

# The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

[www.mg.org](http://www.mg.org)

Volume XXXI, Issue 2

Dedicated To Preserving The Marque Since 1973

February 2003

## MARQUE TIME

In what seems like a break from recent tradition, the first meeting of the year did not take place “South of the Border”. Thanks to Ed & Catherine Kehrig for hosting the January meeting. A good number of members turned out on that chilly winter night for another relaxed evening of sharing MG tales and socializing. The President drafted Alan into taking the minutes. That will teach him to stand near me when I’m searching out volunteers! I hope he was able to keep up with all that was said, or at least come up with a reasonable facsimile so we can all say, “sounds good to us”.

Before I proceed any further, I want to officially thank Andy & Cynthia for graciously hosting the Club’s annual Christmas Party in December in their lovely home. What a wonderful evening we all had, complete with excellent food, drink, and merriment. If you missed it, you missed a great party. For those who did miss it, I also want to congratulate Sue Bond again on receiving the 2002 TMGC President’s Award for all her tireless efforts performed in support of our club during the past year(s).

Before the meeting, while standing in Ed’s office and sipping one of St. Louis’ finest (more about St. Louis later), I spied an old, framed newspaper article with a picture of a 50’s era sports car hanging on the wall. Spurred on by curiosity and at least one beer, I walked over and took it down from the wall for closer inspection. The article described the latest model car from the Kehrig Manufacturing Co. (one I bet Terry didn’t even know about). Yes, this was the same Kehrig as our host. Turns out that Ed’s father started the Kehrig Manufacturing Co. in Michigan many years ago, which is still in business and now run by Ed’s brothers. The company turned out various products, one of which was custom cars. The particular car in the article was developed for baseball player Joe Williams, and was based upon a Nash-Healey. I wonder if the car still exists? What a “barn find” that would be! Now, if we could only get the Kehrig Manufacturing Co. to procure the rights from MG Rover to build the MG RV8 over here to US spec, I could finally get my dream MGB! See an associated article about the MG RV8 and a stillborn MGB replacement elsewhere in this issue.

## UPCOMING ACTIVITIES

Check [www.mg.org](http://www.mg.org) for the latest info!

Feb. 1 Wicked Winter Ways, TSD Tour,  
Suffolk, Old Dominion SCCA  
[www.odr-scca.org](http://www.odr-scca.org)

**Feb. 4 Tuesday Meeting**  
**Frankie’s Place for Ribs**  
(see map on back page)

Feb. 4-24 University Motors Seminars  
[www.universitymotorsltd.com](http://www.universitymotorsltd.com)

**Feb. 20 Dipstick Deadline**

March 1 TRAACA Flea Market  
[www.aaca.org/tidewater](http://www.aaca.org/tidewater)

**March 5 Wednesday**  
**(Location TBA)**

March 15 CVBCC Show, Williamsburg  
[hometown.aol.com/colonialvintage/  
myhomepage/business](http://hometown.aol.com/colonialvintage/myhomepage/business)

**March 20 Dipstick Deadline**

## Link of the Month

Mike Haag found this one:  
[www.universal-services.co.uk](http://www.universal-services.co.uk)

It’s a car salvage/auction site, that sells insurance write-offs, stolen/recovered cars for fixing up in the UK. Interesting to look at, to see what kind of bargains are over there to get and fix up. Some classics too, saw 3 or 4 GT’s, and others. Saw a 2002 MG ZRT for 10 pounds!! Just wish we could ship them back over here!

## MARQUE TIME continued

I also happened to notice a number of prints and paintings of Windsor Castle hanging on the walls of their home, along with several books about the castle. Catherine told me that she grew up within sight of Windsor Castle, and later worked there giving tours. She is still associated with the castle, promoting it and acting as an ambassador here in the US for it. Having been there twice, the second time 2 months before the fire in late 1992, it truly is a beautiful and enchanted place. A must-see, and an easy day-trip from London. Catherine also arranges and conducts trips to England and the rest of Europe. Wouldn't a club trip to England in the fall to make the pilgrimage to Abingdon, drive an MGF, and take in the various car museums, pubs, a few castles, and obligatory shopping make for a wonderful adventure? Oh well, as they say, if you're going to dream you might as well dream big!

