

The Dipstick

The Tidewater MG Classics



Volume XXI Issue 6

Jun 1994

Marque Time

A Tidewater MG Classics' very wet "Thank You" to Andy Wallach for hosting the May 1994 meeting. The turnout was excellent considering the Nor'easter that attempted to turn Andy's home into an island. Rather than filling Andy's street with MGs, Andy's street filled several of our MGs. The club certainly knows how to make it rain in Norfolk. We did however have the opportunity to welcome five new faces to our group of people. All the newcomers expressed an interest in joining the club... we bribed them with a promise of guiding them to a secret and much drier route home.

By the time you read this Marque Time, the May tech session at the Orphanage will be history. Because I am writing this the night before the tech. session, I hope we were able to fix the alternator on my MGC tomorrow, May 15th. The following Saturday is going to be the Richmond Triumph Club's British Car Meet and picnic at the Stony Point School in Richmond. I entered my "C" in the meet and got a bit carried away cleaning the alternator which reminds me of an old NAVY saying used by sailors when complaining about ship cleaning; it went, "Run she may, shine she must." The alternator sure is pretty... too bad it no longer works!

I hope you were able to make it to the Richmond British Car Meet. I'll write something concerning that show next month. I also hope that anyone interested in a nice Sunday drive accompany me to Carters Grove on the 12th of June. I intend on driving one of my MGs, rain or shine! Pam and I are also going to the NAMGBR meet, "Crusin the Capital" followed by Bowie. I hope to see you there.

Drive an MG to Ned and Judy's for the June meeting and we'll give the neighbors something to really talk about. Please remember to wash you MG first... the days are longer now, we can actually see the tires we are kicking. (See attached map)

Check out the activities, participate, and drive your MG....

Bob
McClaren

Safety first!
Bob



Marque Time is the portion of the newsletter that gives the President a chance to say a few words.

The Dipstick is the Official Newsletter of The Tidewater MG Classics.

President:	Bob McClaren
Vice President:	Frank Linse
Secretary:	Cynthia Faschini
Treasurer:	Jim Villers
Editor:	Doug Squires

Deadline for the next *Dipstick* is:

15 June 1994

Minutes

MAY 1994 TIDEWATER MG CLASSICS MINUTES

Meeting was called to order by the President, Bob McClaren at 8:10 and new people were introduced to the membership including Lee Walton, Barry Tyson, Ron and Deb Lindgren, and Steven Lee.

The minutes from last meeting were accepted with almost no comments because the club's terrific secretary was cooling her heels in Puerto Rico. We had no one to harass.

Treasurer Report: Started out with some money, took some in, spent more, and ended up with a balance brought forward of \$1144.79.. For the curious/serious folks: Balance from April: \$1213.71, Receipts 63.50, Disbursement (142.42), New balance: \$1134.79.

Committee Reports:

Activities: Discussed the upcoming events including the Mini—GOF at the Cavalier Hotel, the Tech. Session at Bob McClaren's Orphanage, the Richmond Triumph Club's British Car Day, and the next meeting location. The next meeting will be at Ned & Judy Kuhns' home in Virginia Beach. Also discussed a drive out to Carter's Grove Plantation scheduled for June 12th. The planned itinerary includes stopping for brunch at "Oldies" in Newport News, visiting the plantation, and returning via the Scotland Ferry at Jamestown and scenic route 10 back to Norfolk-Virginia Beach.

Membership: Doug Kennedy was filling in for Ned.

Newsletter: Deadline for the newsletter is the 15th of each month.

Clubs: North America MGB Register will have their National Meet in Washington DC area in June. This meet is open to all MGs and not restricted to MGBs.

Regalia: Greg Coogan says he needs more customers.

Spare: Robert Davis brought a brake Booster and a discussion concerning the operation of the booster and retrofitting MGs with power brake boosters.

Marque Time: Chuck Hudson received his "TC" from the restoration Shop, Bob Mosby was looking for an oil pressure/water temp. gage, and Doug Kennedy says he is almost ready to paint his "B".

Raffle: Frank Linse won and the meeting was adjourned at 8:50.

