



THE DIPSTICK



SEPTEMBER 1980

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

Greetings, gang--

It's either feast or famine in the contribution department. This month we have a letter from Tina Pagley, a report on the New Hope Auto Show from Anonymous, and an inspirational message from Roosevelt Moseley. Not to mention the second installment from the COMPLETE CATALOG OF BRITISH CARS series (OK, so I won't mention it). And if you're really into planning your life, the Classic Club of Florida is already issuing invitations to its Spring GOF. Spring? Already? Is winter coming? What happened to summer?

FROM OLDE NUMBER 2400, 4270, 7085, VM199, and ?--what's a '??'

The Banwards have just returned from Indiana, the homeland of Brenda's folks. During the trip 2 MGAs and an assortment of Bs were all that were encountered. Indianapolis has no Ts for sale. So sad!

Recent events were the meeting at Jim Rudd's and picnic at the Barrows'. Attendance at the monthly meeting was sparse--9 whole people. We had a wonderful time in a most relaxed atmosphere. Thanks Jim and Dondra for the use of your lovely home. The Barrows' beach party was well attended and was fun as usual. Thanks, Helen and Dave; we look forward to next year where the Ts meet the sand and all enjoy.

Our TV event occurred on WVEC. We were well represented though sandwiched in among the local dealers expressing their emotions with regard to the demise of MG. The Boswells have the event on video tape for those of you who missed the show and desire to view it. (Ed. note--If you want to see it, just call and come on by. It takes about 6 minutes.) September brings nominations for the forthcoming officer's slate, a tech session, a major GOF and a drive-out weekend up route 5 to Richmond. I hope that all will participate heavily. See you there!

Jim

COME TOUR THE PLANTATIONS ON ROUTE 5!!!

THE AUGUST MEETING--by the editor

Where was everybody? Only the Groovers, the Boswells, Jim Banvard, Elsie Tarr and Robert Davis (late, with two fuzzy four-legged friends in tow) showed up in Newport News for the meeting at Jim Rudd and Dondra Cunningham's. Almost forgot, Randy Colker did drop in to say hi. Anyway, y'all missed a real feast.

TREASURER'S REPORT--\$1060.19.

PARTS--Try Wayne White, British Car Parts, London Bridge Road, 422-6402. He's moved down here from Trenton, N.J. with a load of T, A, and B parts.

The President reported that the Chesapeake Chapter's book of tech articles is now residing with Tech Librarian Dave Barrows and may be loaned out on a temporary basis to all club members. Please don't make Dave have to ask for it back.

There was some discussion on the September drive-out and the GOF in Killington, Vt. See Upcoming Events for details.

Thanks to Jim and Dondra. Hope we didn't leave you with too much food left. The SEPTEMBER MEETING will be WEDNESDAY, SEPTEMBER 3, at 8:00 p.m., at the

home of Herschel, Pam and Chuck Smith.

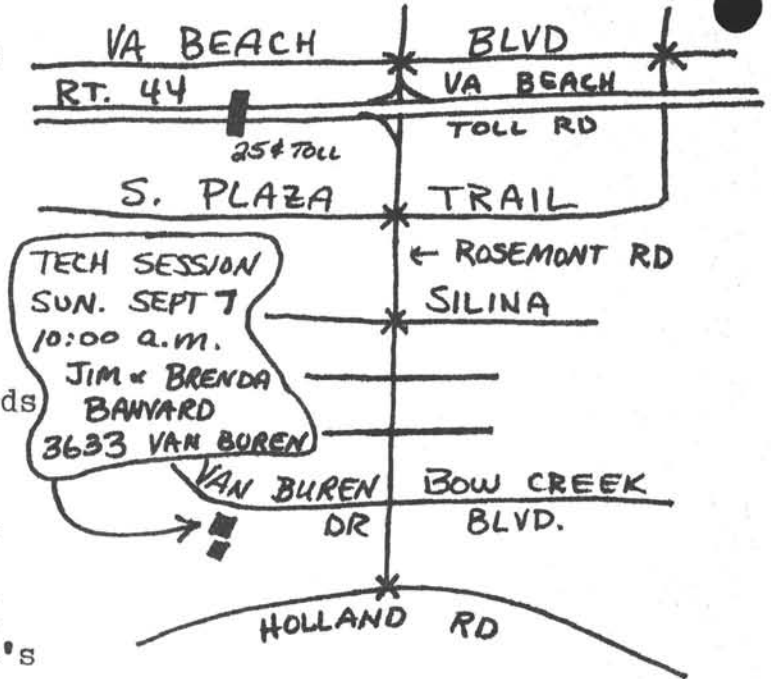
COME ONE, COME ALL TO THE TOBACCO COMPANY!!!

