



THE TIDEWATER MG 'T' CLASSICS

THE DIPSTICK

MAY 1981

PRESIDENT: Jim Banvard (340-6737)
VICE PRES: Ross Haines (486-1496)
SECRETARY: Andy Wallach (583-9387)
TREASURER: Sandy Hall (482-2821)
EDITOR: Carol Wallach (583-9387)

Hello again--

It's time to register for the Battlefield Bivouac if you haven't already done so. In order to be assured of a room at the Econolodge, your registration form must be mailed by May 1, so don't delay! Late registrations may have to be accommodated at an alternate motel. It promises to be a very enjoyable weekend--let's have a good turnout!

FROM OLDE NUMBER 2400, 7085, 4270, 7662 & VM199:

Summer approaches and is signified by the passing of daylight savings day and more numerous "I"s on the road. April has been a productive month with a sterling meeting at Bill Litchfield's, a tech session at the Ashes' and the Fort Monroe Brunch. At last count we are expecting up to forty people to attend the brunch. If all goes well, we may exceed the Christmas Party for attendance.

For those who didn't make the last meeting, Bill Litchfield is doing a magnificent job on the "Pink TD" and has a beautiful rolling chassis and power train. Keep up the good work Bill; we'll expect it on the road soon.

Elsewhere in this issue Hank Giffin, our in-town out-of-town member will be reporting on the successes and semi-successes at the tech session.

Reports from the "Battlefield Bivouac" mini-GOF committee indicate that everything is tracking for a good time to be had for all. I hope that we see max participation. I envision that the Sunday display of American, British, and French vehicles "through the ages" will be a very spectacular event. If you desire to save 18 cents, bring your application and money for the mini-GOF to the May meeting.

We are losing one of our membership to, of all places, Jolly Olde England. Jerry Morgan is to be ordered to England in May of this year. He indicates that he will be prepared to take care of our club membership emergency requirements as his time permits. During his stay in Tidewater (VRF-31) his TC remained in restoration due to his heavy Naval Air travel requirements. His address in May will be:

LCDR Jerry R. Morgan
CINCUSNAVEUR

Box 9

FPO N.Y., N.Y. 09510

Good luck, Jerry, during your stay in England. We'll see you when you return.

Our next meeting is at Bess Mann's on the 5th. See you there.

Jim

APRIL MEETING: SECRETARY'S MINUTES:

Amidst his handsome, self-made, fine furniture reproductions and rapidly evolving TD, Bill Litchfield welcomed the assembled T-ers to the April meeting. While the minutes were in the process of being approved, Mary Thompson interjected how "the map (for the March meeting) stunk; it made us a day late getting there." President Banvard reported, in the absence of the treasurer, a balance of \$124.60. With the Events Chairman absent, attention was focused on Committeewoman Mary Thompson, who quickly denied any knowledge. Mike Ash confirmed that events were still scheduled as originally planned and published in The Diostick, with the possibility of a brunch on Sunday, April 26th.

Regalia Elsie Farr reported having in stock badges, shirts, and all the regular items. The technical librarian, Dave Barrows, requested that the newsletter editor forward technical articles that she receives on to the tech librarian.

Jim Banvard and the Asnes reported on the GOF-South. The Asnes took their TD, taking two days to get there and two to get home. The windshield wipers worked. A FF which had come 1200 miles won the Concours.

Roy Wiley reported on the May 22-24 Battlefield Bivouac mini-GOF and stated that the final planning session will be held at the Haines' house on May 4th.

A discussion then ensued as to the proper status of Hank Giffin. Jim Banvard: "We have given a certain flexibility to out-of-town people by allowing them to join at a reduced rate. In case anyone has been counting, and I have, Mr. Giffin has been present more than any local resident. I think Mr. Giffin should be assessed regular membership rates forevermore." Mike Ash: "I do not know how someone whose home is at Pier 6 can be an out-of-town member." Roy Wiley: "He has a local phone number." Hank Giffin, who is stationed aboard the USS Dominant which, while not homeported at Little Creek, seems to gravitate there: "This time it cost a quarter of a million dollars to come down here." The outcome of this discussion is not recalled.

Walt Thompson passed around some paint samples that he had received.

Under Old Business, President Banvard read a letter from Roy Mercer concerning T-Register leadership succession and reported the results of the committee meeting on said subject. After other extraneous digressions, President Banvard attempted to get someone to move that the meeting be adjourned, to which Mary Thompson replied "No one wants their name written down." Finally Dave Barrows moved that the meeting be adjourned and the President seconded.

The members adjourned to a feast of goodies, topped by a cake with a pink TD. Thank you, Bill, for a fine evening.

