

The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

www.mg.org

Volume XXXII, Issue 12

Dedicated To Preserving The Marque Since 1973

December 2005

MARQUE TIME

Many thanks to Doug and Betsy Kennedy for hosting the November meeting. What a good turnout we had, probably because of the beautiful evening it was (much warmer that evening than the previous Saturday afternoon at the Williamsburg Winery).

I found myself wandering around Northern Handyman the other day and literally stumbled over a “Garage in a Box.” I have been looking for a shelter for Colin’s and my Bs and wondered if this would do. I know I have my infamous chicken coops to put them in, but I’d have to do a *little* roof repair, and pull out about 100’ of iron stanchions before I can get the cars in. Anyway, I raced home and pulled out the owner’s manual for my ’72 B, and found that my LBC is 5’ wide and 13’ long. The garage in the box is 12’ wide and 20’ long. So, using Boolean algebra, or wishful thinking, I believe I can get both cars in. If I drive one in and park on the right I can still get out the driver’s door. Then back the other one in, keeping to the left. They should overlap by about three feet (side-to-side, not on top of one another), but they should fit. If not, I have a very large garage in a box for one B.

I must admit that this is my favorite time of the year. At the risk of getting philosophical, I believe that Thanksgiving is the holiday I look forward to the most, and, no, it’s not just because I get a four-day weekend. It’s a holiday that most everyone celebrates, and a time to look back and reflect. I have much to be thankful for. And other people feel the same way, I know. About a dozen years ago, I helped a gentleman who had been involved in a minor fender-bender. This was before cell phones, and I called the police from a pay phone (!) across the street, and generally did the same things that anybody would have done. Months later, I received a thank you card from him at Thanksgiving. His card touched me probably more than my assistance helped him. Since then, Thanksgiving for me has become a time to stop and reflect back to think about all the people that have helped me throughout the year, or in past years -- all the people that have touched me in some small way, probably many without realizing it, and, if nothing else, to mentally thank them. Okay, I’m not into sending out Thanksgiving Day cards yet, al-

UPCOMING ACTIVITIES

Check www.mg.org for the latest info!

- Dec. 9 Holiday party at Andy Wallach and Cynthia Faschini’s** (see back page and flyer insert)
- Dec. 11 Holiday Charity Event** (see details in flyer)
- Dec. 15 Dipstick Deadline**
- Dec. 27 Holiday Light Tour** (see page 3)
- Jan. 3 Tuesday meeting at Frankies Place for Ribs**
- Jan. 15 Dipstick deadline**



though members of TMGC would be first on my list.

Happy Thanksgiving to each and every one of you.

Safety Fast!

NOVEMBER MINUTES

Doug Kennedy

The November meeting opened promptly at 8:03 Lucas Standard Time. Alan thanked Doug and Betsy Kennedy for their fabulous hospitality at their palatial estate Casa de Kennedy. Peggy's sister Debbie was welcomed as a guest. 35 MG aficionados were in attendance.

Minutes: Approved as written.

VP: Nothing to report.

Treasurer's report: In: \$369; Out: \$585.16; Left: \$2386.61

NOTE: In a bold and shocking move toward efficiency El Presidente Alan decided to call an audible and make the agenda alphabetical. The purists/old timers were highly skeptical of this move and recalled that the end of the "classic" MG's came about as hand crafting was replaced by "modern" assembly line work that was created by efficiency experts. Mass rumblings of "This is the beginning of the end" were heard throughout the meeting.

Activities: Tech Session at the Bonds' house. The Holiday party will be at Cynthia and Andy's house. Our charity this year will be via the Salvation Army. Becky is coordinating a ride of some sort for the delivery perhaps. More details to come. Holiday lights at the beach is also upcoming with dinner and hot chocolate. Becky is working on discount tickets for Thursday 12/28. (Ed. Note: date changed to Dec. 27.)

Clubs: Mike had some MGA magazines and applications to join the MGA register.

History: Sue had her albums present.

