

# The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

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

Volume XXXIV, Issue 8

Dedicated To Preserving The Marque Since 1973

August 2007

## MARQUE TIME

Yet another great turnout! Thank you to Paul and Carmen for hosting the July meeting. I counted fourteen MGs present, and there may have been a few more arrive after I counted. The weather was ideal, and I'm sure the draw of Carmen's cooking brought out the membership too.

Speaking of membership, (clever seg-way don't you think?) it's that time of year again. Dues are still only \$20.00 a year. What a bargain! Where else could you get eleven opportunities to meet and greet fellow MG owners, share stories, food and beverages, plus a Holiday party, all for \$20? And, speaking of meetings, Chuck and Becky will not be able to host the October meeting this year so we need a volunteer to host on Wednesday, October 3<sup>rd</sup>. As an extra incentive, the club now reimburses the hosts \$50.00 for the regular monthly meetings.

I am beginning to think I maybe destined to never enjoy another ice cream run again. Beckey and I set out to participate in Cynthia's June ice-cream run only to have our 'B's starter motor give out at the rendezvous point. We finally got it started, only to have the poor thing almost stall out at the first traffic light. We decided to abandon the ice-cream run, and limped home. Then we set out to drive in the July run that Robin organized. All was going well



Robin's Note

This was the only MG to make the Photo shoot area. It left 10 minutes earlier with Beckey the photographer on board and we were able to put the top up at Creeds School before the clouds opened up

until about ten minutes into the drive when I drove into a wall of water. I'm not sure I have ever experienced that heavy of rain with no warning. There were four cars with me, and we all pulled off the route to scramble to put the tops up (except Terry of course in his GT...who sat behind steamed up

windows quietly smiling to himself). I poured a large amount of water out of my ashtray (!) and used numerous paper towels trying

to dry the interior out. I hope next month's ice-cream run goes better... especially since I am organizing that one.

At this month's meeting I will be designating a nominating committee to prepare a slate of candidates for elected officers. These positions are the President, Vice-President, Secretary and the Treasurer. The officers are elected every year, and the President and Vice-President are limited to two consecutive terms. This means that both J.D. and I cannot be re-elected. Please consider volunteering to run for one of these positions, and don't be afraid to let the nominating committee or myself know if you are willing to run.

Safety Fast,  
Alan



## UPCOMING ACTIVITIES

July 27-29, American MGC Register CBA 27, Staunton VA, [clemmer@intelos.net](mailto:clemmer@intelos.net)

July 28 SCCA TSD, Blackwater Brew, Suffolk, VA, [www.odr-scca.org](http://www.odr-scca.org)

July 28 Brits by the Bay, Pasadena, MD [www.tracld.org](http://www.tracld.org)

**Aug. 1 Wednesday meeting at Alan and Beckey Watson's**

## Upcoming Activities (continued)

Aug. 9-12 University Motors MG Summer Party  
www.universitymotorsltd.com

### Aug. 12 Dipstick Deadline

Aug. 18 Khedive Show (see Auto Weekly in the *Virginian-Pilot*)

Aug 25 SCCA TSD, Dragon's Lair, Surry, VA  
www.odr-scca.org



## Officers and Committees

President	Alan Watson	426-2600
Vice President	J.D. Hawthorne	723-0630
Secretary	Michele Peters	482-1012
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
Webmaster	Mike Haag	mikehmg@cox.net



## JULY MINUTES

Michele Peters

We began our July meeting at 8:08pm at Paul and Carmen Thiergardt's home in Virginia Beach. Everyone at the meeting who had been to Paul and Carmen's house before could barely contain themselves to sit quietly while the meeting progressed, awaiting the word to head toward the food...and with good reason! Oh my goodness, all of that food was scrumptious (and it was delicious, too!). Thank you Paul and Carmen (especially Carmen) for your wonderful hospitality.

**New Members and Guests:** We did have a guest named Lee, who bought his first MG from none other than our own Vince Groover. How long ago, however, will remain a mystery known only to those two.

**Vice-President:** J.D. had nothing to report.

**Treasurer:** Jim Villers provided the following information: Balance forward from April was \$1,566.31.

Receipts included \$370 from Raffle and Regalia and \$260 from dues. Disbursements included \$50.00 to Paul Thiergardt as our host of the month, and \$12.84 and \$61.80 to Robin Watson for postage. Our current balance is \$2,071.67.

