



THE TIDEWATER MG 'T' CLASSICS

THE DIPSTICK

FEBRUARY 1980

PRESIDENT: Jim Banvard (340-6737)
VICE PRES: Don Moore (481-1801)
SECRETARY: Andy Wallach (583-9387)
TREASURER: Sandy Hall (482-2821)
EDITOR: Susan Boswell (486-1293)

Hi, gang,

Apparently, some of you are not receiving your newsletters. I know I am mailing them, so the fault must lie with who else, our illustrious postal service. I intend to lodge a complaint with them when I deliver this newsletter for mailing. If the poor service continues, please let me know.

Also, Bron Prokuski, our visitor from the frozen northland, has returned to his abode in time for February (Arghh, as Charlie Brown would say). We enjoyed Bron's participation and expertise while he was in our midst and hope he (with his family) can be with us sometime again. Meanwhile, Bron, keep chopping that wood.

Speaking of winter, from the looks of our latest VEPCO bill, I'm grateful this has been a relatively mild one. Don't think we could afford a cold one.

From OLD NUMBER 2400, 4270, 7085, and VM199--

The winter season for most of us calls for reduced MG 'T' operations. That is a natural event with the snow, rain, cold and generally miserable weather conditions. It is, however, the time for planning for the year's coming events and sometimes even the next year's events. It is such a period for the Tidewater group.

The Activities Committee has laid out the routine events for the year (as listed in the last DIPSTICK). The planning of and accomplishment of the scheduled August mini-GOF remains to be done. At the February meeting on the fifth, the committee will present the alternatives for the mini-GOF and a decision will be made at that time where we will conduct it. Also the various positions which are required to make a mini-GOF successful will be filled. Volunteers anyone? A big turnout for the February meeting will insure that we have the 'club's' desires met for this event and that the associated workload will be spread evenly and fairly.

Brenda and I plan to drive two 'T's to the GOF South in Daytona Beach, Fla. It is approximately 800 miles to this affair so we plan to have two travel days each way. This means we will leave on Thursday the 17th (a.m.) and arrive on the 18th (p.m.); departing on the 20th (a.m.) and arriving back in Tidewater on Monday, the 21st (p.m.) Bess Mann has expressed an interest in going. Anyone else? The more the merrier. This event is being sponsored by my 'old' club, the Jacksonville group. (Ed. note--GOF South is in April and will feature a lap around the Daytona Speedway for all you speed demons.)

Now that the Ashes's GOF (fall, 1981) is less than two years away, it appears that they are getting rolling on their planning. A major GOF is no picnic and it requires careful planning and a great deal of assistance, or in other words, HARD WORK!! Let's get behind them and make this GOF one of the most memorable ever. Let's prove that "Virginia Beach is for 'T' Lovers."

The Wicker Basket Affair went off very well. Thank you all for your goodies. The food was, as usual, delicious and I believe that all stuffed themselves appropriately and enjoyed themselves. The hostess was heard to say, "This was the easiest Wicker Basket Affair ever. I really enjoyed myself." There were 34 attendees and we missed those of you who were unable to attend.

Number 2 TD has had its body removed and forwarded to Dan Boswell's for

paint. This owner has fond expectations of having five driveable T-series before the end of this year. The TF will probably fall apart at this time in its effort to restore itself. Mike, this is not a prediction, it is a fond wish.

See you all at the February meeting. Jim

GUESS WHAT? IT'S DAFFY DUCK PIN BOWLING TIME AGAIN!!

SECRETARY'S MEETING MINUTES--by ANDY WALLACH

The January meeting was hosted by Ted and Vicki Spilman. While Ted attributed his absence during the business part of the meeting to having to fly, it is rumored that he just didn't want to listen to President Banvard attempt to maintain order. Guests at the meeting were Larry Rossen, a friend of, or as it was better put, the only friend of, Bob Salvin, and Debbie Pryor, who attended with her father, Don. (Ed. note--Welcome also to Herschel and Pam Smith. Nice to see Herschel home from sea for a while.)

