

THE TIDEWATER MG T CLASSICS

# THE DIPSTICK



MAY 1989

President..... Dave Bowling

Secretary ..... Tom Lund

Vice President .... Don Jones

Treasurer ..... Frank Benson

Editor .... Gloria Benson

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## Marque Time:

Our thanks to Dan Boswell for hosting the April meeting at the Runaway Bay Club House. We had a nice collection of running MG's. In fact, the residents are probably still wondering what happened to all their parking spots that night. Our guest speaker on vintage car appraisals had to cancel out but will be rescheduled.

I missed the April tech session but understand we had an exceptional turnout. Details to follow. Thank you, Jim Jackson.

Don Jones has put new life into Regalia Sales by purchasing new items - ie: ball caps, mugs and key fobs. Bring your checkbook to the next meeting.

My prediction of "top down weather soon" was a bust! After an April snow flurry with freezing temperatures, it almost seems like we've been operating on a "LUCAS calendar". But don't give up! At this writing, a bunch of us are looking forward to Jennifer's fun driving tour of several James River Plantations on April 23. Mel Baker is organizing a progressive dinner party to commemorate the Club's 16th anniversary in May. Hope to see you all on the road soon!

Safety fast,

Dave



Deadline for the June newsletter is Tuesday, May 30th. Please be on time.

April MG Meeting  
April 4, 1989

Thanks to Dan Boswell for hosting the meeting. Mr. Lee Dowdy, the guest speaker was unable to make the meeting. We will try to reschedule him next month. There were two new guests, John Montgomery, who owns a MG-BGT and Buddy Rhodes, who owns a MGB and a new member Bob Nichols who owns a 60 A.

Treasurers report - Beginning balance of \$723.09, income of \$43, expenses of \$76.40 for an ending balance of \$689.69.

Spares report - Georges Vintage Restorations - England calibrates and restores speedos. There is also a firm in New Hampshire that does the same restorations. A/C relays for 170 degree temperature are available and solenoids to increase idle.

Tech session - The next session will be at Jim Jacksons. He has tools for A's and B's. If you need other than that bring them with you.

Activities - 4-23-89 A drive out and tour of a plantation. Sign up for lunch. Meet at the Willoughby Holiday Inn & we'll meet with the DC "T" Group. The next meeting will be at Andy and Cynthia's. The May event - Any suggestions? Race Track at South Mills? Progressive dinner? Mel Baker will organize.

Regalia - Ball caps - \$9.00, Key Fobs - \$3.50, Mugs \$7.00 and Jennifer put patches on sweatshirts & will sell \$12.50.

Old Business - Two new members ( Bob Nichols and Bob & Louise Jordan ) plus 3 prospective members for a total of 64 in-town and 25 out-of-town memberships.

Marque time - Mel Baker got a \$90.00 top at Empire Auto next to Haynes on the boulevard. Dan Boswell braved the ice & snow in DC. The accelerator cable broke. Mel used a bicycle derailier brake cable and cut it in half. A long discussion developed about painting that was started by Jim Newman.

The raffle was won by Brenda Banvard and the meeting was adjourned. Those in attendance were Mel Baker, Don Jones, Dave & Joan Bowling, Jim Newman (72 B), Vince Groover(66 BGT), Pam & Bob McClaren, Tom Early(75 MGB), Gloria & Frank Benson, Buddy Rhodes(73 MGB), Bob Nichols(60 MGA), John Montgomery(74 B-GT), Jim Villers & Brenda Banvard (55 TF), Robert Davis (1960 MKIII Magnette), Peggy Bradford, Tony Perino (49 TC), Fred McCall (55A), Paul Thiergardt, Anita & Jock McGrigor (74 MGB), Mike & Jennifer Ash and Susan Bond.