**Activities:** Our second Ice Cream Run of the year was coordinated by Robin on July 11 and was, well, interesting. I'm sure it *would have been* a good run. Unfortunately, before we were able to get far, the heavens let loose on us and our LBCs, most of which had their tops down at the time. We were all absolutely drenched in very short order, and looked like a herd of drowned rats as we piled into Pungo's Pizza and Ice Cream establishment, not our original destination, but it worked. We dried off, got our ice cream, and headed back out into the rainy, dark night. Oh well, better luck next time. And thank you, Robin, for planning it anyway.

The MGC Register happens July 27-29 at Staunton VA.

We need someone to host the August ice cream run....

MG 2007 is scheduled for July 16<sup>th</sup> - 20<sup>th</sup>  
Brown's Island car show is Sept 16 this year. The featured marque is the Ferrari.

The Waynesboro Show is October 6-7 this year.  
Rendezvous 2007 is in Tallahassee, FL, October 12-14. To encourage our membership, the creators and promoters of this even thoughtfully provided an "MG Rescue Squad," the members of which have created an "MG Parts List" available at local retailers, and a veritable feast of local tow trucks and flat bed outfits available for our use, should we break down within 100 miles of the show need them.

**Clubs:** Mike reported that the MGA meet is in Whistler, British Columbia at the end of July. The "T" register is in Cape May this September 20<sup>th</sup>.

**Historian:** Susan was here (wouldn't miss Carmen's cooking), but had nothing to report except that she has accumulated "lots of pictures."

**Newsletter:** Robin is putting the August *Dipstick* together as Susan will be out-of-town. Send your articles to Peggy and she will send them on to Robin.

**Membership:** Robin reported that we now have 102 members. There have been 53 renewals (about 50% of the membership). We've lost 3 members (2 sold their MGs) but gained one new member who bought Ron and Robbie Johnson's MG (did I get that right?).

**Technical:** Mark was absent.

**Old Business:** Our newsletter: Susan has agreed to continue on as Editor indefinitely (...well, at least until next month...) As I mentioned in a recent issue of *The Dipstick*, Susan has been editing for many years, and it is time to hand off that responsibility to another one of our able-bodied members...

**New Business:** Colonial Downs will grant free admission on July 14 at the Horse Power Show...

If you have events that you wish to enter onto our calendar, please send your information to Peggy or Robin for the August *Dipstick* issue.

The Nominations Committee will meet in August to prepare for the elections for club officers in September. The four elected positions are El Presidente, El Vice-Presidente, La Secretaria, and El Treaurer (uhm... why am I writing these positions in pseudo-Spanish?). The president and vice-

president positions are limited to two one-year terms.

**Marque Time:** Gary Campbell is selling his 1977 (or 78) B for \$3,000 'cuz he doesn't drive it much.

Mike Haag had an MG sighting...I have the word "breach" in my notes from the meeting, but I have no earthly idea what I meant by that...

Jim Villers noted that a friend of his had his 190SL in the CitiCorp advertisement that showed a waitress stepping into her Mercedes while a bunch of high-power-looking dudes chatted nearby, wondering who owned such a hot car...uhm, Jim, this is an MG car club. Oh, and by the way, Jim, thank you very much for the DVD!!! I am trying to get through the mechanisms of the engine compartment this week....

And speaking of Mercedes, Jim also invited us to the Pungo Air Field on August 13<sup>th</sup> for another aircraft viewing, this time with the Mercedes Club. Thanks, Jim.

Kate Fisher had a program broadcast on TV; although I didn't hear what it was...sorry Kate!

There was also some discussion about the doors of certain cars falling off or there being no door on the driver's side of certain cars, and shifting outside the door on right-hand-drive cars, and, well, I just got too confused to make sense of any of it. So there!

**Raffle and Regalia:** Becky was absent but we managed the raffle anyway. Beckey W. won an MG T-shirt, the MG Enthusiast magazine went to, uh, I forgot. The MGB Shop Manual on CD went to Bill Olcheski, and Carl Fisher got the coveted First-In-Line prize. Beckey W. made a Motion to Eat (somewhat similar to a Motion for Summary Judgment) and we adjourned at 8:44pm, earlier than usual, so that the feast could begin. There was very little mention of any litigiousness, as everyone was so busy making certain they established a place in the food line that they had little thought of anything else. And with Carmen's spread, that was just as it should be.