Secretary Wallach, knowing that he couldn't drink beer and speak at the same time, proposed that the reports of the October and November meetings as they appeared in the newsletter be approved as minutes. The minutes were approved. Treasurer Hall reported the balance as \$954.81 with husband Richard piping in that the balance was "before sending a check to Moss Motors" for his TD restoration parts. Parts Davis said he had "nothing," to which kibitzer Wiley interjected, "He has a d--n garage full." Regalia Elsie Tarr stated that the MG shirts had not been ordered yet due to a lack of response and that tonight would be the last chance to order. In the discussion that ensued as to what was on the shirt, it was determined that pictured on the shirt was a girl, wearing only a smile and an ankle bracelet, sitting on an MG logo. Technical Librarian Barrows was not present and did not report.

Activities co-chairperson Ann Haines led the discussion concerning sites for future meetings. The Activities Committee has instituted the co-host concept. This concept enables people with inadequate space but money and/or food preparation talents to co-host with someone who has facilities, thus allowing more people to be hosts and reduces the burden on some members. Please contact the Haines if you desire to host, co-host, or need a co-host for a meeting. The tech sessions have been taken by the following people, subject, as always, to change:

April 13--Banvard	July 27--Davis
June 1--Boswell	Sept. 21--Lund

It was decided that we will use disposable name tags at meetings (Secretary's note--how about permanent name tags with the club emblem and a pin back--would look nice at GOFs.) (Ed. note--I second that.) The Activities Committee is looking for presentations covering MG history or other appropriate topics to be given at meetings. If you have any ideas, please contact the Haineses or Bess Mann. It was reported that the dates for the Casino Party and the Daffy Duck Bowling will be flip-flopped (Ed. note--see Upcoming Events for details) and that there was no interest in a proposed interests letter to determine members' desires for activities.

Parts Davis decided he did have something to say. He reminded the assembled group that PHASE I auto parts sells to club members at dealer prices.

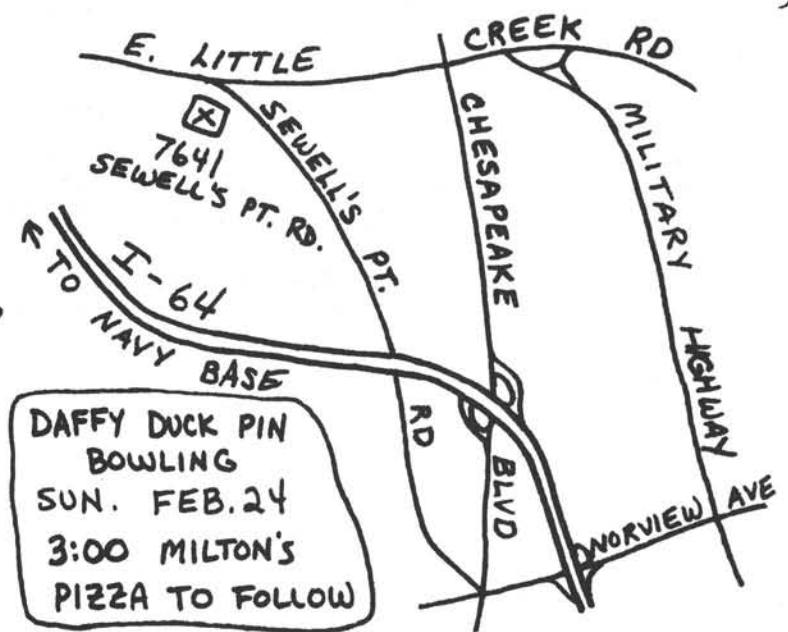
Under Old/New Business, it was related that the club received a Christmas card from the Eatons, a letter from the Pagleys, that Gary Cook is being transferred to Bethesda, Md., and that the club can get special prices on MG line drawing and blueprint plaques (see the Banvard living room wall for a better description). Thank you, Vicki and Ted for the food and facilities.

The FEBRUARY MEETING will be TUESDAY, FEB. 5 at 8:00 p.m. at the home of Brad and Peggy Bradford. As a special treat, there will be a program about racing at Watkins Glen. A host is still needed for the April meeting (on April Fool's Day) and Robert Davis would like a co-host to help him with his meeting in March. If you would like to volunteer for either of these positions please contact Ross and Ann Haines at 486-1496.

JOIN US FOR DUCK PIN BOWLING AND MAKE A PERFECT A-S OF YOURSELF!!