**FOR SALE**

MG\*Y\* 90% RESTORED NEEDS A FAMILY! LOTS OF NEW PARTS \$4500.00  
MG\*Y\* TYRES NEVER ON CAR \$30.00 EA.  
MG TD/TF WIRE WHEELS - SOME ORIGINAL TF \$25.00 EA.  
MG TD REAR END WITH GEARS - DISASSEMBLED. \$100.00  
MG TF DOORS/HOOD PANELS/GAS TANK - USED \$75.00  
MG TD/TF CRANKSHAFT MAGNIFLUXED AND TURNED 20/30 \$600.00  
MG TD HEAD COMPLETE. \$125.00  
MG TD/TF EXHAUST HEAD PIPE. \$20.00  
MG TD/TF MOLITA STEERING WHEEL RESTORABLE. \$15.00  
MG TD/TF SILENT TRAVEL DOOR LATCHES - ORIGINAL/NEW \$25.00 EA.  
MG TD/TF MOTOR MOUNTS FRONT AND REAR. \$15.00  
MG TD/TF WOOD VARIOUS PIECES NEW. ASK!

M6 TD/TF INTAKE MANIFOLD. \$35.00  
M6 TD/TF HEATER. \$50.00  
M6 TD/TF EXHAUST BRACKET AND CLAMP USED ORIGINAL. \$10.00  
M6 TD/TF HAND BRAKE GOOD CONDITION. \$50.00  
M6 TF FRONT BUMPER AND MOUNTING BRACKETS \$50.00  
M6A REAR END. \$50.00  
M6A JACK. \$40.00  
M6A FILTERS AND BRAKE PARTS - ASK!  
M6A CARBS DISASSEMBLED BUT COMPLETE. \$45.00 PAIR  
M6B FLOOR PAN PASSENGERS SIDE, NEW. \$10.00  
SILICON BRAKE FLUID. \$5.00 QT.  
**DAN BOSWELL 486-5271, 340-3232**

## EVENTS & ACTIVITIES

- MAY 3 (Wed) MEETING at Andy and Cynthia Wallach/Faschini's (see map): 7:30 p.m. This month LEE DOWDY, who was to address us last month, will be there to talk about appraising our cars.
- 20 (Sat) 16th BIRTHDAY PROGRESSIVE DINNER: see details elsewhere in this issue. Cost: \$5 a head (where else can you get a 3-course meal with wine and beverages for \$10 a couple?)
- JUNE 6 (Tue) MEETING at Ira and Mary Cantin's: 7:30 p.m.
- 11 (Sun) TECH.SESSION at Don Jones': 10 a.m.
- 11 \* 12th Annual BRITISH CAR DAY, SOUTH - see flyer and registration form in this issue.
- 25 (Sun) \* BRITISH CAR DAY, Bowie, Md. (More info. next month)
- 21 - 25 \* T-REGISTER G.O.F., Nashua, NH. (See Register chairman for details)

\* Activities of other Clubs and Registers to which we are invited.



### APRIL TECH SESSION

The April tech session at Jim Jackson's was well attended and all the "cool old cars" dazzled the neighborhood kids. Fortunately, the weather cooperated and it was pleasant to be outside, for a change. Paul Thiergardt changed points and plugs on his TF and Mike Ash assisted in setting mixtures. That ought to do it for another fifteen years, Paul . . . Mike spent some time adjusting weatherstripping on his re-acquired MGA and considerably more time in circulating amongst ongoing projects dispensing technical assistance . . . Mel Baker and Don Jones solved a tail light electrical problem on Mel's TD . . . Fred McCall brought his MGA. While there, he checked for an oil leak, smoke tested the windscreen wiper circuit and finally, with Robert Davis' help, adapted a late MGB running-on control valve to solve a dieseling problem. There's the nucleus of an idea here, but this is going to require yet a little more engineering . . . Pete Mickens' MGB seemed a bit better after a mixture adjustment . . . Sue Bond was there with her MGB GT, observing and learning . . . Jim Newman brought his one-owner '72 MGB to show us what they can be made to look like . . . Robert Davis finished the day with an interesting adjustment problem concerning the solenoid-operated idle stop for his Magnette. This was required for the add-on air conditioning unit. Some tinkering, compromise and mixture resetting resulted in smoother engine operation when the job was done.

you are cordially invited to attend the  
**Sixteenth Anniversary Progressive Dinner**

