

The Dipstick



"The Newsletter of the Tidewater MG Classics Car Club"

www.mg.org

Volume XXIX, Issue 1

Dedicated To Preserving The Marque Since 1973

January 2001

MARQUE TIME

Boy, it sure was dark in the Villers neighborhood. Recently I learned that I was running around with one headlight out. Gee, I wonder how long that was going on, I thought I was losing my eyesight. They say that night vision I the first to go. I left home a little late, just in time to catch the a lift at the Berkley Bridge just outside the downtown tunnel. So I arrived at the Tidewater MG Christmas party fashionably late. As I arrived at the Villers home, thanks to the strategically placed MG sign at a critical turn, I noticed a lot of cars. When I called Jim almost a week ago he told me that only fourteen people had signed up so far but he said I am sure more will come. Later that evening he told me that he didn't know that Betty had some more pages with names on it. As I made my way to the door hands full with two bags of items for donation to our charity the Norfolk Women's Shelter of the YMCA, thanks Mark and Debbie Childers for helping with the selection of the charity this year and delivery of the contributions. As I stepped up to the front door, well one of the front doors, Kait Fisher came to my, aid seeing my hands were full, and opened the door and greeted me. By the way one of the bags I had in hand was from Mike Haag, who was on a tough government assignment in Hawaii. The scene inside was reminiscent of the reunion gathering scene in the New England lodge from the classic movie "White Christmas" only the characters were different. There were so many smiling faces and happy and warm conversations going on. It was so much fun talking to so many folks in what feels like my MG

family. Later in the evening there were sounds of Christmas songs coming from the other room as the piano was played in Jim and Betty's home which was beautifully decorated for the Holidays. And the food, it was incredible. I tell you Jim and Betty sure know how to throw a great Christmas party. A toast to Jim and Betty and genuine thanks for hosting the Tidewater MG Classics Club Christmas party.

The New Year is upon us, wow 2001, a space odyssey. As I sit by my fireplace with the fire popping and crackling, trying to keep warm with the thermostat turned down, my last natural gas bill was out of sight. That money, I would have rather spent on MG parts. I pour over the MG parts catalogs, making a list of the parts I will need to get my MG, running and through another season of driving and road adventures. As I begin to think about the up coming MG events, I think how I am already looking forward to the Wicker Basket event in February. I can't wait for the Spring Tour that Dan Kirby has planned in March. Then there is all the car shows. And the ultimate MG and driving experience MG 2001 in Minneapolis. Driving there and back will be a test of endurance for man and machine and all the registers will be there. What a gathering of MGs. The British car show at Waynesboro will be special this year to; it is their 20th anniversary.

I would like to take time to thank everyone for the work and job well done over the past year: Mike Haag, Vice-President for his assistance to me the President and his work on our great looking web site and the articles he has written for the "Dipstick" and his advice and support. Doug Kennedy, Secretary, for his entertain

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Upcoming Club Activities

New Dipstick format. See page 3 for *Upcoming Club Activities*.

MG Super Saloon

The revolution has begun - the image transformation of Britain's sole-surviving mass manufacturer is ready to get going in earnest, as MG Rover delivers the first official glimpse of its hot MG X10. Based around the acclaimed 75, the MG X10 - its project codename - is the flagship for an entire range of performance cars to be sold under the MG banner. Next year Rover will fully reveal its last-chance solution to ensure the MG marque can support itself as a viable sports car brand in its own right. Revved-up versions of the 25 and 45 hatchbacks and 75 saloon will also be launched, giving a total of nine new performance models in all.

Keith Howe, chief executive of the MG Rover Group, said: "2001 will be the year MG re-establishes itself as a leading global car brand, with a range of sporty models from the MGF roadster to the outrageous MG X10." The X10 is the pinnacle of all that the marque stands for. In its ultimate £30,000 guise (although that's only an estimated price), it will be a near-300bhp flier capable of holding its own against Ford's forthcoming Mondeo Cosworth, the Audi S4 and Jaguar's expected X-Type. That means the hottest MG will offer genuine 150mph potential, along with finely