A trip that is more feasible for a lot of us, and definitely in the works, is the NAMGBR convention this June in St. Louis MO. It's not too early to start planning. In fact, if you are thinking of going you better reserve your hotel room NOW. At least three of us are driving our MGs. Sue, Barry, and myself are planning on making the trek westward via I-64. Mike Pentecost & family are going, sans MG, but in a more practical van. Yes, a parts/chase vehicle for us! Knowing our propensity for taking our time and driving all day over the back-roads for what would be a 3-hour drive for most, we will probably arrive home by late September, just in time for the trek back to Waynesboro! If you want to drive to St. Louis, please join us. The more the merrier and the safety-in-numbers rule also applies. Hopefully, we'll see other TMGC members at the convention.

If you have never been to one of the various register conventions, please consider it. It's a great opportunity to meet other MG aficionados from across the US and Canada. Last year, no, make that 2001, (is it that long ago already?) Barry and I drove our MGs to Minneapolis and back, a two-week, 3200-mile trip. What an adventure, one that I'll always remember and cherish. There we met up with Sue and Mike & Jennifer Ash. What a great time we all had. In 1999, Barry and I flew out for the MG99 convention in Vancouver, where we met up with Mike & Jennifer. We then spent a week touring Vancouver Island and southern British Columbia. The conventions are a great way to combine both MG stuff and a family vacation into one trip.

Of course, there is one catch to all of this. You must belong to one of the national registers to participate,

another incentive to join NAMGBR, NAMGAR, or one of the others if you already haven't. I'll spare you that pitch this month and save that for later.

Back on the home front, I took the 'B' in for its annual inspection one late December morning, down to the local Exxon station where I get all my vehicles inspected now. As I pulled up to the door, the inspector looked up and said, "Is it that time again?". He asked me if everything was connected and working. I replied, "Of course". Last year he failed the 'B' for not having any emissions equipment installed, a minor technicality in my mind but not so in his. This prompted me to return the car to near original equipment. Thankfully, I had all the bits and pieces, and after a carb rebuild, the car runs as good as it ever did, of course that might not be saying much. The night before the inspection, as I always do, I checked all the lights for proper operation, and inspected all the obvious, easy to fix things. Remembering that the emergency flashers caused a problem last year, I gave the switch a liberal spray of contact cleaner, and after a little jiggling, the flashers worked fine. So, he starts checking the car out, and started testing the lights. He calls to me and says; "your turn signals don't work". "What?" I replied incredulously, as these have never failed to work before, and worked fine when I drove the car down for the inspection. Sure enough, they were dead. I got in the car, and for the heck of it, tried the 4-way flashers. They too were dead. I jiggled the switch, and they started working. Satisfied, he told me to try the turn signals again. Thankfully, they worked, and have continued to work since without fail. The car breezed through the rest of the inspection. I gave him 15 bucks and hightailed it out of there before our friend Lucas decided to play any more tricks on me. That emergency flasher switch is definitely going to get replaced soon!

*Safety Fast! Mike*

## NOVEMBER MINUTES

Alan Watson

The meeting was called to order at exactly 8:00 p.m. mean MG time with the rapping of the president's gavel. Mike thanked Ed and Katherine Kehrig for opening their home to the MG Club. There was a nice showing of MGs for such a cold, winter night.

Membership: Robin Watson introduced new members Barb Taychert and her husband Mike Knepler, who came in their '70 "B". Current membership stands at 102 total. We are evaluating the possibility of publishing a photograph of each member with their car for

# MINUTES continued

next year's directory.

Treasurer's Report: Jim Villers reported we still have money. Balance brought forward from November 2002: \$2,397.40. Receipts: \$90.00 (including dues and regalia). Disbursements: \$493.24 (Frank Linse, regalia); \$190.75 (Mark Childers, pig roast); \$37.00 (Robin Watson, postage); \$57.93 (Sue Bond, December printing); \$20.49 (Sue Bond, January printing); and \$74.00 (Robin Watson, Dec/Jan mailing), for a total of \$873.41. Ending balance is \$1,613.99.

