

# The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

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

Volume XXXII, Issue 4

Dedicated To Preserving The Marque Since 1973

April 2005

## MARQUE TIME

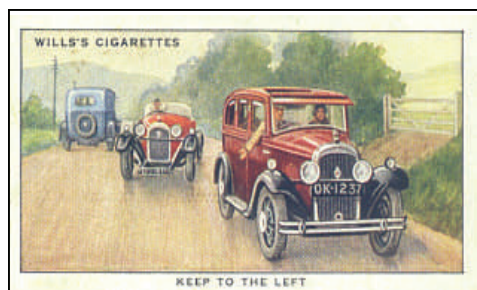
Thanks to Mark and Wendy Hiby for hosting a great meeting in March. Also an on-going thanks to Mike Haag for his updating and maintenance of our website, MG.org. Welcome to our new Regalia Queen, Becky Hassler.

Well the sun is shining and the temperature should hit 50 today ... and maybe in another month or two I'll be over my cold. I have never had a cold last so long. Besides my cold, the weather has affected me negatively this year. It really fooled me. Some nice warm days back in early February with blooming daffodils had me thinking of an early spring. Now I'm just looking forward to any day over 50. I have tried to work on one of the TDs but progress has been minuscule. Polished up the body identification plate and attached it to the firewall and managed to pull the wiring harness through the firewall. Only now it is not much of a harness. The plastic wrapping sort of scrunched up and then I unraveled and removed it. Oh well, I can always re-wrap it.

Some great news. Royal Silver just called to say that they have my chrome ready. And...it is beautiful. Unfortunately, my wife Cynthia may have to get another job to pay for it. But this TD is for Cynthia. The least she can do is foot the bills for this expensive hobby.

The yard and garage are beckoning, and my mind is dull and non-creative...and I am three days late with this article; so until next month: Good MG Motoring.

Andy Wallach



“Keep to the left”

## UPCOMING ACTIVITIES

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

April 2-3 SCCA Solo II, [www.odr-scca.org](http://www.odr-scca.org)

**April 6 Wednesday meeting at Betty & Jim Villers**  
(see back page)

Apr 8-10 NEMGTR GoF South XXXIX, Kenilworth Lodge, Sebring, FL, Suzy Maxon (727)736-1990

**April 15 Dipstick Deadline**

April 17 SCCA TSD Tour, [www.odr-scca.org](http://www.odr-scca.org)

April 20-23 NAMGAR Regional, Key West, FL  
[www.namgar.com](http://www.namgar.com)

April 22-24 The Gathering, Shelton Vineyards, Dobson, NC, [triumphclub.org/](http://triumphclub.org/)

April 23 CVBCC Show, Williamsburg  
<http://www.Williamsburg-bcc.com>  
(Meet at Cosmos at 8:30)

April 24 Brits on the Green, Alexandria, VA  
[CapitalTriumphRegister.com](http://CapitalTriumphRegister.com)

May 1 SCCA Solo II, [www.odr-scca.org](http://www.odr-scca.org)

**May 3 Tuesday meeting at John Jones**

**May 14-15 Wine Tour Weekend, Charlottesville**  
(see page 3)

**May 15 Dipstick Deadline**

May 15 RTR Show, Virginia Aviation Museum, Richmond (formerly at Boulders)  
[www.richmondtriumphregister.com/](http://www.richmondtriumphregister.com/)

(continued on page 3)

# MARCH MINUTES

Doug Kennedy

Over the river and through the woods to Mark and Wendy Hiby's house we go.... Vince knows the way and is pointing my sleigh..... Frank's letting out a hearty ho-ho-ho....

With a rapping rap of his gavel El Presidente' Andy opened the meeting at 8:03 Lucas Standard Time. The Hibys were thanked for their hospitality.

**Minutes:** Approved (more gavel action from Andy).

**Treasurer:** In: \$5.00, Out: \$347.03, Left: \$1572.35. This included a \$5.00 "accounting adjustment." The SEC is being contacted to look into this.

**Visitors:** Charlie Dixon was dragged along by Vince to the meeting. As a member a while back he was given the appropriate harassment.