Postscript: The saying "A sailor and his money are soon parted," was heard as Hank looked over Elsie's wares.

UPCOMING EVENTS:

May Meeting--Tuesday, May 5 at Bess Mann's. (Map on last page.)

Battlefield Bivouac--May 22-24, Williamsburg, Virginia. (Registration form on page 7.)

Mini-GOF Committee Meeting--Monday, May 4 at Ross Haines' at 8 P.M.
All committee members please attend.

the tech session at the ashes

we got there late cause brenda had such a good breakfast that jim didn't have the 'y' fully ready for towing until andy came over with his kids and we towed the 'y' to forrest's the painter where we talked about painting until it rained when we finally got to the tech session the fisher's 'va' was in the garage getting final touches on the engine installation by mike, carl, and dave and jim rudd's green 'td' was getting a front end alignment with vince and jim and a bunch of sticks not really helping and walt thompson in the garage assembling his front end parts with mary in the backyard but he couldn't cause he didn't bring the bottom of his spindles so he did what he could till jennifer came out with the sandwiches and everybody said mike's 'tf' made a good salad bar cause it hasn't moved in years and the beer ran out but roy and jim and jennifer took a ride in jennifers new horizon and came back with more beer so we could solder my 'mgb' starter solenoid's loose connection and find two hidden bolts on mike's 'mgb' so the fender with dents could come off and see all that mud under there gee i hope mine doesn't have all that mud under there and then carl's 'va' was ready for a test run around the block with no bonnet or front fenders but the driveshaft rubbed so we jacked it up and tightened the knockoffs and off he went when andy tried to get his dodge's sidelights working so we all dumped on him for driving it but he fixed it and left and jim and i left after almost everybody and it was a real good tech session

HANK

From Herschel Smith and Levi Farr in the Indian Ocean--



THE YORKTOWN CONCOURS--
--the DIFFERENT car meet--

The YORKTOWN CONCOURS on Sunday, May 24, 1981 will be different from all other car meets. Here's why:

1. The more than 300 British and American cars on the field will illustrate the entire history of the industry, not just antiques, classics, or cars of a single marque.
2. Each car will be one of a kind on the field. One brass radiator Model T, one steel radiator Model T, one Model A Ford. So with the others: one GTO, one Toronado, one Model J or SJ Duesenberg.
3. All cars will pass in review along a ridge so that they can be seen and filmed in motion.

Never before has such a group of cars been gathered in one place. Dozens of extinct marques will be there--such familiar ones as Hudson, Packard, Studebaker, some less familiar like Winton, Maxwell, Hupmobile, and some that few enthusiasts have even heard of, much less seen. Of those still in production, the full range will be shown, from the oldest to the brand new.

The YORKTOWN CONCOURS is the opening event celebrating the bicentennial of the meeting of Washington and Cornwallis in 1781, the meeting that ended hostilities of the American Revolution. It's planned as a tribute to the long friendship between Great Britain and the United States. Because the French were at Yorktown, too, there will be a small section of French cars.

Whether you like the one-cylinder cars, the brass age, the boxy cars of the 'teens and 'twenties, the classics, the muscle cars, dream cars or new cars, this is your chance to see them in relation to all the others. Imagine for instance a line of Oldsmobiles from the famous Curved Dash through the Limited, the cars of the Jazz age, the 98, the Toronado, the 442 to the present. All moving in a long line. Or the Fords. Or the Jaguars, or MGs, or Rolls-Royces.

Or, imagine a line of the long-gone cars passing by according to age. Most will be represented by a single example, but such marques as Nash, Locomobile, and Franklin can be seen as they developed during their years of production. In fact, there will be an entire section of the Grand Marques, dedicated to the great cars that are no more.

Most of the cars will be restored prize-winners, but some will be fine original examples, and a few, such as President Woodrow Wilson's 1920 Pierce-Arrow, will be historic cars. All cars will be entered by invitation from the committee for the Concours.

The actual Concours on Sunday is just the climax of a big weekend. All the nation's governors will be asked to send greetings to Virginia on the opening of the big 1981 Yorktown Bicentennial celebration, and drivers from many states will bring the messages in their antique cars. These messages will be delivered at Yorktown on Friday May 22.

On Saturday, May 23, several car clubs will sponsor meets of their own in the Jamestown-Williamsburg-Yorktown area. Some of these will be open to the public.

THE WEEKEND SCHEDULE:

Friday, May 22, 11:30 a.m. - Greetings from the nation's governors will be presented at the Yorktown Victory Center.

Saturday, May 23 - Car meets sponsored by several clubs.

