

The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

www.mg.org

Volume XXXIV, Issue 12

Dedicated To Preserving The Marque Since 1973

December 2007

MARQUE TIME

What a great turnout for the November meeting! After a day that started damp and blustery, the weather was clear and cool in time to kick tyres and swap stories. It was fun seeing so many TMGC friends in the garage, AND having such a colorful selection of MGs parked in the neighborhood! Thanks to all for an evening of fellowship and all things MG. And thanks to all who added to the “spirited” discussions during the business portion of the session.

Alan Watson told me that the most difficult thing about being TMGC president was coming up with an input for the Dipstick every month. Well he was wrong – it’s even harder to do so when you don’t have the wealth of MG experience that our recent chief executives have had. That said, I’d like to talk about why I rarely erect the soft top or install the hard top on my MGB. The obvious reasons are that I’m lazy and that I don’t always have an extra set of hands available to make the job quicker and easier. But, I have two much more reasonable excuses for leaving that pack-away top in the boot for much of the year....

First, I’ve found that with the top installed things get much noisier in the cockpit. With my “B” (which recently turned 43 years young based on its build date) I notice every little squeak, rattle and groan that emanates from within. The top just constrains all that background noise to a smaller space and actually seems to amplify it. Other than occasional runs on the interstate (where the roar of the non-overdrive gearbox drowns out EVERYTHING), I spend most of my LBC time on secondary roads with plenty of rattle-inducing potholes and uneven paving joints. So, my old B gets plenty of practice making a racket. I’ve also got a somewhat battered works-type hardtop as an optional method of keeping my carpets dry. But the hardtop itself has its own noise issues. I’ve experimented with replacement rubber, foam padding, and makeshift shims over the

years in an effort to ensure a tight, rattle-free fit. Suffice to say that I’m still looking for the right combination of adjustments to silence that hardtop. So I’m sold on the relative quiet that results from keeping the soft top packed away and the hardtop in the garage whenever possible.

My second reason for going without a top is more fundamental to why they make convertibles in the first place – the physical connection with the driving environment. My commute route takes me through neighborhoods and along secondary roads that offer plenty of sights and scents that are missed from the inside of an enclosed car. With the top down I can smell the ocean as well as the magnolias and pines along Shore Drive. Most of my fellow commuters are safely tucked away in their air conditioned, climate-controlled, six speaker surround sound mobile living rooms. Cell phones, fast food meals, and other distractions take up much of their driving time (and attention!) But when idling at a stoplight in the MGB I’ve got more important things to notice, like birds and light aircraft overhead plus cloud formations and contrails. With the top down I can maintain a great 360-degree scan, thereby seeing and avoiding all of those distracted drivers. It’s sort of like flying an open cockpit fighter plane on a low level navigation route. Even when observing the posted limit, the perception of relative speed is more intense. (Again, just like low-level flying!)

Of course, running top down requires a good “weather eye.” I cheat and use the internet before committing to a day at work with the top down. Now that it’s getting cold again (and my heater control knob is not working), I may have to put one of those tops up more often. But if the forecast is dry, I’ll continue to hold out as long as possible – at least until the Holiday get-together at the Villers’ place! Hope to see you there.

Safety Fast,
Mark

UPCOMING ACTIVITIES

Check www.mg.org for the latest info!

- Dec. 14 Holiday party at Jim & Betty Villers'. Map on back page. See your invitation for more details.
- Dec. 18 Dipstick Deadline
- Dec. 27 Holiday Lights Tour. See page 3 for details and check your email.
- Jan. 02 January meeting at Frankie's Place.



NOVEMBER MINUTES

Michele Peters

We began our November meeting at 8:08pm at the Virginia Beach home of our new Prez and his wife, Mark and Kathy Davidoski. Nice home, nice meeting, nice job, Mr. Prez. We missed Kathy, who was ill, but look forward to seeing her at the next meeting, which, I guess is the Holiday Party at the Villers' home...more on that later. My minutes from last month were approved in an exciting cacophony of cheers and accolades...OK, not really, but that is what *should have* happened...actually they were approved by a rather lack-luster series of grunts and "sures" and "whatevers." Humph!

