



THE DIPSTICK

NOVEMBER 1980

PRESIDENT: Jim Banvard (340-6737)
VICE PRES: Ross Haines (486-1496)
SECRETARY: Andy Wallach (583-9387)
TREASURER: Sandy Hall (482-2821)
EDITOR: Susan Boswell (486-1293)

Greetings, groupies--

Ah, it's fall. The leaves are starting to turn, pumpkins and apple cider are appearing in the markets, the little critters were out for their tricks or treats, and "MG Fever" is back. Maybe we should change the title to "As the MG Turns", or "Days of Our MGs," or "The MGs and the Restless", or "All My MGs". At any rate, our intrepid hero and his cohorts are about to collide with an airplane. Ooh, that does sound dastardly. Read on!

But first, a message from our leader.

FROM OLDE NUMBER 2400, 4270, 7085, VM199 and ?--

October has come and gone in a flash. "Time flies when you're having fun." The most significant occurrence for October to date was elections and the subsequent appointment of the various chairmen. The meeting held at the Lunds' was a most pleasant affair as it always is when conducted waterside on Willoughby Bay. Thanks, Tom and Jeanne, for your lovely site and the delicious spread.

The election (rigged as it may have been) returns last year's slate of officers to their respective positions. There have been some changes in the chairmanships. Robert Davis returns as Spares Chairman, Dave Barrows as Technical Chairman, and Elsie Tarr as Regalia Chairman. Due to Susan Boswell's imminent departure, Carol Wallach has graciously volunteered to take the most challenging position of all, the newsletter editor. Vince Groover has accepted the Activities Chairmanship.

I thank all of you new chairmen for your enthusiasm and initiative. For the most successful forthcoming year, each of these chairpersons will require the full membership's support to most effectively perform their duties. I encourage you all, the membership, to pitch in and assist when called on to ensure an active and progressive year.

See you at the November meeting.

Jim

(Ed. note--Jim forgot to thank the departing Activities Committee for their attempts at introducing many new types of activities such as the scavenger hunt and the Casino Night. The club isn't always appreciative and supportive of the Activities Committee's efforts. Actually, one reason I was always reluctant to yield the editorship was it was a great excuse to avoid getting involved in the Activities department. Also, special thanks to Ross and Ann Haines who headed up the committee. They were never late with their input to the newsletter, which was a great help to me.)

MG FEVER IS BACK!!

OCTOBER MEETING--SECRETARY'S MINUTES

Among the twenty-six people assembled at Tom and Jeanne Lund's for the October meeting were two of Bob Pellerin's children, honorary member Ron Henry from Merry Olde England, and new members Carol and Dave Sutton, Bill and Sue Gordon, and Walter and Mary Thompson. When someone asked Bill if

he knew Roy Wiley before the Gordons moved in down the street with their TA, an anonymous voice stated, "No, or he wouldn't have moved in." Ron Henry related that MG was closing down this month, prices of parts are expensive, and that he brought Roosevelt Moseley some Morgan motor mounts. Roosevelt's statement that Morgan is still open was met with a chorus of boos. Ron stated that there is a seven year waiting list for Morgans.

The business meeting started with President Banvard welcoming the guests and new members. The minutes of the September meeting were approved and the President related the treasurer's report of a balance of \$933.04. Bob Pellerin's suggestion that we send Ron back to England tonight was not seconded.

Ross Haines, under activities, reported that the trip to Richmond was good and that they ate at Matt's English Pub; that the Halloween Party is at Bob Salvin's; and that a dinner out will be on November 14, possibly at the Lynnhaven House. (Ed. note--Amend that to the Fantastic Flying Fenwicks.) Berkeley Plantation will celebrate the first Thanksgiving on Sunday, Nov. 2. The entrance fee is \$5 a carload and the Fishers plan on entertaining at their farm on the Chickahominy River afterwards.

During the vote on Robert Davis's proposal to add some MGA and MGB parts to the club's stock of minor parts for tech sessions, Bob Salvin made a grand entrance with his friends Doris and her husband Larry. Bob stated that "I have been going out with Doris for a long time and just had to bring her to an MG meeting." The parts motion did not carry with a vote of 7 against and 4 for. There was no regalia report due to Elsie Tarr's absence.