UPCOMING EVENTS--

SEP 7 (SUN)--Tech Session at the home of Jim and Brenda Banvard, 3633 Van Buren Dr., Va Beach, to commence at 10:00 a.m. This has been changed from the 13th, because the original hosts couldn't have it on that day and neither could anyone else. So the good old reliable Banvards came through for the 7th.

SEP 11-14 (THU-SUN)--GOF MK XXXI, Killington, VT. The Ashes and Banvards are still going so join them if you can.

SEP 20-21 (SAT-SUN)--Drive up Rt. 5-- Most likely what we'll do is hit a few of the plantations on the way up. There's Shirley, dating from the 18th century and the home of Robert E. Lee's mother; Berkeley, site of the first "official" Thanksgiving--beat out the



***** pilgrims by a year, but the latter had a better PR man. Built in 1726, it's the home of the Harrisons who included one signer of the Declaration of Independence and two presidents. And Sherwood Forest--no, not outlaws in Lincoln green--but the home of John Tyler, 10th president of the U.S. (Those presidents did all right for themselves in those days.) The house dates from the early 18th century, was renovated by Tyler in 1844.

Then we'll head on in to Richmond, freshen up at the motel, and if everything is on schedule, dine at The Tobacco Company, which is supposed to be a very unique and very good restaurant. Sunday's a do your own thing day--actually, the whole trip is a do your own thing.

If you're interested in all this, call Bess Mann (340-4011) or Ross and Ann Haines (486-1496), absolutely no later than September 10. Let them know how many people in your party and how many rooms you want. The motel hasn't been selected yet but they promise "moderately priced." Anyone who calls after September 10 will be told to make his own arrangements for accommodations.

We'll leave from the Sears parking lot at Pembroke Mall (corner of Va Beach Blvd. and Independence) no later than 9 a.m. on Saturday, Sept. 20--bring a bag lunch and we'll stop to munch on the way.

SEP 27 (SAT)--Neptune Festival Parade, probably 4:00 or 5:00 in the afternoon for an hour. Those who are participating should let Ann Haines know by Sept. 5. Then she can get the details back to you after the parade has been planned.

OCT 25 (FRI)--Halloween Party, Bob Salvin's. Start planning your costumes for yourselves or your car. Maybe you could put a Volkswagen body on the frame and come as a Volkswagen replicar.

IF YOU HAVEN'T PAID YOUR DUES, THIS IS YOUR BIG CHANCE!!!

PAST HAPPENINGS--The only past happening was the romp on the beach and the eat-out at the Barrows. For once we didn't bring on a cold wave and a down-pour, though considering the weather at the time, both would have been welcome. The surf was way up, so body surfing was in vogue and drowning was a

cinch if anyone was interested. Carl Fisher kept the kids-from 6 to 60- entertained with his kite tricks. Unfortunately the kite went down in the water and Carl had to retrieve it, clothes and all. The food was good, as usual, the beer flowed and so did the friendship. Guests included Jim Banvard's sister and brother-in-law and kids from north of D.C. Thanks to Dave and Helen for putting up with us.

WHAT HAPPENED TO SUMMER??

NEW HOPE AUTO SHOW--or, "Let the Ladies Loose with the Laminated Loot" by some anonymous tipplers--

On the evening of August 8, the following members of this well-organized (?) expedition gathered at the appointed time (more or less, within 2 hours) in front of Bess Mann's Used MG Lot for the purpose of attending the New Hope Auto Show: Elsie Tarr, Bess Mann, Pat Mann (Bess' sister whom Bess had just encouraged to buy an MGA), Liz Sayre (friend and former student of Bess), Peggy and Brad Bradford. Barbara Metius, friend and budding MG enthusiast was to leave her home in Laurel, Maryland the next morning and meet us at the show.

The safari set forth in a Chevy pick-up and GMC Suburban with Pat's '60 MGA in tow. The adventure began when Bess confronted the toll booth attendant at the Chesapeake Bay-Bridge Tunnel without safety chain or exhaust system on the MGA intact. (Fireworks display from back of 'A' spectacular or depressing, depending on point of view.) After agreeing to disconnect the 'A' from the Suburban, remove muffler, pay extra toll (which was never paid), we set off to conquer the CBBT with all vehicles under their own power. After crossing the Bridge-Tunnel the MGA was put back in tow and all proceeded in the general direction of Elsie's parents' home in Philadelphia. We arrived about 3 a.m. Saturday and departed for the New Hope Show four hours later.