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MARQUE TIME continued:

ing Club Minutes and his advice and support. Jim Villers, Treasurer, for his accurate and up to date handling of the clubs finances. Ed Kehrig, for the excellent job he has done on the "Dipstick", at times a difficult and deadline driven job. Alan Watson, Membership, for the difficult task of keeping track of dues paid and the ever changing membership roster and the articles he has written for the "Dipstick" and his advice and support. Peggy Craig, Dan Kirby, Jim Simpson and Chuck Hudson, Activities, for organizing activities, events and meetings and their advice and support. Susan Bond, Historian, for organizing and maintaining the history of the club, something that had sort of been neglected for to long and also the articles she has written for the "Dipstick" and her advice and support. Mark Childers, Technical, for his excellent technical advice, articles for the "Dipstick" and technical services and explanations at tech sessions. Frank Linse, Regalia, for the maintaining Regalia and running the raffle at the meetings. Mike Ash, Clubs, for maintaining contact and keeping up with what is going on with the various Registers. To those of you who hosted meetings and events. Vince Groover, for advice, opinions, support and historical perspective. (You see Vince really is "old business"). And finally all the members, for their input and participation, without you we would not have a club. I hope the upcoming year will be even more exciting and fun for all.

We still need volunteers to host meetings and events, dates are going fast. So think about it. Become famous in your neighborhood with all those MGs parked in front of your house.

Happy New Year and *Safety Fast!* Barry

MG SUPER SALON continued

honed chassis dynamics for an involving drive.

A spokesman revealed that the X10 would be "an extreme low-volume product that shouts about its potential". He added that "every single element of it would be extensively re-worked from the standard model, from the chassis to the brakes and from the drivetrain to, of course, the styling". Visual tweaks have been overseen by McLaren F1 designer Peter Stevens. Meanwhile, the technical side of things has been handled by board director Rod Oldaker. Lining up beneath the X10 will be two less aggressive versions also based around the 75 saloon, proving MG is not only catering for those with a budget as great as their thirst for performance. A V6 model with mild tweaks to the engine and exhaust plus a subtle styling kit is on the way, as well as a more potent 200bhp six-pot. Prices for these MGs should start at just under the £20,000 mark.

Then come hot versions of the 25 and 45. The 25 will start from roughly £11,000 for a mildly fettled, lukewarm hatch, and extend up to £20,000 for a seriously hot hatch to tackle the likes of Audi's S3. The 45 will be a more reserved GT machine, like the go-faster versions of Volkswagen's Bora. The Rover Group spokesman told Auto Express that all these changes would see MG "attain a stronger sporting status than Alfa Romeo". That's a bold claim, and one the industry may raise its eyebrows at. But with a Le Mans race entry on the cards for 2001, in partnership with Lola, the brand is bound to grow in terms of respectability among enthusiasts. The sporting MG family will, of course, be bolstered by the continuation of the popular MGF, along with future high-performance derivatives such as the Super Sports. In all, the operation must account for 25 per cent of the MG Rover Group's total yearly production target of 200,000 units. That's more than achievable. However, some critics argue that while the ambitious MG plans will broaden the marque's appeal, they don't answer the longer term problems facing the group as a whole - namely, how can it afford to develop urgently needed replacement models for the 25 and 45 ranges?

For now, though, those who feel sympathy for the MG Rover Group after it was off-loaded by BMW can take heart from the fact the MG brand is alive and kicking - for now, at least. □□□□