UPCOMING EVENTS--

FEBRUARY 24 (SUN)--Daffy Duck Pin Bowling Tournament at Bowl-a-rama, 7641 Sewells Point Road. Meet at the bowling alley at 3:00 p.m., pizza at Milton's to follow. Cost is 90¢ a game, 35¢ for shoes, or \$3.05 per person if we bowl three games. Guests and children are welcome. We'll have our own lanes, plus a special lane for the kids. Trophies will be awarded. The Activities Committee would like a head count by Feb. 17, so please call Ross and Ann Haines by then (486-1496). Last minute attendees will be welcome, but if you know you're going, please call the Haineses early.



MARCH 22 (SAT)--Casino Party.

***** BOWL YOUR HEARTS OUT AT THE 2ND ANNUAL DAFFY DUCK PIN TOURNAMENT!! *****

PAST EVENTS--The Fourth Annual Wicker Basket Affair--

As usual, this was great. In fact, some of the ladies are talking about putting together a cookbook featuring recipes from our many gatherings. Sounds like a delicious idea. Special welcome to Robert Davis's sister Ann, without whose chauffeuring Robert could not have attended, since he's undergone the first of his surgery and is in a cast and on crutches. Brenda Banvard asked that special thanks go to Roy Wiley and Al Alvarez for heading up the kitchen clean-up committee. Al runs a mean garbage disposal and Roy has dish scraping and rinsing down to an art form. Their wives should be proud of them. All plates, dishes, hot pads, etc., left at the Banwards's will be brought to the next meeting. Thanks from all to Jim and Brenda for their usual fine job hostessing this fattening affair.

***** BOWL-- BOWL-- BOWL!! *****

TECHNICAL SECTION--

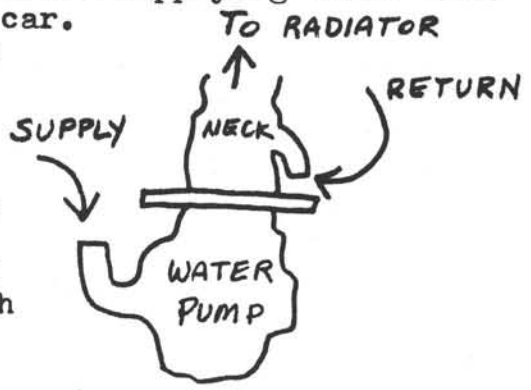
Winter's bound to get us sooner or later so Dan Boswell gives us this quick and easy method for hooking up a TD heater.

MGTD Heater Installation

There are currently several heaters for sale on the market that work on TDs. They are available from Moss, J.C. Whitney (when in business), etc. They are of the water heat variety which necessitates supplying water from the car's cooling system to the interior of the car.

I have seen several arrangements using bypass piping, outlets at the back of the engine, and blank flanges. They all work to one degree or another, but in most cases special hardware was required at some cost to the heater user. I have found that a simple solution to hot water supply is obtained by turning the thermostat neck housing around 180° and remounting it. You can take your water (supply and return) down both sides of the engine with little or no effort.

In the summer simply return the neck and the system is back to stock for show or simply uncluttering the engine compartment.



This is the second half of the article from THE GREAT CARS by Ralph Stein that was begun in the December newsletter.

It wasn't until 1936 or so that I actually drove an M.G. This was a TA type, and Miles Collier let me take one out, under his watchful eye, in New York's Central Park. The cops in those days were rather lenient with the few exuberant sports-car drivers who used the park's twisting roads as a test track.

The TA, in 1936, caused even more heart-burning than the demise of the TC's and TF's a decade later. "Pushrods!" we wailed. "The M.G. is finished without an overhead cam!"

Sadly, the PB's overhead cam was gone. The new 1272-cc engine did look like something out of a Chevrolet.

I remember that ride with Collier very well. He took every corner at the limit, his left hand was a blur as he continually changed gear, while double clutching and winding the engine to its screaming limit.

I was impressed. The noise, the wind (the windshield, naturally, was folded flat), Collier's intensity were all most exciting.

When my turn came and I settled myself behind the wheel, everything felt just right: the seat, the wheel position, the fly-off hand brake, the gear-lever placement. Perfect. A lot better than my 1750-cc Alfa.

The car steered almost as well as the Alfa, cornering was flat and accurate. But there was one trouble. The damn thing wouldn't go. It was sluggish, gutless.