New Hope lived up to all our expectations with approximately 1,000 cars entered for both days and endless rows of flea market goodies. Being outnumbered, Brad elected to look at cars while the girls proceeded to buy everything in sight with "MG" stamped on it.

Pat's unique right-hand drive MGA was entered with its American cousins, but despite bribes, pleading, tears, For Sale sign, etc., the judges failed to acknowledge its winning qualities. Perhaps it was the lack of muffler, over- rider, or maybe it was that one lone windshield wiper that was the deciding factor, or could it have been the wheel with five unattached spokes.

Barbara joined the group shortly after its arrival and about 1 p.m. all enjoyed the tailgate picnic lunch. Suddenly lunch was brought to a screeching halt when in the course of conversation Peggy learned that the sign she saw on one of the booths was not "MG" but "MC" (Master Charge). She went "charging" off with new ammunition in hand and all girls in hot pursuit, leaving Brad to look at Auburns. Treasures and trash were bought by all (except Brad who couldn't afford an Auburn, even with the help of Master Charge).

After awards Brad and the five girls checked into the historic Lambertville House (Elsie commuted from her parents' home), coming and going at various times to convince the desk clerk that there weren't that many of us (2 rooms, 3 people registered). Luxuries included community bath and TV, 1 double bed in each room, management imposed curfew of 2 a.m. and attic accommodations overlooking the Delaware River.

In the morning all left the hotel going their separate ways (at various times, of course) to visit area flea markets, revisit the car show and generally get lost from one another. Later in the day, Bess and Liz continued on to Canada and other points of interest in New England while Pat and Elsie brazenly departed for Virginia Beach in the 'also ran' MGA, minus muffler but with new overrider and bumper (courtesy M/C). Peggy took Brad on "A" wild goose chase to Easton, PA to look at the car that Bess and Pat passed up the week before. All arrived home safely that night except for Bess and Liz who came in a week and a half later from their vacation. This exciting weekend will be relived with each recurring Master Charge statement.

Messages from the troops--from overseas--

Hello MG gang,

A warm hello from sunny Sicily, the citrus island, Italian good food and wine, bikini country--hold it, guys, this is not only girl watching but also boy watching and I get my share of it, too. It is good for the eyes.

Keep up the good work with the club. It sure is growing. We read the newsletter as soon as we get it to see what you people are doing. It sounds like you are having fun.

Jim and I went to London, England for four days in May to pick up some car parts and to find out how priceless our MGs are. Hold yourselves--they go for between \$25,000 and \$40,000. They are even harder to find in England. A warning notice--this gentleman comes to America to buy them. He had just bought one in Florida for \$8,000 and turned around and sold it in London for \$35,000. So hold on to yours. Also he told us that he buys most of his car parts from the States for much cheaper.

We got our TD running in perfect condition. As soon as the weather cools off a bit, we are going to have it reupholstered and have a good paint job done. We are having fun driving it except it is a little hard on the rear end. We go through old Sicilian towns on cobblestone roads--you can imagine the ride we get. And for you members still on the lookout for an MG, there is a good reproduction of it made by Volkswagen. I'm sending the brochure on it. What do you think of that, ready to drive and they go for only \$15,000.

Time seems to fly by. We've been here already 16 months with 20 more to go, if no longer. Thinking of all of you and sending our regards.

