



THE TIDEWATER MG 'T' CLASSICS

THE DIPSTICK

DECEMBER 1979

PRESIDENT: Jim Banvard (340-6737)
VICE PRES: Don Moore (481-1801)
SECRETARY: Andy Wallach (583-9387)
TREASURER: Sandy Hall (482-2821)
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Sentiments of the season and all that--

It's winter again, not exactly T-time for any but the hardiest. Once our staunchest masochist, who drove top-down in all weather, even Jim Banvard has capitulated, admitting that he bought his 'B' for its creature comforts. But here's something to warm our fun-loving little hearts. The Christmas Party, everybody's favorite event, is dashing toward us like Santa's tiny reindeer. So don't wait another second. Call our hostess, Helen Barrows at 428-3250, and tell her what you're bringing. Christmas cookies, fruitcake, cheese balls, vegetable tray--whatever--she needs to know by December 8. And don't forget. Helen makes marvelous egg nog, but if you want something a bit stiffer, bring a bottle.

From Old Number 2400, 4270, 6900, VM199--Oops, forgot one--7085--

November has come and gone in a flash. MG activities dwindle as the cold weather comes upon us. Those who ventured out to Steinhilbers were rewarded with good food and super fellowship. There were about twenty odd hearty folks who enjoyed the old Va Beach fare. (Ed. note: 'Odd' is the key word here.)

My travels this month have included trips to Whitby Island, Washington (State, that is--Ed.), and San Diego, California. In Washington I was able to deliver a loaner oil pressure and temperature gauge for a new MGA owner, Jim Braccio. Roy Wiley was kind enough to permit the use of his spare while Jim's gauge is under restoration. In San Diego, I talked to Bill Ware, one of our former members. His home remodelling has taken priority over the restoration of his TD, but when I get back out to San Diego we should finish his new wiring and the car should then be driveable, if not totally completed.

Vince Groover's mini-restoration continues. His engine purrs and his gleaming new paint job looks super. Andy Wallach continues to struggle with his TF; the two front quarter panels are on and he is fitting his rear quarter panels between trips to the machine shop. Look out, Spring--more T's will be confronting you. (Thanks for the warning--Spring.)

In the last newsletter, I mentioned a quest for an activities chairman. We have been blessed with not one but three committed chairpersons. The Haines, Ross and Ann, and Bess Mann have volunteered to act in this capacity. The full committee has met and has a variety of new activities to place before the club at the January business meeting at the Spilmans'.

As the decade of the 70's grinds to an end we have but one event left, the Christmas Party. This event is traditionally one of the best attended events of the year. Let's make it a big one again this year as we descend upon the Barrows' the evening of the 14th of December. Please don't forget to call Helen to see what you can bring to round out the menu. Have a Merry Christmas and may Santa bring you many T-goodies.

Jim B.

COME ALL YE FAITHFUL TO THE CHRISTMAS PARTY!!

SECRETARY'S MEETING REPORT--One of the highlights of the NOVEMBER MEETING, besides the beer, pizza and other goodies provided by our fine hosts, Mike and Jennifer Ash, was the presence of a mystery guest dressed up in a suit

and tie. It was soon discovered, however, that buried under this establishment exterior was none other than one Robert Davis. Robert announced that he will soon be moving all his 'T' paraphernalia to a new locale. Many members volunteered to help move until it was learned that he was going to establish a strict accounting system and post armed guards.

Guests at the meeting were Carol Cox, who owns a MGA, and Dave Bouch and Jackie Sullivan. The minutes from the previous meeting were not read and not approved. (Secretary note: Liaison with Jeanne Lund before the meeting established that the old secretary was out-of-town and that the location of the minutes was not available. I have decided to establish a permanent location for my records but am undecided between the tool box and the side curtain compartment.) While the secretary was present without a report, the treasurer reported without a presence. The president reported that the balance as of October 31 was \$996.06. Parts chairman Davis reported he could modify distributors for late TDs and TFs. Regalia chairperson Elsie Tarr reported sales of \$42.25 for turnover to the treasury--\$21.25 of which they sold at Lake Lanier while attending the SEMGTR mini-GOF. Bess Mann and Ross Haines of the Activities Committee stated that neither of them would do a good job. Of course, the assembled membership of 24 people did not believe this utterance and, as is shown elsewhere in The Dipstick, T Classics activities are continuing in the fine tradition demonstrated by past events' navigators. After some discussion, the price of the attendance at the Wicker Basket Affair was set at \$2.50 per person. Other long-range activities were discussed, including a possible mini-GOF.