## August Newsletter

Robin Watson

As mentioned at the July meeting I am helping Susan get the Dipstick out for the month of August, hope you had a good time at MG 2007 Susan. I just wanted to say that you may find a few pictures that have nothing to do with the page article but I find it an easy way to fill in the blank areas.

### Norfolk Drive-By

Jim Villers

Wow .... If you missed the Norfolk Ice Cream Rally you missed exploring the nooks and crannies of interesting homes along the Elizabeth River waterfront on a comfortable "top down" evening. We met at the Hampton Boulevard Pizza Hut, across from the Staff

College, and lined up in the lot with the big rigs coming or going from the Norfolk International Terminal. The



regulars were there with a mix of MGs, a Morgan, station wagon and pickup truck. Everyone headed off on time; except for Alan and Beckey who wanted to demonstrate that MGs could even falter on a short drive



through the city. Cynthia (the route planner) and Andy led the gaggle to Lawless Point with its view of the NIT container cranes, past the Hermitage House Museum, over the Lafayette River with a view of the Norfolk Yacht Club, then around Edgewater Haven and through Larchmont neighborhood. We had a front row view of the ODU monorail, the ODU golf course and field hockey stadium, drove around The 'Hague' and paused for pictures in front of the Chrysler Museum



(with unique descriptions of each car by a creative pedestrian). Then we passed the impressive Harrison Opera House, historic Maury High School, arriving at Doumar's Restaurant.



## Norfolk Drive By (continued)

Abe Doumar invented the ice cream cone and



Randy, Abe's descendant, demonstrated the technique in making cones on an antique "cone grill". So, with warm cones in hand, we retreated inside to get a scoop of ice cream and enjoy the camaraderie. Thanks to Cynthia for planning this interesting excursion. Andy Wallach & Cynthia Faschini, Michele Peters & Robert Perrone, Jim & Betty Villers with Carson, Sue & Terry Bond, Vince Groover with Jared Church, Bob Stein, Frank & Barbara DeAngello, Bob & Barb Ross with Morgan, Alan & Beckey Watson, Robin Watson and Frank Worrell with Morris attended this drive out.

### STOP THE PRESS

Terry Bond

#### ANTIQUATE PLATE LATEST

DMV has informed us that the letters recently sent to owners of antique automobiles contained errors. They will be reissuing new letters that are much clearer regarding the requirements for vehicles already registered as antique. You do not need to send any money in for vehicles already registered. All that is required is to certify that your vehicle meets the safety requirements that were in effect when your vehicle was first built. They will be resending new forms to everyone to do that. So, if you have already received a letter and form from DMV, disregard it. You will be receiving a new form shortly. You will receive one for each vehicle you have registered as an antique. The forms need to be notarized before returning them to DMV. No money needs to be sent in unless you are initially registering a vehicle as antique. Feel free to contact me if you have any questions.

Terry Bond  
terry007@infionline.net  
228-7444 (days)  
482-5222 (evenings)



## Membership and New Members

Robin Watson

Total Membership 104

Since my last report we have lost some members that have sold their MG's and have two new members. Craig & Kristi Puryear from Norfolk with a 1979 B. Tad Carter from Virginia Beach with a 1980 B. and Paul Short from Yorktown with a 1973 B. Our membership stands at 104 at the moment. Renewal for 2008 has now slowed down with 68 members renewed on time (thank you for your quick response) with 36 still to renew by the end of July before I start working on the new Directory. I can receive renewals at any late date but cut off date for keeping yourself listed in the Directory will be August 6th. Once I cut names from the Directory I will not be able to put late renewals back in before printing. The reason for this is the time it takes to re enter all the information in three different areas' and moving the pictures around to correspond with the inserts, will delay the printing of our yearly Directory.



### Found in The National Horse Brass Society newsletter no. 53, May 2007.

On the way here, my car broke down and I coasted to a halt by a field which had two shire horses in it. I was looking under the bonnet when I heard a voice say, "It's the carburetor."