Tina and Jim Pagley

and from closer to home--

MORE THAN JUST A CLUB

by Roosevelt Moseley

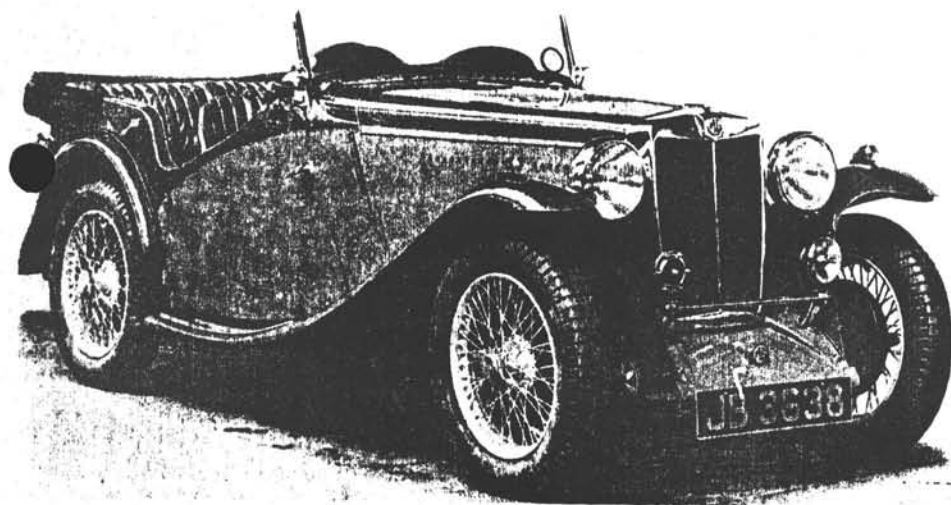
The Tidewater MG T Classics is more than just a club dedicated to the preservation of MGs, it's a family. We are a closely knit family who look forward to seeing each other at club events. We share each other's happiness and sorrow. It hurt us so much when we heard of the death of John Moore. Although many of us did not know him, just the thought of a fellow MG club member dying leaves an emptiness in our hearts. It also saddened our hearts to hear of the loss of Sandy Hall's father.

Secondly, we miss Don and Barbara Moore who have moved to Florida. There are several members who have moved to various places. It makes us feel like links in the chain are missing. We love each other, it is a cohesiveness that is difficult to explain or describe. Those members who do not take advantage of that communion are missing a great deal. No wonder it is so difficult to get meetings started. Everyone is glad to see each other and have so many things to talk about, that we forget what we came for. We spend half the night talking about everything except MGs. We have members who come from all walks of life. You really do not have to own an MG or any car for that matter to be a member. The Tidewater MG 'T' Classics has done more for its members than we realize. It's so good to belong to a club that cares about you.

(Thanks, Rosie. And he's right. This isn't just a club--it's a gathering of friends--Ed.)

ONE MORE CHANCE TO PAY DUES!!

DUES REPRIEVE--At the top of page 7 is a list of you members who have not yet renewed. Usually you would not be receiving this newsletter, but we've decided to give y'all another chance. Ain't we sweet!! If you've renewed and find your name on this list, than call Sandy Hall and check with her.



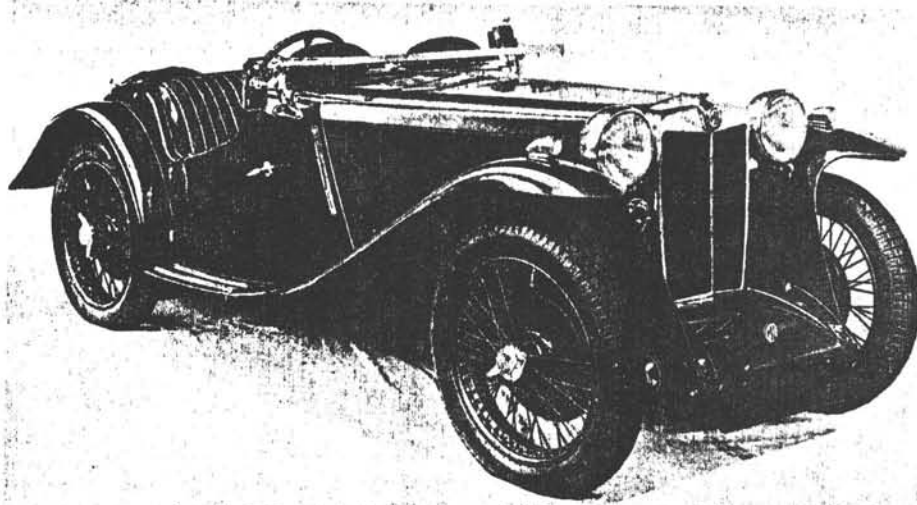
1934 MG N-type. British Leyland

ceived with horror by enthusiasts on account of its specification, which actually included independent front suspension and even bumpers, is now one of the most revered and sought-after models. The last of the traditionally-styled MGs, the TF, came in 1953 and

1933 MG K3 Magnette. British Leyland



was built in both 1¼- and 1½-litre form. A saloon MG, the Y-type, with traditional styling had appeared in 1947. It used certain body panels from the Series III Morris Twelve of pre-war days, but this was not immediately obvious, and it soon became popular as a refined sporting saloon. An attractive tourer version was also available, mainly for export. These cars were succeeded in 1953 by a saloon reviving the Magnette title. This ZA model was a rationalized vehicle consisting of a 1934 MG P-type. British Leyland