Minutes: The November Minutes were approved. Alan Watson stepped forward to take his version of the minutes for the January meeting in Doug Kennedy's noticeable absence.

Newsletter: Special thanks to Sue and Peggy for getting the brief but informative December Newsletter out during the busy holiday season. They are seeking MG stories for the winter issues while there are no car shows and other events to report on.

Regalia: No report.

Activities: Lots of activities planned for 2003, but more are always welcome. There will not be a Wicker Basket affair this year. There will be an antique car flea market on March 1st on Woodlake Drive in Chesapeake. The Colonial Vintage British Car Show will take place on March 15th at Walsingham Academy in Williamsburg. Another winery trip is in the works; make it known if you've visited one worth a trip. May 17th is the tentative date for TMGC's 30th Anniversary Dinner. Please let Peggy or Anna Worrell know if you have any suggestions for a suitable location.

Archives: Sue is looking for photographs from 1994 and 1999.

Clubs: Mike Ash had nothing to report.

Old Business: No Old Business

New Business: No New Business

Technical: Mark Childers had no report.

Marque Time: Mike Ash had a complimentary copy of "North American Classic MG" magazine that he was going to give away until someone pointed out to him he was mentioned in one of the articles. This year's national MGB convention will be held in St. Louis, MO. Nixon's Used Car Lot (17th Street at the oceanfront) is

going out of business -- they used to be the local MG dealership, and apparently has a lot of new MG parts, as well as some rusting out hulks in need of a good home. The Christmas party was a hit! Thanks again to Andy and Cynthia for their hospitality. Mark received a nice letter from The Dwelling Place thanking the club for the generous donations. Vince purchased another "B", but is already willing to sell it (*caveat emptor*). Andy announced he was finally beginning work on his TDs.

Raffle: No raffle.

The meeting was adjourned at 8:45 p.m., and we proceeded to the table for some lovely grub.

## TECH STUFF

Mark Childers

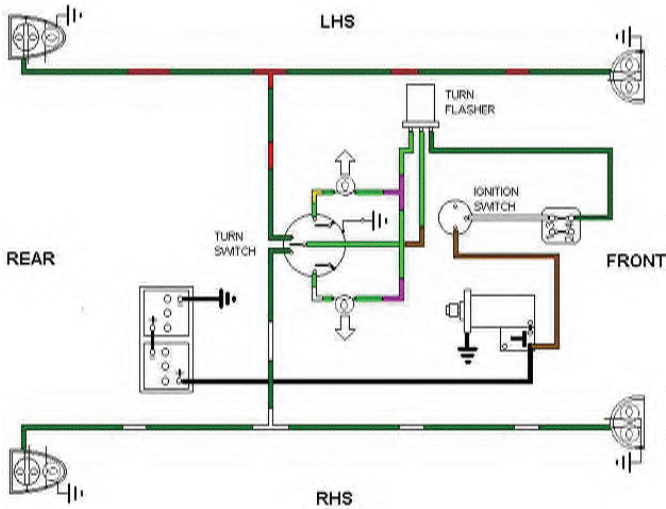
Happens every year.... I was in Sears recently, looking for a new coat to fend off the spate of sub-freezing weather that's rolled in. Judging by the lack of selection, I gathered that I shoulda bought that new Montana barn coat back in the dog days of August when they were actually selling them. So, here I sit, trying to figure out what to write about this month when I got a *flash* of inspiration... That barn coat was just as invisible to me in the dead of summer as the hazard/four-way lights are to most of us, at least 99% of the time, anyway. When you need them for that March inspection sticker, or stopping at the scene of an accident or breakdown (noo - not yours) will they be there to give you that warm and fuzzy feeling of security?

The hazard lights and turn signals are two separate circuits although they do share wiring and bulbs, the turn signals are blocked from operation whenever the 4 way flashers are in operation, they are essentially independent of each other.