**Vice-President:** Alan's looking for a Regalia chair. Come on, step up. All that's needed is a little storage space and a willing attitude.

**Newsletter:** Peggy/Sue reported the upcoming swap meet on March 12. Tech Session writer is needed. Robin stepped to the plate to handle it. We also made it into The Sacred Octagon with a pic from the winery trip. Doug Kennedy's fine writing skills were also praised with a shower of thunderous admiration. Sue received correspondence to use Mark Childer's article in the *MGB Driver*.

**Membership:** Robin reported the numbers but I couldn't keep up. He also reported that we have no honorary members. Oh, I just heard, we have 104 members.

**Activities:** The Valentine's Day rally at Virginia Wesleyan College (The Harvard of Southeastern Virginia) saw 13 cars who all had a great time. May will see the wine trail so prep your car for hills now. The wine trail will be 5/14 and 15 in the Charlottesville area. Seven wineries are on the schedule along with private tours and a total of 450 miles of fun. Twelve rooms have been reserved so space is limited. Trust us, space is limited. Team Watson has really put a lot of work into this so it promises to be amazingly memorable. The April meeting will be at the Villers' residence.

**Archives:** Send in your history.

**Technical:** Although Mark wasn't available Carl Fisher talked to us about an article in British Motoring regarding modern tires for historical cars. The cross reference of radial in place of bias-ply provoked some discussion of what to use with TDs using 165 radials that produced a much smoother ride. Now bear in mind that the Secretary owns an MGB so this discussion of TD minutiae quickly got over his head and instead of keeping up with the discussion he just switched over to playing solitaire while people were impressed with his effort to keep up with the merits of narrow versus wide profile something or other. Ahhhhh, now we're talking about tubes versus tubeless. The battle lines are being drawn, it might get ugly soon. Terry Bond also reported that radial versus bias was discussed within the AACA. The concern is that radial tires are not designed for old suspensions so be careful with radials before you head into your power drift at VIR.

**Regalia:** Raffle tonight is for plenty of loot. Becky Hassler has also stepped up to be Regalia chair. Way to go! We'll miss Frank but after almost a decade at this position he deserves a well-earned rest.

**Clubs:** Mike Ash reported that as a chapter in the NAMGAR we've been solicited for stuff to be raffled off this summer. Andy's on the job.

**Old Business:** None.

**New Business:** Nada. The President was laughed at for various reasons.

**Marque Time:** The President complained that The Sacred Octagon was received in Virginia Beach before Norfolk so he was beat out on a deal for a TD by another club member! After much crying it was discovered that Vince Groover was the early bird that got this worm. Cynthia then let slip that in spite of the crying the President is still joining Vince to go get the car in fine MG companionship.

Becky Hassler has an industrial sewing machine that she is taking to the next tech session for repairs.

The President also claims that he is slowly working on his TD for his wife. Since we've all heard this before we humored him with smiles.

The raffle was held, the Secretary lost again, Sue won (again), so the meeting adjourned and we all crossed the State line into North Carolina for the chow.



## Wine Tour Weekend



There is still (limited) space available for our third TMGC Wine Trail. We'll be traveling to the Charlottesville area the weekend of May 14 & 15. We'll visit five wineries in the beautiful mountains and valleys in that part of the state, enjoying catered lunches, wine tastings, winery tours, a private dinner, and reserved tables at a special evening called "Starry Nights" with live music. We will overnight at a Holiday Inn Express with indoor pool and jacuzzi -- breakfast included. You can check out photos from the last two trips in the photo gallery of our website to get an idea of how much fun we have driving our LBCs through the back roads of Virginia.

If you would like more info about this trip, let me know (beach723@aol.com or 426-2600).