**Date**  
Saturday May 20, 1933

**Starting Place**  
Dave and Joan Bowling's  
Residence 4646 Hoylake Drive, Va Beach  
(See map)

**TIME**  
6:30 PM

**BILL of fare**

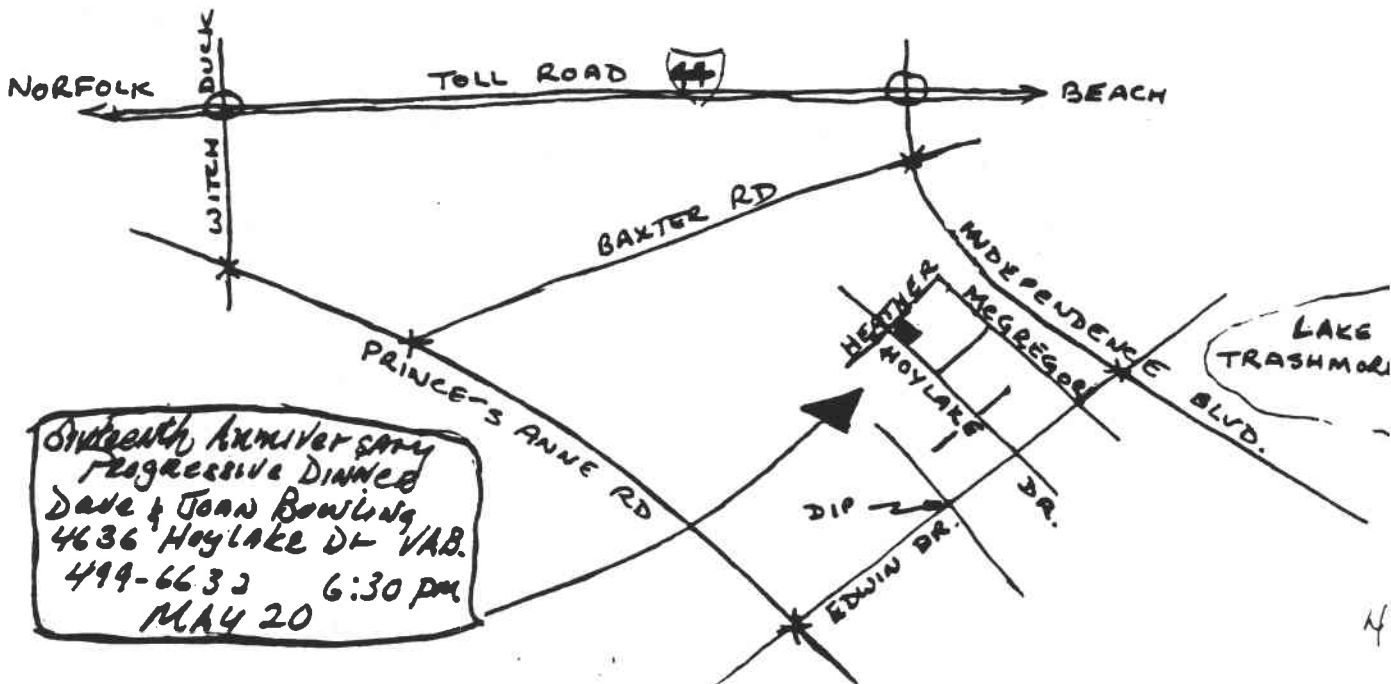
**Appetizer** • tantalizing appetizers will be served at the residence of Dave and Joan Bowling. Please see map for directions: Arrival - 6:30 pm

**ENTREE** • a sumptuous main course will be served at the residence of Mel and Judy Baker, 3144 Kline Dr. Va Beach; arrival by caravan

**DESSERT** • a sumptuous dessert will be served at the residence of Tony Ferino 3320 Upper Palace Green, Va Beach; arrival by Caravan

**RPV** - Mel or Judy  
486-3425  
No later than -  
May 18

**Cost**  
\$5.00  
per person



Contributed by  
Anita McGregor

Daily Telegraph 18 Oct 88

# Return of the MG body snatchers

Tom Rowland discovers a thriving revival of a much-loved rust-trap

CARS which are collected, sought after by restorers and generally regarded by enthusiasts as classics tend to be high quality models from prestigious makers which incorporate either engineering excellence or exceptional style.