Up-coming Events

- | | | | |
|--------|------|---|----------------------|
| Jun 7 | Tue. | Monthly meeting | at Ned & Judy Kuhns' |
| Jun 12 | | Driveout to "Oldies" Restaurant for brunch then on to Carters Grove. | |
| Jun 23 | Thu | Safety Fast Day (Driving School at Summit Point Raceway) (Start of MG-94) | |
| | | MG 94 Crusin the Capital | |
| Jun 26 | Sun | British Car Day at Bowie (Also the caravan from MG-94) | |
| Jul. 6 | | Monthly meeting at The Keehlers' | |
| Aug. 2 | Tues | Monthly meeting at The McClaren's | |

Drive-out info: We will meet at the 4th View exit Visitor's Center at 9:30AM to begin the driveout.

First stop is "Oldies" in Newport News for Brunch (Cost is \$6.50), then on to Carters Grove (Cost \$13.50) Call Bob McClaren for more info.



Overheard at a recent meeting:

After DC you can go to Bowie and pick-up parts to make it home.



Membership Notes

Another special acknowledgment to Doug Kennedy for taking care of all the membership matters at the May Meeting. For those new members who wanted to fill out an application and couldn't because there weren't any available, please accept my apology. I've subsequently completed one for you based on the information provided.

Those who attended the May meeting had the pleasure of meeting **Ron and Debbie Lindgren** as well as **Barry Tyson** who became our latest members.

I've also sent membership applications to three prospective members who called Bob McClaren and added them to the mailing list. Hopefully we'll receive completed forms from **Steven Lee**, **Lieutenant Commander Randy Schumacher**, and **Allen Smith** as well as meeting them at the June Gathering.

It's getting to be that time of year (1 July) when our annual membership dues are payable. Attached to this Dipstick is a 1994 Membership Application/Renewal form. If you would like to return the form with the \$15.00 payment at the June meeting, I'll be more than glad to accept it. If you prefer to main in the renewal, or pay at the July meeting, we'll also include a reminder in the next newsletter. As you will notice, the dues continue at a reasonable level. To maintain good accountability of our membership list, I'd appreciate a new completed application from everyone, even though the information may not have changed from 1993. I discard last year's application when I receive your new one.

Please keep me informed (552-0292 or 423-2832, Ext 357) of anyone you think may be interested in our club. Prospective members are added to *The Dipstick* mailing list so they will be aware of upcoming activities.

Thanks,

Ned Kuhns

Add These new people to your roster

Ron & Debby Lindgren
4109 Spruce Knob Rd
Virginia Beach, VA 23456
(804) 471-0295
71 B (Red)

Ron is on active duty with the US Navy (You'll have to ask him his specialty and command) while Debbie is in the florist business.

Barry Tyson
301 Snead Fairway
Portsmouth, VA 23701
(804) 488-7304
69 B (Yellow)

Barry is a planner and estimator with place of employment unspecified.

Also note that **Gary Wright** has a **Green 66 B** rather than a 77 model as was listed in the last newsletter.



We still have yellow "MG Tickets" available to help us advertise the club.

See Ned Kuhns at the next meeting to get your supply.



OUT-OF-TOWN MEMBERS PLEASE NOTE

We have almost two dozen of our members who are so far away they cannot meet with us. I'd like each of our far away friends to drop me a quick note and let me know what is going on out there.

I'd like to publish a brief note in the July or August (perhaps July and August if I get enough responses) from each of you. Let the club know what you are up to and how your MG is too.

Ken & Carol Bingham in Sunny Florida, Ron Henry and Anita McGrigor over the big puddle, Tom Rosendale up in Delaware, and Earl Fillmore in Alabama to name a few - Let us hear from you.