Membership: Holding steady at 105. The directory was mailed to great appreciation.

Newsletter: Sue needed a writer for the tech session 11/20. Mike Haag stepped up just beating Robin Watson. (This is also the 27th time that Robin has JUST been beaten out for writing responsibilities.

Regalia: Becky is raffling off a hatpin, license plate frame, DVDs and a patch.

Technical: Jim Villers also has taken the effort to put the Workshop Manual in PDF saved onto disk. You

get to print out only what you need and then stick it to the oily spots on your car while you're working on it.

Old Business: He was quiet.

New Business: Zip

Marque time:

Terry Bond talked to Harry Watson who is feeling much better and hopes to be at the tech session. Robin Watson saw Mike Donovan who is also doing better and thinking positively.

Andy's TF ran better after it got new spark plugs during the winery tour. It even hit 70 going downhill... with a tailwind...drafting a semi.

Doug mentioned that he's purchased a big set of English Scaletrix model slot car stuff and is in love with it. The bonus was that the set came with two MG race cars! He was also happy to report that after several hours of use there were no electrical problems.

Jim has been fooling around with trying to remove the shimmying from the front of his MG. So, he took a tire from the back, found oil, and then discovered that the drum was full of oil. He purchased new parts, cleaned it up, looked at the other side, and replaced a wheel seal. BAP GEON has wheel seals so he then replaced them and the brake adjuster thingy via Frank Linse and some other thingamabob. Jim's moral of the story is that pieces of the brake adjuster will fall off and wind up where you least expect to find them. Yada yada yada, the car still runs and still shakes but has a bunch of new parts that needed replacement anyway.

Jennifer's 1950 TD is for sale for \$8,000. It is being replaced by...heaven forbid... a Jaguar E-Type. A Singer 1952 non-sewing machine project is also for sale.

Sue has heat in her car! She took out the heater and packed it so air actually goes through it. Terry confirms that the car makes him hot. Feel free to insert joke here.

The meeting ended when the raffle produced the 159th straight meeting that the Secretary did not win. So, we adjourned to the dessert treats with the speed of kids

Membership and New Members

Robin Watson

Total membership 105

No new members to report this month--still at 105. Hope you all received your 2006 Directory and if you see any mistakes or have any questions please let me know. Wof101@aol.com or 757-721-9277

Holiday Lights at the Beach
Tuesday, Dec 27th

6:00pm - Meet at Beach Pub (1001 Laskin Rd, VB) if you can join us for dinner
 7:00pm - Cars line up in Beach Pub parking lot for drive to entrance of lights

Hot chocolate to follow at a local hotel

Limited number of tickets available for \$6.00 at the TMGC Holiday Party.
 Tickets purchased at the event are \$9.00

Notes from the Editors . . .

Susan Bond

Another full issue! And I have an article from Robin that didn't fit here so you will see it next month. Keep up the good work!

Must apologize to Alan Watson for cutting off the ending of his article on the Brown's Island Show last month. It should have ended "I don't think he wanted the MG to be a victim of fraternity pranks.

All in all it was another great show with gorgeous weather and good company."

And in the October issue I neglected to put Frank, Anna and Morris Worrell's last name with their "MG Sightings" submittal.

Hope to see everyone at the Holiday Party!

Officers and Committees

President	Alan Watson	426-2600
Vice President	J.D. Hawthorne	723-0630
Secretary	Doug Kennedy	460-5037
Treasurer	Jim Villers	481-6398
Editors	Peggy Craig	226-7755
	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

Tech Stuff:

The ABC's of Carb repair

Mark Childers

There's an old saying, lettered on a thousand signs in a thousand old Brit Car garages, that goes:

"90/99/99.9% (your choice) of British carburetor problems are hiding in the ignition system."

And it's true, probably more often than not, that carbs are tweaked and synched to make up for a poorly tuned ignition or valve train.