After a much needed break for food, Vice-President Don Moore reported that he was waiting on the roster before moving forward on the "cars under restoration" study. Jennifer Ash reported that she submitted information to TSO for inclusion under Local Chapter News. Under Old Business, Don Moore suggested that we reiterate that, while not having special tech sessions to work on one specific car, members are always willing to help an individual member with car problems outside of the formal tech sessions. Under New Business, Jennifer Ash proposed a progressive dinner. A discussion arose concerning long-sleeve T-shirts or sweatshirts. Elsie Tar is looking into prices. (Ed. note: See ODDS 'N ENDS for Elsie's report.) The "formal" meeting adjourned at 9:27.

By the way, a rumored Ash TF was discovered in a back garage, slowly being buried deeper and deeper under assorted car parts and other things. What an archaeological find this should be someday.

The DECEMBER MEETING is the CHRISTMAS PARTY at the home of Dave and Helen Barrows, 116 86th St. Va Beach, on Friday, December 14, beginning at 8:00 p.m.

COME ONE, COME ALL TO THE CHRISTMAS PARTY!!

UPCOMING EVENTS--

DECEMBER 14 (FRI)--Christmas Party at Dave and Helen Barrows. As has already been mentioned, this is a "bring-your-own-hors d'oeuvre-and-bottle affair," so call Helen Barrows at 428-3250 before December 8 so she'll know what you're bringing and also get a head count. With any luck (or ill-fortune, depending on your love for music), the player piano will be tuned and ready, so bring a hearty voice or a bale of cotton. For those of a more aesthetic temperament, there's always the chance of an encore performance of "Salvin'the Great's Acts of Magic and Other Feets (sic) of Legerdemain" which had its grand debut at Steinhilbers. And Bron Prokuski is promising 10 pounds of kibbee. Sounds like some kind of large tropical fish. This could be more fun than the circus.

JANUARY 26 (SAT)--The Fourth Annual Gorgin' Orgy, better known as the Annual Wicker Basket Affair. (Fourth? My, how time flies when you're having a good time.) To be held at the Banwards, details next month.

WITH THAT PIANO, IT'S NO SILENT NIGHT AT THE CHRISTMAS PARTY!!

PAST HAPPENINGS--A belated report from down South by our reps at the SEMGTR's

"Fall Festival of the Faithful" at Lake Lanier outside Atlanta. As usual, our confederates to the south poured on the charm and old-fashioned hospitality. Bob and Ethel Walker came over from Charleston. They took second TD (second? would very much like to see the winner. The Walkers' TD is a beauty). Bob is also the recipient of the "Baldest Driver in a 'T'-series" Award. The distance prize went to Levi and Elsie Tarr who attended in their 'A' (this was a joint 'T' and 'A' affair. No comment, cheesecake).

STEINHILBERS--Having forgotten to assign someone to cover the Steinhilbers dinner party, I will report second-hand from some of the participants that everyone had a good time and the food was pretty good. The members in attendance included Ashes, Banwards, Barrows, Dave Bouch and Jackie Sullivan (our newest members), Fishers, Haines, Halls, Roosevelt Moseley and Doris, Bron Prokuski, Bob Salvin and Dee (another new girl--Bob doesn't have a little black book, he has a little black encyclopedia), Elsie Tarr, Wallachs, and Wileys. Entertainment was supplied by our own "Salvin the Great." He's also available for weddings, birthdays, and GOFs.

EAT, DRINK AND BE MERRY AT THE CHRISTMAS PARTY!!