New Members and Guests: I got an update on new member, Josh Robertson, who Miss Green B was very interested in hearing has an *orange* 78 B (ooh, a younger man!). Thank you for cluing us in, Josh. We entertained another new member, Bob Pietrasanta (and yes, Bob, had you pronounced your name correctly, I could have spelled it just fine, thank you very much), as well as a guest, Michelle from Hawaii, who has been here 2 months and is staying with Ron and Anita (I think, or is that news to Ron and Anita?).

Vice-President: Our new Vice-Prez had nothing to say. That seemed all the more odd, as he usually has *a lot* to say. Don't be put out now, Bill. Just 'cuz there was a typo in the October minutes and I spelled your name wrong...after all, everybody knows your name is NOT Olcheskil....Just remember, I do this for f-r-e-e, so how much accuracy do you really expect?

Treasurer: Jim Villers provided us with a report of our financial situation. Since The Dipstick is now an on-line newsletter, I will only be able to tell you that our current balance is \$3,313.19. If you want to know exactly *how and why* our coffers increase and

decrease, you will need to attend the meetings. Otherwise, mums the word (Well, I don't mean *mum* as in the British "*mom*," I mean it as in the American "I ain't tell'n y'all nuthin', big boy")

Activities: The Holiday Party on December 14 will be held at Jim and Betty Villers' house again this year. Our charity will be the Barry Robinson Center, a private, non-profit facility dedicated to serving the needs of emotionally and behaviorally disturbed children and adolescents. There are two programs to choose from: (1) about 40 foster children, aged infants – 18 years old, being cared for in-house and in private homes; or (2) thank-you gift baskets for about 25 foster parents. The membership tossed it about a bit and decided to support both programs this year. The Barry Robinson Center's holiday party is December 12, two days before ours, so Beckey will get the info out to us soon in order to make sure our gifts are under their trees by the 12th. It was also suggested and agreed that we would donate \$100 from the club treasury toward the expenses for their party.

The Holiday Lights Tops-Down Cruise will take place the Thursday after Xmas at the Norfolk Botanical Gardens. I believe Cynthia kindly offered to provide hot chocolate (but no one ponied up for the Kahlua...what's that all about?). Those who are willing to brave the cold should meet at 7pm, and we will complete the run about 8pm. Then my notes say something about Anita suggesting that we eat at Franco's, who will be chicken...ah, wait a minute, that can't be what she said...ah, maybe it's, Franco's will be chucked...nah...you know, actually I have no idea what I wrote. Uhm, you people really need to s-l-o-w down when you talk! Your secretary can't write at the speed of light!

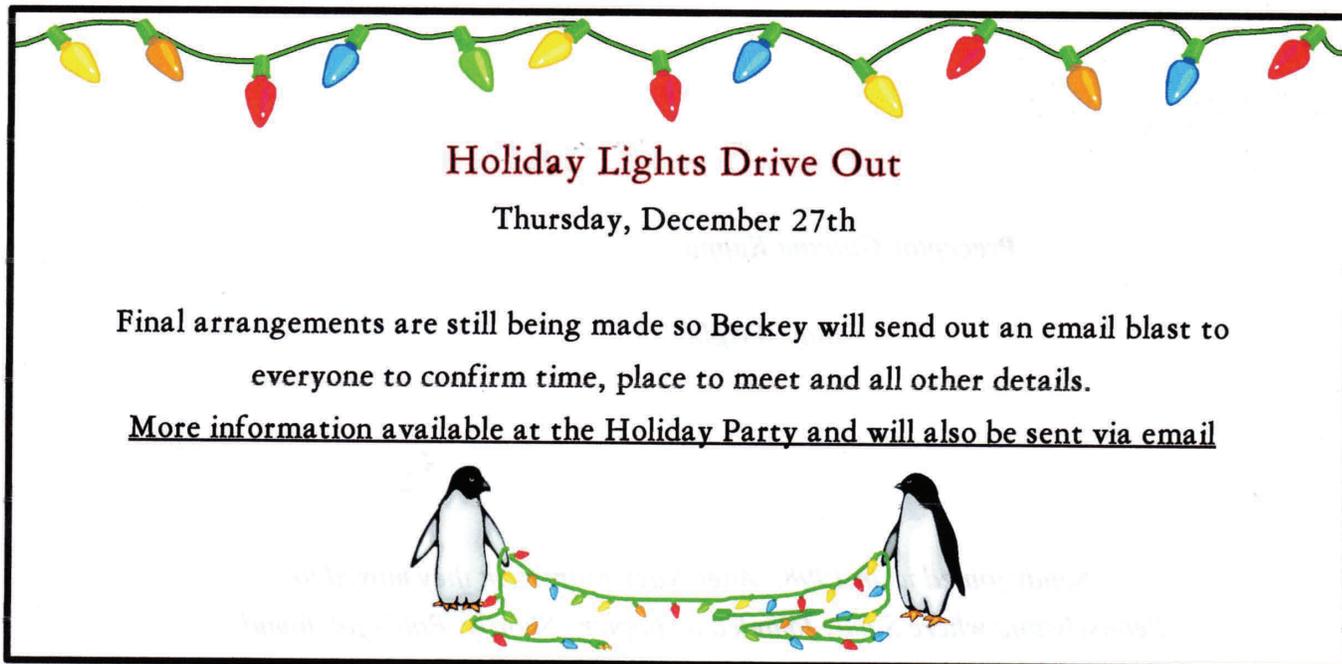
Beckey still has her notary seal in case you need it.