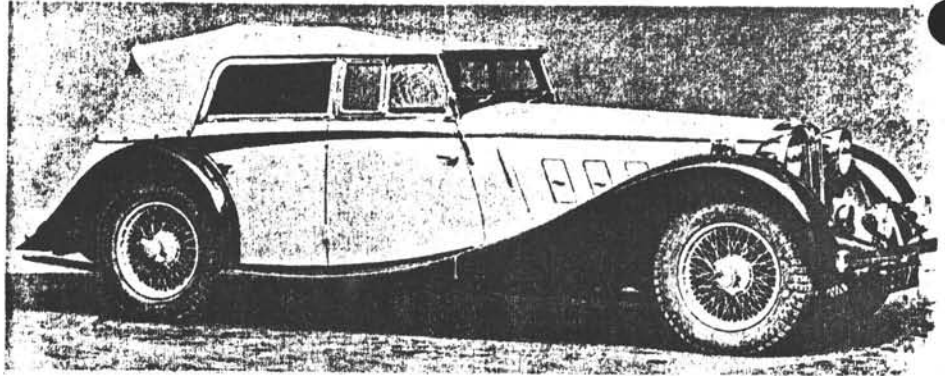


Model	J3 s/charged	J4 s/charged	PA Midget	PB Midget	F1 Magna	F2 Magna	F3 Magna	L1 Magna	L2 Magna	K1(a) Magnette
Types	Sp	Sp	Sp	Sp	T Sal	Sp	T Sal	T Sal Fhc	Sp	Sal
Years	1932-33	1933	1934-36	1935-36	1931-32	1932-33	1931-32	1933-34	1933-34	1932-35
No Cyls	4	4	4	4	6	6	6	6	6	6
Bore	57	57	57	60	57	57	57	57	57	57
Stroke	73	73	83	83	83	83	83	71	71	71
Capacity	746	746	847	939	1272	1272	1272	1087	1087	1087
Valves	ohc	ohc	ohc	ohc	ohc	ohc	ohc	ohc	ohc	ohc
CR	5.2		6.1	6.8				6.4	6.4	
BHP at ... rpm		72.3 6000	36 5500	43 5500	37.2 4100	37.2 4100	37.2 4100	41 5500	41 5500	39 5500
Coolant	W	W	W	W	W	W	W	W	W	W
Carburation	SU	SU	2SU	2SU	2SU	2SU	2SU	2SU	2SU	3SU
Wheelbase	7'2"	7'2"	7'3½"	7'3½"	7'10"	7'10"	7'10"	7'10"	7'10"	9'0"
Track	3'6"	3'6"	3'6"	3'6"	3'6"	3'6"	3'6"	3'6"		4'0"
F Suspen	½-e	½-e	½-e	½-e	½-e	½-e	½-e	½-e	½-e	½-e
R Suspen	½-e	½-e	½-e	½-e	½-e	½-e	½-e	½-e	½-e	½-e
Length	11'0"	11'0"	10'11"	10'11"	11'8"	11'3"	11'4"	11'7"		12'10½"
Width	4'3"	4'3"	4'4½"	4'4½"	4'3½"	4'3"	4'3"	4'5"		4'11"
Weight		13	14½	15½	15½	15	13	15½		
Top Gear R	4.78	5.375	5.375	5.375	4.78	4.78	4.78	5.375	5.375	5.78
Tyre Size	4.00x19	4.50x19	4.00x19	4.00x19	4.00x19	4.00x19	4.00x19	4.50x19	4.50x19	4.75x19
ling Q-m		19.8	20	16				19		
Fuel Consum			40	35						
Max Speed		88.44	74		72			75		



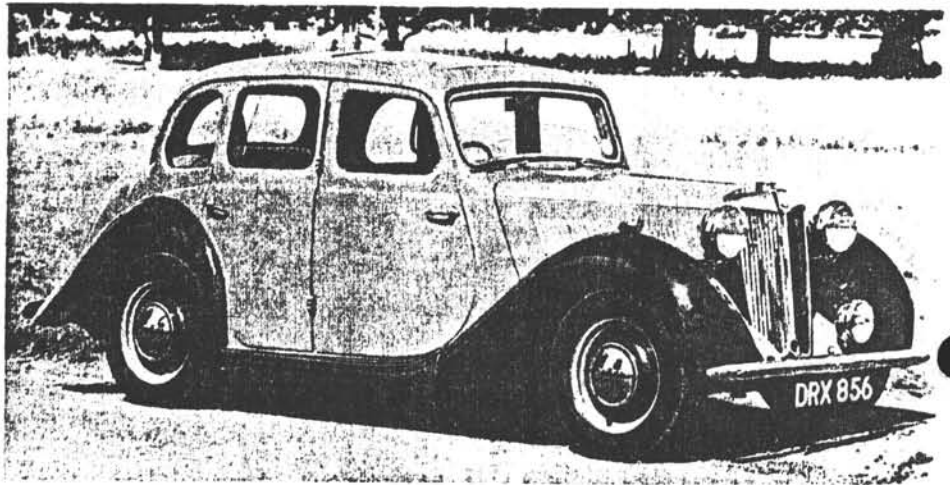
Wolseley 4/44 body powered by the B-series Austin engine. It was, however, tastefully equipped and handled well, going into a ZB version with enlarged rear glass area in 1956.