Here's another comic creation from Philip Ash--



STUFFA YO'SE'F AT THE CHRISTMAS PARTY!!

Excerpted from THE GREAT CARS by Ralph Stein

I was, in my youth, a snob about automobiles. In the thirties, I looked upon any car but a Bugatti, an Alfa Romeo, or perhaps a Hispano-Suiza, as just not worthy of notice.

"Why," I asked myself, "should I buy a cheap new sports car--an M.G. Midget, a Singer, or even an Amilcar--when for a third of the price, say, \$500, I could buy a used Bugatti, or an Alfa?"...

But I might have been better off with a brand-new M.G. Midget, even though it cost more and had a lot less go than a used Bugatti. I'd have had more driving and less tinkering, less paying out of valuable depression-time dollars to mechanics....

The first M.G.s I saw, in about 1934...were J2 types in the hands of the Collier brothers, Miles and Sam. These young men, and sometimes their brother Barron, Jr., already were engaging in the kind of amateur sports-car racing that a later generation of Americans wouldn't discover for fifteen years....

The J2 M.G.s were not-too-distant descendants of the first M-type Midgets of 1929. The M's were not by any means the first M.G.s, the prototype of which had been built in 1924 or so from Bullnose Morris components at Morris races by an inspired enthusiast and ex-motorcycle-racer, Cecil Kimber. But the M was the first of the tiny M.G. Midgets. If not for the Midget, the M.G. would most likely have remained merely a very pleasant, medium-sized sporting equipage of so-so quality. I must, however, emphasize that some special M.G.s, especially those built for racing (the K3 Magnette, for instance), were very fine, very potent mechanisms.

The M, too, was based on a Morris. After all, Kimber and Morris Garages were part of the complex of William Morris (later Lord Nuffield) companies. They had the same four-cylinder, 847-cc, single-overhead-camshaft engines as the Morris Minors, although with more efficient manifolds, and also suffered a fault inherited from the Minor. The camshaft was driven from the crankshaft by a vertically mounted generator, an economy which plagued M.G. owners for years, until the pushrod TA appeared, since oil from the camshaft too often found its way into the electrics.

But the M was a sudden smashing success. It was cheap; in England it cost the equivalent of \$800. Its two-seated, pointed-tail, plywood-and-fabric body tickled youthful sports-car types, and its performance, although its engine developed only 20 hp at 4000, wasn't too bad. It would exceed 65 mph, thanks to its 1,250-pound weight. Its competition successes helped, too. In 1930 five M types ran in the Double Twelve, that odd race at Brooklands Track, which was run in two daylight bites of twelve hours each, and all five finished. One of them averaged 60.23 mph and came in fourteenth.

But it was a special sports-racing version of the M type from which sprang the unique small sports car that we think of when we say M.G. This was the Montlhery Midget, the C type, which in order to fit into the international 750-cc racing class had its engine size reduced to 747 cc's. The Montlhery Midget had an improved chassis, heftier engine bearings, a balanced crankshaft, and in standard form it developed 30 hp. With a 9-to-1 compression ratio for racing, the engine put out 45 hp. The supercharged MK II Montlherys got up to 60 hp at 6300 rpm. Their success was phenomenal. At the 1931 Double Twelve, Montlhery Midgets took the first five places and the team prize; in the Irish Grand Prix that same year they were first, third, and fourth.

Based on this wondrous Midget, there appeared in 1932 the lovely-looking little J2 (J1 was an open four-seater, J's 3 and 4 were blown 750's for racing). The J2 was the archetype of all those exactly right looking M.G.s with which drivers stayed in love for twenty-three long years, until the demise of the in 1955. It was low. It was cut crisply sharp. Its doors were notched for its occupants' arms. It had a no-nonsense slab tank slung to its tightly functional stern. Its windshield, forward of a pair of bosom-like wind-breakers, folded forward. Above all, it looked as if it meant business and hadn't been diddled with by a lot of mindless "stylists."...