Ever notice that when you select right or left turn signals, the little green indicator comes on for a second, then blinks out? The reason is that the turn signal flasher is a simple, self-resetting circuit breaker. Select left or right, and as the bulbs light up, current rises thru the circuit to ground, the flasher interrupts the circuit; but unlike a circuit breaker, it cools down, then resets and repeats the process until the switch is cancelled.

Turn signal flashers are designed to work at a given rate when bulbs of a specified resistance are installed in the circuit. That way, if one of the bulbs burns out, the flasher will either quit working, or flash at a very different rate than normal, giving the driver an indication that something is amiss. The hazard flasher

# TECH STUFF Continued



GENERIC MGB HAZARD CIRCUIT courtesy of Paul Hunt. (Ed note: if you need this diagram in color, e-mail me at sue007@infi.net.)

was designed a bit differently. A separate heated element with a much higher resistance than that of any one of the bulbs in the circuit controls the timing event. When first energized, the indicator lamps remain off. The hazard flasher's heater coil seeks ground thru the bulbs, takes a moment to heat up, and when it does, it causes the switch contacts in the flasher to close, thus turning on any and all lights in the circuit, and continues to flash at about the same rate, so long as there is at least one working bulb in the circuit, and as long as the total bulb wattage in the circuit doesn't overload the flasher switch contact's rated capacity. While the lamps are lit, the heater element is taken out of the circuit, and it cools at a fairly constant rate thus resetting the circuit to the off position at a constant rate. The event is repeated until the switch is cancelled or the battery dies. And, unlike the turn signal flasher which can quit when voltage falls below 11vdc, the hazard flasher runs until the battery is nearly stone dead. That said, don't swap turn signal and hazard flashers, except as a stop-gap measure to get home. If you do have a hazard flasher in the turn signal circuit, it can be triggered by the green indicator light, and will click merrily away, even if both bulbs are burned out. As an aside, be certain to replace the turn signal flasher with one designed for 40-45 watt circuits. If you have replaced a stock 21 watt turn signal bulb with a 27 watt 1157 "MAZDA" bulb you may find that the hazards work fine, but the turn signal flash rate may be significantly faster on the side with the MAZDA bulb.

The hazard circuit: From starter, brown wire feeds in-line fuse below fuse block, then on to input terminal on hazard flasher; the hazard flasher output terminal

goes to the common terminal on hazard switch. Switch output powers the green/white and green/red circuits lighting Right and Left sides respectively. Additionally, the green wire input to the turn flasher is wired through contacts number 7 and 8 on the hazard lights switch, disconnecting the turn signals from the circuit whenever the hazard lights are on.

Common belief holds that this failsafe prevents outputs from the hazards and turns from conflicting, but through a couple of simple tests, I have found otherwise. The real reason that the turn signal power is turned off when the hazard lights are operating appears to be a result of the Brown wire input to the flashers. When the hazard lights are on, power is obviously supplied to all six (4 exterior and 2 interior) turn signal bulbs. If the turn signal power is not opened by the hazard switch, and the turn signal switch is selected either left or right, the brown wire power feeding the hazard circuit will also feed the turn signal switch input that is common to the turn signal flasher. Recall that the turn signal flasher starts its cycle in the closed position. Current flows thru the turn signal flasher, on to the green wire side of the fuse block, which, through the #3 fuse, is common to the white wire that is ordinarily fed from the ignition switch. All this commonality leads to one final destination: the ignition coil and the fuel pump. In summary, ignition switch off, hazards on, turn signal selected, and no break in the green wire to the turn signal flasher, the fuel pump (and the ignition coil if points are closed) become additional drains on the battery.

If you don't use your hazard lights often, make it a habit to pop the switch on and off several times "with authority", as is so eloquently described in the driver manual, to clean the switch contacts. Should you find that the turn signals are not working after using the hazards, or after a long layup, try snapping the hazard switch a couple times on/off. If only one side of the turn signals are not working, try gently rocking the hazard switch from side to side in addition to snapping it on and off a few times.