Sunday, May 24, 10:30 a.m. - Field opens. (Save time and money: buy your tickets in advance.)

12:00 noon - Two bands and fife and drums corps perform.

12:30 p.m. - Distinguished guests recognized.

12:45 p.m. - First car moves around field carrying the Grand Marshal.

1:50 p.m. - Review of cars begins.

3:00 p.m. or earlier - Review ends.

Sponsored by the Virginia Independence Bicentennial Commission and the Yorktown Victory Center, the YORKTOWN CONCOURS will be one of the most exciting events of the year. Don't miss it!

There will be no flea market or other commercial activity on the Concours field except that manufacturers will be invited to mount displays, and food and beverages will be available.

PLACE: Kingsmill on the James, next to Busch Gardens, Williamsburg, Virginia

DATE: Sunday, May 24, 1981

TIME: The field opens to those who have tickets at 10:30 a.m.

TICKETS: In advance, \$4.00 each; at the gate, \$5.00 each.
Children under six admitted free.

Tickets and further information about the Concours may be obtained by writing to: Yorktown Concours, Yorktown Victory Center, P.O. Box 1976, Yorktown, Virginia 23690. (Advance tickets available only until May 17.)

-----To those who had expressed interest in Quartz Halogen Headlamps-----

They are \$21.04 a pair, payable in advance to Roy Wiley as soon as possible (i.e. at the May meeting.)

FOR SALE: 1960 Austin Healey Bug Eye Sprite. New engine, gear box, top, tires, battery. Needs body repair. \$2400. Call Roy Wiley--481-1543.

Alternate Turn Signal Relay For Series MG's

By R.E. Richardson #7585
(From "T-Times", Fall 1980 issue)

The restoration of MG-TC exu 7668 proceeded slowly over a period of years until the winter and spring of 1979/80 when the push began to have it operational for the Spring GOF at Hershey, PA in May. The restoration was completed in time for the trip, except among other things, the turn signals were inoperative due to a lack of one relay (TC's electrical system requires two single pole double throw relays with 12 volt coils.) The completion of the trip to Hershey and return without the benefit of turn signals convinced the Owner they were necessary for safety and convenience when driving in today's traffic.

Since he was unable to locate an original relay for the TC, which is in short supply or perhaps extinct, attention was turned to alternate methods. There appears to be about four options available: (1) do nothing, (2) install TD type relay-current price \$59.95, (3) redesign the electrical system to utilize the relays similar to U.S. cars, (4) substitute some commercially available relays.

The first was not acceptable as turn signals are a great convenience and safety factor and because the wiring and lights are a part of the car's systems; the second alternate is electrically feasible but was discarded because of wiring changes and cost; the third alternate of redesigning the system was not selected because of wiring changes to the new cloth bound harness just installed in the car; which leaves the fourth and last method of locating commercially available relays.

A local radio parts store was found to stock two models of relays with 12 volt coils and double throw contacts. One model had contact points with 10 ampere rating which is of marginal capacity. The relay selected had double contacts for each position and thus 20 ampere current rating when the contacts are connected in parallel.

The relays and sockets are sold by Radio Shack; the description:

Archer #275-218, 12 volt DC, DPDT
Plug-in Relay, contacts rated 10
amperes at 125 vac, price \$5.49 each.
(Spring 1980)

Archer #275-220, 10 amp, Relay Socket
accepts either relay #275-217 or 275-218,
price \$1.39 each.

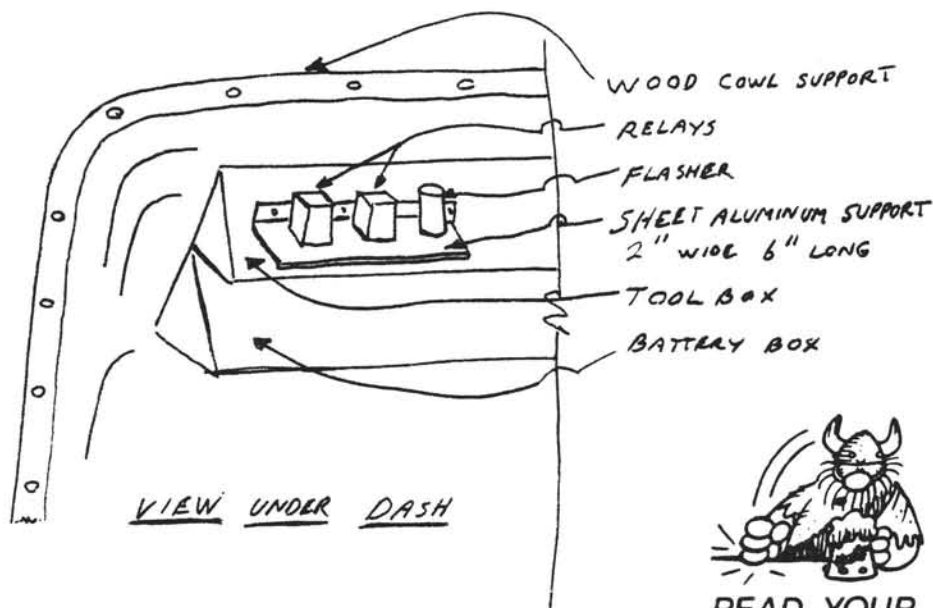
(cont'd)