Cheers!  
Becky

### UPCOMING EVENTS (continued)

May 20-22 Jefferson Cup, Summit Point Raceway  
[www.summitpoint-raceway.com/](http://www.summitpoint-raceway.com/)

May 20-22 Carlisle Import and Kit Car show  
[www.carsatcarlisle.com](http://www.carsatcarlisle.com)

May 28-June 5 Drive Your British Car Week



### Officers and Committees

President	Andy Wallach	622-8315
Vice President	Alan Watson	426-2600
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	Becky Watson	426-2600
Historian	Susan Bond	482-5222
Technical	Mark Childers	432-9155
Regalia	Becky Hassler	874-1477
Clubs	Mike Ash	495-0307

### Membership and New Members

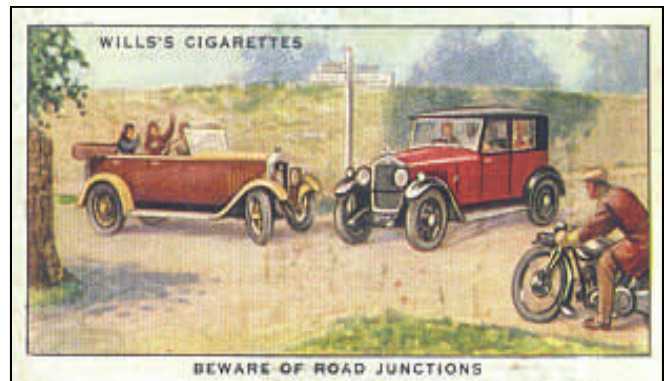
Robin Watson

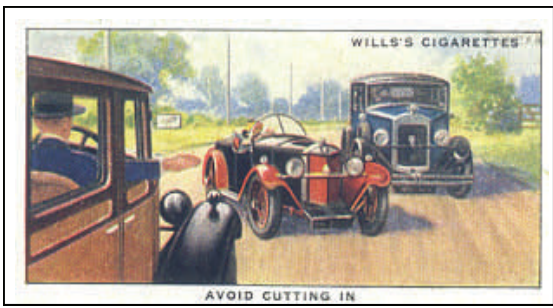
***Total membership 105***

Since our March Dipstick we have one new member who joined us at the Swap Meet in Chesapeake. For those of you that would like to keep their Directory up to date and put the details in your copy:

Jack & Linda Pavlidis  
1053 Princess Anne Rd.  
Virginia Beach, VA. 23457  
(757) 426-2434, 3grees@exis.net

Jack & Linda have a 1950 TD, 1960 MGA, 1971 B-GT and a 1974 B.





Avoid cutting in

## Tech Stuff

Mark Childers

The new, semi-big screen TV in my garage with all the cable channels has been glued to Speed this winter. A blessed break from the incessant all-NASCAR, all the time that runs from March through whenever the last checkered flag finally falls. Hours of Barrett-Jackson and “My/Somebody/Anybody’s Garage/Classic Car” followed by NHRA/IHRA drag racing and Car Crazy fill the air to the clang of wrenches. And my oh-so cool remote headset keeps the sound coming even when the air compressor kicks in. Well, the roundy-rounders are now back in full swing, so I was doing some channel surfing, looking for something to keep my mind occupied while under the Mustang to finish up installing the egregiously loud Flowmaster exhaust system so that I could clear a spot for the MGB and start making some “serious” resto-progress. I clicked into one of the music video channels, and scored a VH1 video classic, Meatloaf’s Paradise by the Dashboard Light, circa 1979. Flat on my back on a piece of cardboard, staring into the floor pan, I was trying to remember words to a song I never knew while mindlessly cinching the mufflers down. The Mustang was back in the driveway before the baseball vignette was over, and the MG actually moved into the garage under its own power. Ironically, paradise had bypassed this dashboard altogether: the ignition light never went out. I really didn’t want to start pulling the interior anyway.