Ignition timing:

Keep in mind that the points affect timing, but timing doesn't affect the points. When points wear, the timing becomes more retarded, and when points are set too wide, the timing becomes advanced. Inappropriate point gaps also affect dwell, which has a lot to do with how hot the coil operates, and thus, its service life. Before pulling the old points, push on the point plate with a screwdriver blade. If it wobbles a lot, the timing will not remain accurate. Remove the point plate (2 small pozidrive screws), flip it over and rotate the rivet that's in the slot holding the two halves together a full 90°. While you're in there, add a drop of machine oil to the "bearing surface" between the halves and another few drops to the screw under the rotor and jiggle the cam assembly up and down to get the oil where it belongs. If you have a new set of points, install them. If not, pull the old ones and inspect closely. Check the plastic cam contact to make sure that it's straight.

3 Check the points (new or old) in the closed position to

ensure that the arm is square and the point contacts close with maximum contact and adjust if necessary. Install the points, turn the engine over by hand until the point arm is resting on the high point of any cam lobe, and set between .013 and .015". I always spin the engine 90° at a time to make sure that all 4 cam lobes open the points the same amount. Somewhere along this time, I also check to make certain that the coil is properly wired (negative to the distributor and 12v to the + terminal).

With the points back in and adjusted, set the timing. Most MGBs will start and run with the timing set statically at or near 10° before top dead center. The pulley mark will be right in the middle of the 5 pointers on the timing index for later cars, and for early cars, it's underneath, and the second pointer. To set static timing, I simply turn the ignition to ON then move the distributor a few degrees anti-clockwise, then clockwise until I hear the tick from the coil. Alternatively, if you have an old AM radio, tune it to a dead zone, turn down the volume to a muffled roar, and set it on the valve cover. When the points begin to open and just separate, the radio will "POP". Once that's done, secure the dizzy, disconnect the vacuum line, hook up the timing light (red wire on timing light to the bottommost fuse holder for power and verify that the pickup is pointing in the right direction) start the engine and record timing at idle, 1000, 1500, 2000 revs. Then reconnect the vacuum advance and do the same. Make sure that the timing advance curve is different after the vacuum hose is reconnected. If not, pull the vacuum hose at the carb, and suck on it to determine if the vacuum canister is holed or working. With today's fuels, an unmodified distributor curve doesn't mean much, but as long as you don't have any detonation while lugging in 2nd or 3rd, it starts ok, doesn't diesel after shutdown, and gas mileage is between 22 and 28 you are in the ballpark.

Rather than do everything, including the valves at one time, I prefer to let the engine cool down overnight rather than add a couple thousandths to the cold valve lash measurement, although it's a perfectly proper thing to do. Either way, warm the engine on a 5-mile drive. If the engine has been sputtering or rough at cruise (about 3000 revs), or the last couple tenths of a mile or so, pick a gear that will let you run at about 3000 rpm at the speed limit, then select neutral, shut it off and coast into the driveway. If you have problems during acceleration/deceleration, then run the last couple tenths in first or second, while accel/decelerating between idle and your normal shift point before shutting down. This should give you a pretty fair indication of what the plugs look like during either cruise or accel/decel. Pull them as soon as possible and inspect for color. With today's fuels and additives, that nice tan color is very elusive but they should be dry, tending to - at minimum - an off-white to chocolate brown and all should be about the same shade. Check the gaps -

most plugs will thrive just fine on .035" and this will allow the coil to throw a slightly hotter spark than at .025" without affecting the coil collapse time. Mark any plugs that look significantly different. Swap that plug into a different hole and repeat the drive. If the plug doesn't clean up while installed in another cylinder, then it's probably time for new plugs. If it cleans up and the plug that's now occupying the "bad" plug's original hole is getting fouled, leave the plugs in place and swap two same-length plug wires. If the problem swaps cylinders, get a new set of wires. If the problem stays with the original bad plug, then replace the plugs. Once the plugs are sorted out and you're fairly sure that all's well ignition-wise, then put it to bed so that you'll have cold valves first thing in the morning. Or continue adjusting the valves.....