The relay is small being approximately $7/8$ " wide by $1\ 1/8$ " long and $1\ 3/8$ " high with a transparent plastic cover. The socket is rectangular about 1" wide by $1\ 1/8$ " long by $7/8$ " high including the eight solder type connections and is designed for mounting in a rectangular hole cut in thin sheet metal.

In TC 7668 the relays and flasher were mounted inside the car on an aluminum bracket about 6" long by 2" wide fastened to the tool box under the dash. The wiring follows the regular schematic diagram for Series TC export models.

After the wiring was completed and it should be noted some extensions to the existing wiring are needed, and before testing, a separate 15 amp. fuse was installed in the Supply wire (#17 from the control box) for safety purposes; this is in addition to the regular fuse in the accessory electrical system. The fuse promptly blew each time the turn signal switch was turned to the left side position. Eventually, the problem was found to a "shorting bar" between terminals #1 & 5 of the new turn signal switch. Removing the bar eliminated the trouble.

The installation of substitute equipment as described was not in keeping with the owners original premise of utilizing only original or NOS items, however it has proven to be an acceptable method for the present.



READ YOUR

"MG WORKSHOP MANUAL"





THE TIDEWATER CHAPTER OF
THE NEW ENGLAND T REGISTER
CORDIALLY INVITES YOU TO



A
BATTLEFIELD
BIVOUAC

A COLONIAL MINI-GOF IN WILLIAMSBURG, VIRGINIA
MAY 22-24, 1981

JOIN US IN COLONIAL WILLIAMSBURG FOR A SPRING CELEBRATION! WILLIAMSBURG OFFERS 88 RESTORED ORIGINAL BUILDINGS WITH GARDENS AND FURNISHINGS. VISIT JAMESTOWN, YORKTOWN, BUSCH GARDENS, AND THE MOST UNIQUE AUTOMOBILE SHOW ON THE EAST COAST.

THIS MINI-GOF IS BEING HELD IN CONJUNCTION WITH THE YORKTOWN CONOURS, A NATIONAL ARRAY OF PRIZE WINNING VEHICLES FROM ALL 50 STATES. THE CONOURS, COMMEMORATING THE ANIVERSARY OF THE MEETING BETWEEN WASHINGTON AND CORNWALLIS IN 1781, WILL FEATURE ONE OF EACH OF 300 BRITISH, FRENCH, AND AMERICAN CARS. THIS ASSEMBLAGE WILL ILLUSTRATE THE HISTORY OF THE ENTIRE INDUSTRY, NOT JUST ANTIQUES, CLASSICS, OR CARS OF A SINGLE MARQUE.

MINI-GOF ACTIVITIES WILL INCLUDE A FRIDAY EARLY ARRIVAL HOSPITALITY SUITE FOLLOWED BY A WILLIAMSBURG DINNER AT THE RESTAURANT OF YOUR CHOICE, SHOW OF CARS, FLEA MARKET, PHOTO AND MODEL CONTEST, SATURDAY NIGHT BANQUET, AND ON SUNDAY, THE YORKTOWN CONOURS.