The J2's still used the 847-cc, overhead-cam engine, but now it developed 33 hp at 5000 rpm. Delighted owners playing racer in its lower gears sometimes over-revved the poor little thing, however, and broke its two-bearing crankshaft. Further, its hockey-puck-diameter brakes (8 inches) were discouragingly feeble.

Kimber outfoxed these heavy-footed gentry and in 1934 brought out a new model, the PA, with a slightly longer chassis, a slightly more robust three-bearing crank, and better brakes. Although its 847-cc engine now put out 35 bhp, its power lagged behind the increasing weight of the car.(1,600 pounds). So, to get a few more horses, the cylinders were bored out from 57 to 60 millimeters and the PA became the PB.

Altogether, these J's and P's did beautifully in the peculiarly horrifying type of "trials" which the hardy British love: climbing unclimbable, muddy, rock-strewn precipices on rainy midnights. You could, in those happy days, buy real racing M.G.s directly from the factory. One of these, the nonpareil of all Midgets, before or since, was the blown 750-cc Q type, which put out no less than 113 bhp at 7200 rpm. The Q broke records all over the place--for example, the standing-start mile at 85.59 mph. Trying to outdo themselves, the factory then went all modern and built the R, a single-seater with a design well ahead of its time. This had a backbone chassis strikingly similar to that of the current Lotus Elan, with independent suspension all around. The R showed great promise, but just as its bugs were being eliminated, the M.G. Car Company, which had operated as one of Lord Nuffield's separate entities, became part of Morris Motors Limited, a staid outfit which at that time frowned upon racing. The R died.

(TO BE CONTINUED...)

Here's the latest from England on the 'Save the MG' campaign--

By MICHAEL KEMP, Motoring Correspondent .

BRITISH consortium wants to save MG sports cars from the axe by taking over production from British Leyland.

It is making a £30 million offer which is being considered by Mrs Thatcher and senior Cabinet Ministers.

Those involved in the rescue group are Aston Martin — itself a prestige British name in car making — and millionaire David Wickens, head of British Car Auctions.

They could be joined by Norwest Holst, the civil engineering and building concern, which is 'expressing interest in the venture'.

The bid could save the 1,100 jobs at MG threatened by Leyland's cutback plans.

MG sports cars, made at Abingdon, Oxfordshire, are due to be phased out at the end of next year. Leyland wants the factory space to unpack Honda components shipped in for a new Japanese-designed car to be built at Cowley, Oxford, in 1981.

Potential

But Leyland is refusing to part with the MG name because, it says, this could appear on a Honda-Austin Morris car in 1983 and other models later.

The save-MG consortium is being led by Alan Curtis, 52, co-chairman and managing director of Aston Martin, which was itself saved from collapse nearly four years ago by an Anglo-American group.

Mr Curtis — 'I've had only five hours' sleep in three days trying to put this together' — said :

‘ We have conveyed to the Government our interest in saving MG by taking over production of sports cars, preferably by continuing output at Abingdon.

We have spoken to MPs on both sides of the House of Commons and many interested parties. All say they want to see MG survive.

I don't care who saves MG as long as it is saved, because it is a part of Britain. We are looking not only at saving a famous car marque but also 1,000 jobs—and creating more jobs.

The manufacturing and sales potential we believe, is around 1,000 cars a week as opposed to the current 680 cars now being produced.

Mr Wickens, who built up British Car Auctions from a field rented for £1 a week, said : 'We want to make it a public company once more and put it back on its feet,

Gerry Goguen, well known in MG circles in the U.S., was piloting his 1933 MG J, when, on the third lap, for some explained reason the car flipped coming out of turn eleven, the last corner before the front straight of this scenic upstate New York track. This immediately brought out the red flags around the course causing the rest of the thirty-one car field to come to a halt. Reports following the incident were somewhat vague, but apparently Goguen broke a wrist, sustained some bruises, and lost part of a finger.

The above happened Oct. 6 at Watkins Glen. The clipping is from The Octagon of Florida.

£30m bid to save MG

Continued from Page One

United Arab Emirates is offering a further £30 million towards the MG rescue. But at present the bid is all-British.