Under New Business, the possibility of appearing in the Princess Anne High School homecoming parade was discussed and discarded. Mike Ash related that he and some others took a lot of verbal abuse when they participated in a Kempsville school parade. School teacher Moseley stated, "That's representative." Jim Banvard stated, "People who are red-headed bring that on." And Robert Davis stated, "I'm too old for high school girls."

Under Old Business, the president reported that Roy Wiley would be chairman of the mini-GOF on May 22-23. Roy reported the following assistants: Bess Mann--Rooms and Banquet, Bob Salvin--advertising and printing, Robert Davis--raffle prizes, Carl and Kay Fisher and Vince Groover--miscellaneous, Ann and Ross Haines--registration and check-in, Dan and Susan Boswell--car display, Elsie Tarr--flea market, and Richard Hall--rallye.

The elections were held. Roy Wiley read the list of nominees, all incumbants, and asked for any further nominations. There were none. The current officers were elected by voice vote to serve during the coming year. The president stated that the editor of the Dipstick, Susan Boswell, is leaving the area and if there are any volunteers....to which Jennifer Ash, a former editor, said, "No! No! No!"

Mike Ash moved, Bob Salvin seconded, and the meeting was adjourned to a veritable feast of goodies. Thank you, Tom and Jeanne for the fine environment for an MG evening.

The NOVEMBER MEETING will be held on WEDNESDAY, NOV. 5, at 8:00 p.m. at the home of Mike and Jennifer Ash.

COME--EAT AT FANTASTIC FLYING FENWICKS!!

UPCOMING EVENTS--

NOV. 14 (FRI)--Dinner, Auction and White Elephant at Fantastic Flying Fenwicks, 4621 N. Witchduck Rd., cocktails at 6:30, dinner ordered from the menu at 7:00. You must bring an MG part and /or other white elephant (nothing expensive, please) to be auctioned off after dinner--proceeds to go to the treasury. We will have a special room, by the way. Fantastic Fenwicks is a great, inexpensive little restaurant specializing in quiches and omelettes, a variety of tasty overstuffed sandwiches, a number of full dinner choices, and some of the world's greatest nachos and chili. One of my favorite munching sites. We'll get a head count at the meeting or you can call Peggy Bradford at home (427-3365) or her office (420-4140) by Nov. 10. See map, p. 3, for directions.

DEC. 12 (FRI)--Christmas Party at the Barrows or the Fishers. Start thinking now about what you plan to bring--cookies, hors d'oeuvre, etc.--and let Helen (428-3250) or Kay (426-7446) know early in December. They usually like a good idea of the food supply a week in advance, or about Dec. 5. Which doesn't mean you can't attend at the last minute--the more the merrier. But if you know in advance that you are going, please call.

 EAT--EAT--EAT--EAT--AT FENWICKS!!!!!!

 And now what you've all been waiting for--

MG FEVER
 by
 Robert Davis



Well, I'm finally settled into my new job and have time to start my column up again. I hadn't forgotten about making inputs to our newsletter. I just didn't seem to be able to allocate the time. I really enjoyed our meeting at the Lunds' with seven new faces; however, for some members there was an old warm friend who hadn't recovered from his jet lag yet--the infamous Ron Henry was on the scene.

This episode is an unusual one about myself driving Carl and Kay Fishers' VA Tourer. Well, what's so unusual about that, right?! An airplane ran into the car while I was driving it on the Fentress Airfield! There were no fatalities as you will find out.

It was a nice warm weekend morning. As usual I didn't have a date. At that time I had the attitude I didn't need any females--just a nice garage, a few MGs and a few cans of beer (only a few after the YB wreck). Don't get the idea I never had dates. I would go out every time I met a girl worth dating--which wasn't too often. (Ed. note--Watch it, Robert. You're skating on very thin ice here.)

With a nice lunch packed I headed off to Fentress Airfield for the club funkhana. The Eatons were just ahead of me in the black TC. And in my rear view mirror another MG appeared. It was the Wileys in their black TD.

I drove over to where our club was meeting and noted a large group of people about 1/4 mile away. Philip Ash had come with Mike and Jennifer and was to navigate for me. We drove off to look at all the aircraft the other group of people had. There were old biplanes, some WWII bombers, and modern prop planes. We then drove the main air strip where we went in excess of 50 mph. I had brought a handkerchief for the blind man's drive. We saw Bob Salvin with escort on the airstrip in the famous bug-eye. They had crash helmets and goggles which they let us use to drive back to our group.