Why, then, do I consider the M.G. a "great car"? Was the TB, which superseded the TA, any better? No. Its chief difference was its slightly smaller engine size--1250 cc. Nor was the TC, which appeared after the war, any bomb.

The reason for considering the M.G.--especially the T.C.--"great" is because it changed the American world of automobilism and is still changing it. No did it happen? And why?

The immediate postwar generation of Americans didn't know that such a delightful thing as a sports car even existed. True, their fathers had vague memories of Mercer Raceabouts and Stutz Bearcats. But such machines had long ceased to be available. They were part of an almost mythical past.

Some say that American G.I.'s in England were the ones who first saw the stunning-looking M.G. on its native heath and immediately wanted it. Perhaps that did start things. However, no sooner did the Collier brothers start importing a few--still with right-hand drive and, in the English fashion, bumperless (Zumbach's in New York did a brisk trade making bumpers)--than the rush was on.

Americans were entranced by the TC's clean spiky look, its high thin fenders over tall spidery center-lock wire wheels, the sharp bark from its exhaust and its fairly low price--about \$1600.

The M.G. was a revelation to thousands of Americans, inured to the concotions of Detroit, which year by year had grown even softer, less maneuverable, more vulgarly embellished by tasteless "stylists" bowing to even more tasteless sales managers. Above all, you could actually see out of an M.G. By 1947 or so, the windows on Detroit's appliances had become mere slits with their lower edges not much above eye level.

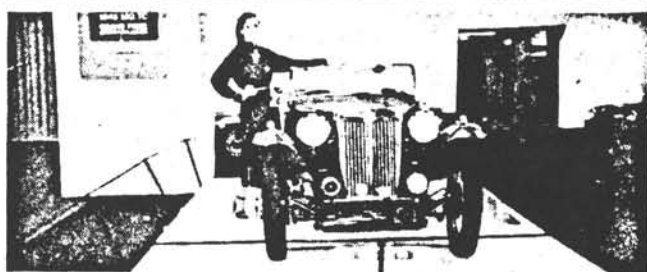
But mostly it was the way M.G.'s handled that excited their new owners. Here was a car that went where you pointed it, that didn't roll sickeningly at every bend. The driver was the boss, not the car. And, of course, drivers enjoyed cutting a dashing figure in front of their stodgier neighbors in Hudsons, or the like.

Since M.G.'s looked racy and could go around corners fairly rapidly without upsetting, their owners almost immediately joined sports-car clubs and went racing. Looking back, those early races through the streets of Watkins Glen and Bridgehampton dominated, at least in numbers, by M.G.'s seem to have been much more fun than the desperate professional contests of today....

FINIS

The following comes from OLD CARS, Winter 1980--the value of our cars based on the 1-5 grading system

MG



1948 MG-TC, w/whl Rds, 4-cyl

1947-48

MG-TC, 4-cyl., 94" wb						
S/Whl Rds	2195	1500	4000	8000	10,000	16,000
W/Whl Rds	2330	1600	4200	8500	11,000	17,500

1949

MG-TC, 4-cyl., 94" wb						
S/Whl Rds	1995	1400	3900	7900	9500	15,000
W/Whl Rds	2130	1500	4000	8000	10,000	15,500

1950

MG-TD, 4-cyl., 94" wb, 54.4 hp						
Rds	1945	1400	3800	8000	10,300	14,225

VEHICLE CLASSES

- 1) EXCELLENT: Restored to current professional standards of quality in every area; or original with all components operating and appearing as new.
- 2) FINE: Well-restored; or combination of superior restoration and excellent original; or extremely well-maintained original showing very minimal wear.
- 3) VERY GOOD: Completely operable original or older restoration showing wear; or amateur restoration; all presentable and serviceable inside and out. Also combinations of well-done restoration and good operable components; or partially restored car with all parts to complete/or valuable NOS parts.
- 4) GOOD: A driveable vehicle needing no or only minor work to be functional; or a deteriorated restoration; or a very poor amateur restoration. All components may need restoration to be EXCELLENT, but are mostly usable "as is."
- 5) RESTORABLE: Needs complete restoration of body, chassis, interior. Not driveable, but is not weathered, wrecked or stripped to the point of being useful only for parts salvage.