The bid coincides with a warning that Leyland risks losing the American market, its biggest export earner, if it drops MG — which accounts for up to half its sales there.

Leyland's U.S. national dealer council sent a delegation to see chief executive Sir Michael Edwardes and BL Cars chief Ray Horrocks to say that without MG there will not be enough left to

keep Leyland dealers alive in America.

Leyland is now said to be busy buying-up main distributor outlets in America to help the phase-out of MG.

Leyland, in a statement yesterday, said there would be a further meeting with the U.S. dealers in New York next month.

Then the company spokesman added : 'Any approaches to take-over the MG car assembly are non-runners. In no way are we prepared to sell either the plant or the

name because we have plans for Abingdon and the Honda project.

'These plans will not allow MG manufacturing and we want to keep the MG name for a future product.'

But former racing driver Stirling Moss said :

'If Alan Curtis at Aston Martin can get hold of MG the potential is tremendous. It needs completely redesigning and to be built with a touch of Aston Martin-type care—then it couldn't fall to be a world winner.'

HAVE YOU CALLED HELEN ABOUT THE CHRISTMAS PARTY?!

TECH SECTION--We are now exchanging newsletters with the T-Party Times, newsletter of the M.G. 'T' Party of New Hampshire and environs of which Bron Prokuski is chairman. The following tech articles come from that source.

TURN SIGNAL SWITCHES--LATE TD OR TF

In the process of TD restoration, I pulled out the turn signal switch. Now I've dealt with a number of British imports over the years with clockwork turn switches which wound themselves up when one flipped the lever and flipped themselves off after about eight seconds. So I flipped the lever on this switch, and it popped right back into neutral.

I was very surprised to see no evidence whatever of anything like clockwork inside that black Bakelite cylinder--just a cam, which pushed a piston against a spring into a cylinder. And it clearly had not been tampered with. Then I looked more closely at the "junk" around the edge of the piston, which is leather--just like the leather cup on a pump.

Light dawned. So I followed the old-fashioned technique for dried out leather pump washers--massage them well with grease. As you may have guessed,

the turn signal stays on for a period of time--about eight seconds in fact--by the very slow release of air past the leather cup, which is pushed into the cylinder by a cam when the turn signal switch is pushed to one side or the other.

So, if your turn signal is not giving you a decent amount of time to make a turn, I suggest you take it apart. Remove it from the car, noting which wire goes to which pole. The lever comes off with a single screw. The switch comes off its bracket with one large chromed, knurled nut. Then the outer cover of the switch can be removed by taking out three small screws which use the brass connecting poles as nuts. Take out two, then clamp the switch gently in a vice with the third screw uppermost. Loosen and remove it. Now unscrew the vice slowly, and the spring will push the cap off. You will quickly see how the cam and piston system work. Flare out the leather washer with your fingers and rub in grease--I used a moly grease, but anything soft will do, even Vaseline. Be generous, and leave a good film on the leather. Clean the cylinder and the contacts with spray cleaner or lacquer thinner. Reassemble in reverse order. Presto. Good as new. The leather washers virtually never become unsalvageable, and new switches are fifty bucks.

Now take the 'T' out and wink at the traffic properly!

Dave Kuhn

Also from T-Party Times, some tips the value of which I can well attest to.

ATTENTION TD & TF OWNERS

The four most important nuts on TD and TF cars are the four that hold the wheels onto the spindles and axles. No, I do not mean the small nuts that hold the wheels to the brake drums, but the large nut in the center that holds the hub and brake drum to the axle.

I have found that most of the cars I have checked are in need of a bit of tightening, and that when they are not properly tightened, such things as broken axles, lost wheels, and ruined brake drums can result. Some of these are merely expensive; others are deadly. Checking and correcting this condition is quick and simple even on wire wheel cars--proceed as follows:

Disc wheels:

- Remove the hub caps.
- Remove the cotter pins (rear)
- Remove the bearing dust covers and cotter pins (front)
- Tighten the nuts: 100 ft. lbs. front; 225 ft. lbs. rear
- Replace the cotter pins, dust covers and hub caps.