Clubs: Mike and Jennifer didn't have much to say, except that the in the Feb issue of the T Register there will be a round up of club activities; Peggy usually writes this and *Sue says* Peggy is still intending to write this (perhaps unbeknownst to Peggy).

History: Susan reported nothing, so Robert volunteered that we do have *additional* history.

Newsletter: Ron Struewing began early on to exercise his editor-muscles by requiring those of us who labor on this rag for the love of our cars and our cohorts to have our copy into him by November 12th and December 18th. Well, I'm already late, Ron; *sorry*. So, here is the perfect opportunity, my dear fans, for me to exercise those endearing words of wisdom that I am wont to relate, month after month, unrelentingly, unceasingly, without cause or logic: Hey Ron, *so sue me!*

Membership: Robin reported that we are up 2 new members since our last meeting to a grand total



of 94 members.

Technical: Mark Childers was actually at the meeting, having been found after an exhaustive search by our excellent search party... Of course, then he proceeded to tell us about using long stem covers to pull the grease cap for wire wheels (pulling it where, Mark?). His version costs 50 cents to make, or you could buy one for \$17. You choose. Mark also talked really fast about the rear oil differential plug and in-line flushing tools for antifreeze tubeless tire plugs, pressurizing the coolant system, pull the cooler hose, stick it in between, and pump it up with a bicycle pump, all for \$2. He also wanted to know if anyone was rebuilding their steering rack and needed bearings. He said he has the last inch bearing for a steering rack. Now, I swear that all of that is exactly what my notes say, and hopefully, all that made sense to you, 'cuz it sure didn't to me. For purposes of actually communicating something that makes sense in the future, I vote to have Mark write the Technical part of these minutes... anybody else with me? Either that, or show up for the meetings so you can hear it yourself.

Old Business: None

New Business: The Prez noted that classiccar-base.com (I think) copied our website and included our officers and the pull-down menu. We are one of 20 MG clubs listed on that site. Contact Mike Haag for more info.

The Prez also inquired about whether our club needs insurance for our officers. Beckey W. reminded us that we had visited this issue not long ago and decided against it. Jim V. remarked that we really don't do much as a club that entails much risk, so there really

isn't any need for it. Once again, we decided that we don't really need this type of insurance. Of course, I should have asked about the libel and slander liability issue again...

Marque Time: Jennifer Ash made a reference to the disposal of bodies and leaving bodies to LifeNet. I have no idea what that was about, except that Mike mentioned that he intended to leave his "parts" to the MG Club, and it was suggested that his crankshaft would be of particular interest to the club. Now, I don't know about the rest of you, but although such a donation would be very generous of him, and I'm sure it is a very *nice* crankshaft, I am quite content to be the worse for the lack of it, forever in fact. However, on the subject of parts, Mike has for immediate donation an MGB top frame (going to Jim), window glass for a GT and a roadster, and a nice carpet set (going to yours truly). Mark C. also has doors, although what kind of doors he did not say (or I did not hear).

There was also an admonishment to check your brake lights and some discussion of a car running rich, and the brilliant and amazing way that problem was solved, but I won't bore you with the details (see, you gotta come to the meetings...).