So it is hard to understand the enduring fascination with the MGB, a deliberately cheap and cheerful under-powered sports car, based on second-rate 1950s technology, and containing a glaring design fault which made the main stress-bearing sections notoriously prone to rust.

It was brought out as the poor man's sports car, although anyone who has ever owned one will testify that this is because you become poor through paying the monotonously regular repair bills. But eight years after production ceased in 1980 there is a thriving and competitive market in most of the components, and enduring affection for the little monster.

Many of the half a million-plus that were made are still around, and because the design is now sufficiently out of date for it to look rather smart to drive, a new generation of drivers has acquired these wheeled bottomless pits into which to pour their spare cash.

Since the start of the year it has been possible to buy a complete new body shell and build what is, with the exception of the odd casing which must still be plundered from a wreck, a brand

new, rattle-free MGB for around £8,000.

David Bishop, former production manager at Press Steel Fisher and a man with years of experience in manufacturing the pieces needed to make car bodies, spent months sorting through the back lot at BL's Swindon plant looking for all of the MGB jigs and pressing dies.

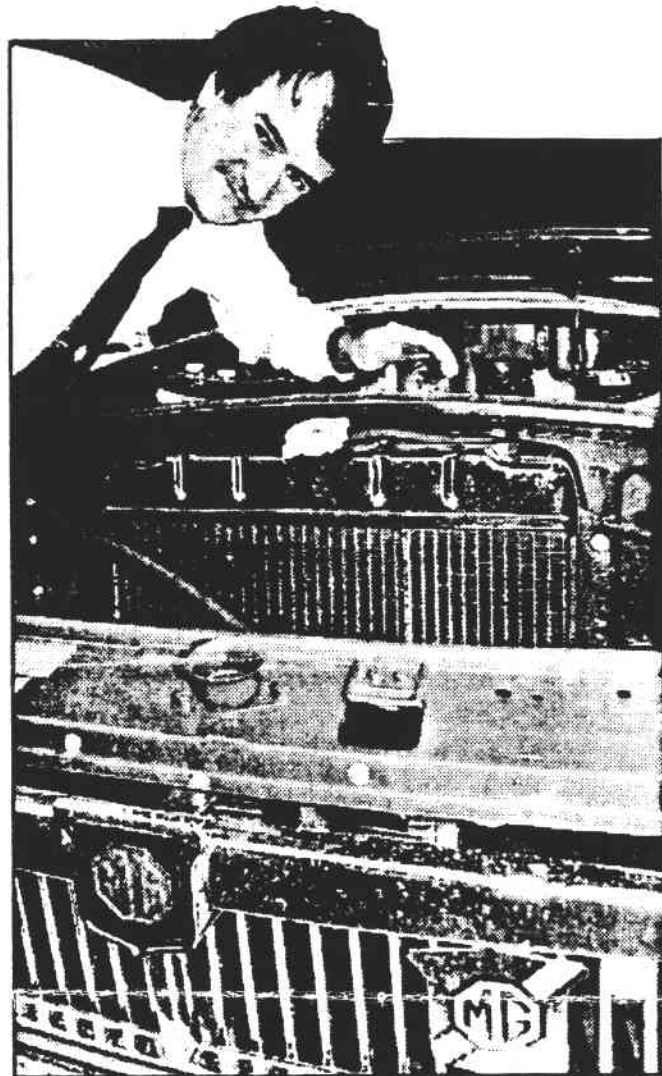
By the time he had finished, 1,000 tons of metal had been shipped to an anonymous factory unit on the outskirts of Farringdon between Swindon and Oxford, where British Motor Heritage, the Rover group subsidiary, intended to resurrect production of the body shell.

He also had to find all the blueprints, working drawings and inventories needed to build the shell. The paperwork is dauntingly complex, because there are 3,500 spot welds and 100 inches of continuous weld in each one.

The spot welds need to be done in exactly the right order if the part is not to distort, and each sub assembly contains flanges, bolts and other small components which it is vital to build in early.

The average age of the dozen employees is over 55, all but one have spent all of their working lives in the car body building industry, and the foreman, Jack Bellinger, was manager of Rolls-Royce body production at Cowley before he retired.