I looked around and the only living thing in sight was one of the horses leaning over the fence. Shocked, I asked it, "Was that you who spoke?"

The horse nodded his head and said, "I told you, take a look at the carburetor – it sounds blocked to me." I hastily took the carb off and blew through it and when I put it back on, the car started perfectly. I turned to thank the horse but he'd gone over to his mate.

After that I needed a stiff drink and popped in to the next pub I found. I related my experience to the landlord. He didn't look surprised and said, "Was it the black shire or the white one?"

I told him it was the white one and he replied, "You were lucky then. The black one knows nothing about cars."



**Ice Cream Run**  
**Thursday, August 16th**  
**7:00pm**



Meet at 7:00pm at Virginia Beach Farmers' Market. We'll take a 30-minute ride and end at the new Rita's at 1080 Nimmo Pkwy, Va Beach, 430-7650.



For additional information please call Alan Watson a 426-2600.



**Tech Session**

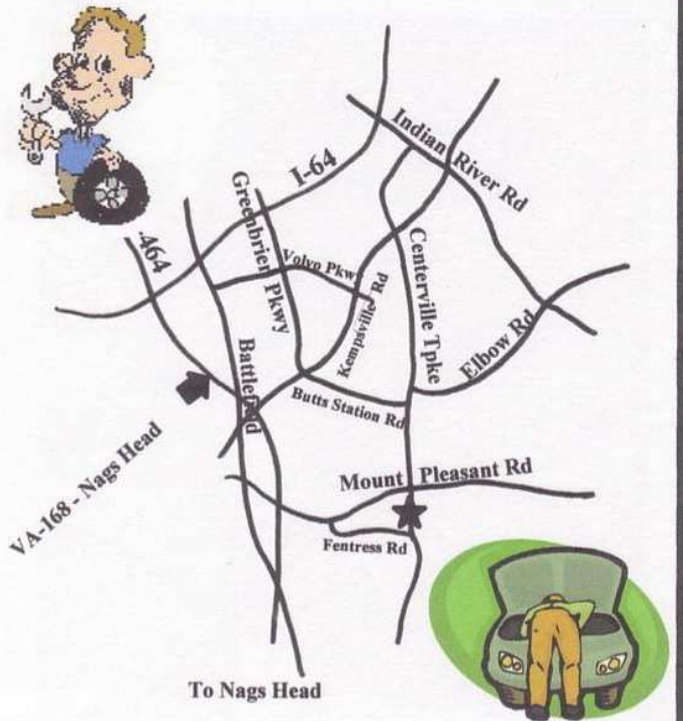
**Sunday, August 26, 10am**

Linda & Jim Freeh

633 S. Centerville Tnpk

Chesapeake

482-1401







## MISS B" GOES ON HOLIDAY

### PART TWO

BY: MISS GREEN MGB 1976

*Ed. Note:* This is Part Two in a Three-Part installment series covering the TMGC 5<sup>th</sup> Annual Winery Tour from May 2007.

*Day Two of the TMGC 5<sup>th</sup> Annual Wine Tour began like Day One should have begun...with a warm, beautiful breeze and blue sky.*



*Some folks feasted on the continental breakfast provided by the hotel, and others found their own way to their own breakfast spots. Robert & Michele were lazy and went without breakfast that morning, which they later regretted. I was inspected and found to have lost only a relatively minor amount of oil, was topped off, and away we all went, to the Unicorn Winery. At this point, I was still relegated to be the "tail-end Charlie" due to my continuing issues with the black, oily smoke emanating from my tailpipe, but later on I would assert myself, like a proper English lady, and ended up, eventually, in the middle of the pack, smoke notwithstanding.*

The Unicorn Winery provided the folks with a sampling of 11 wines; 5 whites, 5 reds, and a blush. While they sampled, a Golden Retriever, Aiden, visited with them. Of course, any MG that *could* have a hood



down, did have its hood down, and we sat contentedly

outside the winery, happy to have some decent weather for a change and feeling the warm sun caress our gleaming bodies. We heard Beckey suggest that it was nice to freeze grapes and add them to white wine, especially in the summer months. The frozen grapes would keep the wine cold,



and they were edible when the glass was emptied. And I forgot to tell you something that I heard that was quite funny: while at Prince Michel, Brian had told our people that the type of glass used to drink the wine could influence the actual taste of the wine. The idea, as he described it, was to allow the same wine to sit in each type of glass for 35 minutes, and then taste from each different glass. Alan indicated that the very idea of this was befuddling, as he couldn't imagine taking a whole 35 minutes to actually drink a glass of wine...I don't know; sometimes humans *are* a bit odd. Of course, as the gentle reader will appreciate, I was not in a position to cast a critical word about the time it takes to suck down anything liquid, so I kept my thoughts to myself.