Raffle and Regalia: Chuck handled the raffle and regalia like a pro (see, Chuck, I'm saying something nice about you) and we had the following winners: That Old Married Man Frank Linse won the October MGO magazine, Mike Ash won the refrigerator magnet, Robin Watson won the MG pin, Debbie Childers won the MG C cup, Josh Robertson won the license plate holder (yeah!), and Debbie won again for first-in-line.

And without further adieu, The Prez adjourned us at 9:00 on the nose... or is that on the button...and whichever it is, where did those references ever come from anyway? What does that actually mean – on the nose? Why is the reference to pin-pointing “on the nose” but not, say, “on the earlobe,” or “on the chin” (oh, wait, there *is* another saying like that...taking it “on the chin,” well, I guess I can figure *that one* out). But besides all of that, why is it “on the button” but not “on the needle” or “on the toenail” or “on the knuckle”? I guess that inquiring mind of mine is what makes me such an interesting and entertaining secretary... *RIGHT?*



Membership and New Members

Robin Watson

Total Membership: 94

Membership has not changed from last month, we are still at 94.

You should have now received the 2008 Directory, please check the three parts in the Directory where you are listed, if there are any mistakes let me know so that I can correct the files. Also, if you change your E-mail address let me know so that you do not miss the monthly newsletter link or any activity E-mails that Beckey sends out. If at the moment you are not receiving activities from Beckey also let me know because I may have missed sending Beckey some of the new or changed information. Robin: wof101@cox.net



Officers and Committees

President	Mark Davidoski	
Vice President	Bill Olcheski	
Secretary	Michele Peters	482-1012
Treasurer	Jim Villers	481-6398
Editors	Peggy Craig	226-7755
	Ronald Struewing	479-0084
Membership	Robin Watson	721-9277
Activities	Beckey Watson	426-2600
Historian	Susan Bond	482-5222
Technical	Mark Childers	432-9155
Regalia	Becky Hassler	874-1477
Clubs	Mike Ash	495-0307
Webmaster	Mike Haag	mikehmg@cox.net

Hunt Country Classic

October 14, 2007

Susan Bond

It is a good thing I like driving my black GT – we’ve spent a lot of time together the last few weeks. First was Wings and Wheels in Topping, about 100 miles from home. Then it was Waynesboro, a 500+ mile trip the way we do it, lots of sightseeing. Then the Jeep had a warranty issue and was in the shop and they couldn’t seem to find the part it needed. Of course it was a week when I had lots of jobs to measure, so the MG and I were all over Tidewater. Next weekend was the Hunt Country Classic, a great drive when we take back roads all the way. So, 1300+ miles later we both get a rest.



I had asked Taylor if she would like to go to the Hunt Country Classic again and she was enthusiastic, let’s go! We left early on Oct.13th so we could beat the traffic out of Hampton Roads. It worked, breakfast was in Grafton and we took 17 the rest of the way to Fredericksburg. It was a lovely day for a drive, not too warm and a bit overcast, a good thing when you are



driving an “easy bake oven.”

First tourist stop was Ferry Farm, George Washington’s boyhood home. No original buildings are left,

but it was neat to walk where he had walked, and see some of the same sights. Archeologists are excavating several stone foundations and the receptionist hinted that there may be a major announcement in the near future. A display of "Toys Through the Ages" attracted Taylor's attention, as did the cotton plants in the garden. We walked the trail to the Rappahannock River, reputedly the one GW tossed the dollar across, and



avoided a traffic jam by lingering in the garden.

Next stop was old town Fredericksburg. Parking is free in the visitors center lot, and we wandered down historic Caroline

Street. Lunch was fish 'n chips in the Blarney Stone Pub. The highlight for Taylor was a visit to Hugh Mercer's Apothecary Shoppe. She was fascinated by 18th century "cures", including the leeches, and it didn't put her off wanting to be a surgeon. We toured the Fredericksburg Area Museum and Taylor went on the kids treasure hunt, finding clues in artifacts and paintings and winning a pencil. After visiting some shops it was time to head for the motel and dinner at Pizza Hut. I love traveling with kids!

Next morning was an early rise, breakfast at Waffle House, and a nice ride up to the show. After we crossed I66 I pulled over to check the map and a 30's Singer passed us, top down, and



waved, so we followed them to the turn-off which they missed, but motioned us to take. The show was as well-run and interesting as ever. Taylor got to help make apple cider again, the weather was glorious, and we got to take the hayride and get the view from the top of the hill behind the house.