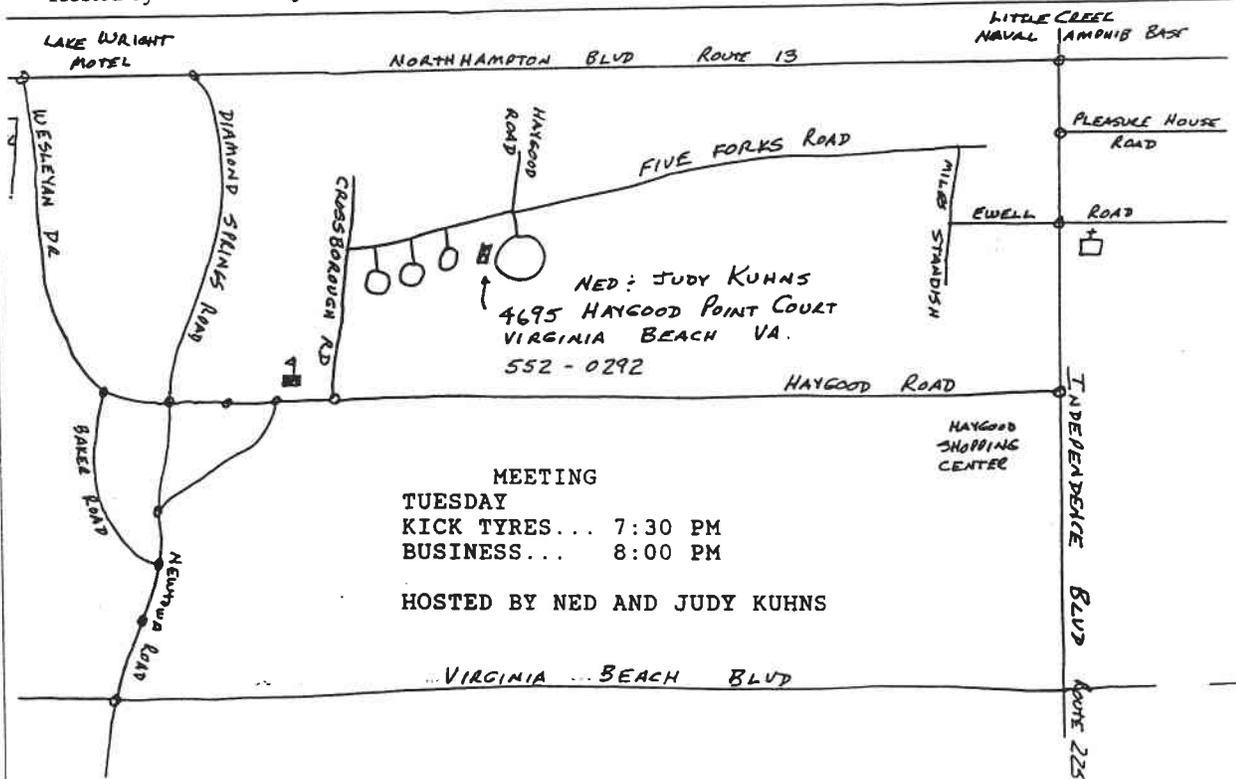
Send your responses to: The Dipstick
4909 Orleans Dr.
Portsmouth, VA 23703

Can you help out planning or coordinating a club event? It may be easier than it looks!

See Peggy or Betsy for more info.

Next Meeting

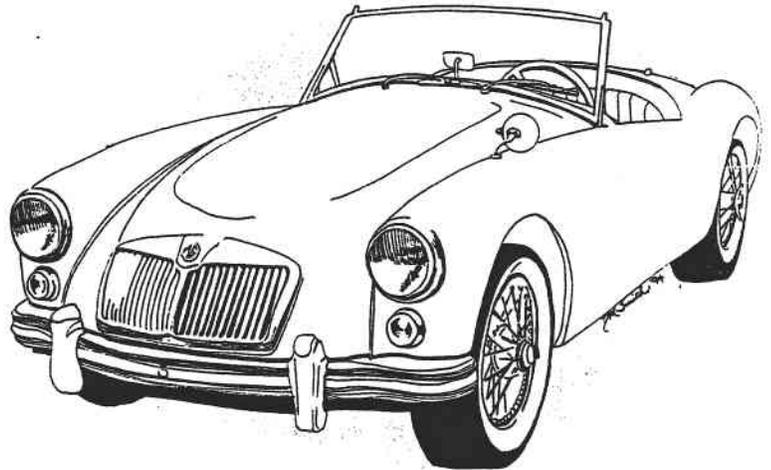
Next Meeting: Tues 7 Jun Kick Tyres: 7:30 PM, Business Meeting: 8:00 PM.
Hosted by Ned & Judy Kuhns 4695 Haygood Point Court Virginia Beach 552-0292



NAMGAR AND THE MGA - Mike Ash

The Central Virginia MG Classics (Richmond Club) have been running a series in their newsletter on the various MG registers, and the MG models to which they apply. For their last issue, they asked me to write the article on the MGA register, and I thought the same article might be appropriate for "The Dipstick". If I am feeling ambitious, I might do similar articles on the other registers, or we could steal them from the Richmond Club!