Wire wheels:

- Jack one wheel and remove.
- Remove the cotter pin, same torque specs as before.
- Replace the cotter pin and wheel.
- Move to the next wheel.

Hugh Giffin

DID YOU KNOW THE CHRISTMAS PARTY IS COMING??

ODDS 'N ENDS--NEW MEMBERS--Our newest member, Dave Bouch, has been an MGA owner for about eight years. He's already attended several events with his friend, Jackie Sullivan, AND made his first purchases at Phase I. When not sailing the seas in a submarine, Dave can be found c/o Jackie Sullivan, 101 Pembroke Ave. W. Apt N-1, Hampton, VA 23669 (723-6121/4444025).

T-SHIRTS--Concerning the shirts mentioned in the secretary's meeting report, Elsie reports that they cost \$5.00 and come in men's sizes S, M, L, and XL. They are red, white and blue elbow length sweatshirts with the MG logo on the front. If interested, give Elsie \$5 per shirt and sizes at the Christmas Party (or before). She'll handle it from there.

FOR SALE--1938 VA Tourer, needs work, \$3000 negotiable. Joe Fabry,

THEN, NOW AND MAYBE!

Then is from 1961 Road & Track. It comes from The Oregon Newsletter via Dick Criswell. Now is from the December 1979 C P I value guide. Maybe is from the 10-26-79 Wall Street Journal and was sent in by Earl "The Peral" Roberts of the South Group. Can you guess which is which?

1948 MG-TC. RHD, good body and chrome, runs well. Ready for restoration, \$595 or make offer. EX 6-9504. R. E. Lambert, 1020 Lake St., Venice, Calif.

1948 MG-TC in concours condition. Car completely rebuilt. Only 1800 mi since restoration. Photos available upon request. \$1350. J. P. Reuter, 905 Glenway Dr., St. Louis, Mo. 63122.

1949 MG-TC. Enthusiasts' sports. BRG. Many extras. RHD, recently rebuilt. A real gem. \$1300 f.o.b. an English port. Sale arranged through agent. A. Bailey, 72 Central Rd., Hugglescote, Coalville, Leicestershire, England.

1949 MG-TC, RHD, black with red leather interior, beautifully maintained in concours condition throughout. Mechanically perfect. \$2000. Dr. M. J. Jeffries-Harris, 642 Seaview St., Laguna Beach, Calif. HY 4-7888.

1949 MG-TC. Original owner, car fully restored, concours condition, mechanically perfect, red lacquer with new black top and tonneau. This is a rare TC. Mary Burns, 6152 Dudley Ct., Arvada, Colo.

1949 MG-TC. Concours winner, BRG. Completely restored, engine completely rebuilt, definitely a show car. Priced for immediate sale. \$1495. Wally Latimer, 1165 Central Ave., Dunkirk, N. Y. EM 6-1872.

1950 MG-TC. Owned since 1950. Original green leather, chrome, bumpers, wheels, body, etc. All excellent condition. New top and tonneau, could use new paint. \$1400. Edwin L. Hauptner, Box 7272. Miami 55, Fla.

RARE 1949 MG-Y 4-pass tourer. Compl. rebuilt engine driven 500 mi. Good tires and paint, for mint cond. needs bodywork. Goes to best offer. Gerd Ledermann c/o Rosenbaum, 4415 Cass St., San Diego 9, Calif.

1952 MG Mk II. Wrecked front end, 1386-cc balanced engine by Jim Pauley intact. 4:55 rear axle. car repairable, new Michelins. make offer, tow away. Jerry Lewis, Harvey Rd. R.D. 1, Ridgefield, Conn.

MG-TD all orig. except instrument panel and Stude Champion engine and trans. Car still has 3 orig. tires. Perfect for engine swap. Best offer. C. W. Smith, 103 S. Clark St., Richmond, Mo.

1951 MG-TD. White nylon top, immaculate engine and compartment, lt. blue lacquer. Engine carefully rebuilt 8000 mi ago, no modifications. Driven summer months only. \$995. Pete Martin, Box 81, New Bethlehem, Pa. BR 5-6170.