The cars were varied and interesting. I especially like the Morris 8 – someday ours will look that nice, just don't hold your breath! I finally found the Singer by the front gate and confirmed it was a Singer, and very nice. The MG field was packed, as usual, and the CGT parked next to me was set up for racing, the owner spent the afternoon giving tours of it. Later Craig Cummings e-mailed me that the car was for sale on e-bay for \$55,000 and the picture was taken at Hunt Country – that's my GT on the right. There was also a K-registered right-hand drive GT that looked great.

The T-series class was quite large. My favorite

was the police car, which I think won best in class. My memory isn't too good, but I think it was a pre-war MG with all the police options like the ones I read about in *Enjoying MG*. They were all gorgeous and it was neat to see so many in one place.

There were lots of other British cars, too, all just as nice, and we stayed to watch them win trophies before heading for home. Doug and Eiko Wilson were the only other TMGC members there, so we decided to travel together. Good thing. We took 17 to Fredericksburg and got on 95 to miss the local traffic. Hah! Instead we were in stop-and-go traffic until it came to a dead stop while a car was towed out of the median. By that time Doug's B was overheating and we had pulled over. He said the radiator wasn't pulling water back out of the overflow tank so he kept dumping it back in. I had that problem a long time ago and solved it by replacing the hose. Since we didn't have the right replacement hose, he just cut the ends off the one he had. Problem solved. Or so we thought. He made it home



CGT for sale

no problem, but I later heard from Craig Cummings that he had a blown head gasket and had to have it replaced.



Cider making



Morris

Singer



Fredericksburg Museum



Congratulations !

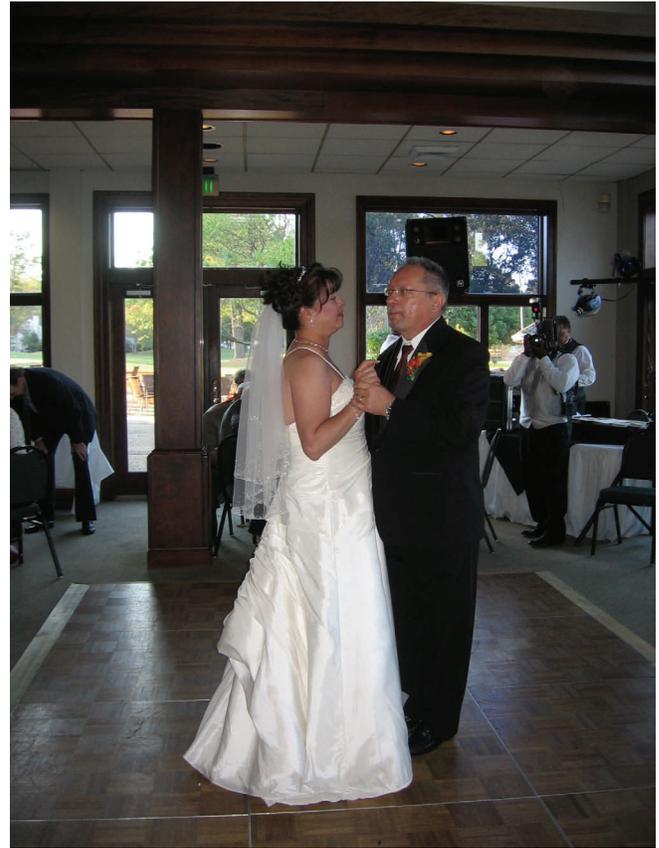
T Series



Hay Ride
View



Rappahannock at Ferry Farm



Congratulations to Frank Linse and Debbie Eisenbath who were married on 20 October 2007 at the Church of the Ascension in Virginia Beach. The service included Frank's vow to "take her for rides in your little cars" -- no kidding! Several TMGC members attended and proved they can navigate their way around a dance floor as well as a rally course. Best wishes for a long and happy life together!

2007 Brits at the Battleship

Southern Hospitality, North Carolina Style
Sponsored by the "British Motor Club of the Cape
Fear
by Doug Wilson

On Friday, 2 Nov, Eiko and I headed down Rt.17 in our "B" to attend a British car show in Wilmington NC at the USS North Carolina Battleship Memorial Park.