Valve lash is set to .013" with the engine cold, and .015 warm. I know what a cold engine is, but "warm" is such a relative concept.... The rule of 9's applies to the adjustment rotation.

1. Valves are numbered from 1 through 8, with #1 at the front and #8 at the rear; i = intake e= exhaust

Firewall 8e 7i 6i 5e 4e 3i 2i 1e Fan
See chart below for adjustment sequence

2. Remove spark plugs for ease of turning engine over. Using a 1/2" wrench and flat blade screwdriver, loosen all 8 valve adjustment nuts 1 to 1-1/2 turns while holding the adjuster screw steady with the screwdriver.

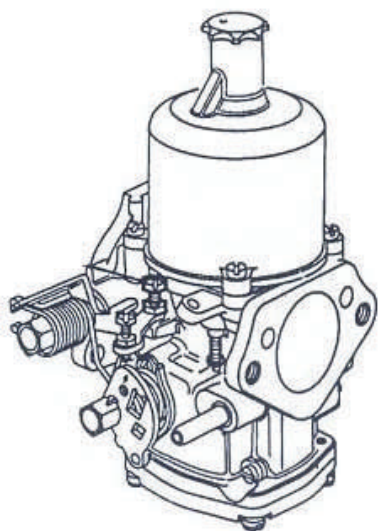
3. Gently turn engine over using the fan blade while pushing down on the top of the fan belt. Rotate clockwise as viewed standing at front bumper looking back.

4. Two valves will compress at the same time. Makes no difference which 2 you begin with. One of each pair will close just a little bit earlier than its mate, so go slowly and as the two different valves go down at the same time, when one of the two stops moving downward, stop rotating the engine, adjust that valve, then rotate a little more until the other valve is at its lowest point. A couple degrees of engine error won't make much difference in the valve lash. It's generally better to be a thousandths loose than too tight, but with a little practice, the feeler gage will have exactly the same amount of drag every time. Repeat all 8 valves a second time around so that you are sure you found the nominal "bottom" of each valve opening. On the first pass, I tighten the locking nuts finger tight. On the second pass, as each valve is checked for clearance, I secure the lock nut with the wrench while holding the adjuster steady with the screwdriver. After the nut is tightened, recheck the adjustment. Also, keep a close eye to make certain that the screw is not turning when

the nut is tightened, and don't put too much opposite torque on the screw while tightening the nut lest you loosen the adjustment. When the second adjustment is complete on each valve, turn its lock nut till it stops then give a tug to assure that it won't back out (very important at 4500 rpm....). I often make one last pass by checking each nut in order from 1 to 8, to verify that every nut is tight by giving a final check. This step only takes 30 seconds to complete and is almost as important as getting the lash right since missing a loose nut could ruin a valve stem in a hurry if the adjuster backed off at speed.

- 1 open - adjust 8
- 2 open - adjust 7
- 3 open - adjust 6
- 4 open - adjust 5
- 5 open - adjust 4
- 6 open - adjust 3
- 7 open - adjust 2
- 8 open - adjust 1

Now that the plugs, points, timing and valves are adjusted, you can break out the Haynes, Bentley, FSM or whatever you use, to set the carbs or carb. And you might find that they are either right on the money or way out of the ballpark, depending on how much work you did on the ignition and valves. Since there are at least three different carbs, and a whole slew of internet sites, and great illustrations in most manuals, just follow along one step at a time and before you know it, you'll recover lost power and improve mileage. If you experience a little spark knock or ping-pink while lugging the engine in second or third, retard the spark a tiny bit at a time (turn distributor body clockwise) until it goes completely away, then advance it just enough so that you experience the faintest bit of spark knock under a hard lug. This means you have the timing advanced for optimum power without being too far advanced. If it diesels, it may be that



the anti-run on system is not working, the carbs may be too lean, there may be a vacuum leak, timing can be either too advanced or too retarded, or the idle may be set too high. But these are generally simple issues that can be worked out one step at a time until it runs like a Timex. Only the ticking is a little louder, and you won't have to adjust the distributor for daylight savings time. Safety Fast!

