organization and Austin ended with the amalgamation into British Motors Corporation (BMC). This firm, in 1968, merged with Leyland trucks to form British Leyland.

WILLIAM Morris died in 1963. During his lifetime he gave some £30 million to charity. Nuffield College, Oxford University, was founded by him in 1937 with a grant of £900,000.

Now Just What Is

THIS comes to us from, THOROUGHbred & CLASSIC CARS magazine courtesy of John Mears.

THE younger generation of motor racing enthusiasts, accustomed to watching Grand Prix and Sports Racing cars resembling mobile advertisement boards may not remember the days when competing cars ran under national colours.

COLOURS were assigned to the countries expected to compete in International evens- *white* to Germany; *red* to the US; *yellow* to Belgium; and *blue* to France. While, in the beginning, none were officially assigned to the UK the team of Napiers representing Great Britain in the 1903 Gordon Bennett Race wore (emerald) green at the suggestion of Count Zborowski as a mark of appreciation to Ireland for providing the venue. All efforts to find a track in England that year had ended in failure.

BY 1936 the painting of cars in national colours was compulsory in international events. After the World War II years the long accepted colour coding was severely jolted when the following appeared in the November 1946 issue of MOTOR SPORT. "New national colours. It was announced that for a trial period of two years (commencing in 1947) the distinctive colour for British cars in International events will be blue". This put the cat among the pigeons and for weeks afterwards the motoring journals published articles by their columnists and letters from readers protesting the change. By December 1946 THE MOTOR wrote: "Enthusiasts will be delighted to learn that the decision to change the British national racing colour from green to blue is to be rescinded as soon as possible by the

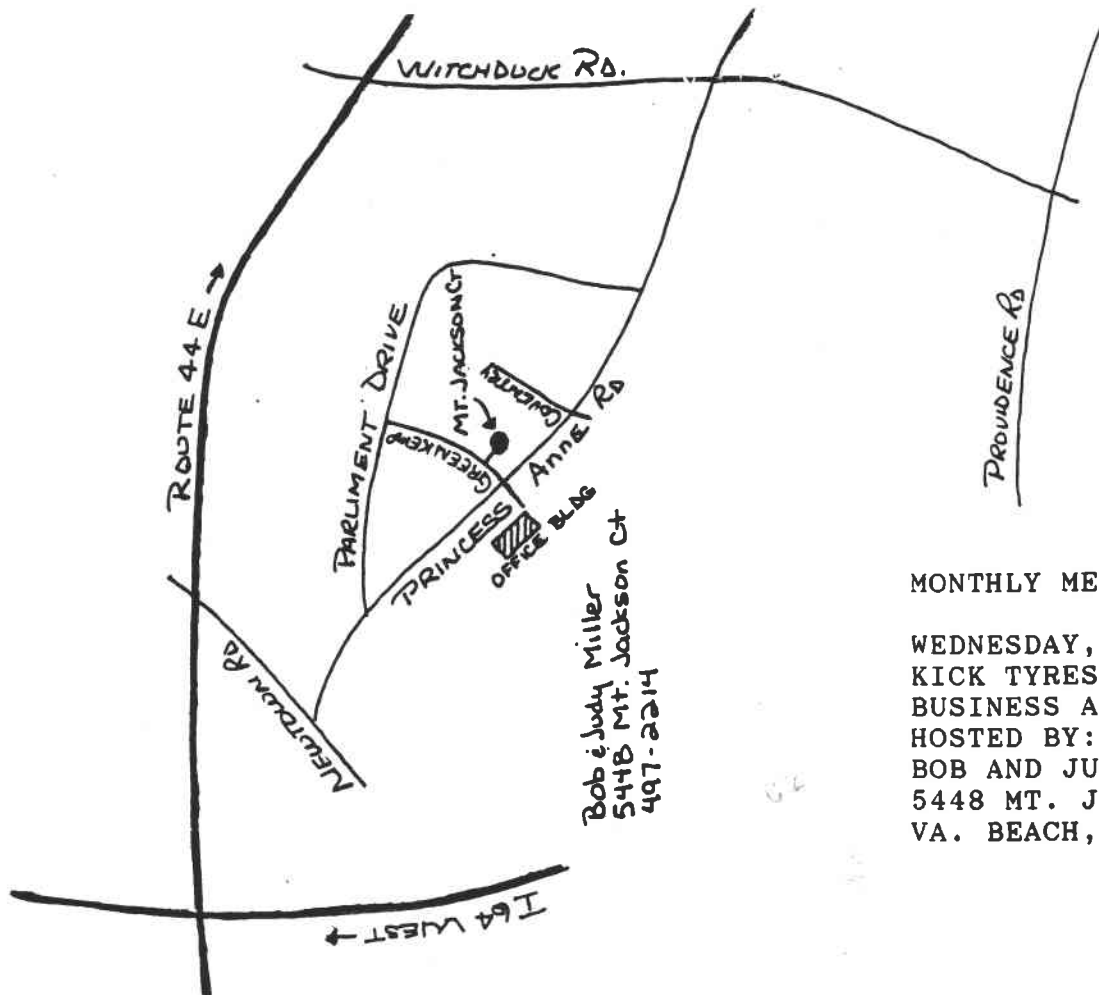
BRG Anyway ??

RAC's Competition Committee."

THIS non-event triggered discussion as to whether or not national colours should be abandoned in the changing world of motor racing. Did the designated colour refer to the car or to the driver? What colour should a British car driven by a Swede be painted?

AS the years past the national colours increasingly lost their impact and; after a half-hearted attempt in 1970 to introduce colours for individual Formula 1 teams-eg BRG-orange nose-there was no reference at all in subsequent editions of the International Sporting Code.

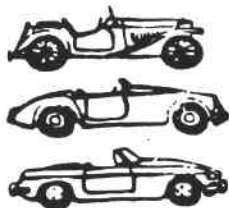
THIS PAGE WAS RIPPED OFF FROM THE MAY ISSUE OF MESHING GEARS, THE NEWSLETTER OF MG CAR CLUB CENTRAL JERSEY CENTRE.



Bob & Judy Miller
 5448 Mt. Jackson Ct
 497-2214

MONTHLY MEETING

WEDNESDAY, JULY 1, 1992
 KICK TYRES AT 7:30
 BUSINESS AT 8:00
 HOSTED BY:
 BOB AND JUDY MILLER
 5448 MT. JACKSON CT
 VA. BEACH, VA 497-2214



THE HOLCOMBS
 601 HEAD OF RIVER ROAD
 CHESAPEAKE, VA 23322