The events went well. I kept making people mad by getting in their way. Then when it came time for the blindfold driving event, I couldn't find my blindfold. I assumed it flew out of the back of the TD as we had the windscreen folded down. Carl and Kay were present with the VA. I told Bob Salvin's date to come along with me to find the blindfold and asked Carl and Kay if I could drive the VA. Bob probably didn't want me taking his escort off alone and Carl probably didn't want me taking his car off almost alone so the four of us piled in and I drove.

When we reached the airstrip a government policeman bagen following us in his truck. We stopped and recovered the missing blindfold and the policeman came and said we were not supposed to be out on the runway and to stay in our area. Carl reasoned with him and having to work on a Naval base, I became nervous. I had heard stories about people losing their base access which

meant losing their jobs.

The policeman stayed right on our rear. It was apparent that he was going to see to it that we returned to our area. I happened to glance over and see an airplane going about 25 mph coming at us and very calmly turned to Carl and said, "An airplane is about to hit us."

Is the car wrecked? Does the aircraft pull up? Is the policeman upset enough to revoke our hero's base access privileges? Tune in next month for:

A near miss, a gasp and a scream; a face full of propellor--or, What's that six foot wingspan doing under your running board?

BRING A WHITE ELEPHANT TO FANTASTIC FLYING FENWICKS!!

FROM OLD CARS, AUGUST 28, 1980

Old Cars' Truth In Advertising Act

The vast majority of old car ads are fair and honest, but that other small number gives a character like myself a great field for poking fun at them. What is one man's "fine" is another man's "salvageable." It's all relative... but -----

by Leo Needham

ORIGINAL — Never repaired anything.
ORIGINAL OWNER — The owner is original, not the car.
ORIGINAL FINISH — Includes original dirt.
ORIGINAL PAINT — Never been washed.
FORCED TO SELL — As strongly suggested by local constabulary.
EVERY POSSIBLE OPTION — Option meaning right to purchase at a later date.
CHAUFFEUR DRIVEN — Owner used to be a taxi driver in Rome.
REAL FUN CAR — If you're a masochist.
RUNNING CONDITION — Refers to owner after he sells it.
WON'T LAST LONG AT THIS PRICE — "Won't last long", is enough.
PRICED FOR QUICK SALE — Will have to get out of town after this caper.
MILESTONE MODEL — Typographical error. Should read millstone.
AIR CONDITIONED — The windshield is missing.
EXCITING POSSIBILITIES — Same can be said for dynamite caps.
40,000 ACCIDENT FREE MILES — No charge for accident miles.
ILLNESS FORCES SALE — Sick of neighbors complaints.

ATTENTION GETTER — Like a summons.
DREAM CAR — Like in nightmare.
GARAGED SINCE NEW — Repair garage, that is.
COUPE — Ain't nobody here but us chickens.
COUPE — (French) Meaning to cut off.
SEDAN — Disasterous defeat in Franco-Prussian war.
WILL CONSIDER TRADE UPWARDS — No other way to go.
MINT — Like the candy with the hole.
NEAR MINT — Owner lives a few blocks from U.S. Mint in Denver.
NEVER DRIVEN OVER 50 — Refers to Interstate 50.
26,000 CAREFUL MILES — The other 100,000 not so careful.
SACRIFICE — A burnt offering.
FAIR INTERIOR — The field mice have a union.
NEW UPHOLSTERY — Field mice's union demanded better conditions.
DRIVEN BY ELDERLY LADY — In the demolition Derby.
TOWABLE — So is the Queen Mary.
UNBELIEVABLE CONDITION — Who says there ain't no tooth fairy.
DRIVE IT HOME — ... and then the beautiful princess kissed the frog and behold...
20 MILES TO THE GALLON — Like 5 miles per wheel.
NEEDS MINOR COSMETICS — Even Max Factor might go broke on this deal.
EXHAUSTIVE RESTORATION — The tailpipe has been replaced.
GROUND UP etc. — Like in hamburger.