1955 MG-TF. Beautiful condition, metallic green. Original engine, average 6000 mi/yr. Body, top, curtains, interior restr. red. New sw's, radio, heater, chrome luggage rack, wires. Second owner. \$1495. L. H. Moyer, 711 Kensington, Flint, Mich.

MG-TF not raced, just rebuilt engine, new top, seats, upholstery. Car has orig. Paint. Sell for \$1700 FIRM. Joe Malone, 1211 C Murray Hill Ct., Mobile, Ala.

1953 MG-TD. Austin-Healey 4-cyl. engine, trans., overdrive, instruments. Studebaker rear axle, no exterior modifications, no operating problems. Leaving for Europe. \$750. R. L. Huestis, 403 S. Spruce, Santa Ana, Calif.

1959 MG-A Twin Cam rdstr. Latest factory specs, set up by expert in the area. Excellent cond., never raced. R. J. Clay, 33 Greenwich St., Bergenfield, New Jersey.

1959 MG-A Twin Cam. Factory mods, 13,000 careful mi, never raced, perfect cond, radio, tonneau. \$1800 or nearest offer. A. J. Goldberg, 311 Lansdowne Rd, Dewitt, N. Y. Syracuse GI 6-0141.

MG-A Twin Cam cpe. Red w/red leather, 16,000 mi. Never raced, tires good. \$2250. Trade or finance OK. K. S. McTaggart, 402 4th St. E., Sonoma, Calif.

ARNOLT BERTONE MG conv. Beautiful Italian body, Borrani wheels, Michelin X tires, Derrington wheel, Becker AM-FM Hi-fi, custom finished thru-out. Best offer over \$2500. Lt. Robt. S. Kellogg, USAF Hospital, Box 184, Wright-Patterson AFB, Dayton, Ohio, CL 3-7111 Ext. 27213.

MG

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|------|--------------------|------|---|-------|-------------|
| 1946 | 1949 TC Roadster | 6500 | - | 15000 | 9450 |
| 1950 | - 1953 TD Roadster | 4500 | - | 11500 | 7750 |
| 1954 | - 1955 TF Roadster | 5300 | - | 11000 | 7900 |
| 1956 | - 1959 A Roadster | 1500 | - | 4250 | 2850 |
| 1956 | - 1959 A Coupe | 1500 | - | 3500 | 2500 |
| 1960 | - 1962 A1600 Conv | 1600 | - | 3600 | 2650 |
| 1960 | - 1962 A1600 Coupe | 1600 | - | 3000 | 2400 |
| 1963 | B Convertible | 1600 | - | 2200 | 1800 |
| 1964 | B Convertible | 1400 | - | 2500 | 1800 |
| 1965 | B Convertible | 1600 | - | 2500 | 1900 |

1947 MGTC
 Mint condition, right hand drive.
 Red w tan interior. \$19,000. Days-
 (913) 649-6126. Nights (913) 677-
 0628