An experimental sports car using the B-series engine in a highly tuned form appeared at Le Mans in 1955. This was EX182, and was to form the basis of a new generation of MG sports cars commencing with the MGA in September 1955. Several modified versions were available, including a not-too-successful twin-cam version. Meanwhile, saloon cars continued to be made, a revised Magnette employing the Farina-styled Austin Cambridge body being built until 1968. Although marginally faster than its predecessor, it lacked the more precise handling of that car, and to all intents and purposes the last vestige of MG tradition

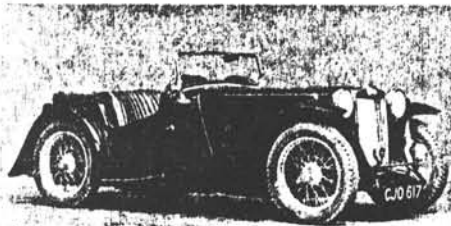


1936 MG SA 2-litre tourer.
British Leyland

1949 MG YA saloon. British Leyland



1937 MG TA. British Leyland



Model	K1 Magnette (b)	K1 Magnette (d)	K2 Magnette (b)	K2 Magnette (d)	K3 s/charged	KN Magnette	NA Magnette	NE Magnette	VA	SA
Types	T Sp	Sal Sp	T Sp	Sal Sp	Sp	Sal	T Sp C	Sp	T Sal Dhc	T Sal Dhc
Years	1932-35	1932-35	1932-35	1932-35	1933-34	1934-35	1934-36	1934	1937-39	1937-39
No Cyls	6	6	6	6	6	6	6	6	4	6
Bore	57	57	57	57	57	57	57	57	69.5	69/69.5
Stroke	71	84	71	84	71	84	84	84	102	102/102
Capacity	1087	1286	1087	1286	1087	1286	1286	1286	1548	2288/2322
Valves	ohc	ohc	ohc	ohc	ohc	ohc	ohc	ohc	ohv	ohv
CR		6.4			6.1	6.1	6.1	9.5	6.5	
BHP at	41	48.5	41	48.5	120	56	56	68	55	78.5
... rpm	5500	5500	5500	5500	6500	5500	5500	6500	4400	4200
Coolant	W	W	W	W	W	W	W	W	W	W
Carburation	3SU	2SU	2SU	2SU	SU	2SU	2SU	2SU	2SU	2SU
Wheelbase	9'0"	9'0"	7'10"/9'0"	7'10"/9'0"	7'10"	9'0"	8'0"	8'0"	9'0"	10'3"
Track	4'0"	4'0"	4'0"	4'0"	4'0"	4'0"	3'9"	3'9"	4'2"	4'5"
F Suspen	½-e	½-e	½-e	½-e	½-e	½-e	½-e	½-e	½-e	½-e
R Suspen	½-e	½-e	½-e	½-e	½-e	½-e	½-e	½-e	½-e	½-e
Length	12'10½"	12'8"	12'0"	12'0"	12'0"	12'10½"	12'4"	12'4"	14'1"	16'1"
Width	4'11"	4'11"	4'11"	4'11"	4'11"	4'11"	4'6"	4'6"	5'2"	5'6½"
Weight		14(ch)			18	21		16½	22½	29½
Top Gear R	5.78	5.78	5.78	5.78	4.3/4.8/5.78	5.78	5.125	4.875	5.22	4.75
Tyre Size	4.75x19	4.75x19	4.75x19	4.75x19	4.75x19	4.75x19	4.75x18	4.75x18	5.00x19	5.50x18
0 - 50									15.8	
Standing Q-m									22.4	
Fuel Consum									25-26	
Max Speed									81	

Atwood	K. Davis	Kelly	Midgett	Walker
Bolen	R. Davis	Kirkwood	Moseley	Walter
Bouch	Diddlemeyer	Logan	Nunnally	West
Cole	Hughes	Mann	Polifka	Wood
Colker	Imperioli	McClaren	L. Tarr	Wyllie
C. Davis	Kearley	McDonald		

 PAY YOUR DUES OR NO MORE NEWS!!!