The North American MGA Register (NAMGAR) was formed in July 1975. The principal organizers of NAMGAR were members of the Chesapeake Chapter of the New England MG 'T' Register, whom you already know as the organizers of the "Original" British Car Day, held annually in Bowie, Md. Mac Spears (who now lives in Arizona) was the first chairman (until 1978), and was ably aided and abetted by such folks as Len & Ruth Renkenburger, Bill & Martha Ludtke and John & Linda Wright, all of whom are still Chesapeake Chapter members and BCD organizers. The impetus for organizing the MGA register was recognition of the increasing interest in the 1955-62 MGA series of cars, with the objective promoting that interest for the preservation and enjoyment of the MGA.



NAMGAR is a truly North American organization, with members well distributed across the U.S.A. and Canada. The present chairman is Len Bonnay of Welland, Ontario. Len recently took over that position from Joyce Hart of California and Michigan, who had held the position since 1988. Other past chairmen include Ruth Renkenburger (79-83) and Steve Mazurek of Michigan (83-88).

In addition to Len Bonnay as chairman, NAMGAR today has Dave Smith of Michigan as Vice-Chairman, Butch & Judy Smith of Springfield, Va., as Treasurer, and Bill Gallihugh of Indiana as registrar. Bill is looking to relinquish his registrar position but, for now, any inquiries about membership should be addressed to him at 2114 Pinehurst Drive, Carmel, IN 46032. Annual membership is \$21.00. NAMGAR has a sustaining membership of around 2,000.

NAMGAR publishes a bi-monthly magazine - "MGA!". This is an excellent publication for the MGA owner and the MG enthusiast alike. Editor Frank Tarpley receives excellent support to provide a balance between membership news and articles, and historical, technical, social and racing information from regular columnists. NAMGAR hosts a national GT (get together) in July of each year. The most recent was GT-18 last summer in Niagara Falls, Canada. GT-19 is this July in Winston Salem, N.C., and GT-20 is next year in Michigan. NAMGAR has 32 chapter affiliates around the U.S.A and Canada, including the Tidewater MG Classics and the Mid-Atlantic "As", centered around Washington, D.C.

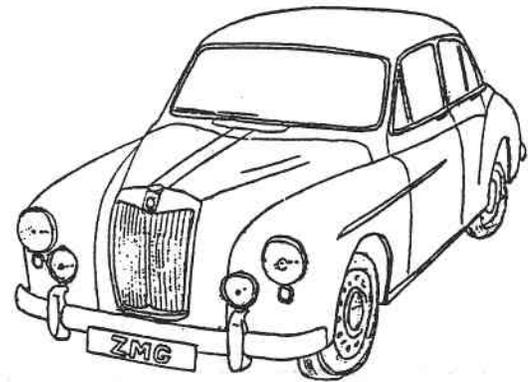
The MGA is a product of the merger in 1952 of the Nuffield Group and the Austin Motor Company, Ltd., to form the British Motor Corporation (BMC). The Nuffield Group included the original Morris Motors, Ltd. - Morris, Wolseley and MG (MOWOG) - plus Riley Motors and the S.U. Carburettor Company, Ltd. Thus, BMC began with five vehicle "makes" - Austin, Morris, Wolseley, MG and Riley - manufactured under the BMC name.

The body design and chassis layout of the MGA came from the MG Car Company design office at Abingdon. The chassis layout originates with the MG Y-type sedan, designed in 1939 but not in production until 1947. The Y-type was the first MG to have independent front suspension, the design of which continued, with some minor modifications, through the T-series and the MGA to the last MGB produced in 1980. The basic Y-type chassis was modified slightly in 1950 for the TD, and the TD chassis was used for the prototype MGA - the 1951 Le Mans MG (UMG 400). Later, in 1952, the prototype MGA body design was fitted to a new chassis design to become EX.175, the pre-production MGA. Thus, the design origins

of the production MGA, introduced in 1955, can be traced to the Le Mans MG of 1951 (with TD engine) and EX.175, the prototype MGA.