About seventy miles from Wilmington the "B" blew a head gasket and was losing a gallon of radiator fluid every 30-40 miles. Luckily I carried water with me and refilled each time before getting to our motel. The "B" is now sputtering and the vacuum gauge reading is showing a blown head gasket. Next day we made it to the show and met, by word of mouth, a show sponsor member, Carl Wilson, who owns a British car repair shop. Carl said, "after the show follow me to my shop and if I have a gasket in stock I can do the repair in a couple of hours". So, feeling relieved we toured the battleship and enjoyed the show. Carl, however, did not have a gasket on hand and could not get one until Monday morning. To my surprise he gave us his 72 "B" to use while my "B" was down and said, "tomorrow go see the sights in Wilmington and have a good time". We sure did! We took a relaxing carriage ride through old town, had a great lunch, and went to the Wilmington City History Museum. Monday morning back to Carl's shop, watched the repair, and by noon back on the road for home.

The bottom line of this story is what could have been a disastrous weekend turned out to be a pleasant experience. This is because everywhere we went people were so friendly, helpful, and courteous---especially Carl! So, if you are in the Wilmington area and need emergency repair work call: Carl Wilson, Autoworks, Inc., 202 Antilles Ct., Wilmington, NC, [910]791-5074 or [910]398-7866. Best of all his prices are affordable and you get fast. first rate repair work.

Wilmington, indeed, is the home of "Southern Hospitality, North Carolina Style".



Jaguar and MG

The battle for the market
July 2007
by Geoff Wheatley

A few weeks ago I gave a presentation on the Jaguar Company and was asked why that name was chosen for the car. I did not know so I did some serious research and found a connection between MG and Jaguar. You may find it as interesting as I did.

2006 was the 75th Anniversary of the SS Jaguar Company although the name Jaguar was not featured on their cars until 1936. The Famous SS1 was simply known as the SS1 Coupe, a very stylish design that looked more expensive than it was. The secret of William Lyons success was to build cars that looked like they were created for the French Riviera and the millionaires who resided there. In reality the SS1 featured a side valve power unit made by the Standard Motor Company for Lyons and a basic chassis also made by Standard. However, the body was totally the creation of the Lyons factory who had achieved quite a reputation for producing stylish custom sidecars for motor bikes. Their ability to shape and mold metal and wood was the secret behind the success of the SS range. If it was speed you were looking for this was not your car. The SS1 might, with the wind behind it, touch 70 mph but it took a long time to get there. By 1933 the top speed had been increased to around 75 with a larger engine but it was still a side valve unit that would take 25 seconds to hit the top speed.

At the same time as the launch of the SS range, the MG factory were producing the famous SA and VA saloon cars with a two liter OHV power unit that gave the car an impressive performance. Sleek and structured like the SS range the two companies were virtually direct competitors in the middle market except for one important thing. Price. The MG range was at least twenty percent more expensive than the SS range although to look at and admire it would be difficult to choose one over the other.

In 1935, virtually out of the blue, SS Cars launched the stunning SS90, a car that was guaranteed to reach ninety miles an hour. At first it was in open sports car design but by 1936 a saloon was offered with virtually the same performance. This move hit the MG SA and VA models right where it mattered, in their sales department!. Again the price was the key factor and MG certainly suffered for the next eighteen months.

Lyons wanted to create the image of a sleek fast and desirable vehicle if only to overcome the poor performance record of the previous SS range.

He knew that the SS logo needed something extra to

make it stand out from the crowd. Something fast and elegant.

MG had Safety Fast which was a success for all their vehicles. To endorse this image MG or rather Morris Motors closed down the racing department at Abingdon and instructed all dealers not to promote the MG Range as a car that could be raced. Safety was the order of the day coupled with speed. They even produced promotional material that made it quite clear that the very term racing had no part in the development of MG. Of course this did not stop individual owners from putting their MGs on such race tracks but they were never officially endorsed by Abingdon after 1936.

Back to SS Cars, what new image could they create to indicate both a luxury car and a fast one. Their advertising agency came up with a series of suggestions one of which was Cheetah, the fastest animal on four legs. This was seriously considered but eventually rejected as the term could also indicate that the customer could be cheated with his or her purchase. It is said, although no one can ever be sure, that it was one of Lyons children who suggested Jaguar after a visit to the zoo. Fast, elegant and classic in every meaning of the words.