After the first wine-tasting of the day, our group got on the beautiful, winding country roads of northwestern Virginia, on our way to luncheon at the Griffin Tavern in Flint Hill. As we pulled up around the side of the Tavern, I saw a sign on the building that apparently stated the philosophy of the owners: "We're not here for a long time, so we might as well be here for a good time." I thought that might equally apply to an MG's life and times. The tavern was actually a converted old

house, built in the 1850s, which sported beautiful gardens, and the first griffins I had ever seen. It was a delightful old place, and the



food, I understand, was delicious. Our folks lingered there, so they must have been enjoying themselves. And as we waited for them, we MGs smiled under the clear blue sky and enjoyed the warm breeze wafting through our grills, under our mudguards, and around our boots and bonnets. This second day was really making up for the shortcomings in weather and mechanical issues we had experienced the day before.

Following our luncheon we were off again to the Gray Ghost Vineyard near Amissville.



Owner and winemaker, Al Kellert, was very hospitable. He told the group that the winery was named after his wife's relative (I believe that's what I heard),



General Mosby, an officer of the Confederacy. Mr. Kellert noted that all of their grapes were picked by hand, only French and American oak barrels were used for aging, the red wines were unfiltered to preserve their richness, and lighter-styled wines were fermented at lower temperatures to enhance the character of the fruit. That information brings to mind something that I heard several people say during the tour. Our folks talked about how they really enjoyed learning about the way the wine was made and how modifications in the process could change so many things about the wine itself; things that they never knew. So, not only was our Wine Tour much fun, it was very informative and interesting.

Our people sampled 6 different white and 4 different red wines, and it was about this time that I believe Michele mentioned to Robert that she was feel-



ing very "relaxed and happy." I assumed that this had to do with the number of wine samples she had tasted so far that day, but of course, I can't be sure. For you see, she often tells me how happy she feels driving me or riding with Robert and me as I carry them over the hills, through the shaded countryside roads, or near the beaches, here and in North Carolina. It is a pleasure that I love to share. Is the gentle reader acquainted with the music of Beethoven's 6<sup>th</sup> Symphony, The Pastorale? If you are, imagine that music playing as you glide gently down the rolling hills and valleys of a green, lush Virginia on a warm summer afternoon, the low sound of a finely-tuned (or not) little British engine humming along beneath you...that was our little group of MGs and our people, enjoying a simple but splendid and delightful time.

Quite nearby to the Gray Ghost Vineyard was the next stop on the Wine Tour; Naked Mountain Vineyard



& Winery. The parking at the Vineyard was somewhat precarious, as the angle that we MGs had to park at was rather severe, and I was concerned that my fluids might actually drain out. As I had already had quite enough of *that* problem with at least one fluid, I was not happy with the arrangement, but, as there was nothing to be done, I encouraged Robert to engage my handbrake and made the best of it, as any self-respecting LBC would do.

All of our people sampled white and red wine out on the deck of the winery. Our stay here was one of the shortest that I remember. I am not certain, nor did I hear, that it was because the number of wines tasted was fewer. But our group did not linger long, and we were all on the road again back to the hotel.

While we MGs were parked outside under a clear, starry sky, the folks gathered in a hotel meeting room at about 7pm for pizza, nuts, Flat Earth Baked Fruit Chips, apparently enjoyed by Betty and others, chocolates and beer and, to no one's great surprise, wine.