The following article about our old friend, Tony Roth, The Mouth of the South, comes from OLD CARS, sometime the end of June or beginning of July--

One Of A Kind M.G. Found?

Tony Roth is the everlasting Editor of the club bulletin for the Classic MG Club of Florida. He is known in national MG circles as "The Mouth of the South".

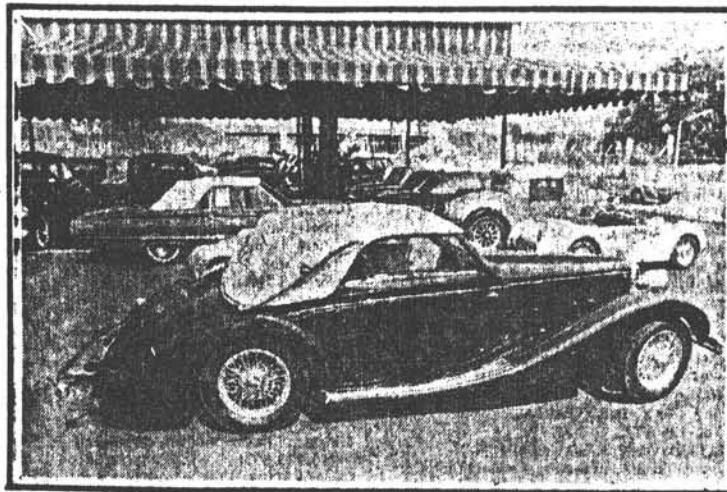
by Bob Rader

William R. Bolton of Lakeland, Florida, wrote Tony saying that he had an "old MG" he wanted to sell. He said it was an SA model, 4 passenger convertible with body by Keller of Switzerland. It needed a total restoration. "Do you know anyone who might be interested?" asked Mr. Bolton.

"The Mouth of the South" was in Lakeland the next day.

There were 2,738 SA's built in 1937 and 1938. Most of these six cylinder cars were bulky limousines.

This particular car (SA 1961) with Motor Number QPHG 2253 was one of two custom bodied convertibles by Keller. (Some say it is the only one). It is much larger than anyone would expect an MG to be, indeed, the closest comparison in appearance would be a Mercedes 500K.



Resembling a Mercedes 500K, the MG SA is much larger than most people expect when they think of an MG.



Interior of the big MG will comfortably accommodate passengers both front and rear.

Mr. Bolton bought it from Wallace W. Coyner also of Lakeland. In the papers it shows that Andre Ernest Schneebeli of Baltimore imported the car in 1967. It looks like

it was owned by a J. Faller in 1962 and a man named Pflugi in 1963, both in Switzerland. In 1964 Hans Rudolf Stauffinger bought the car and sold it to the dealer, that sold it to Schneebeli.