The MG Car Company at Abingdon was responsible for the basic MGA body design and chassis layout, but the engine and running gear are all Austin-based components from the BMC-developed MG ZA Magnette of 1954. The MGA 1500 engine is a ZA Magnette engine, with a few modifications, such as a re-designed oil pan and the addition of a drive for the tachometer. The MGA carbs are the ZA Magnette dual SU carbs, with individual air cleaners in place of an air manifold and single filter. The MGA transmission is a ZA Magnette transmission with a re-positioned clutch slave cylinder and a remote stick shift. The MGA rear axle is a slightly narrower version of the ZA Magnette axle, with a higher ratio differential unit (4.3 vs. 4.875). The MGA 1500 braking system is the complete Lockheed drum-brake ZA Magnette system, with a slightly shorter dual master cylinder.

The MGA 1500 was initially produced as roadster model, with canvas, fold-down top and removable side curtains. Shortly after the introduction of the roadster, a coupe version was introduced, with integral steel top, wind-up windows and a slightly upgraded interior. In 1958 the MGA "Twin Cam" was introduced as an additional MGA roadster and coupe model. In addition to a dual overhead camshaft version of the MGA engine, bored out to 1588 c.c. the Twin Cam had four-wheel Dunlop Disc brakes, and steel wheels with knock-off hubs. Externally, the Twin Cam could be distinguished from the push-rod engined version only by the "Twin Cam" insignia and the knock-off steel wheels. The Twin Cam was discontinued in 1960, after a brief production run of only 2111.



Several significant design changes took place during the seven years of MGA production, and these changes were incorporated into both the roadster and coupe versions. In 1959, the MGA 1600 was introduced, with a 1588 c.c. engine (instead of 1489 c.c. for the 1500) and front disc brakes. Externally, the MGA 1600 differs little from the 1500 version, except for the "MGA 1600" insignia and the addition of separate rear turn signal lamps above the stop/tail lights.

In 1961, the MGA 1600 MK II was introduced, with the 1622 cc engine. Again, externally, the MGA 1600 MK II differs little from the previous 1600 version, except for the "MGA 1600 MK II" insignia, a recessed grille, and the relocation of the rear lights from the rear fenders inboard slightly to below the trunk lid. During the last production years of the MGA 1600 MK II, a few Twin Cam chassis that remained on hand at the factory were fitted with the 1600 MK II roadster body to become the rare "1600 MK II De Luxe". The De Luxe has standard MK II insignia and body appearance, but can be distinguished by the knock-off steel wheels, Dunlop 4-wheel disc brakes, and an upgraded interior.

MGA Variants are recognized for inclusion in NAMGAR. These include the MG ZA Magnette (1954 to 1956), the MG ZB Magnette (1956 to 1959), the MG Magnette MK III and IV (1959 to 1961), and "private label" derivatives that use the basic MGA engine and other components, such as the Elva Courier and contemporary TVRs. Actually, as can be seen from the MGA origins, the MGA is really a variant of the ZA Magnette. However, if the BMC management had had the foresight to put the MGA into production in 1954 to follow the TD, the ZA Magnette would have been a contemporary of the MGA instead of a predecessor. But then, the best-looking MG of all time, the TF, would never have come into existence!

Just over 100,000 MGAs were produced in roadster and coupe form, and well over 50%, predominantly roadsters, were exported to the U.S.A. and Canada. Of the total production, 58,750 were 1500s, 31,501 1600s and 8,719 1600 MK IIs. Despite their relatively large numbers in North America (compared to the T-Series) the MGA is only just coming into its own. Many have already gone to the junk yards and for the remainder, still a large number, the prices are going up!

Swap Shop

For Sale: 1966 Midget. Body & Interior in good original condition. Rebuilt engine, New Clutch. \$2100 As Is. Also some MGB's available. Tom Sawyer 366-9447.

By Laws

Article IV Membership

Section 1. Membership in the Club is available to those who have an interest in sharing the club's goals. There shall be two types of membership: LOCAL and OUT-OF-TOWN. Membership is obtained by submitting a completed Club membership form and payment of dues.

Section 2. A local membership is available to residents of the Tidewater area, i.e. the cities of Virginia Beach, Norfolk, Chesapeake, Portsmouth, Hampton and Newport News. Local membership (single or family) is a voting membership.