7 As we MGs chatted the following day, I found out that



Except for being on the right.  
Here in Virginia it looks like the  
Cotswolds



they talked about that second days events, the tour, and delighted in the little wine glass charms with the photos of us on them that Beckey had made. I had also seen the Wine Tour folder that she and Alan had put together for the group, with detailed driving instructions, highlighted maps of each section of the trip, and sundry other goodies, including a map of scenic roads in Virginia that I am sure my people and I will be putting to good use very soon. What a delightful and creative lady she is. How proud White 1972 B must be! Michele won the raffle prize (an unusual event, I hear), consisting of an insulated wine caddy with two wine glasses and a cork screw, provided, I believe, by my dear friend, Vince.



Beckey & Alan 1972 B  
Our annual Winery Tour organizers

Later, as the pizza party broke up, I heard Michele ask Robert, as they strolled arm in arm back to the hotel room, if he knew what heavenly object shone so brightly against the nearly full moon. “Well,” he replied in a funny voice, “I know it’s not Uranus!” in response to which she let out a high-pitched cackling laugh and hugged him hard. (I understand that they later found out that the heavenly object was actually Venus). It’s so nice to see my people happy, and know that I am responsible for at least a portion of their delight. Well, if the truth be told in this case, my fellows and I *are* the reason that our people were able to so fully enjoy their weekend. For although I have nothing special to commend *me*, I am certain that if it were not for my fellow MGs’ stalwart and steady British ways, our people would miss the adventures and companionship of trips such as this, and be wholeheartedly the worse for it, I am certain.

TO BE CONTINUED



## July Ice Cream Run

by Beckey Watson

“It was a dark and stormy night...” Well, actually, it didn’t start out that way, and who believes Doppler Radar anyway? The evening was rather nice as we gathered in the parking lot of Kellam High School, lining up with our tops down, ready for a summer drive and an ice cream cone at the end. I was riding with Robin because I had a very important job to do -- there was a beautifully planned “photo op” at a certain point in the run, and he was going to flag down the LBCs as they arrived to put them in position, and I was to be the official shutterbug.

So Robin and I set off ahead of the pack. We drove down the back roads of rural Virginia Beach towards the North Carolina line. After driving for about ten minutes we looked at the sky, which was threatening rain. We decided to play it safe, and pulled into one of the four parking spaces at the Pungo Police Headquarters to put our hood up “just in case.” We continued on to Old Pungo Ferry Road where there is a great little cul de sac at the place that Captain George’s Restaurant used to be. Robin posed his LBC at the picture-perfect scene, with the inter-coastal waterway behind him and the sand oats gently waving behind the car. As a matter of fact, the little reeds went from waving in the breeze, to being flattened in one direction as the wind picked up, the sky turned black, and the heavens opened up. I snapped one picture very quickly, before he pulled around so I could get in the car. We weren’t sure where the rest of the group was, so we thought we would wait a little bit to see if they showed up. Hey, we’ve taken pictures of soggy LBCs in the past, wouldn’t hurt to have a few more in the photo albums.

Meanwhile, back at the parking lot, Alan handed out directions to Patrick and Kimberly Dees, Terry Bond, and Michele Peters. They set off down the back roads of rural Virginia Beach towards the North Carolina line. After driving for about five minutes they looked at the sky, which was threatening rain -- then suddenly pelting rain with no warning! They pulled into the nearest produce stand to put the tops up. I have this image of them all hopping out of their cars, scurrying around like the Keystone cops, going to the passenger side, then the driver’s side, unsnapping the tonneau, pulling the hood up, winding up windows -- you know the drill. All the while getting soaked to the skin themselves, and plenty of rinsing out of the LBCs too! (All except for Terry, of course, in his hardtop GT, who only had to suffer the inconvenience of his car turning into a mobile sauna.)

But Alan quickly came up with a Plan B. (Sometimes I think that’s what we drive, an MG Plan B.) He led the dedicated but drenched followers back up Princess Anne Road to Pungo Pizza & Ice-Cream.

He figured they could get a parking space, a restroom, a dry seat and an ice-cream cone there. Around this time my cell phone rang, and I got a garbled person spouting something like, “zczhhshh static static.....caught in that downpour... zczhhshh ... soaked.... zczhhshh static static... why the .... zczhhshh ... didn’t you call me....zczhhshh ... warn about... click zczhhshh ..rain?...static..... We’re heading to zczhhshh click ... --ungo Pizza... zczhhshh ...and Ice-Cream.” I said, “Ok honey, love you too, see you there.” (I just figured what with all that rain coming at him he didn’t need me to tell him he’s going to get wet and waste time answering his cell phone when he could be putting the hood up.)