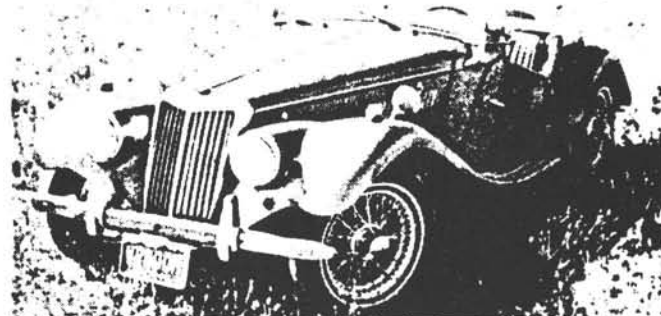
CAN YOU HELP THIS POOR MAN??

WANTED--One round tuit. Have been unable to complete many projects "until I get a round tuit." Please contact prior to shipment to discuss cost and condition. Frank Cangiano, Hillsboro, N.H. (603) 478-3297.

(From The New Hampshire T-Party)

This is their estimate of 5
the value of our cars based
on the 1-5 grading system

Mark II, 4-cyl., 94" wb, 54.4 hp						
Rds	2145	1500	4000	8400	11,300	14,900
1951						
MG-TD, 4-cyl., 94" wb, 54.4 hp						
Rds	1945	1300	3500	7000	9800	13,390
Mark II, 4-cyl., 94" wb, 54.4 hp						
Rds	2145	1500	3800	7500	10,100	14,000
1952						
MG-TD, 4-cyl., 94" wb, 54.4 hp						
Rds	2115	1300	3500	6500	9100	10,300
Mark II, 4-cyl., 94" wb, 62 hp						
Rds	2360	1450	3700	6800	10,000	12,150
1953						
MG-TD, 4-cyl., 94" wb, 54.4 hp						
Rds	2115	1300	3500	6500	9100	10,300
MG-TDC, 4-cyl., 94" wb, 62 hp						
Rds	2360	1400	3600	6700	9900	13,500
1954						
MG-TF, 4-cyl., 94" wb, 57 hp						
S/Whl Rds	2195	1300	3500	6500	8800	10,000
W/Whl Rds	2330	1400	3600	6700	9500	11,000
1955						
MG-TF, 4-cyl., 94" wb, 68 hp						
S/Whl Rds	1995	1300	3500	6500	8800	10,000
W/Whl Rds	2130	1500	3600	6700	9500	11,000



1955 MG-TF, W/whl Rds, 4-cyl

1956

MG-'A', 4-cyl., 94" wb, 68 hp						
S/Whl Rds	2195	700	1400	2800	3700	5650
W/Whl Rds	2330	900	1700	3300	4150	6200

1957

MG-'A', 4-cyl., 94" wb, 68 hp						
S/Whl Rds	2195	700	1400	2800	3700	5650
W/Whl Rds	2330	900	1700	3300	4150	6200

1958

MG-'A', 4-cyl., 94" wb, 72 hp						
S/Whl Cpe	2674	600	1100	2200	3100	5150
W/Whl Cpe	2763	900	1700	3300	4120	6200
S/Whl Rds	2379	500	1000	2000	2875	4650
W/Whl Rds	2463	600	1100	2500	3100	5350

1959

MG-'A', 4-cyl., 94" wb, 72 hp						
Rds	2462	600	1100	2200	3100	5150
Cpe	2695	600	1100	2200	3100	5150

MG-'A', Twin-Cam, 4-cyl., 94" wb, 107 hp						
Rds	3320	700	1400	2800	3700	5650
Cpe	3640	800	1600	3200	3900	6075

1960

MG-1600, 4-cyl., 94" wb, 79 hp						
Rds	2444	650	1150	2300	3300	5550
Cpe	2667	600	1100	2200	3100	5150

MG-DOHC, 4-cyl., 94" wb, 107 hp						
Rds	3069	700	1400	2800	3700	5675
Cpe	3263	700	1500	2850	3800	5775

1961

MG-1600, 4-cyl., 94" wb, 79 hp						
Rds	2444	600	1100	2300	3200	5450
Cpe	2667	600	1100	2300	3200	5450

1962

MG-Midget, 4-cyl., 80" wb, 50 hp						
Rds	1939	600	1200	1500	1850	2160

MG-1600, 4-cyl., 94" wb, 90 hp						
Rds	2449	600	1100	2200	3100	5150
Cpe	2685	660	1100	2300	3200	5250

1963

MG-Midget, 4-cyl., 80" wb, 50 hp						
Rds	1939	600	1200	1500	1850	2160

MG-B, 4-cyl., 91" wb, 95 hp						
S/Whl Rds	2658	600	1500	2100	2475	3100
W/Whl Rds	2758	700	1700	2300	3100	3700

6

The following comes from the Panhandle T-Confederation--

From Under the Bonnet

FIRE is a dreaded word to most all of us, whether it be in our homes, place of work, or our automobile. "T" types in particular have several areas in which they are very vulnerable to fire. These are fuel leaks and short circuits.