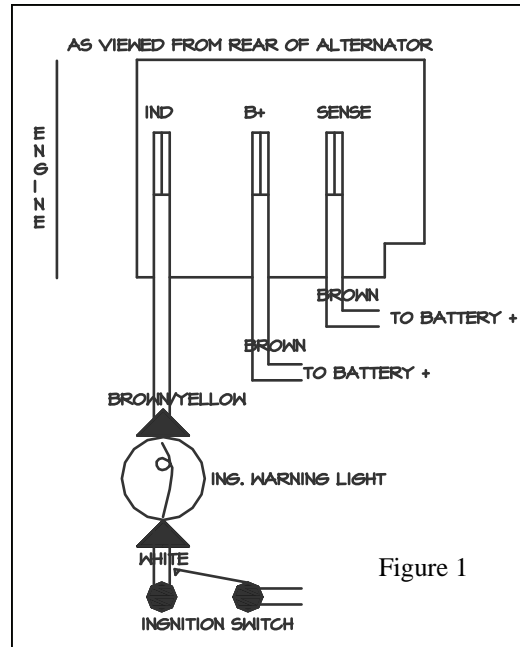
### A little background

The ignition warning light, otherwise known as the idiot light, has a dual function. When the key is turned to the on position, one of the two White wires on the ignition switch routes 12 volts through the ignition warning light bulb, exiting directly to the alternator via a Brown/Yellow wire. Unlike most lighting circuits where power goes into a bulb, then out the other terminal to ground, the alternator contains a “floating ground”. Whenever the alternator is not producing a voltage above that felt by the battery the Brown/Yellow senses a ground, causing the light to glow brightly. When the engine starts, and the alternator begins charging above the nominal battery voltage, the “idiot light” circuit inside the alternator applies a rapidly increasing voltage to the Brown/Yellow wire. Since a light bulb relies on the difference in voltage between the positive

terminal and ground in order to glow, if an equal voltage is applied to the “ground” side of the warning lamp, the lamp will actually go out. If the alternator is failing, and impresses only a small voltage at the floating ground, the lamp will glow dimly. As a general troubleshooting tip, if the engine starts, then there should be power to both White wires at the ignition switch “out” terminal, and if the ignition light is on with the ignition “on”, the circuit is complete between the ignition switch and alternator. NEVER disconnect a battery or alternator connector with the engine running, lest ye release the magic (and oftime invisible) smoke.

There are no bullet connectors on the Brown/Yellow wire (it goes directly from the output of the idiot light to the small “IND” terminal on the alternator). Standing at the right side fender facing the engine, the Brown/Yellow should be closest to the engine, and the two Brown wires should outboard. There are several size variations of Brown wires and connectors on “3 terminal” alternators.

If the Brown wires are connected to the two larger terminals and the Brown/Yellow is connected to the smaller terminal (as shown in Figure 1) then the plug is correctly aligned. This is a problem sometimes encountered after replacing an alternator when the con-



nect or alternator cover has been damaged. If the plug wiring and orientation is ok, then pull the plug (there is a small red sliding lock on most plugs that must be moved to

unlock/lock). Carefully ground *only* the Brown/Yellow wire; use a short length of jumper wire touch the Brown/Yellow wire at the plug to the engine with the ignition on. For safety’s sake, always remember that the two brown wires are unfused and can actually set the car on fire if grounded. If the lamp comes on, then the bulb and circuit is ok. No light is a 99.9% chance of a burned out bulb, and a miniscule (but always there) chance that the Yellow/Brown wire or the white feed wire went south. Check for 12v at both brown wires. If you have power at all 3, reinstall the connector to the

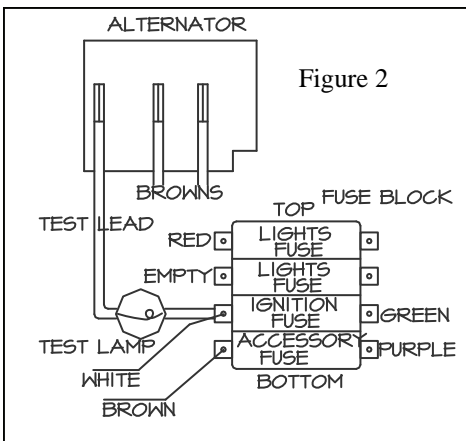
alternator and re-start the engine. Check for 13.5 to 14.2 volts at the bottom of fuse block (Figure 2) with black lead grounded, and headlights on. Sometimes simply reseating the connector will cure a bum alternator. If the alternator has a good output but the bulb still doesn't come on with the ignition switch on/engine not running, then the problem lies in the alternator's excitation circuit.