The first SS Jaguar name was introduced in 1936 as Saloon vehicle however it still had either the 1.5 or 2.5 liter side valve engine so any idea that this car would reach 90 miles an hour was a little optimistic. To be fair it was not promoted with the same theme as the SS90 which truly was a fast sports car.

However, when Jaguar introduced the SS 100 "Jaguar" a year later both the name and the vehicle became virtually household words even if you only had a Baby Austin Seven in the garage!

MG tried to come back with a new version of their Saloon range the WA 2.6 Liter luxury car again priced about 25 % above the SS Jaguar 2.5 Liter Salon but it was an OHV unit that did give the car better performance. Regretfully, at this time there was a drastic overhaul of the MG Abingdon company by Morris Motors Cowley who, in 1936, became the owners of MG. Until that time Abingdon was under the direct control of Billy Morris, "Lord Nuffield", who looked upon the venture as his personal baby. However, MG virtually lost money every year and it was Nuffield who wiped out the red ink from his own fortune which was considerable! For tax reasons and I suspect a desire to step out of the main picture, Nuffield sold his share in MG to Morris Motors, appointed a Chief Executive Officer, and stepped into the role of Chairman of the Morris Empire. His first action was to take a world cruise with Lady Nuffield that lasted about nine months.

Kimber, the Director of MG Abingdon was reduced to General Manager with the option to take it or leave. The design dept was closed, all future MG design would be under the control of Cowley. Half the sales

department. The work force was reduced with the offer that they could relocate to Cowley, Oxford which was no big deal as the distance between the two factories was only a matter of a few miles. Where ever possible only Morris parts would be used in the production of any MG and the power units would be supplied by the Morris engine factory. No special high performance units purchased from outside. No leather interiors unless the customer was willing to pay extra and many did. Price was the main consideration and there would be no Santa Clause to bale them out if they remained in the red. The first T Series produced in 1936 was the TA, a product of this policy with a engine designed for the Morris Ten family saloon that might reach 60 mph on a fine day.

Other body parts were taken from the Morris production line and the eventual product was simply a shadow of MGs former glory.

When the SS Jaguar Saloon hit the market and the open SS 90 soon to become the SS 100 hit the show rooms MG faced a serious problem both from within and from its competitors. I would not have wished to be in Kimber's shoes at that time, his boss off on a world cruise, the man that he had worked with ever since MG was born. A hostile new CEO who had no desire to see MG survive and only saw it as a drain on the profits of Morris Motors. A reduced staff including his once very successful sales force and companies like SS Cars eating away at his market with their SS 100 and the Elegant Jaguar Saloon. However, by 1937 the Morris empire had reverted back to Billy Morris control, (another story for another time), Kimber was back in his old job and a new Luxury MG Saloon was almost on the dealers floor, the WA 2.6 liter, certainly the very best in the series. Still expensive compared with Jaguar but also a very beautiful car.

The introduction of the WA forced Jaguar to introduce a OHV power unit in 1938 for their saloons. The future looked a little brighter and the depression was starting to end mainly due to war production. Most people believed that war was inevitable but they felt that it would be in four or five more years.

When Chamblin came back from his meeting with Hitler in the summer of 1938 crying, "Peace in our Time", everyone breathed a sigh of relief and cars sales literally took off from the previous six years of depression. Wages were increasing, unemployment was now confined to the coal mines and shipbuilding and even the latter was looking better with the investment in new ships for the Royal Navy. Morris Motors had contracts for military vehicles in company with others and Abingdon was already being approached to look into aircraft component production in company with other locations throughout the country.

One thing that Abingdon had over SS Jaguar was its

long association with such small but excellent companies such as Tickford who turned a nice car into a beautiful work of art.

Then there were the Charlesworth company who made hand crafted bodies and turned such cars as the WA into a handsome and of course rare vehicle. The best example of this is the WA Open Tourer with the Charlesworth body. A total of only nine were built and one survives in a private collection. To get some measure of the power and speed of the WA saloon the Glasgow Police Force ordered eight, also a Charlesworth Open Tourer.