TMGC Williamsburg Winery Run

Andy Wallach



Meeting at Lake Wright

Saturday, October 29th, debuted as sunny but a little chilly. Top up or top down? Since the top on the TF was down, and it was bound to get warmer as the day progressed (or so I thought), all I had to do was convince Cynthia that roadsters were meant to be topless. Reluctantly she agreed and off we went meeting a bunch of Bs at Quality Suites on Northhampton Blvd.

While naturally the one GT had a top... strangely so did all the B roadsters. I assured Cynthia that she didn't want



Andy & Cynthia, sans top

to be a wimp and cover up.

Becky Watson greeted us with a tour book, trivia questionnaire, and Halloween goodies (a 100 Grand candy bar with the note "This is the REAL cost of owning and maintaining an MG!" and a 3 Musketeers bar "TMGC is 'One for all and all for one'").

Off we caravanned to meet two more Bs at the Hardees on Victory Blvd. The 5-speed equipped TF had no problem keeping up with the larger-engine Bs at



Tech session I

first but then it lost power and limped into Hardees. A call to the more-mechanically inclined...Vince Groover. Some of the plugs weren't firing.

Plug removal followed revealing some badly fouled igniters. Chuck Hassler pulled replacements out of his boot and viola, full power once again. Cynthia assisted





At the battlefield: John & Lesley Terschak, Mike Haag, Denise Starke, Terry Bond, Alan & Beckey Watson, Becky & Chuck Hassler, Andy Wallach (kneeling), Mark & Kathy Davidoski, Lara & J.D. Hawthorne, Cynthia Faschini, Olive & Robin Watson, Vince Groover

by purchasing fuel (egg biscuit) for the driver. Since I knew that it would warm up soon, Cynthia borrowed a wool poncho and a blanket to ward off the chill. By back roads, we motored to the Battlefield at Yorktown. This time the American-born (me) surrendered to the British-born



Tech Session II

(Alan Watson) the last trappings of the TMGC Presidency.

Onwards to the Williamsburg Winery and a fine lunch with wine. We then toured the winery followed by wine tasting.



Tech Session III

I put up the top for the ride home. Members present for



Motoring thru the battlefield

the wonderful day were Susan and Terry Bond, Mark and Kathy Davidoski, Vince Groover, Mike Haag and Denise Stark, Chuck and Becky Hassler, J.D. and Lara Hawthorne, Lesley and John Terschak, Alan and Beckey Watson, Robin

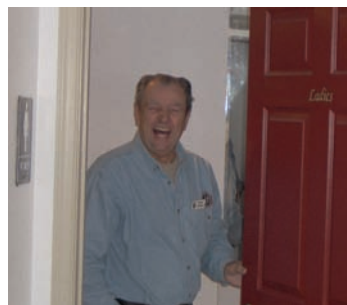
and Olive Watson. Thanks to Beckey Watson for organizing a beautiful outing and a questionable thanks to Alan for the weird trivia quiz based on our new membership directory (I did get 6 out of the 13 questions



MGs at Williamsburg Winery



Excellent lunch at the winery



Vince got tired of waiting (the sign says "Ladies"!)



Hunt Country Classic

The MG Car Club, Washington, DC Center
 Willoughby Farm, Middleburg, Virginia
 9 October 2005
 Chuck Hassler



Tasting room

Williamsburg Winery



Some of us stopped at Merchants Square before taking the ferry home.



October promises those nice sunny, cool days for top down driving. That's what Becky and I expected when we planned our trip to Middleburg, VA, for the Hunt Country Classic. Of course, things don't always go as planned. When October 8 rolled around, the sky was dark and the streets were wet. When Sue Bond and her granddaughter, Taylor, arrived at our house to caravan to Middleburg, Sue had already driven through some heavy rain. Undaunted, we headed up US-17, across the Coleman Bridge into Gloucester, and North towards Fredericksburg and Middleburg. It rained most of the trip, but we had to pull over and wait out a downpour only once. A



muddy show field and rain were heavy on our minds.