I don't think every rebuilder does a thorough job testing the excitation/idiot circuit when they check alternators on the bench, as I've had my share of no-lights right out of the box.

In addition to the "idiot light" function, this circuit also serves to excite the field at very low speed (as when coming up to speed from below normal idle). A burned out bulb prevents the alternator from charging until the alternator reaches about 1200 rpm. Spooled-up, with 12v on both of the large Brown terminals, the ignition light becomes a moot point, so the alt could be charging just fine in spite of a bad exciter circuit.

If the light didn't come on when the Brown/Yellow was grounded, the bulb is the likely culprit. If you want to go the final step and check the alternator itself before proceeding to troubleshoot the bulb and/or the Brown/Yellow circuit, *disconnect the battery* and remove the alternator connector. Disassemble the connector (intuitive and fairly easy) and remove the brown/yellow wire from the connector. Again, remember to insulate the bare brown terminals with some tape for safety. Next, rig up a small two-wire bulb holder with a couple of fairly long (18-24") jumper wires, one end fitted with a female spade connector the same size as the one on the end of the brown/yellow wire in the alt connector and a small alligator clip on the other end. Insert the female spade connector into the alternator connector and reassemble it with all 3 wires, then plug it back in. Attach the alligator clip to the white fuse terminal or to the fuse holder clip (Figure 2). Reconnect the battery and turn the ignition switch on. If the test bulb lights up, then goes out when the engine starts, you have a good alt and you need to trouble shoot the Brown/Yellow circuit, or the bulb itself. If the test bulb remains unlit (or stays on all the time) the problem is in the alternator. You can leave the bulb in place as a temporary fix.

A dim glow when the engine is running indicates either diode leakage from the regulator or rectifier, a



loose belt, or corrosion at the alternator plug connection. The fan belt should be just tight enough to not allow the fan pulley slip when the fan (or water pump pulley on a 78-80) is turned anti-clockwise. Belts tighten as they get warm (rubber having a negative coefficient of expansion) and a too-tight belt will kill a water pump bearing in short order. If the light glows dimly only when the headlights are on, check and record the battery voltage after the car has been sitting at least several hours. Start the engine and read the voltage at the brown (#4) fuse block wire with headlights both off and on. While voltage should be about the same either way (possibly a half volt less with the headlights on) anything above whatever the nominal battery voltage reading was should hobble you home even at night without the battery going dead. If you happen to have a \$10 Northern digital voltmeter, verify that the alternator is supplying between 13.8 and 14.4 volts. Twice in years gone by, I've seen working alternators that either caused the light to stay on all the time, or to never come on at all, so it's best to determine what's wrong before doing the checkbook-wave on the road in the middle of nowhere. And, by the way, my ignition light problem was self-inflicted. I had removed the fan belt to use on the engine test stand. Good thing it wasn't the oil filter....

## TRAACA Flea Market

Susan Bond

The Tidewater Region of the AACA held their annual flea market at the Hickory Ruritan Club on March 12th.

TMGC was well represented. Robin Watson and I manned the table and Robin closed in on any one who expressed an interest in our archives,



which were on display. He managed to sign up one new member and has one prospect to follow up on. During the day several members stopped to chat, including Mark Hiby and his son, Mark Childers, Chuck Hassler, Sam Kern (who was busy organizing the outside vendors as a member of TRAACA), Terry Bond, Richard Hall, Barb Taychert and Mike Knepler, and new member Jack Pavlidis. This event gets bigger every year. All it needs is a few vendors of LBC parts.



Mark Childers, Susan Bond, Robin Watson

# Meeting

March 1 at Mark and Wendy Hiby's



Treasurer Jim Villers, official scribe Doug Kennedy, Harry Watson, Terry Bond



Carl Fisher, Frank Linse, visitor Charlie Dixon

Kate Fisher, Beth Campbell, Betty Villers



Becky Hassler, Robin Watson



Officers: Secretary Doug Kennedy, Treasurer Jim Villers, President Andy Wallach



George Craig, Mike Knepler, Chuck Hassler



Mike Ash, George Craig, Becky Hassler, Mark Hiby, Charlie Dixon, Mike Haag, Vince Groover, Paul Thiergardt, Cynthia Faschini



Front: Robin Watson, Carl Fisher, Carmen Thiergardt, Kate Fisher. Behind: Peggy Craig, Frank Linse, Terry Bond, Harry Watson, Mike Jones



No meeting is complete without FOOD!