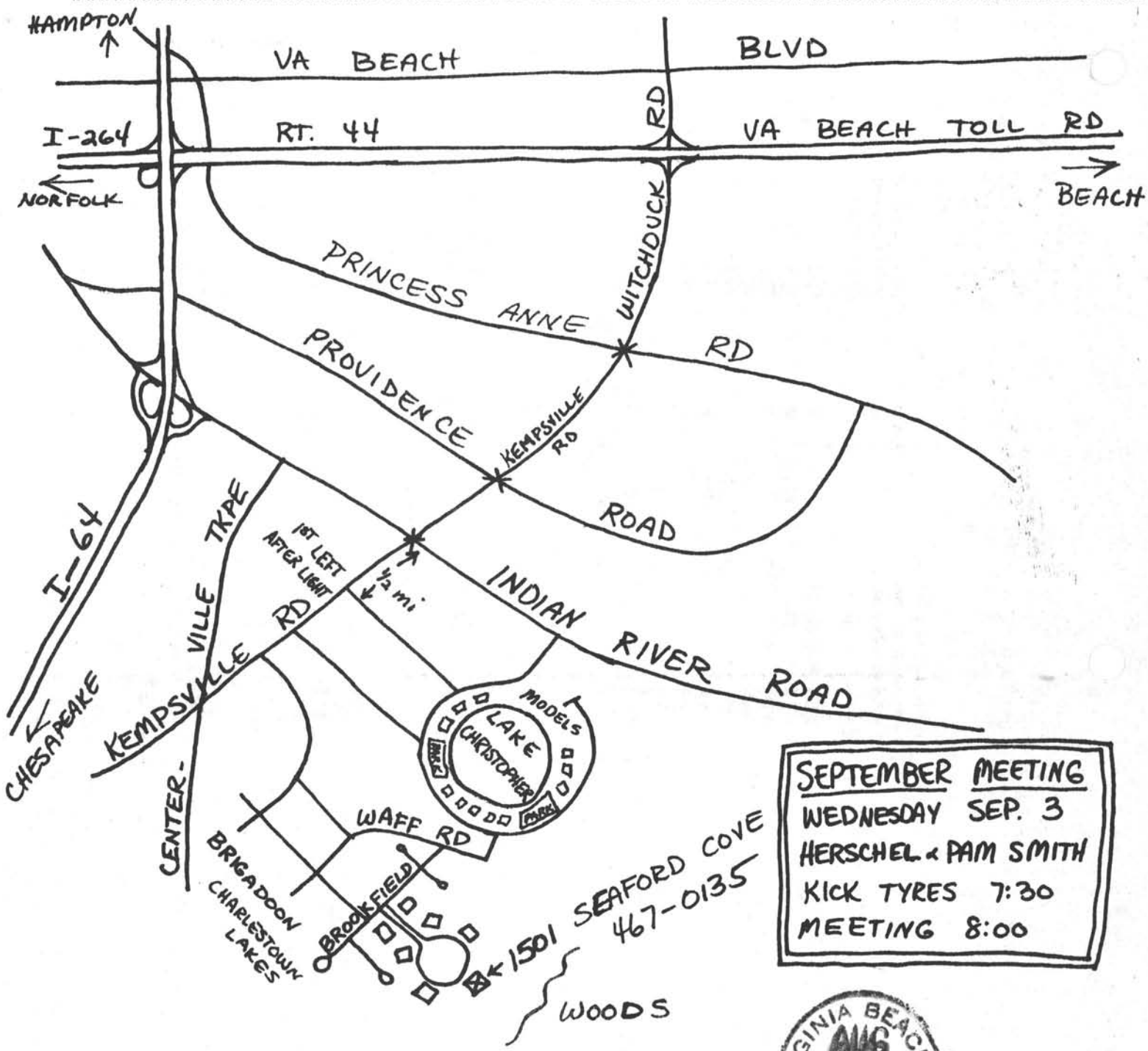
Frances Ada, Hon. Secretary SVW Register, The MG Car Club, Ltd., in England corresponded with Tony and said, "...wonderful news that the Keller bodied SA still exists! You can imagine the interest this aroused when I took your letter and photo to the Silverstone meeting. We understand that there is only one of these cars."

But Stauffinger wrote to Coyner in 1974, "Out of the several chassis imported to Switzerland before World War II there were only two bodied by Keller; one SA - 2 door, and one WA - 4 door. The car, the happy owner of which you are now, had been bought by a chemical director and therefore only left Switzerland on its way to the USA. Presumably in the early fifties the car was put on the scrap somewhere in the heart of Switzerland. Accidentally a friend of mine found it and fortunately prevented its destruction. He then sold it to a journalist who had in mind to use it as an everyday car. Unfortunately the garage where he had put in the car for a revision had done a very bad job. The oil pressure was too low and the bearings got too much play. I then bought the car, with a defective motor and clutch, from this journalist for SFr 250.- I repaired it and unfortunately only drove it a few times. At that time the car was too expensive for my modest lifestyle. Because I could buy a MG PA 1934 I sold the SA for SFr. 2,500.- to a dealer which I nowadays regret very much."

A picture of this original car with original Swiss plates is shown in *The Magic of MG* by Mike Allison.

Those who have seen Tony's restoration of the car say it's a beauty. Maybe we can convince him to bring it to Va Beach for the fall, 1981 GOF. Or you can attend their Spring GOF set for the 4th weekend in March, the weekend following the races at Sebring. Plan to make it a two weekend event. For more information contact Bob Sumner, 4101 Watrous Ave., Tampa, Florida 33609.

 DEADLINE FOR THE OCTOBER NEWSLETTER IS 27 SEPTEMBER 1980!!!



SEPTEMBER MEETING
 WEDNESDAY SEP. 3
 HERSCHEL & PAM SMITH
 KICK TYRES 7:30
 MEETING 8:00

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



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