(I suspect that this car was never out chasing bandits!) In total 265 Wa Saloon vehicles were built between 1938 and the start of the war in September 1939. There is an interesting story about the design of both the less expensive SA and the WA range. At some point during the austerity period at Abingdon, Morris Motors Cowley proposed that the expensive sliding roof be dropped from the MG range of Saloons.

Kimber countered with a memo both to Morris Motors and the Morris Dealers who sold the Saloon range that he had personally conducted a survey of both owners and potential owners to see if they would accept a standard roof design. The information indicated that although most owners seldom if ever opened the sliding roof they considered it a must on any luxury car such as the SA and WA. This policy was maintained right through into the post war years and even as late as the 1970s this feature was offered in the UK. It was the introduction of Air Conditioning for luxury vehicles that eventually ended the not very practical Sun Roof that blew your head off when opened or leaked in a good rain storm!

The SS Car Company sold more saloon vehicles from 1936 to 1939 than MG. The Price advantage was the key to this achievement however, they never managed to be competitive on the race track not even with the SS Jaguar 100. Jaguar had to wait until the 1950s to win this battle. MGs despite the set back in 1936 through the Morris Motors take over, still managed to pass the finishing line a head of any thing in their class but not with the then new MGTA. It was the tried and true pre 1936 cars that burnt up the rubber at Brooklands, entered by private owners. However, there is one interesting observation worthy of note: Although Morris Motors had banned any support for racing, the 1938 Junior at Brooklands was won by two MGs and the trophy ended up in Billy Morris office! How it got there is anyone's guess. Again in the Empire race at the Doncaster track in the north of England in 1939 a MGPA won the junior award and the trophy ended up next to the Brooklands award. So much for the ban on supporting competitive activity!



Link of the Month

Finger wrench
Sent in by Terry Bond

<http://www.leevalley.com/wood/page.aspx?c=1&p=54669&cat=1,43456,43407&ap=1>



That should come up with the specific item and lots of other interesting stuff in their catalog.

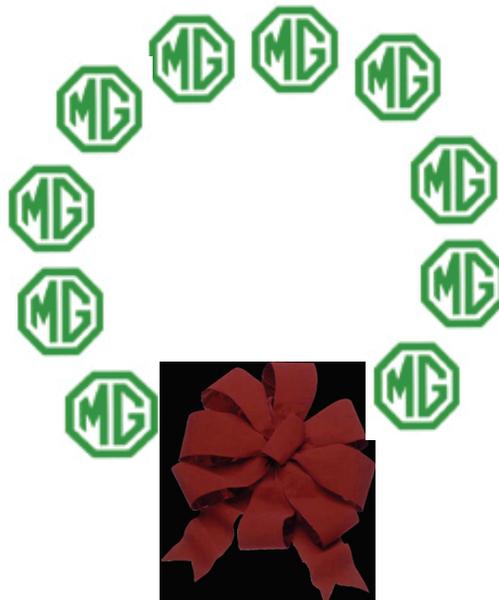


DMV Forms

Beckey Watson

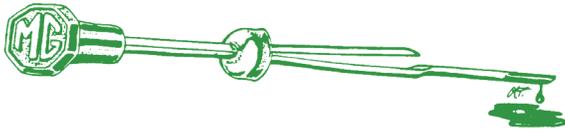
Many of you have antique license plates on your car, and have received a letter in the mail from DMV with a form called "Antique License Plate Applicant Certification" that needs to be notarized. I am a Notary for the Commonwealth of Virginia, and will bring my seal to the December meeting. If you bring your form with you, I will be available to notarize it.

Beckey



Happy Holidays!

The Dipstick



The Tidewater MG Classics

Ronald Struewing
5483 Doon St.
Virginia Beach, VA 23464-7732

Affiliated with



North American MGB Register
“Newsletter of the Year”

FIRST CLASS

TMGC's Holiday Party
Friday, Dec 14th
Social: 6:30pm
Dinner: 7:00pm
(Check your invitation for more details)

Jim & Betty Villers
3133 Inlet Rd
Virginia Beach
481-6398

Map labels: Independence Blvd, Rosemont Rd, Lynnhaven Pkwy, I-264, Va Beach Blvd, Great Neck Road, Adam Keeling Rd, Broad Bay Bridge, Inlet Rd, Shore Drive, Stop Light.