MECHANIC'S SPECIAL — Dilemma might be a better word.
USED BY TEACHER — Instructor at anti-tank warfare center.
EFFECTIVE SHOW PIECE — Shows effect of anti-tank missiles.
NEW PAINT — Has large bull's eye painted on driver's door.
BICENTENNIAL MODEL — Red for rust. White — your knuckles when you attempt driving it. Blue — the sky through the hole in the roof.
DRIVEABLE — Refers to mules needed to pull it out of swamp.
FINANCING AVAILABLE — Small deposit required. Just leave your mother with the dungeon keeper.
BANK TERMS — The blood bank at Dracula's Castle.
BANK FINANCING — Refers to blood bank at Dracula's Friendly Finance.
DRIVEN BY HOLLYWOOD STAR — Remember that TV movie where the car went over the cliff and caught fire and...
HOLLYWOOD CAR — Remember the movie where the car went through the wall.
USED IN RECENT TV MOVIE — The bad guys get-away car and you know what happens to them.
EVERY POSSIBLE EXTRA — Would you believe a few impossible.
EARLIER RESTORATION — Like 3:00 A.M. after the bars closed.
RARE — Like under done.
RARE OPPORTUNITY — Its rare for opportunity to knock continuously.
SOLID — Just try moving it.
UNEXCELLED — Except by owner's imagination.

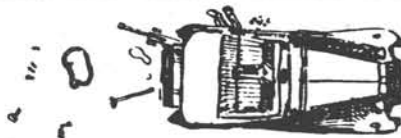
LOST STORAGE — They refused to repo the car. They took the garage instead.
REAL BEAUTY — The owner has a wry sense of humor.
SWEET RUNNING ENGINE — Ever since grand pappy poured a jug of molasses in the radiator.
RARE OVERHEAD CAM — ... up there in the rafters. Ever since the still exploded.
HATE TO PART WITH IT — Really tugs at your heart-strings, doesn't it.
A STEAL AT \$1500 — Yeah, who's doing the stealing.
NOS — Never on Sunday.
NEW GENERATOR, NEW RADIATOR, OR NEW THING — Old one blew up, burned up, broke, wore out. This is a multiple choice, check one.
ZERO MILES SINCE OVERHAUL — All that money and work and it still won't run.
And then there are the imponderables, actual words gleaned from ads, "... 3rd original owner." "Immaculately restored from a mint original". Write your own ticket for those.



Silk screened design on finest 50/50 T-shirt. Red, Navy or Sand with White lettering. Available in mens S, M, XL. \$6.95 each plus \$.75 shipping. Send check or money order. FL residents add 4% sales tax.
Bumper Stickers \$1.00
GRAPHICS EAST
P O Box 2112
Pensacola, FL 32503

SPARES FOR TOURING

by Ernie Feldgus



The following is an updated version of an article which originally appeared in the pages of 'T' TALK in the summer of 1975.

As a public service to the 'T' series owner/driver, for this issue of the newsletter coming in the midst of the motoring season where most of us in the Delaware Valley area are apt to spend more time driving and enjoying our cars than in any other season of the year, I thought it appropriate to include a recommended schedule of spares and tools that should be kept in the car at all times to be ready for any emergency that might arise.

No attempt is made here to offer a complete listing, as special individual needs and problems vary to such an extent that one should take this basic list and add to it whatever he or she might possibly anticipate. We are fortunate with the 'T' series car to have a quite ample tool box designed with the car and with some careful packaging and intelligent placement, one should find that all or most of the following tools and spares will actually fit into the tool box under the bonnet, giving easy accessibility if and when needed. The storage compartment for the side curtains also provides some additional storage space with good access if additional room is needed.

The following are presented in a totally random manner:

RECOMMENDED SPARES:

fan belt
fuses (35 amp & 50 amp)
bulbs
contact points (fuel pump & distributor)

electrical wire and tape
misc. small lengths of rubber hose & clamps
wiper blades (including small rubber retainer - TC/TD)

inner tube (if applicable)

rotor* & distributor cap

spark plugs

starter motor & generator brushes

assorted cotter pins

assorted nuts, bolts & washers

oil pipe (TC & early TD only)

pipe-pump to filter - Part #X24451

pipe-filter to block - Part #X24359

top radiator hose

fuel line hose & clamps

form-a-gasket compound

cable wire (solid or stranded)

length of ignition cable

RECOMMENDED TOOLS:

jack w/ handle
medium hammer
screwdrivers (various types & sizes)
pliers
comb. wire cutter/needle nose plier
medium size adjustable wrench
comb. Whitworth box & open end wrenches

ignition point file
spark plug gapping tool
feeler gauges
driver's handbook
rags

While the preceding list of spares includes many items, most of these represent normal replacement parts which are prone to require replacement in the normal course of operation of the car, and it is again strongly recommended that these items be acquired and carried at all times. Even if one does not perform his or her own service or repair work, not having that part on hand when it fails on a lovely sunny Sunday afternoon could spoil your whole day. All of the listed spares are readily available at many of