912 Woodburne Court, Va Beach, VA 23452 (804-468-6138).

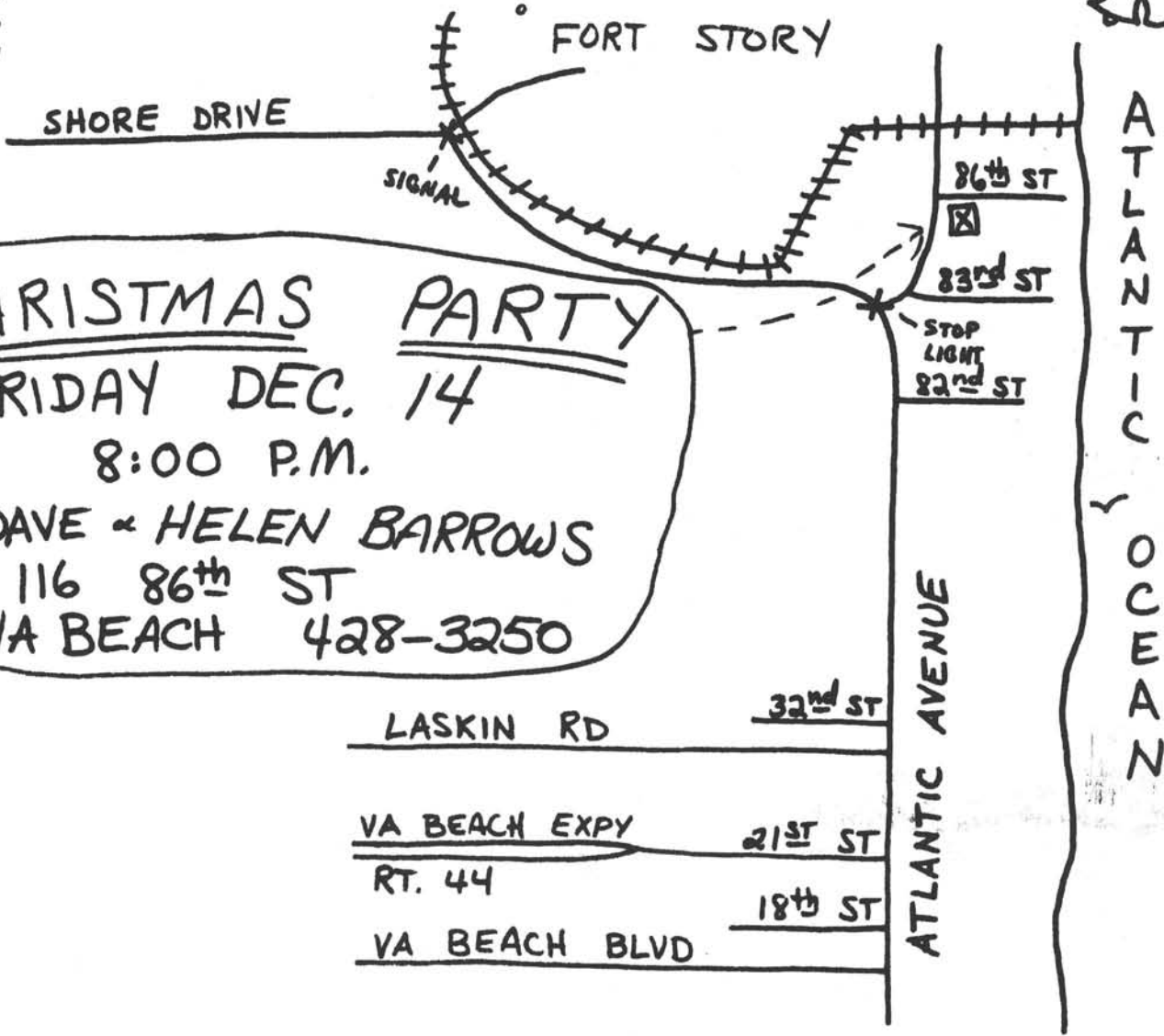
FOR SALE--1963 MGB, as whole car or parts sold separately. Call Randy Speth, 340-6768.

FOR SALE--1968 MCGGT, British Racing Green; 37,000 miles; 15" wire wheels just rebuilt; AM-FM; 2.9 litre block from Land Rover; needs cosmetics, rocker panel repair, steering column bushing; \$2500. Roger Miller, 404 33rd St., Va Beach, VA 428-3366.

Because your editor will be out of town during the holidays, the DEADLINE FOR THE JANUARY NEWSLETTER WILL BE 18 DECEMBER 1979. I could sure use some contributions, especially tech articles, artwork, and personal experience articles. This is the season of giving.

AND FINALLY--

ON EARTH, PEACE, GOOD WILL TO ALL MEN!!



CHRISTMAS PARTY

FRIDAY DEC. 14

8:00 P.M.

DAVE & HELEN BARROWS

116 86th ST
VA BEACH 428-3250

TIDEWATER MG 'T' CLASSICS
636 ROYAL PALM DR
VA BEACH, VA 23452



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