So we all met up again on the screened porch for an ice cream, some of us looking like drowned rats.



The weather continued to put on quite a show, with the sky turning black, sometimes lighting up with lightning, and continuing the deluge of rain. After a little while it let up, and one by one we headed for home.

Thank you Robin for planning the run, maybe we can use the route another time, including the great photo op, and thanks to the daring and drowned few who came along for the show. Who knew the weatherman would be right that night?

check out [www.mgnuts.com](http://www.mgnuts.com)

sent in by Terry Bond

lots of interesting stuff MG related. Like the pics and history stuff.

## 75 Years of Jaguar

By  
Geoff Wheatley



In 1931 a small manufacturing company in Blackpool England that made sidecars for motorcycles, a means of transport popular at that time, decided to design a car. In reality the owner of the Swallow Sidecar Company, William Lyons, wanted a car that would impress his customers and yet cost little more than any popular family vehicle. The end result was the Jaguar SS1 that was offered to the public in the spring of 1932. A sleek looking vehicle featuring the long low hood associated with the Monte Carlo style of a continental car. Under the imposing hood was a two liter side valve engine supplied by the Standard Motor Company who made engines for almost every British manufacturer except Rolls Royce, Ford and Morris. With a tail wind the SS1 Might hit seventy miles per hour; however, by 1933 a two point five power unit was featured that gave the car an extra five miles an hour for top speed. Despite this the image was one of grace and performance indicated by the chosen name of "Jaguar". It is interesting to note that this was not the first name chosen by the company. As the fastest animal on four legs is the Cheetah this was seriously considered but as the term could easily be associated with a dishonest situation the name Jaguar won the day and became both the Company name and of course its symbol, now recognized throughout the world. In reality performance was secondary to the sheer grace and charm of the Jaguar and its showroom price of just over three hundred pounds. Similar looking vehicles that might have gone a little faster cost at least 50% more. Remembering that these were the years of the depression when money was tight even in the market for these quality cars, Jaguar had the edge on any competitor. Years later Lyons was described by a leading motor publication as the man who could build cars that looked more expensive than they were which in turn gave them extra showroom appeal. This was true right through the post-war period of Jaguar production. Beautiful styling coupled with a performance equal to almost any other vehicle on the road at an attractive price. Even in the heyday of Jaguar between

1950 and 1970 Lyons kept the price range within the pocket of the average motorist yet these vehicles set a standard in style and design that many other manufacturers could never follow. As already mentioned, the early Jaguar SS range was never a fast car unless the

purchaser requested that a special power unit be installed which could be accommodated at the Jaguar factory for a few pounds more. One such modification was the use of the Standard OHV two and a half liter high compression engine that could push the performance up another ten mph. In 1936 at the Brooklands Race track the stunning SS90 with this power unit recorded a true 90 mph followed in 1938 with the famous SS 100 that justified its index by recording 102 mph on a measured mile. To add to the new attraction of speed for Jaguar the SS 100 sold for only three hundred and ninety five pounds, again about half the cost of any other car in that performance class. The only rival that Jaguar had within its price market was the MG VA and SA which were also well styled cars. However, if you look at the sales figures for the two marques Jaguar out sold MG every year between 1936 and 1939. MG had one advantage over Jaguar; their small sports cars had an impressive record on the race track while Jaguar had to wait till the 1950s to achieve that endorsement. Without question the dramatic style and engineering design of the Jaguar in the post-war years set a standard that few could rival. When the XK 120 hit the London Motor Show in November 1949 orders in excess of the following year's production were placed during the two weeks of the show. One American importer wanted to take the complete production of the following three months and another offered to pay in advance for as many cars as Jaguar could produce and ship to the USA. When the XK140 won the Monte Carlo a few years later the same story applied and to top it off another Jaguar set a new world speed record to complete the picture. The famous E Type was styled on this performance and again set a new image for a sports car that virtually anyone could purchase without going into bankruptcy for life! All this from one man's desire back in 1931 to build a car that looked expensive but was not!

Geoff. I hope you don't mind me adding the following picture to your article.