FOG LAMPS FOR T-TYPES

Lucas fog and driving lights were fitted as original equipment to most pre-war MG's. Fog lights were also original fittings on MG TA, TB, TC and YA, YT. They were optional on TD and TF.

The following will identify the correct fog lamp for each particular series. The model number is to be found on Lucas lamps, at the base, stamped in the shell adjacent to, or on the flange.



MODEL FT 27: MG NA, NB, TA, TB and TC (up to TC 4738).

MODEL SFT 462: MG TC from TC 4739 (Lucas part no. 55063B). MG TD (optional).

When the SFT 462 became unavailable the replacement lamp was Model 4FT (55169, later no. 053192).

MODEL FT 57: MG YA and YT (Lucas part no. 55010A) (up to 1950).

When 57FT became unavailable the replacement lamp was model SFT 003 (5402075).

MODEL SFT 575: MG YA 1951/53 (Lucas part no. 55029E)

When the SFT 575 became unavailable the replacement lamp was model SFT 576.

MODEL SFT 576: MG TF (Lucas part no. 55128B).

This information by Vic Longden of England appeared in the August '77 issue of SAFETY FAST.

.....D.S.

From: Delaware Valley Classic 8/79

SPARES FOR TOURING

(continued)



the 'T' series parts suppliers and at modest cost.

In addition to the items listed, some of our more "seasoned" owner/mechanics like to carry such additional items as a complete spare fuel pump, generator, axle shaft, cylinder head gasket, and even a small hand air pump could come in handy for clearing a blockage in the fuel line.

Care must be taken when packing these items in the car to prevent dampness from getting to them. Spraying with a light oil is helpful, also plastic bags (heavy gauge), small plastic jars, or even baby food jars are good for the small items.

Moss Motors, Ltd. continues to be one of the major suppliers of 'T' series spares and has just recently published their new parts catalog for MG-TC-TD-TF (Catalog #MGT-20). This catalog is free to members of the New England MG 'T' Register who write for it and mention their register number. Their address for those who are not familiar with them is Moss Motors, Ltd P.O. Box MG, Goleta, California 93017.

The other major supplier of 'T' series spares, Abingdon Spares, Ltd., 1329 Highland Avenue, Needham, Mass. 02192 has recently announced the availability of an emergency travel kit for 'T' series owners. I suggest you write for further details and their descriptive flyer. Anyone not currently owning an Abingdon Spares Catalog should certainly be encouraged to do so - the cost is \$5.00, and it makes a great supplement to the 'T' series workshop manuals.

Happy motoring
Press on Regardless,

Ernie Feldgus

COURTESY OF CLUB "MG, INC
 PORTLAND, OR
 MAR '80

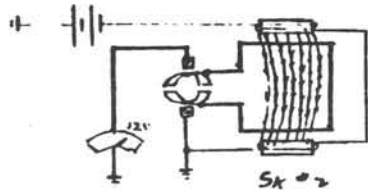
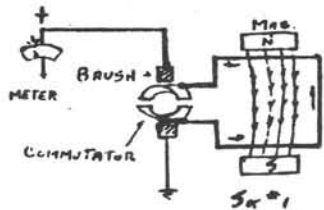
Those !*%?%!! GENERATORS

by Don Short

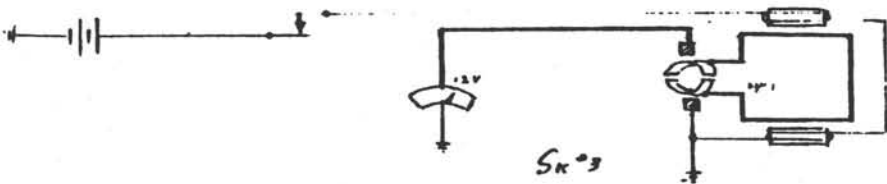
Once you understand how they work, generators and regulators are not really the monsters many people take them to be. What we would like to do here is to explain the basic principles of generators and regulators in order to give you some idea as to what goes on. Keep in mind some idea that the following has to do with positive grounded electrical systems, which is like bass-ackwards from negative grounded systems. Later, we will talk about some trouble-shooting.