Who knows why classic cars shows skirt bad weather (usually). Show day was partly



Barbara & Bob Ross

cloudy and beautiful. The show field on Willoughby Farms was neither muddy nor prohibitively wet. The show sponsor, The MG Car Club of Washington, DC, had done a great job of

preparing the field after the overnight rain. An occasional "land mine", placed by the horses that usually inhabit the



Morris & Frank Worrell



Taylor Sumner & Susan Bond

field, was the biggest threat to pedestrians. The rain the day before prevented the customary removal of offending plopplops.

Over 200 cars were lined up by class by 11am. What a sight! The MG marqué was well represented on the MGA, MGB, MGC, and MG TC/TD/TF entries. Bob Ross had his Morgan there, and Frank Worrell won his class with his 1978 chrome bumper conversion. Then there were the Jaguar, Austin Healy, Triumphs, and other British cars classes lined up and looking their best. There was even a nice red Daimler SP 250 like Frank Hurley's. See the TMGC website for some great pictures of the show. After a delicious pork roast lunch, the votes were counted and the trophies passed out. The show ended at 2 PM and the cars slowly moved off of the field and began their journeys home.



Becky & Jack Dawson



Chuck & Becky Hassler

Farm each year to the MG Car Club of Washington, DC. The Car Club uses the proceeds from the show for a local beneficiary, this year it was the Middle-



John Tokar

burg Humane Foundation.



Willoughby Farm pre-dates the Civil War, but the farm you see today was built in 1898. The land and buildings, especially the rebuilt cabin, are worth

the trip alone.

The next day we followed Sue Bond and Taylor South to Fredericksburg for a delicious Italian lunch and a stop at Historic Kenmore. Kenmore was built in 1775 by George Washington's sister, Betty, and her husband, Fielding Lewis on the eve of the American Revolution. Kenmore was also used as a



Susan Bond, Becky Hassler, & Taylor Sumner at Kenmore the Civil War. It is one of our Nation's earliest house museums and well worth the drive up picturesque US-17. Sue and Becky did correct me when I said that Historic Kenmore was where Sears made their large appliances.

The trip would not have been complete without the steady rain that fell from Fredericksburg to Gloucester. A stop at an antique store or two, and a few hours of driving with lights and wipers on, got us home safely. The Hunt Country Classic is a must show for us next year. The DC club did a wonderful job producing the show, and the surrounding grounds and buildings were a pleasure to visit. Hope to see a larger

Driver Days 2005

Susan Bond

The village of Driver holds this festival each year to raise money for its volunteer fire department. For the last 9 years a car show, now sponsored by Rio Grande Traders and held on the grounds of Berea Church, has been a big attraction. This year hot rods were featured and there were some beauties on display. Even if you aren't a hot rod connoisseur, you can appreciate the workmanship that created them. There were also Arat rods", not-so-perfect hot rods put together to be driven and raced, not shown. I can relate to them better. There were also lots of antique cars, but



only 2 MGs, those of Barry Tyson and Susan Bond, tho we did see Becky Dawson and her parents. The weather forecast may have been a factor. Thunderstorms were predicted but never materialized, tho it did get dark and windy a few times. Mostly it was a sunny, perfect fall day, great for wandering around the closed-to-car-traffic crossroads and visiting craft stalls, Har-



mony House Antiques, Knothole Station, and the produce seller who featured live turkeys, pygmy goats, chickens and white pumpkins. The Feed and Seed store had

Big and Baby button quail, busy little birds which ran

around their cage peeping softly, and a cute black and white bunny. There were horse-drawn wagon rides, live entertain-



ment, and lots of the inflated, Moon-Model T hot rod walk-style children's games. And of course, Rio



Grande Traders, with all their wrought iron and pottery. Lots of food, too, but this year we had tickets for 2 free lunches in our packets, so we had hot dogs and chili at the church.