## Officers and Committees

President	Mike Haag	496-7348
Vice President	Barry Tyson	488-7304
Secretary	Doug Kennedy	460-5037
Treasurer	Jim Villers	481-6398
Editors	Peggy Craig	382-7547
	Susan Bond	482-5222
Membership	Robin Watson	721-9277
Activities	Dan Kirby	430-9591
Historian	Susan Bond	482-5222
Technical	Mark Childers	432-9155
Regalia	Frank Linse	461-7783
Clubs	Mike Ash	495-0307

# Christmas Party Gifts

Our Christmas Party charity this year was The Dwelling Place. We wrapped toys and brought them to the party and Mark Childers delivered them. Here are the letters we received in response.

**THANKS!**  
*....from*  
**The Dwelling Place**

The 2002 Holiday Season brought wonderful blessings for the families in residence at The Dwelling Place!  
 The generosity of

Tidewater MG Classics

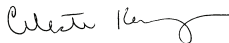
made a tremendous difference in the lives of many children and their families.

On behalf of the staff, residents and Board of Directors of The Dwelling Place - thank you for becoming official

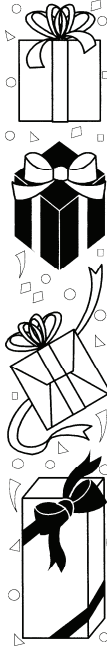
Dwelling Place Angels

We are blessed by your giving.

Sincerely,



Celeste Kennedy, Resource Manager



## The Dwelling Place

ECUMENICAL FAMILY SHELTER, INC.

P. O. Box 6194  
 Norfolk, Virginia 23508  
 (757) 624-9879  
 Fax (757) 622-4894

January 2003

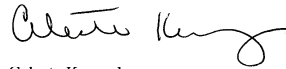
Tidewater MG Classics  
 c/o Mark Childers  
 3909 Pine Grove Landing  
 Chesapeake, VA 23322

Dear Friends,

On behalf of the residents, staff and Board Members of The Dwelling Place, I want to thank Tidewater MG Classics Club for contributing to our mission during the 2002 Holiday season. Your contribution of gifts made the holidays much brighter for the families we serve. Because of community generosity we were able to fill bags of wonderful presents for every resident family. And we were able to make Christmas bags for some of our former resident families as well! Contributions of food from Navy Federal Credit Union - Kempsville and Blessed Sacrament Church inspired Thanksgiving meals at both Newport and King Houses. Project AHAVA prepared and served our Christmas Day meal. We were blessed by your bounty!

Please accept our sincere gratitude for the thoughts, gifts, prayers, and commitment of time and energy that the Tidewater MG Classics Club gave to The Dwelling Place. Without the support of community members such as yourselves, our mission of assisting homeless families would be more difficult. Thank you for thinking of those less fortunate.

Sincerely,



Celeste Kennedy  
 Resource Manager



A NON-PROFIT CORPORATION • CONTRIBUTIONS ARE TAX DEDUCTIBLE  
 OWNED AND OPERATED BY ECUMENICAL FAMILY SHELTER, INC.



## Never Underestimate the Power of a Midget

Frank Worrell

Back in my surfing days (about 23 years ago) I would meet my friends at Earle's Market (Farm Fresh) on Battlefield Boulevard and on Saturday nights we'd pile into Joe's '64 Ford Fairlane with the radio blasting to Boston, Van Halen or Lynyrd Skynyrd and go "cruise the strip". Joe had a real nice car -- 2-door, new 289-V8, and painted pearl white.

I'd never thought to drive my 70 MG Midget that my dad and I had restored. We painted it fire-engine red with gold metal flake and three coats of clear. I guess it was too small(?) and we couldn't hear the radio

that loud(?), Not! But, I would drive my MG to Sandbridge to surf. We could get to Little Island before the parking lot opened, raise the chain and drive under, or go to the far end of the parking lot after they opened and raise the chain and still park for free.