Most of us at one time or another have stopped our cars, turned off the engine and either smelled gas or heard the telltale hiss of gas dripping on the hot exhaust manifold. Gasoline vapor is very volatile. The slightest spark under the bonnet could cause an explosion and/or fire. The time to locate and repair that leak is right then, not when you get home. I can remember two charred TF's in Tallahassee. Both fires were caused by loose carb flood bowls. Float bowls have a tendency to vibrate loose (what doesn't) and should be checked frequently. Just a partial turn of the mounting bolts under the carb will normally remedy the problem, if not, new fibre washers are available. The other major causes of fuel leaks is worn and leaky fuel flex lines. If yours are wet or just look old, replace them now.

In that our cars are 24 to 33 years old, the insulation on a good part of the wiring is most probably getting rather tired, that is if it hasn't already been replaced. No matter if your harness is original or was replaced some years ago, it would be wise to check any place it runs over a metal part of the car. Problem areas are any place it passed through the firewall, under the dash near the steering column, around the battery box, under the front fenders, along the chassis to the rear end and across to the right tail lights. Look for frayed or worn insulation and in extreme cases bare wires. An hour spent in checking under your car with a roll of plastic electric tape could save many hundreds of dollars in repair bills. If you have the patience, it would be wise to tape the whole harness.

While on the subject of fires, I feel that every car should carry a fire extinguisher. One would feel rather helpless trying to save our beloved T-type with handfuls of sand or hub caps full of water from a ditch 100 feet away. (North of here there is no sand, and clay and dirt is hard to dig with the fingers.) For from \$15 to \$25 one can purchase a good extinguisher from most any auto supply store. (Don't get one of those little spray cans - paint size - they are useless.) Mount the extinguisher where it is readily accessible in the passenger compartment, not under the bonnet (hood). If you do have a fire, it could be too hot under the bonnet to get to the extinguisher. I have mine on the shelf behind the driver's seat and cover it with a piece of carpeting so it is less conspicuous.

Blair #199
(9-79)

JOIN US FOR THE DAFFY DUCK PIN TOURNAMENT!!

ODDS 'N ENDS--NEW MEMBERS--

Welcome to Stuart and Nancy Colonna who have a 1953 TD (#1778). That makes two TDs for the little Eastern Shore town of Melfa (Bob and Terry Swain are the other proud owners) which must make Melfa the city with the greatest per capita	
P.O. Box 341	
Melfa, VA 23410	
804-787-4720	

TD (or 'T' anything) ownership.

A TRANSFER OF AFFECTION-- The McLaren TD has found a new home with Vince and Pam Groover, who I'm certain will make it welcome and care for it as one their own. I know Pam and Bob were sorry to see the TD go.

UPCOMING GOFs-- Mini and otherwise--GOF season is upon us, at least the reservation part of it is. For those interested in attending, keep watching this spot and I will try to keep you posted as to what's happening. So far

I have application forms for GOF SOUTH (this is the one Jim mentions in his president's message) and the Chesapeake Chapter Mini-GOF.

GOF SOUTH--Daytona Beach, Fla., April 18-20, 1980. Drive your MG on the racetrack of the famous Daytona International Speedway. You'll be staying at one of the most exciting resorts in Florida which features a pool, tennis courts, golf course and an authentic English double-decker bus. Contact your editor at 486-1293 for details concerning reservations and costs.