There are now 11 guns for spot welding in the Farringdon plant, and David Bishop also managed to persuade Rover to let him have



an old generator to provide the substantial electricity supply needed to operate them.

"It was going to cost a fortune to lay a special heavy mains cable and a generator proved the best solution," he explains.

The men work in showers of sparks which explode from each weld point like a succession of golden rain fireworks.

"When we were setting up the project we at first intended to use ordinary lightweight welding shop equipment, but Rover insisted we install the large, heavy guns to ensure the quality of the finished product," says Mr Bishop.

The parts are pressed elsewhere, using the dies he found, but all the assembly work is done in Farringdon, and so far over 200 finished shells have come off the mini assembly line.

"We could never have afforded to get any of the dies made again. Fortunately they were heavily over-engineered and did not deteriorate when outside."

A team from the factory has in the past built whole cars around one of the new shells at public exhibitions, and aims to perform the feat in a record two days at the Wembley classic car show in early December.

The actual construction is incredibly intricate, with the boot and back wings fitting over one end of the shell as a complete envelope, giving the finished car a double skin at the back. Overall there are 240 different pieces in each one.

David Bishop decided to keep exactly to the original design, warts and all. The double box sill at the base of the doors keeps the front of the car attached to the back, there being no structural roof to share the strain.

Water can easily collect inside the cavities and many MGs have rusted away to a dangerous extent as a result, with little more than the carpets to stop them splitting in two.

"It is best if owners get the cavities filled with an oil based wax before the cars go on to the road. That way the rust should be properly retarded," Mr Bishop says.

British Leyland ruined the handling of the car and its looks by raising the suspension and adding a rubber bumper in the mid 1970s in an attempt to conform to U.S. safety standards.

David Bishop has no intention of making the same mistake. The Farringdon plant will stick to the original version.

## PLANTATION TOUR -

The day was bright and sunny, but VERY cold, when we all met at the Holiday Inn to start our tour of the James River Plantations open for Virginia Garden Week. This tour had been planned by the Chesapeake Chapter (Washington-Baltimore area) of the T-Register, but due to a late newsletter not many of their members responded, so Tidewater was in the majority for this event. Mike Hughes did an outstanding job of co-ordinating the plantation tours and lunch and we were all very appreciative of his efforts.

Our group consisted of 1 TD (Bowlings), 2 TFs (Ashes & Banvard/Villers), 1 MGA (Jones), 5 MGB roadsters (Newman, Bakers, McGrigors, Gibbs' & Sandloops), 2 MGB-GTs (Bonds & Groovers), 1 Austin-Healey (Perino/Ballback), and a car (Claudia Jones), a truck (McClarens, whose MGC is not yet on the road) and a van (the Emigs) - 29 members in all - an OUTSTANDING turnout! Cindy and Bill Gibbs' joined us at the first plantation, BELLE AIR, and Nancy and Fred Emig at the second, WESTOVER. Hank Giffin and daughter, Ryan, joined us for lunch, driving a Morgan - thank goodness he was with the Chesapeake group and not ours!!! (only kidding, Hank). The Chesapeake Club was represented by Mike & Lucy Hughes in a TF, Len & Ruth Renkenberger in a TD, and Linda Wright and her mother-in-law in a Jag. As mentioned before, Hank and Ryan Giffin came later in the Morgan.

Once we got beyond Williamsburg, the weather warmed a little and a couple more tops were put down once we got to Belle Air, where the host-group joined us. We looked around this very early 17th century little plantation-house and the herb-garden and then moved on to Westover - a rather untidy house (not worthy of being included on Garden Week Tour, incidentally!) where we met Nan & Fred. Then, on to the lovely lunch at INDIAN FIELDS TAVERN. We were given the top floor and were served a delightful Virginia 3-course lunch with free-flowing champagne throughout! It was getting quite late by the time lunch was over, so some of our group headed home while the rest went on to EVELYNTON (after having to push-start the Morgan to get Hank on his way home from the Tavern!). Evelynton was a delightful home, inside and out, and we were made most welcome and were given a great tour. After a trip through the nursery and gift shop we all headed home.