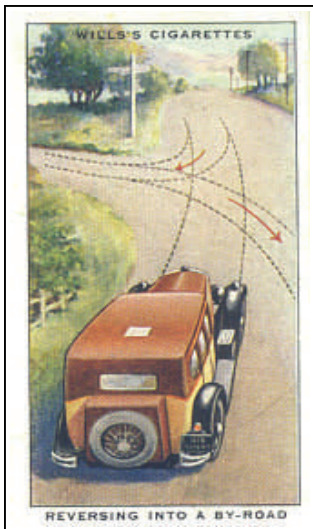
# Notes from the Editors . . .

Susan Bond

Did you notice the new illustrations? I had my computer at the TRAACA flea market and a friend gave me a CD with clip art on it. One of the files was a scan of an old Acigarette card@, similar to a baseball card, but included in cigarette packs in the UK. The light bulb went on! Series of cards were distributed, each with a different theme, along with books to save them in, and we have several of the completed books dealing with cars. So I have scanned a series, ASAFETY FIRST@. The date written on the back is 1934. I'm not sure if the printing on the cards will be readable, so I have labeled them. The illustrations are superb. Enjoy!

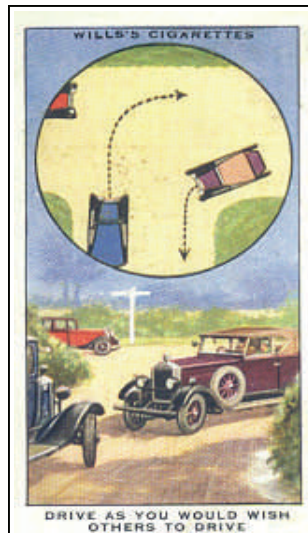


You will find a registration form for the Tidewater Triumph Register car show, Brits on the Bay, enclosed with this issue. Don't worry, you didn't pay to print it. In fact, you aren't paying to mail it either! Mike Jones, show chairman, took care of everything and even supplied stamps. They put on a good show and, since it is very local, TMGC is usually well represented. Vince is planning our own area for R&R amongst the cars so it should be a fun day.



“Reversing into a by-road”

“Drive as you would wish others to drive”



# A new Regalia Person...

A big round of applause for Frank Linse who has been the Regalia person since 1997!

I gave it some thought before volunteering for the job. But then I thought, what the heck! Why not? Chuck and I have enjoyed being part of this great club so why not contribute when and where needed.

It will take me a little bit of time to learn the ropes, but in the meantime, don't hesitate to let me know if there is a particular item of regalia you would like to have. The baton was passed at the tech session on 20 March. I hope I can do the club proud.

From your new regalia person,  
Becky Hassler



## MG Sightings

The March 17, 2005 issue of *Old Cars Weekly* contained, on page 26, an article on model MGs. No, not well-behaved ones, but the toy ones and the ones you could put together from a kit. John Gunnell wrote “Scale MGs shrink diminutive cars”, and included 5 photos of model MGs, from a radio controlled TF to the “crown jewel”, a Doepke model with working steering and suspension. He also mentioned the New England MG T register and their magazine, *The Sacred Octagon*.

He included this web site for more pictures of models:

[http://www.mgcars.org.uk/mgtd/Pictures/Models/Thumbnails/mgtd\\_gallery\\_models.htm](http://www.mgcars.org.uk/mgtd/Pictures/Models/Thumbnails/mgtd_gallery_models.htm)

This web site works, but you can't get to it directly by typing in the address. Instead, go to [www.mgcars.org.uk](http://www.mgcars.org.uk) and navigate thru T-series, TD Midget, more about MG TDs, Gallery, MGTD models and toys. It is a pain but there are lots of pictures and descriptions.