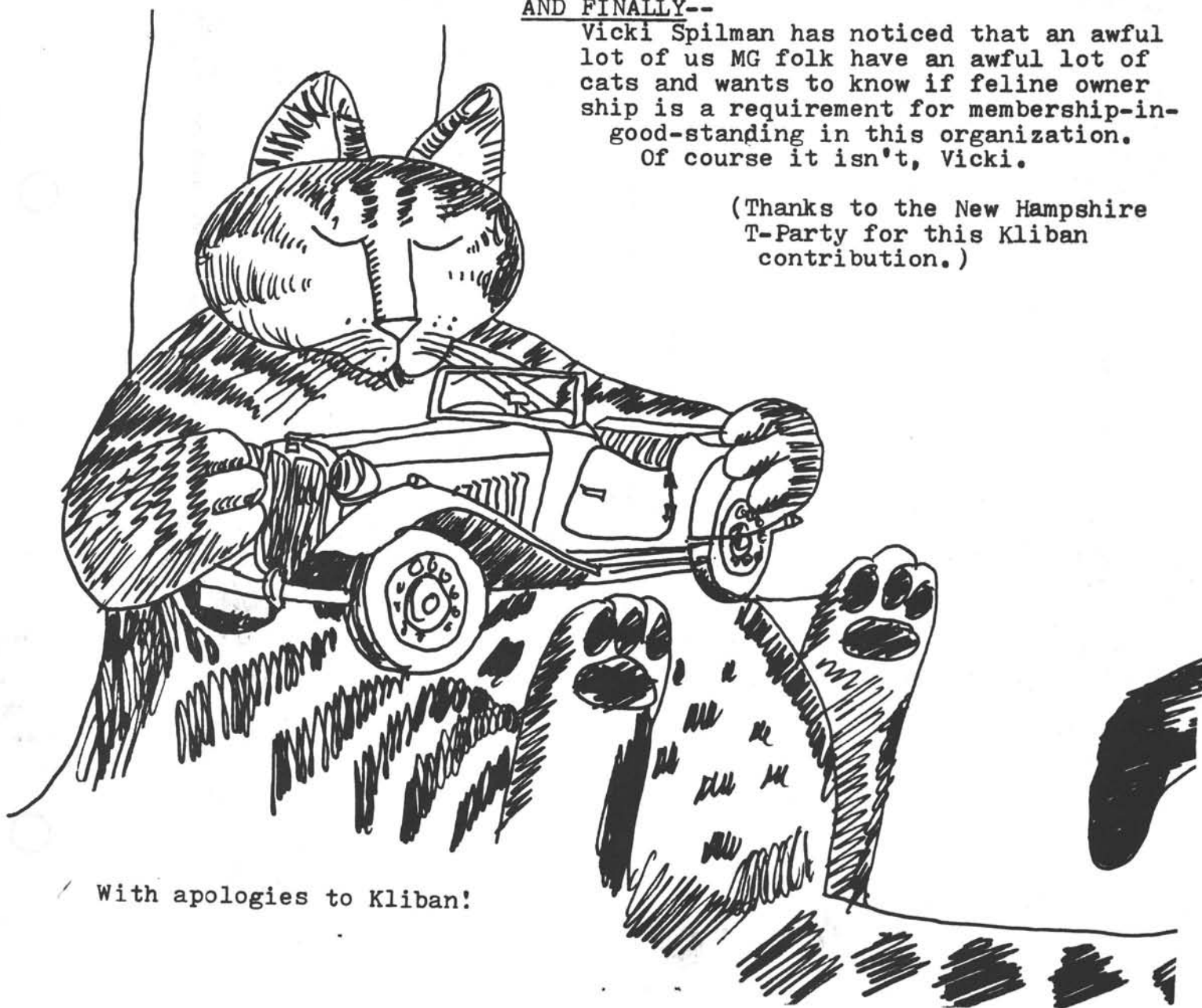
A W. VA. HI MINI-GOF--Sponsored by our friends in the Chesapeake Chapter in Berkeley Springs, West Virginia, May 2-4, 1980. Nestled in the mountains of W. VA. just 103 miles from Washington, D.C., you will find Berkeley Springs. This beautiful little town has a population of 2500 and an altitude of 612 feet at its lowest point. There are numerous antique shops in the area. The scenery in this area is unsurpassed. From Prospect Peak can be seen the Potomac and three states, W. Va., Pa., and Md. This view has been classified as the fifth finest in the U.S. Since 1748 this area has been known for its health spa. You'll be staying at a country inn. For details, contact your editor at 486-1293.

 DEADLINE FOR THE MARCH NEWSLETTER IS 23 FEBRUARY 1980!!