I'm sure everyone has wondered what those letters impressed on your regulator really meant. Probably the most confusing aspect on your "T" series car is the British terminology, especially where it concerns your electrical system. For instance; "D" stands for dynamo, which to any self-respecting, English-speaking American means generator (or armature). "E" stands for earth, which means ground. "A" stands for ammeter, which is not to be confused with armature. "Al" wiring goes to the ignition and switch. Mercifully, "F" stands for field, and means field.

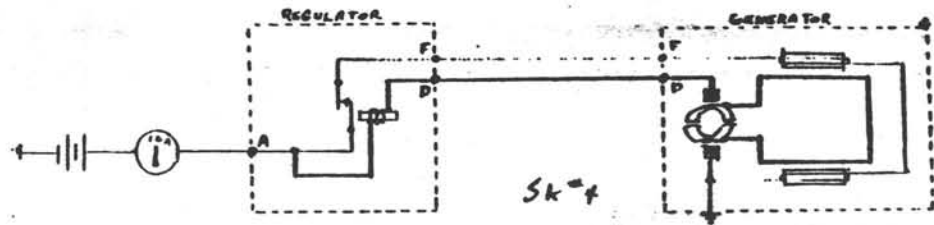
Without getting into a lot of electrical formula, it can be safely said that the basic principal of a generator is that a loop of wire passing through a magnetic field will produce a flow of electric current in that wire. Looking at Sk. #1, we have our two permanent magnets, and the loop of wire rotating between the magnetic field. The loop of wire is terminated on commutator segments, and the output of current is picked up by a pair of brushes, and transmitted out on the "+" wire to the meter.



If we want to increase the flow of electric current, we can strengthen the magnetic field through which the loop of wire is passing. This can be done by making the field into an electromagnetic field (Sk. #2). The magnets can be wound with wire, and a battery source applied to that wire will create an electromagnetic field. The output to the meter will be considerably increased.

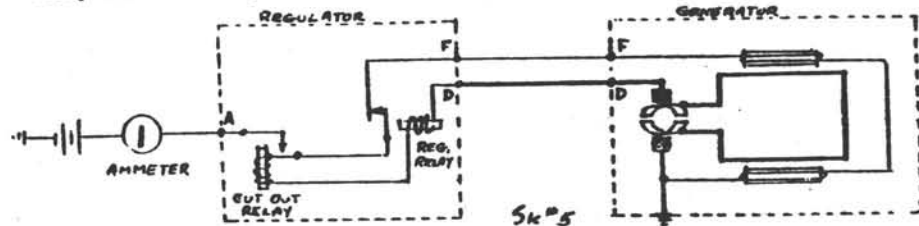


Sketch #3 shows how the increased current flow can be controlled by removing and reapplying the source of battery to the field coils. This can be done by using a set of contacts, which act as an on-and-off switch. With the contacts closed, the field coils are energized and an electromagnetic field is produced. The field is removed when the contacts are open.



Another type of electromagnet is a relay. A relay is nothing more than a coil of wire wrapped around a steel core. When the coil is energized, the magnetic field produced operates an armature, to which contacts are attached. If the current output from our loop of wire is transmitted to the relay coil, we can open and close the on-off contacts electrically. The relay is adjusted to open and close at preset voltages. This opening and closing applies and removes the battery source to the field windings, as shown in Sk. #4. In addition, we can use the output from the loop to supplement the battery source to the field, and also to replenish or recharge the battery. The faster the loop turns, the greater is the pressure (volts), causing more current flow (amps). Believe it or not, Sk. #4 is basically it!! Of course, we really have a number of loops terminated on a number of commutator segments. Looking at Sk. #4, we have our regulator coil preset to operate at about 13 volts, which open normally closed regulator contacts. When these contacts open, no electromagnetic field is present in the generator, consequently, no voltage or current is produced. When this happens, the regulator coil will immediately release, closing the contacts and re-energizing the field. This action goes on continually, opening and closing the contacts rapidly, maintaining constant voltage in the system.