There didn't seem to be as many raffle prizes this year, neither of us won one, but there were plenty of cars to look at and plenty to do. This is a great festival to take your children or grandchildren to, and when you drive your MG you get a great parking place!

MGA

Geoff Wheatley
Public Relations Director
New England MG T Register

The MG Company had officially competed in races until 1936 when a new policy was adopted by Morris Motors which excluded any future participation by the MG Company in competitive activity. This was a cost saving measure brought about by the fact that MG Abingdon was not a profitable branch of the Morris Empire. In fact, it was usually in the red and looked upon by the Morris Motors management as a money pit that the Boss, Lord Nuffield, kept going as his pet project regardless of the costs.

Some of the activities undertaken at MG were transferred to the Morris operation, like design and development, with a requirement that all future MG products should, where ever possible, utilize standard Morris components. The result of this was the attractive but unreliable and gutless

MGTA that had a production Morris ten engine that broke crankshafts and a few other things when pushed to perform like a real sports car. One of the last international events that featured an MG works team was the 1935 Le Mans. No Factory vehicle placed which did not help the situation of competitive activity. However, through a third party the MG Company managed to enter various cars at Brooklands between 1936 and the start of World War Two in 1939. Regretfully, they were tuned-up versions of the then new MGTA and in consequence did not set any track records. Although there is no written evidence to support the idea I suspect that Lord Nuffield was aware of this activity despite his official mandate to end all expensive race support.

His principle rival, Austin, were still fielding a factory race team with their very successful Austin Seven Sports and took many awards both at Brooklands and in Europe. In 1938 three so-called private entries featuring the MG Logo battled it out in the annual twenty-four-hour endurance race at Brooklands with one MG and two Austin Sevens taking the honors. One of the three winner's cups for this race ended up in Lord Nuffield's office, which I think supports my suggestion that he was more than a simple spectator of this contest.

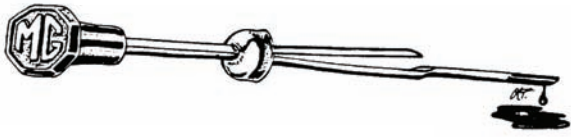
After the end of the Second World War the now famous MGTC hit the racing scene with some success. Autosport photographer, George Phillips, modified his MGTC and entered it in the Le Mans in 1949 and 1950. The following year he purchased a then modern MGTD and had it modified by Abingdon. After a couple of British race attempts he decided that the design of the car was not competitive for post-war racing and certainly was no match for the European entries that were winning the annual Le Mans. Abingdon realized that a Le Mans win would certainly enhance the sales appeal of the TD in America and, on a strictly unofficial basis took a standard TD chassis and fitted it with a streamline body developed from the same design as the land record MG that had shattered all speed records in America a few months before. The streamline body was designed by Sid Enver and the car also featured a highly tuned TD engine that gave the car an estimated speed of 116/120 mph. Despite all of the work at Abingdon and the driving skill of George and his co-driver, the car was not a success at Le Mans. It failed to complete the race and with a valve embedded into a piston the car limped back to the MG camp. The one good aspect of this otherwise disappointing story was the fact that Syd Enver took the streamline body of the Le Mans TD and created the now famous MGA. He fitted the car with a redesigned engine and decent brakes and created one of the most attractive MGs to ever come out of Abingdon. Some say the most attractive, and I would not dispute that statement.



Happy
Holidays!