Tekno toy MGTD from Denmark

## Meet the Author

Geoff Wheatley has been generously contributing articles to our newsletter for over a year, but has never been formally introduced to our members. I finally thought to ask for a bio so you would know a little more about him.

“Geoff Wheatley was born in Abingdon, England a few streets away from the MG factory where his father worked for most of his working life, starting in 1934 and retiring when the MGA also retired from active service. Geoff has been around MGs since he was six and sat in his first car at the factory open day; he thinks the car was a TB but is not sure as his memory is not as good as it once was! He has been writing about MGs and other British cars for about thirty years. He is published both in the USA and the UK on a regular basis. He has restored about thirty T Type vehicles and a few others including a 1929 Singer, one of only two known to exist. His favorite at the moment is a 1946 Triumph 1800 Roadster that keeps company with a 1951 MGY, a Jaguar and a Morgan. His wife is also a car person with an MGA and a Z3.

“Geoff has been the PR Director of the New England MG T Register since 1992 and is also a national judge for these cars. He has taken various groups of MG people on tours to the UK and says that he still finds these trips very enjoyable.”

### MG in 1939

Geoff Wheatley,  
Public Relations Director,  
New England MG T Register

A good friend of mine who resides Down Under and owns a few MGs sent me a copy of a most fascinating publication: “The MG Salesmans Manual”, March 1939. Yes, even then the publicity department at Abingdon were on the ball, providing excellent MG sales material to their dealers. The book is intended for the exclusive use of the salesman, not the general public. It contains a host of interesting information on the options available for all the current MG vehicles, which were:

MG 1.5 Litre Open Four-Seater . . MG 1.5 Litre Four Door Saloon . . MG 1.5 Litre Folding Head Foursome (Looks like a Tickford) . . then a repeat of all these in a Two Litre (Six Cylinder) version. There is also a 2.6Litre mentioned, but no picture or information on body style, etc. On the next page we come to the real interesting stuff, the MG Midget Series “T” Drop Head Coup and the MG “T” Two seater, otherwise known as the new (1939) MGTB.

All the MG Two Litre cars have the unique

“Jackall Control.” This is a built-in device that operates an automatic jacking system when the car has a flat tire. The compression ratio on all the cars is quoted as 6.5 to 1, except the 2.6 Litre where it is 7.25 to 1. There is also a lot of data on each car that I will not bore you with, but if anyone wants to see this information they can contact me and I will oblige via the US postal service.

Now for the extras available: A total of FORTY ITEMS could be purchased from MG, all fitted at the factory, of course. Again, this is a substantial list but I will mention a few extras that caught my eye. Bonnet Straps . . Dipping Headlights . . Fog Lamp . . Hood Cover . . Inspection Lamp . . Reversing Lamp . . Second Spare Wheel . . Traficators . . Radiator Shield . . Philco Radio six or seven valve versions . . Wooden Fascia (Dash to us sports guys).

Now for another interesting option, or rather options . . Special Colours . . You could have your MGTB in a metallic finish for an extra \$36.00 (Based on the 1939 exchange rate of four dollars to the Pound). It went up by about 12% for the 1.5 Litre and a further 15% for the Two Litre. Two-tone in a selection of colours chosen by the owner but not metallic. Note the term “Chosen By The Owner” (so much for all this stuff about original factory colours, etc.!) Upholstery in special colours also, a choice from the Connolly Vaumol Range. You could have your wheels in a different colour if you wished, there were five indicated but not described so I can’t advise on the colour selection. It was also made quite clear that should the new purchaser wish to select any of the options, there would be a delay in the delivery of the car.

Note: The options list was compiled and registered as active from October 1938 for the 1939 range of cars. This makes sense as the famous prewar Olympic Car Show took place in October when the dealers and the public saw what the manufacturers had to offer for the new year.