Section 3. Out-of-town membership is available to members who leave the Tidewater area and wish to remain in contact, and to persons residing outside the Tidewater area who share the interests and goals of the Club. Out of town memberships in non-voting.

Section 4. The annual dues for local membership is \$15.00 and for Out-of-Town membership \$12.00. Membership extends from July 1 through June 30. Dues shall be paid in advance by 1 July. Failure to pay by the end of August shall terminate membership. Members joining after 1 January shall pay one half the annual dues for the remaining membership year.

Bits n' Pieces

Did ya know...

The 1966 MGB-GT sold for \$2775.00?

The 1980 MGB sold for about \$7950.

BMW plans to go ahead with production of the new MG sports car. Code named the PR3, it will probably be powered with Rover's K-Series engine; the body is being developed by Mayflower (who will subsequently produce them). At press time, the plans are to produce the car in England, not in the BMW plant in Spartanburg, SC as rumored. There is no news concerning export to the US, but with the strong, reliable dealer network BMW has in the US, it's just a matter of time.

BMW also plans to bring out an all new Midget next year. It will sell for about \$27K (more than twice the original). The new Midget will probably be a mid-engine two seater, with Rover K series 1.4 and 1.6 all-alloy engines and gearboxes. To cut development costs, the car will use a modified floor plan taken from the current Rover 200/400 and teamed up with Mayflower to share the costs of the new body style.



Overheard at a recent meeting after being reminded he was hosting the next tech. session:

"That means I've gotta clean-up my garage!"



Living with the MG Restorer

Yes! He does work hard. No! I could not do what he does. I do like MGs when they are done. That isn't the point. It's all that "stuff" in between". And above all, I do hate that intercom.

Everything on the budget is in line behind MG parts. Even food becomes second place. You learn a lot of ways to fix macaroni. When it comes down to the finish line I don't feel like I even have a place, except out of the way. You become afraid of getting within sight of the garage. If you breathe around that restoration you might cause some damage. I don't care what you think, the job looks good and it's done the best.

Then there is the brown truck. You know the one. That brown square truck that has letters on it. The letters are the same color as that thick book called Hemming's Motor News. (There is a story about that book that cannot be thrown away, also) The truck rolls in and the money rolls out, every day. You think of that box of macaroni again. If you were lucky you got that macaroni four for a dollar. I offered the driver of that truck a room at our house; he smiled and considered it. That was a good thought until I remembered there really wouldn't be room for him. All the rooms are full of MG parts that you dare not move, or touch for that matter.

Getting parts, no matter how bit or small the box, it's better than Christmas. He knows what he has ordered, but has to fondle them when they arrive. Your dining room table becomes a display area. He's going to move that tomorrow; he does, to the bed room. Then a new load replaces them tomorrow.

Now to that intercom. First of all I would like to kill the person who invented it. I don't know why we thought we needed to talk back and forth from the house to his garage. It doesn't matter if you ar in the middle of making that box of macaroni so he doesn't starve to death, he calls. You run out and hand him a tool he just couldn't reach. He got the intercom but couldn't get the tool. You go back into the house and unstick the macaroni and he calls again. You go out and pump the brakes while he cusses and throws. Back in the house you try and do something with that overcooked blob. He comes in (called on the intercom) and eats. He eats so fast he doesn't really notice it tastes like wall paper paste. And you dare not turn that THING down to a normal level. God forbid you might not answer his beckoning call for help. He swears you ignore him. He just can't imagine that you may have walked to the mail box, or worse, be indisposed. When the pouting is done your hear "Hon" blast out again. You don't think "Hon", you think "Kill". All this is bad enough; when something goes right, called again Being impressed by some obnoxious song he has on his garage radio to keep himself awake, he decides you need to hear it. It blasts over the intercom like a tornado warning. You throw the macaroni all over the kitchen and grab the phone to call 911. You are wondering if he has dropped the motor on his head or the cat. Then you really understand "Kill" when you find him standing there laughing.

From "The Lord Nuffield Crier, the official Publication of the Ohio Chapter of the NEMGTR.



Happy Father's Day

The Dipstick

The Tidewater MG Classics



Doug Squires
4909 Orleans Drive
Portsmouth, VA 23703



Membership renewal information inside



FIRST CLASS MAIL