One Sunday Joe's Fairlane lost its transmission (the old 260-V8 was swapped out with a new 289-V8 but the 2-speed automatic was not replaced yet -- great for start-offs but not for racing as we had that night before...). So, at the end of the day he had no way to get home and I said, "I'll tow you! Give me your rope!" and I tied it around the two rear leaf springs and away we went. I towed him from Sandbridge (the back way) to Great Bridge -- never had a problem. Oh, and our three other friends and their boards were in his car also!

I sure missed that car...

# If Only the Sterling Had Been a Success....

Mike Haag

The January 2003 issue of *Classic & Sports Car* magazine contained an article comparing the MG RV8 with one of its contemporaries, the TVR V8S. Unfortunately, the MG only won faint praise as a “lovely cruiser” on long journeys with its “cosseting interior”. A more interesting sidebar to this article talked about the “missing link” MG.

Back in the late eighties Rover commissioned parallel design studies for a new roadster, one of which eventually became the MGF. Another concept was an MGB replacement “aimed squarely at the USA”. Conceived in 1989 and code-named DR2, the two-door roadster was based on TVR 400SE underpinnings but had a “big Healey” profile. A full size mock-up was completed (see the accompanying photos which show headlights similar to the MGF and an unaltered TVR interior).

Apparently the plan was to market the car alongside the Sterling, which was Rover’s attempt at a comeback in the US. As we all know, the Sterling was short-lived and Rover vacated the US market, thereby sealing the fate of the “stillborn roadster”.

## I Found It!

Terry Bond

Wow! I found it! The “Motherload,” “King Solomon’s Mines,” or whatever you want to call it.

Yesterday, while looking for something, I came across the final resting place for “things.” It’s that infamous black-hole where you always put things you never want to forget where you put them (and somehow managed to anyway).

At first, I was excited about finding all those things that I remembered not remembering where I put them so I wouldn’t forget where they were. It was like Christmas morning as a child, just knowing that everything you ever wanted and ever dreamed about was in those wonderfully wrapped packages. But--you soon forgot what it is you wanted so badly anyway. Everything was great. And, besides it was Christmas morning and that in itself was something to get excited about.

As I began to paw excitedly through that box of “stuff” I quickly felt my excitement decline. Again, much like that Christmas morning when you unwrapped your third package of socks in a row. “Where’s the good stuff!” In this case, I began to wonder “why did I ever keep that!”

There were old hinges from cabinets long ago re-



Neat DR2 looks like updated B meets TVR Chimaera; based on 400SE, cabin unaltered

built using nice new ones. Maybe it was just hating to throw out a genuine antique. Or perhaps I was concerned that some day in the future some archeologist or museum curator would want to reinstall the originals. They were remarkably complete, even with the stripped out screws taped to them with that old messy duct tape stuff. Funny how that goo spreads out all over everything.

There was a surprising number of little wheels in there. You know, the old wooden ones that used to get flat spots worn on them so your dresser or cabinet would no longer roll around on them. The ones that were broken in half were especially intriguing. Wonder what held the other half of that little wooden wheel on the shaft?

I think there were some much needed car parts in there too. I can remember some leftover bits from the last time I disassembled some SU carbs. In this case the “everything box” had been a holding-tank while I waited to create a “Spare Carb parts box.”

There were four sets of points in there too. Does anyone ever use any spare parts from old point sets?

Every “everything box” has to have a couple of

spark plugs in it, and this one is no exception. I wish I knew what they fit.

I began to separate things into piles of related objects. There was a super assortment of paperclips in there. Most of them had been straightened out to poke at something, or were bent into just the right shape to do something - once.

I threw out all the old bent nails and wondered again, "why did I keep those?" Do you realize how many different kinds of thumb tacks there are? Funny, but I don't really recall intentionally saving them. Do you suppose some aliens put them in there just to throw me off guard?

There were things galore designed to fasten one piece to another. This was wonderful--I should never have to go to a hardware store again! For everything I ever bought a "four-pack" of, there was at least one leftover. Funny, but everything I've ever installed or put together seemed to have some leftover pieces. I can imagine some sadistic bastard working on the assembly line at the widget factory intentionally tossing in some extra pieces and laughing his ass off at the fool

who frets for hours because he *must* have done something wrong because not all the parts got used up!