The quoted price for the 1939 MG series, again based on the 1939 rate of exchange, was: Midget Two Seater \$886 . . Four Seater \$1120 . . Four Door Saloon \$1300 for the 1.5 Litre, \$1556 for the 2.0 Litre . . Folding Head Foursome \$1872. The Midget Drop Head Coup retailed for a cool \$1080. (Very nice looking car from the picture.) If you wanted to build your own car, the chassis was available for all the cars except the Midget. Price range was from \$860 to \$1180. This package included dash, with full equipment . . lamps . . unpainted wings . . spare wheel . . petrol pipe . . tools . . and standard bumper equipment, what ever that may mean! If you wanted the exclusive “Jackall” system fitted to your 1.5 Litre Saloon, it would cost you an extra \$20 to \$26, which seems inexpensive for such a useful device. Sad to say, it was not available for the Midget but was a standard feature for the Two and 2.6



Litre MGs. There is a whole page devoted as to why salesmen should not . . . never, ever discuss PERFORMANCE. Quote: "As a matter of policy we do not quote any specific performance figures. We have also decided not to submit our cars to any road tests carried out by various journals as, not only are some of these open to considerable criticism, but comparisons are often drawn between different makes of cars that can be totally misleading. THESE JOURNALS ONLY TAKE INTO CONSIDERATION WHAT A CAR WILL DO, AND NOT HOW IT DOES IT" (Wow, that's telling it like it is!)

The fitted tray for your extra tools in the boot of the saloon gets a special mention as a strong selling point. Also the open front windscreen and the adjustable steering column. Whilst on the subject of tools, there is a nice picture of the Fitted Tool Tray for the Midget under the bonnet. This seems to be standard as it's not listed as an extra. There are four pages of the correct answers to specific questions like: Do the MG Company alter their range every year? Answer: NO! Question: What production methods are used at Abingdon? Answer: Individual production method. (A bit of double speak, double talk there!) Question: Are MGs going to race ever again? Answer: Extremely doubtful. (This one I really like.) Question: How is it that the MG Company do not employ some form of independent suspension system? Answer: The company is of the opinion that development has not yet reached the stage where it is really practical. Note: At that time the vast majority of British, American and European cars featured some form of independent suspension. It is also recorded that Issy Issigonis had already developed the post-war independent suspension unit that was fitted to the TD in 1950. The only reason why these were not available in 1938 was the reactionary attitude of Lord Nuffield who was against such new, money wasting devices. (I still like the guy, but he was a touch CHEAP!) My last selected question is equally interesting, Question: Why has the term Sports car been dropped for the MG range? Answer: Because of the attitude of the insurance companies towards this type of car. (Now that sounds like a nice marketing move by the company. i.e. It is a sports car but, unlike our competitors, we don't use that term in order to save you a few bucks.)

This is a fascinating publication to read, especially if you want to become an expert on the 1939 MG range of vehicles. Next time some guy tells you that they did not come in that colour in 1939, refer him to me! As a popular American evangelist who made a big impact on Britain in the 50's said . . . "It's all in the Good Book". I guess he was right!



## MGs for Sale

Continuing Doug Kennedy's look at prices being paid for MGs, I found this on the internet. He's right, you know...the big bucks cars are all modified. No Shelby signatures listed, but plenty of big engines and alloy wheels. The last time I looked, the pound was worth \$1.90.

### FORMER GLORY STOCKLIST 03/05

MGA ROADSTER 1959,RED,UK  
CAR,HUBCAPS,LEATHER,SUPERB£11950

MGC ROADSTER,1969,O.E.WHITE,BLACK  
LEATHER,RESTORED £8750

MGB V8 ROADSTER,1971,HERITAGE  
SHELL,RED,ALLOYS,165bhp£12450

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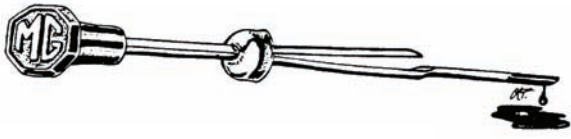
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# The Dipstick



## The Tidewater MG Classics

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North American MGB Register

## FIRST CLASS

## Monthly Meeting

Wednesday, April 6th

Jim & Betty Villers

3133 Inlet Rd

Virginia Beach

481-6398



7:30-8:00 pm - Kick Tyres  
8:00 Meeting