It can also be seen in Sk. #4 that if our loops of wire are turning slowly, as when the engine is idling, little or no current will be produced. The regulator contacts will be closed, causing the battery to drain and discharge back through the field to ground. Also, since the ammeter does not go through the ignition switch, the battery would drain with the engine shut down. It is necessary then to open the battery supply from the generating system. This is done with another set of contacts and electromagnetic coil, called the cutout relay, placed in series with the regulator relay. The cutout relay is also preset to operate at a given voltage, and to open when the voltage drops to a certain level. The normal condition of the regulator relay contacts is closed, with the engine off or idling. The normal condition of the cutout relay contacts is open, with the engine off.



This little explanation may help when we next talk about trouble-shooting. Your generating system is not really all that involved. Understanding the basics is half the battle.

From: The Delaware Valley Classic MG Chapter 4/2 1979 Issue

(Ed. note - I don't remember where I got this, so thanks,

- 17 -
 V.C. March 1980

ODDS 'N' ENDS--HAPPY NEWS AND SAD NEWS--

The happy news is that Jim Rudd and Dondra Cunningham were married on October 10. Congratulations and best wishes for a long and happy life together. Now the sad news. Jim and Dondra will be moving to Kansas City in the spring so Jim can attend orthodontist school. They'll be sorely missed since they've seen such active, dependable members from so far across the river--not to mention that they are a couple of fine people.

NEW MEMBERS--Welcome to our newest members, Walter and Mary Thompson, and to some returning former members, Dave and Carol Sutton and Jack and Julia Manherz. See the new roster for the vital statistics.

Speaking of the roster, thanks to Sandy Hall for compiling and typing the roster. If you see any errors, let us know.

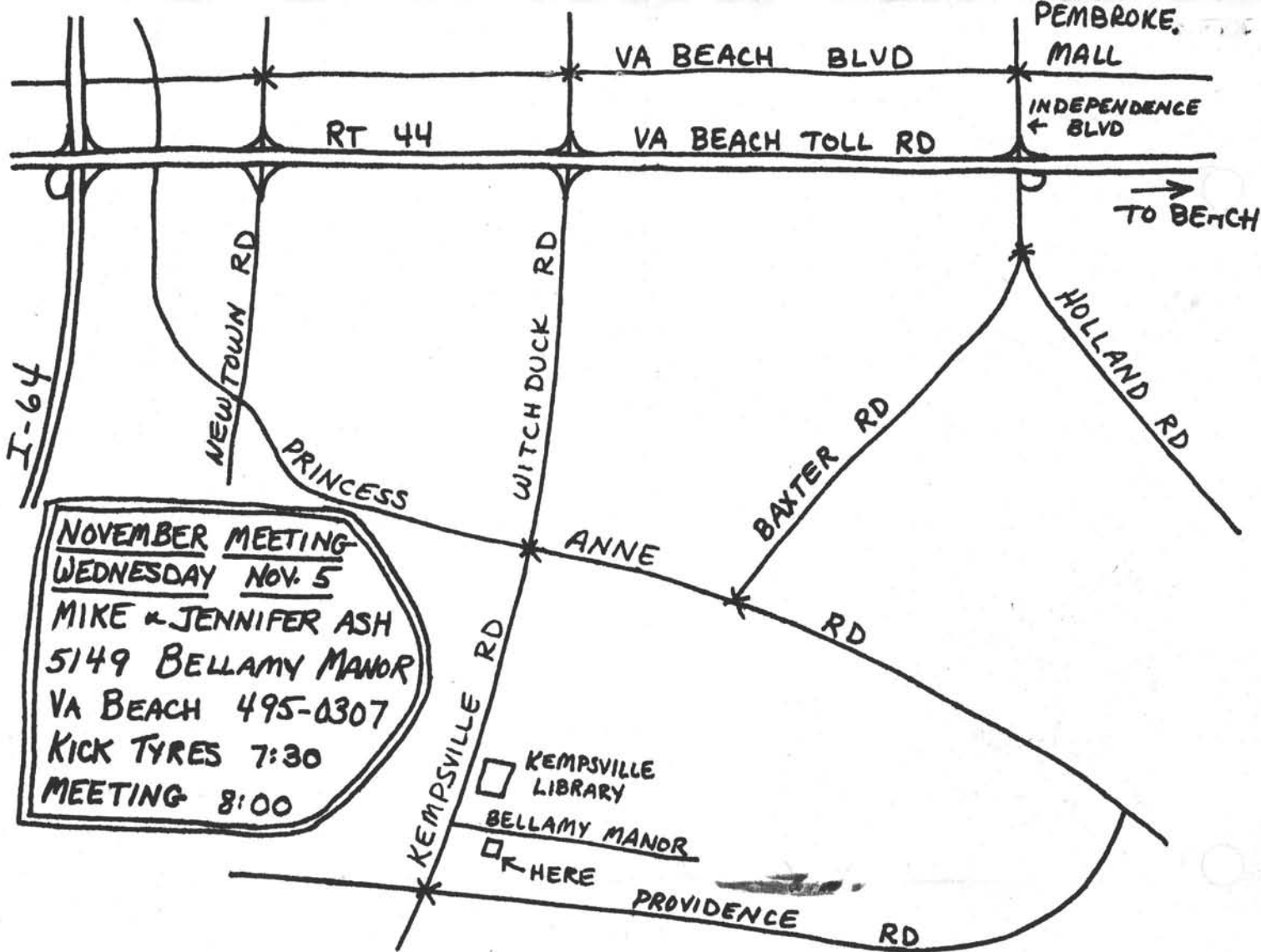
 DEADLINE FOR THE DECEMBER NEWSLETTER IS 30 NOVEMBER 1980!!