After I came out of the army in 1954 I bought my first new motorcycle a 1955 650cc BSA Goldflash I had no idea there may be a connection with Jaguar. However as sidecars go it was a very nice touring sidecar made by Swallow. It had a canvas top, a lockable boot and a sliding window next to the driver. And PVC 318 was a Coventry registration. Picture was taken in the workshop of the original Blue Boar Garage (where I worked) at the top of the straight mile Frankton to Rugby Rd where it crosses the A45 close to Dunchurch.

Robin



### **Some gift ideas for the automotive enthusiast. Sent in by Terry Bond**

1. Tire Air Change Kit. This kit comes with everything you need to change the air in your tires. This highly recommended but often overlooked maintenance item is much easier now with this spray can and special valve. One can for each tire needed. Just drain old air and install fresh. Should be done every 3000 miles. \$8.95 per can. Long shelf life so buy plenty now before the price increase in winter.
2. Blinker Fluid. Wow, is this stuff hard to find. Wipe on blinker bulbs. Quickly absorbed. 4oz bottle, \$10.95
3. Synthetic Blinker Fluid. Better yet, environmentally safe. Pack of four 4oz bottles, special price, \$39.95.
4. Light bulb filaments. Why throw away a perfectly good turn signal or stop lamp bulb when you can just install a new filament? Premium quality, made in USA. Only \$1 each in a pack of 12. (Tools sold separately).
5. Manifold Heat. Yes, your exhaust manifold should always be HOT. If not, you are wasting fuel during start up. Spray can of HEAT - \$7.95. One can does two manifolds for a V8 engine. (Note, not for use in warming car seats or shoes)
6. Steering Wheel Gaskets. All sizes available, contact us for specific application and price - starting at \$8.95 each.
7. Tie Rod tightening spray. Why wait until your tie rods go completely limp? Spray this solution on them

twice each year to ensure they retain proper tension. One can does both ends, \$7.95 per can.

8. Alternator dusting spray. Special spray designed to keep dust away from your Alternator. Keep a spare in the glove box for dusty roads. \$12.95. Spray is environmentally safe and electrically neutral.

9. Fan belt buckles. You need one in the tool kit in case your fan belt breaks. Easily installed with pop rivets (purchased separately). Specify brass or chrome. \$14.95 each.

10. Muffler bearing lube. 1lb tin \$16.50. We sell only the best!

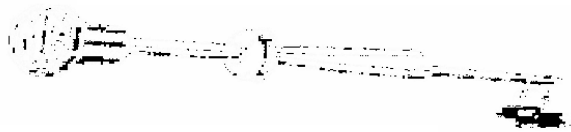
11. Momentum. Wipe on your tires after a car wash for smooth get-always. Leaves no residue! \$7.50 per bottle. Keep one in each car!

12. Auto Computer anti virus suppositories. Stick a few into the exhaust pipe periodically to keep auto computer viruses at bay. Since there is no keyboard, and the CD player is not connected to your automotive computer, this is the best (and only) way to deal effectively with automotive computer viruses. \$24.95 for a six pack. Must be kept refrigerated.

13. Mirror image flipper film. Did you know that images you see in your car mirrors are reversed? That's why you see "Ambulance" painted backwards on the front - so you can actually read it in the rear view mirror. This special flipper film can be placed on inside or outside mirrors to "reverse" images so they appear normal. Weather proof. Lasts a long time, but should be renewed annually when you replace wiper blades. \$5 per square foot (does three normal mirrors). Special Reduction film available for those circumstances where OBJECTS IN MIRROR APPEAR LARGER THAN THEY REALLY ARE. We are almost ready to release magnifying film for those occasions when OBJECTS IN MIRROR APPEAR SMALLER THAN THEY REALLY ARE. You already know how to spell Ambulance backwards so this should be no problem. If you can't hear the siren or see the flashing lights you've got no business driving anyway!

Special deal - buy any combination of three items above during the holiday season and we'll throw in a complete Muffler Bearing Service Kit - a \$39.95 value. You will receive a Muffler Bearing Manual (specify CD or Printed version), a Universal Muffler Bearing Tool Kit, Hi Temp Synthetic Lube, and a new gasket set.

# The Dipstick



## The Tidewater MG Classics

Susan Bond  
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## FIRST CLASS