Again, many thanks to Mike Hughes for organizing this day and for inviting us along; maybe we should combine events with other clubs more often?

*We wish to express our deepest sympathy to Mike & Jennifer upon learning of the death of Mike's father.*

# 12th ANNUAL BRITISH CAR DAY SOUTH SUNDAY, JUNE 11, 1989 TANGLEWOOD PARK, CLEMMONS, NC

It's a bright, sunny, spring day, and you are leaning against a big shade tree looking out over a rolling landscape covered with green grass, shade trees and several hundred British automobiles. The "Union Jack" and "Old Glory" wave gently in the breeze while the tantalizing smells from an outdoor grill drift through the air. You can hear the excitement as people gather to talk about the cars they cherish....If this scene brings back fond memories of last year's BRITISH CAR DAY SOUTH, we hope to welcome you back this year. If it is unfamiliar to you, come and join us at TANGLEWOOD PARK for BRITISH CAR DAY SOUTH '89.

All British marques are welcome no matter what their condition - concours, driven daily or project car. This year an award will be presented for the "Most Ambitious Project" to a driveable car needing restoration. Also, if you have a project car you are restoring and would like to trailer in, please contact us. Tech sessions are planned to make life with a British car a little easier. Drawings for prizes will be throughout the day.

In addition to the car show, there are the added amenities of TANGLEWOOD PARK - ample parking, picnic tables, convenient restrooms, and family activities such as swimming, miniature golf, paddle boats and more. There is also a lovely manor house and lodge if you wish to stay overnight.



## Sponsors

919-788-7291 (Winston-Salem)  
919-852-8942 (Greensboro)  
919-929-8689 (Chapel Hill)

**Registration** Begins at 10:00 a.m. when park gates open. Tanglewood Park charges \$1.00 admission.

**Car Show/Awards** Popularity voting until 2:00 p.m. Every car will be placed in a class for judging. Individual classes determined by pre-registration. Awards will be presented at 4:30 p.m.

**Dash Plaque** Guaranteed for the first 250 cars. Preregister and reserve your unique British Car Day South dash plaque.

**Tech Sessions** Learn some basic truths about British cars.

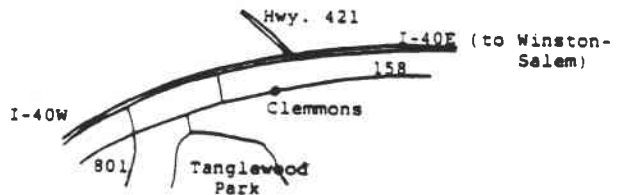
**Regalia** Many regalia items can be found for most British cars. Special commemorative BRITISH CAR DAY T-shirt available.

**Vendors** Parts and accessories will be available through vendors (\$10.00 fee for vendors).

**Food** Food and beverages will be sold at the show.

Registration Fee is \$8.00 per car prior to June 1, \$10.00 on day of event.

## DIRECTIONS



## REGISTRATION

Make checks payable and mail to:  
Triad Austin Healey Club • P O Box 5640 • Winston-Salem, NC 27113

Name \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Make of Automobile \_\_\_\_\_ Year \_\_\_\_\_ Model \_\_\_\_\_

REGISTRATION FEE. \$8.00 per car prior to June 1, \$10.00 per car the day of the show