AND FINALLY--For those of you who haven't been able to get by the campaign rhetoric long enough to find out what of importance is really happening in the world, the last MG rolled off the assembly line in Abingdon on October 24, 1980, and right into British Leyland's Car Heritage Museum at Brentford in West London. The white MGB was the last of the 1,155,032 MGs made in Abingdon since 1929. The king is dead, long live...

 THANKS, AS USUAL, TO THE OCTAGON, NEWSLETTER OF THE CLASSIC MG CLUB OF FLORIDA.

TECHNICAL TIDBITS: In the course of conversation, the terms Stage I, IA, II, III etc. comes up from time to time. This has to do with improving the performance of the engine and upping the horsepower. Here is a rundown on Stage tuning of the XPAG engine.

- STANDARD - As it comes from the factory. 54 hp at 4200 rpm - quite underpowered as you know.
- STAGE I - Compression increased to 8.6:1 by shaving 3/32 off head. Clean and match ports to manifold. 57 hp at 5500 rpm. You can feel noticeable improvement.
- STAGE IA - Same as above. Install larger (TF) valves and 1½" carbs with .090 jets. 63 hp at 5600 rpm. Brings car to acceptable level of performance. With an XPEG engine, you get 73 hp and could use a high speed rear axel quite well.
- STAGE II - Raise compression to 9.3:1. Larger valves, polish combustion chamber quite well, enlarge match & polish ports, 1½" carbs. 66 hp at 5700 rpm (78 hp for the 1500 engine). Good performance, but with today's gas you will have trouble going over the 8.6:1 compression ratio.
- STAGE III - Compression to 12:1 by special pistons and standard head thickness. Larger valves, enlarge & polish as above. 1½" carbs with .125 jets. Fuel is 80% methanol and 20% 100 octaine (try to get that today!) 76 hp at 6000 rpm. Needless to say, this is impractical.
- STAGE IV - Fit a supercharger on a standard engine. 65 hp at 5500 rpm. Quick easy bold on and off modification. Finding a blower and maintenance problems caused by it are the problem.



TIDEWATER MG 'T' CLASSICS

636 ROYAL PALM DR
 VA BEACH, VA 23452



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

This compression is 9.3:1. Larger valves, polished combustion chamber
 quite well, enlarge valve & polish ports, 1 1/2 carb. 65 hp at 2700
 rpm (75 hp for the 1500 engine). Good performance, but with today's
 gas you will have trouble going over the 8.5:1 compression ratio.

STAGE III - Comp
 large
 fuel
 to h

STAGE IV - Fit a supercharger on a standard engine 65 hp at 2700 rpm. Quite
 easy hold on and off modification. Finding a blower and maintenance
 problems caused by it are the problem.