MINI-GOF REGISTRATION/RESERVATIONS...PLEASE MAIL BY MAY 1

NAME _____ PHONE _____

ADDRESS _____

WHAT MG's ARE YOU BRINGING? _____ NEMGTR# _____

FIRST GOF? _____ WILL YOU ARRIVE FRIDAY EVENING? _____

WILL YOU NEED A BABYSITTER? _____

REGISTRATION _____ PERSONS @ \$8.00.....TOTAL _____

SATURDAY NIGHT BANQUET _____ PERSONS @ \$13.00.....TOTAL _____

SHERATON PATRIOT INN
4036 RICHMOND RD
WILLIAMSBURG

ACCOMODATIONS _____ NIGHTS @ \$32.33.....TOTAL _____

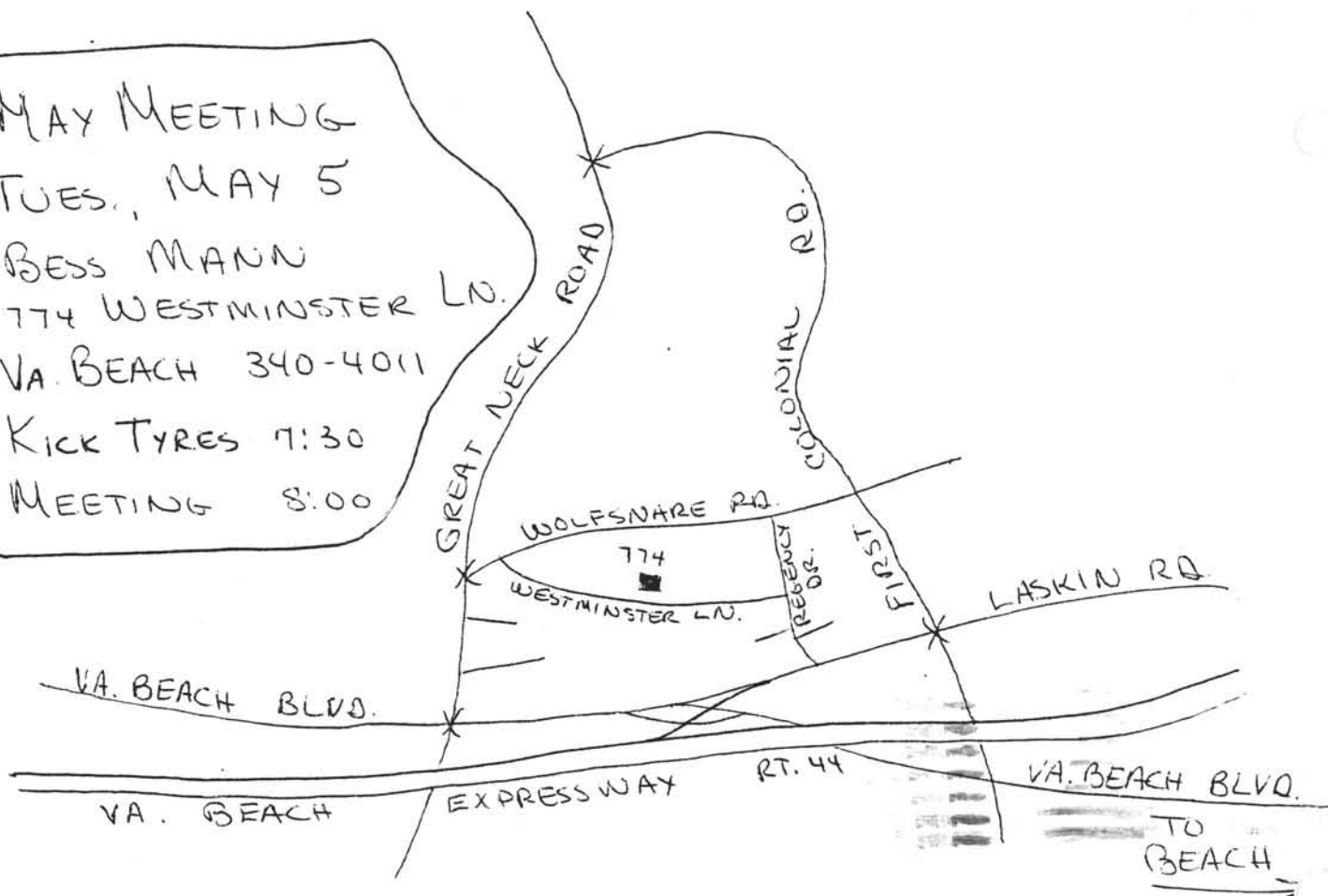
ECONCLDGE #2
1400 RICHMOND RD
WILLIAMSBURG

(We have negotiated a rate for
this weekend covering up to 4
people per room. Full payment
in advance is required to get this
rate and insure a room in Wmsburg)

PLEASE MAKE CHECK PAYABLE TO "TIDEWATER MG CLASSICS".....TOTAL _____

MAIL TO: ROSS HAINES, 633 PINETREE DR, VA BEACH, VA 23452
804-486-1496 (Refundable up to May 10)

MAY MEETING
 TUES., MAY 5
 BESS MANN
 774 WESTMINSTER LN.
 VA. BEACH 340-4011
 KICK TYRES 7:30
 MEETING 8:00



TIDEWATER MG 'T' CLASSICS
 7704 BERGEN STREET
 NORFOLK, VA. 23518



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