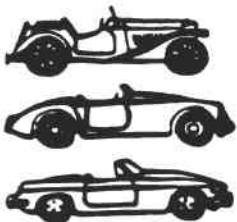
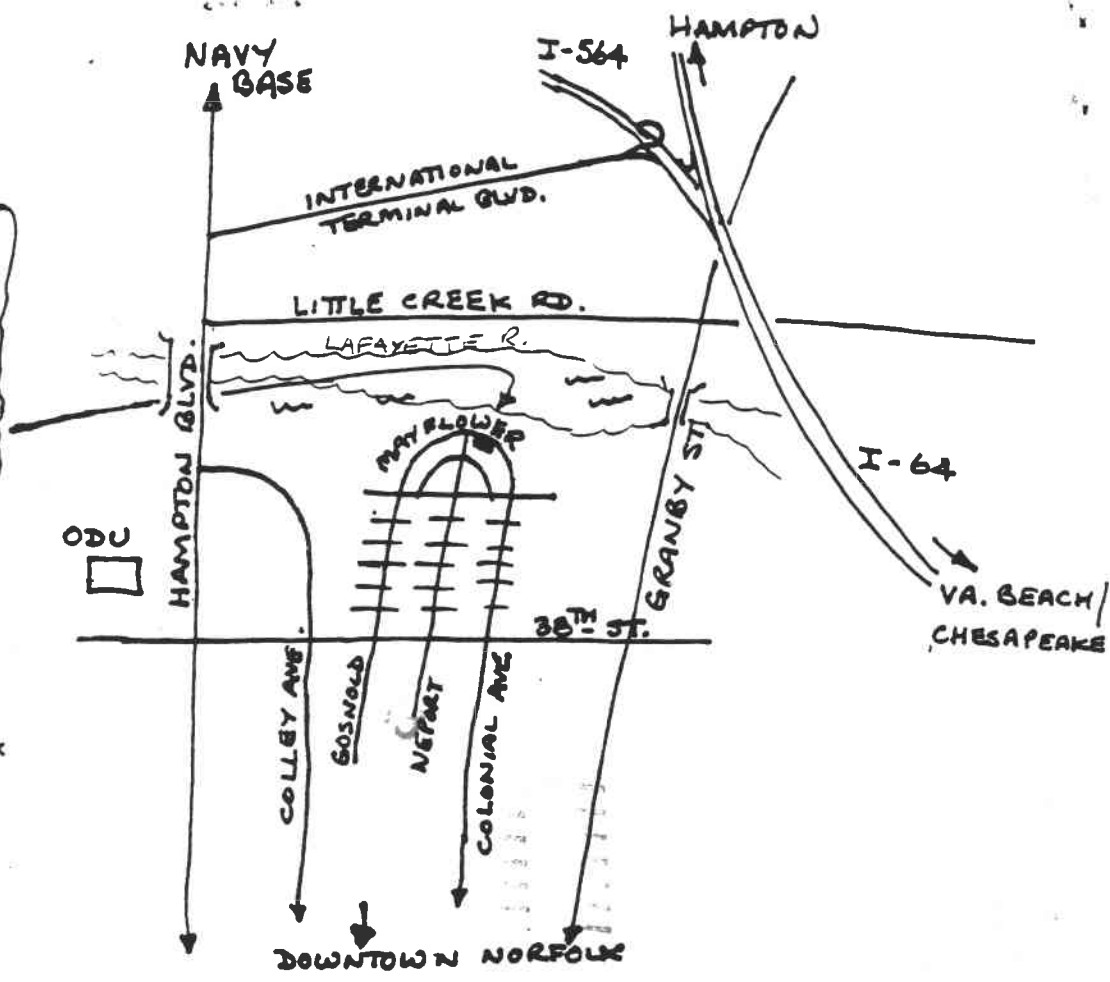
Amount enclosed \_\_\_\_\_

RELEASE AND WAIVER: I am aware of the hazards inherent with motor vehicle events and specifically release and indemnify the organizers and Tanglewood Park and its management collectively and separately, from any and all liability for personal injury or property damage incurred by me or my guest, while participating in this event.

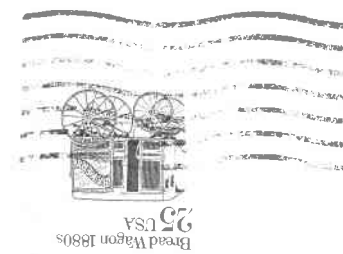
THE UNDERSIGNED HAS READ AND VOLUNTARILY SIGNS THE RELEASE AND WAIVER OF LIABILITY AND IMDEMNITY AGREEMENT, and further agrees that no oral representations, statements or inducements apart from foregoing written agreement have been made.

Signed \_\_\_\_\_ Date \_\_\_\_\_

MAY MEETING  
 WEDNESDAY, 3 MAY  
 7:30 PM  
 ANDY WALLACH  
 & CYNTHIA FASCHINI  
 545 MAYFLOWER RD.  
 NORFOLK  
 622-8315



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



FIRST CLASS