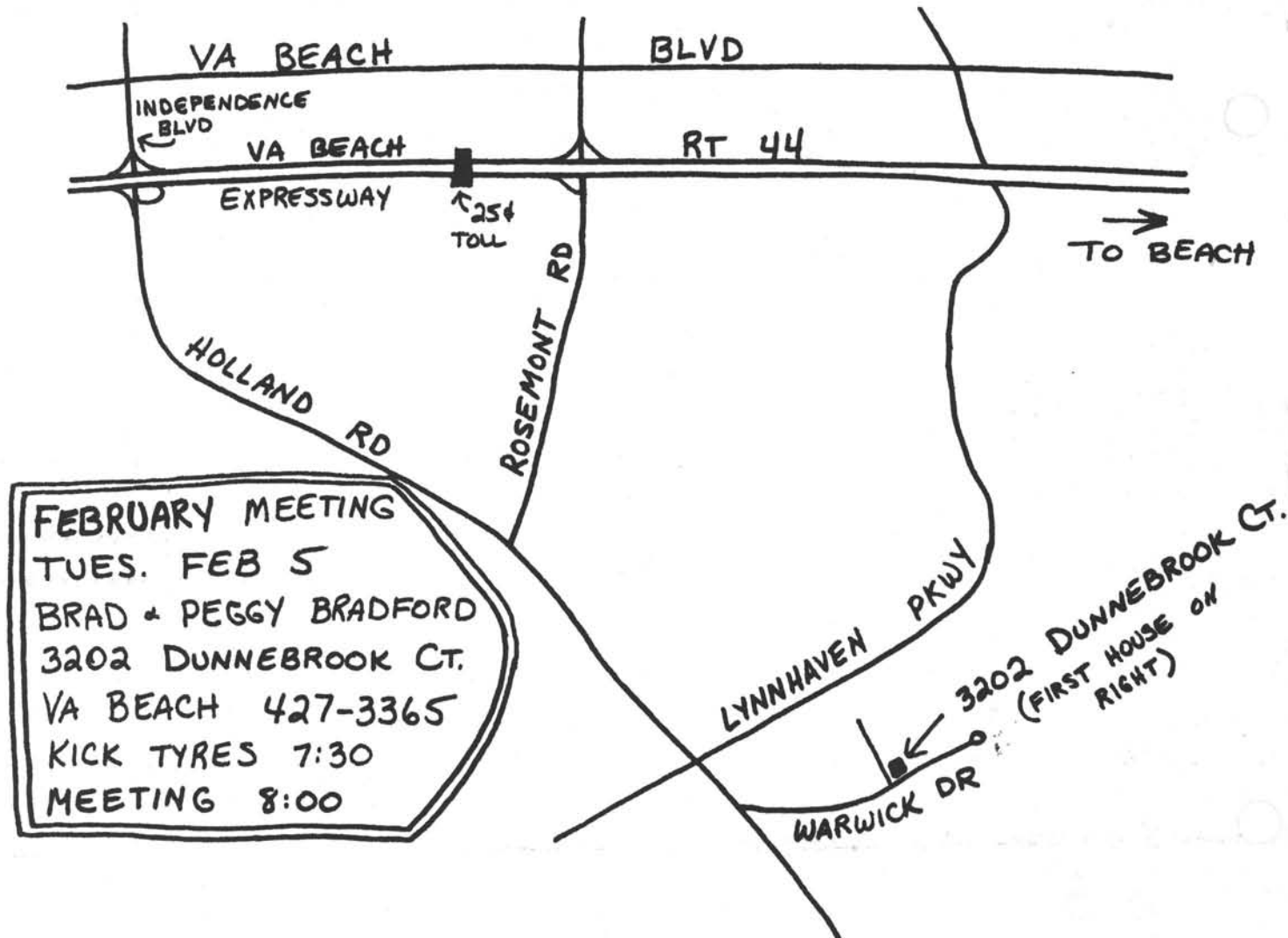
AND FINALLY--

Vicki Spilman has noticed that an awful lot of us MG folk have an awful lot of cats and wants to know if feline ownership is a requirement for membership-in-good-standing in this organization. Of course it isn't, Vicki.

(Thanks to the New Hampshire T-Party for this Kliban contribution.)



With apologies to Kliban!



THE TIDEWATER MG 'T' CLASSICS
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