The Dipstick



The Tidewater MG Classics

Susan Bond
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Chesapeake, VA 23322

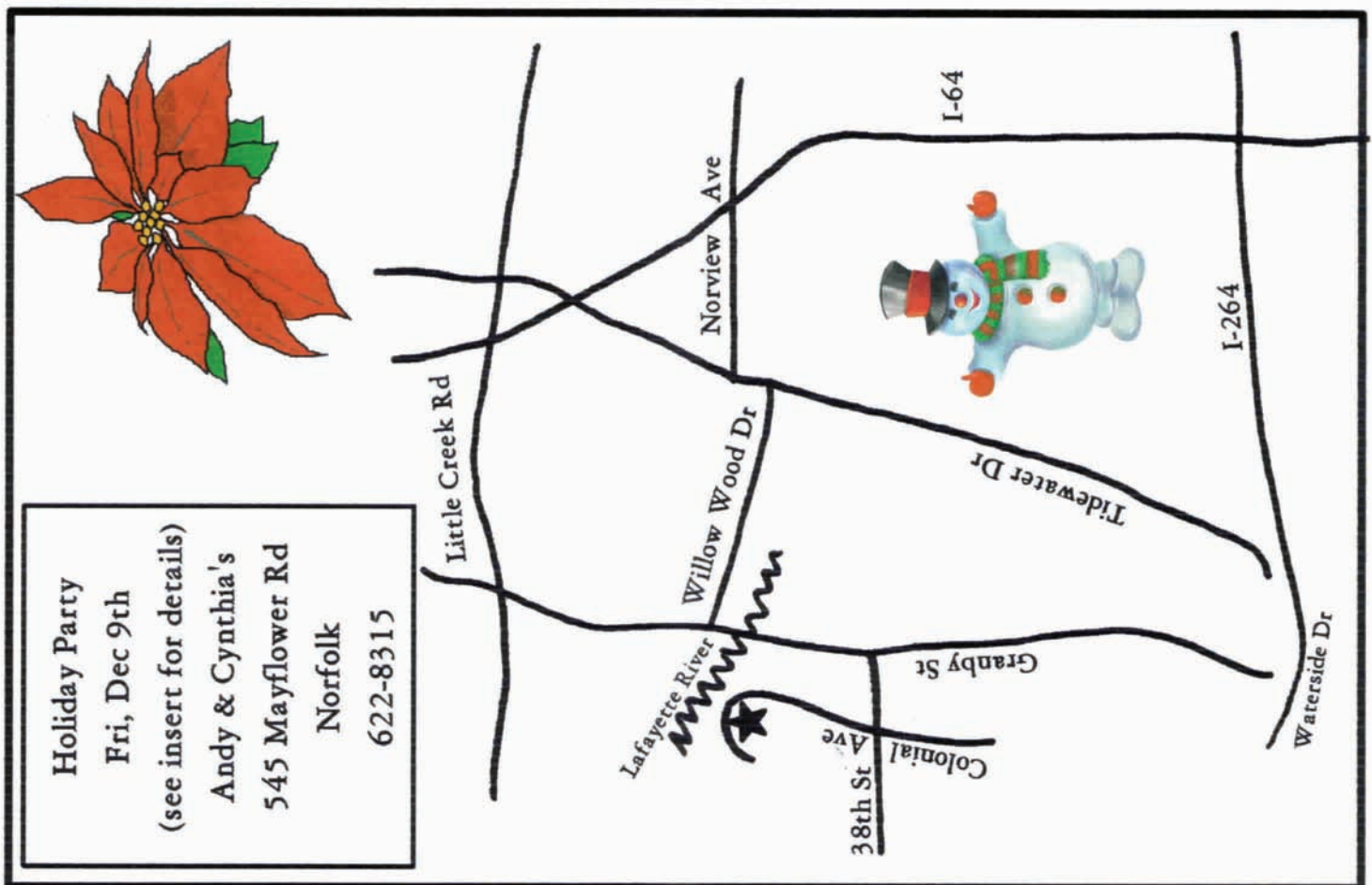
Affiliated with



North American MGB Register

Winner of *Old Cars Weekly*
"Golden Quill Award"

FIRST CLASS



Holiday Party

Fri, Dec 9th

(see insert for details)

Andy & Cynthia's

545 Mayflower Rd

Norfolk

622-8315