There were little strings with metal things on them. I think they were pull cords for light switches. I found some fancy things I think were called escutcheons. Nice name for some big thing designed to hide the holes you drilled in the wrong place.

Washers made a wonderful pile. You can reuse those of course. Who would ever want to throw out a washer! Did you ever contemplate the lowly washer? What an amazing variety!

At some point, common I'm sure to everyone who has had occasion to visit their "everything box", there comes the overwhelming feeling that one could inventingly create some kind of ultimate Rube-Goldberg device that uses everything in the box. Someone would call it "art" and it would sell for thousands on E-Bay!

So, I began to pile it all back up into one big pile and try to fit some of the other stuff together. Realizing that I needed more pieces I started to dismantle an old electric motor that I just knew would someday be a perfect parts donor for something. It certainly had no business remaining completely intact! No need to even get into the tool cabinet because my "everything box" also contained every broken screw driver, cracked socket (all of my sockets are "impact sockets"), and stripped knuckle buster that I ever should have thrown out or

taken back to Sears.

It didn't take long for my excitement to completely die and interest to wane. By disassembling that electric motor, an old drill, a couple of lamp sockets and another unknown whatsit, my pile had actually grown.

So, having accomplished absolutely nothing, I threw in pieces of an old soap dish I was going to wire brush, tossed in the wire brush itself (it was worn out, but who throws them away?), and dumped the whole mess into a new container. Gone was the old cardboard box--the big plastic pail would be perfect! The best stuff would automatically filter down to the bottom so when I dumped it out, the things I needed most would be right on top!

"Nice collection" I muttered to myself after admiring the handiwork. Having re-inventoried everything and firmly planted it all in my brain, it was time to put my collection neatly on a shelf somewhere out of the way--like under the stairs, or behind something else that I don't use too often. I did succeed in making a nice label for the bucket--finding a magic marker was a real chore! Now, all I gotta do is find a way to remember where this stuff is!

## For Sale

**1952 MG TD \$13,750 (haggler's welcome)  
NO TYRE KICKERS – qualified buyers only-  
please!**

**\$200 referral fee paid if it results in a sale**

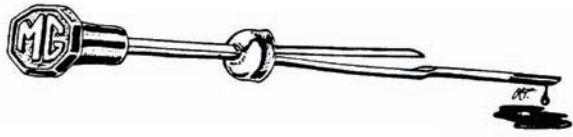
Antique white with red interior . Interior in excellent condition.

- ✓ Driven an average of 25 to 50 miles /year for the past 20 years.
- ✓ Always garaged under cover and never driven in winter.
- ✓ Body in very good condition. No wood rot or rust, except for small area on firewall.
- ✓ New carpeting throughout. The paint is in good to very good condition.
- ✓ Folding luggage rack.
- ✓ Fender mirrors and wing windows.
- ✓ Headlight stone guards, badge bar and running lights.
- ✓ Turn signals, water temp. gauge and seat belts. (after market).
- ✓ Full tonneau cover, split model with full zipper.
- ✓ Brooksland racing windshields. Will keep you cool in summer and they add to the appearance of the car. Original w/s stays on car and folds down.
- ✓ New Moss steering wheel (like the original).
- ✓ New wiring harness about 12 years ago. Recent battery.
- ✓ All chrome is in excellent condition, except for very small area on rear bumper.
- ✓ Car has original Virginia '52 plates, legal for street use, same as antique plates
- ✓ This has been an on –frame restoration hobby for the past 20 years.

Needs fires and a little TLC. A little oil blows by one ring, but has never been a problem and brakes need adjusting.

Mel Baker - cell 757-270-3955 24/7  
E-Mail MelBaker@Pinn.Net

# The Dipstick



## The Tidewater MG Classics

Susan Bond

541 Forest Road

Chesapeake, VA 23322

## FIRST CLASS