The Tidewater MG Classics Activity Calendar for 2001

JANUARY 9 (Tue) Monthly Meeting @El Rodeo's Providence Rd. Va. Beach POC: Peggy Craig	FEBRUARY 7 (Wed) Monthly Meeting Host: NEEDED 25 (Sun) "Wicker Basket Affair" @ Peggy & George Craig's	MARCH <i>Monthly Meeting held during Wicker Basket Affair end of Feb</i> 24 (Sat) Tune-up Session for April Fool's Weekend Tour @ Dan Kirby's 30-1 Apr April Fool's Weekend Tour
APRIL 4 (Wed) Monthly Meeting Host: NEEDED 30 Mar – 1 Apr April Fool's Weekend Tour POC: Dan Kirby 22 (Sun) Spring Tech Session @ Frank Linse's	MAY 1 (Tue) Monthly Meeting Host Andy & Cynthia 12(?) British Car Show Williamsburg, Va 17 (Thu) Club Ice Cream Social/Drive Out 22(?) "The Boulders" Car Show Richmond, Va	JUNE 6 (Wed) Monthly Meeting @ John Jones' 14 (Thu) Club Ice Cream Social/Drive Out ?? Bowie Car Show
JULY 3 (Tue) Monthly Meeting Host: Doug & Betsy Kennedy 2-6 "MG 2001", all Registers St. Paul, Minnesota 19(Thu) Club Ice Cream Social/Drive Out	AUGUST 1 (Wed) Monthly Meeting Host: Paul & Carmen Thiergardt 16 (Thu) Club Ice Cream Social/Drive Out 20(?) (Sun) Summer Tech Session Host: NEEDED	SEPTEMBER 4 (Tue) Monthly Meeting Host: NEEDED 23 (Sun) Richmond British Car Show Brown's Island, Richmond 30 (Sat) "Wings and Wheels" Show Topping, VA
OCTOBER 3 (Wed) Monthly Meeting Host: NEEDED ?? "Pig Pick'n & Rally" Host: NEEDED ?? Waynesboro Car Show Waynesboro, Va	NOVEMBER 6 (Tue) Monthly Meeting Host: NEEDED 19 (Sat) Lucas Nite Rallye ?? (Sun) Fall Tech Session at the Bonds'	DECEMBER ?? Christmas Party Host: NEEDED

Testing Lucas Generators

1. Pull the D and F wires from their generator terminals. Don't let them short to ground or to each other.
2. Jumper the D and F generator terminals together with a short jumper
3. With the neg (or pos for - ground cars) lead of a NON-DIGITAL voltmeter clipped to either terminal, and the other lead grounded, start the engine. Don't rev it. Quickly, bring the eng to about 1000 revs, and you should read about 16 or 17 volts after just a second or two. DON'T REV the engine above 1100 and don't let it run longer than whatever it takes to get the voltage reading, because an unregulated generator will get mighty hot in a hurry.... SHUT THE ENG OFF.
4. If the voltage sits at about 5 - 6 volts, then the problem is usually broken down windings, or cold solder joints where the windings and brushes are connected. If you get less than 2 or 3 volts, the brushes are bad or the commutator is greasy or wet.

If you get nothing, then there is a serious problem either in the windings, or in the commutator end of the rotor.

If the generator is putting out above about 15 volts, but the system wasn't charging when everything was hooked up:

1. Leave the D and F generator terminals connected together, and slide the D and F wires over their respective terminals. Remove the D lead from the control box terminal, and connect the voltmeter between the D wire and a good ground.
2. Repeat the start/run to 1000 rpm as above. Voltage should be the same as it was at the generator.
 - No voltage means a break in the D wire. Shut down, allow to cool reconnect the D wire to the D terminal at the control box. Next, remove the F wire from the F terminal at the control and try again.
 - If you get good readings on both, the regulator/control box is bad.

To do a basic test on nearly any Lucas regulator/control box (for generators)

1. Restore all gen wires and terminals to original non-jumpered state.
2. Remove A and A1 wires from the control box and jumper the two wires (A & A1) together.
3. Neg meter lead to the D terminal (+ lead if neg ground system) and other lead to ground.
4. Start engine and slowly raise idle with a screwdriver or a wedge of wood.

When the voltmeter flickers then steadies, you should read somewhere between about 16 and 17 volts depending on the outside temp. At 50°F: 16.1 - 16.7 vdc; at 88°F: 15.6 - 16.2 and at 100°F 15.3 - 15.9

If the voltages don't match the air temp corrections, then loosen the locknut on top of the regulator and turn it in to increase the voltage and ccw to lower the voltage. Only turn the screw a tiny bit at a time - like "2 or 3 minutes on the clock" and no more. Keep the revs below 2500 or so to keep heat from affecting the regulator output.

The rest of the settings - cut in, cut out, and mechanical clearances are as easy as an ignition tune up, but you need a Glenn's or a workshop manual to do it one step at a time.

Mark Childers

Next Month: Troubleshooting brake lights and turn signals

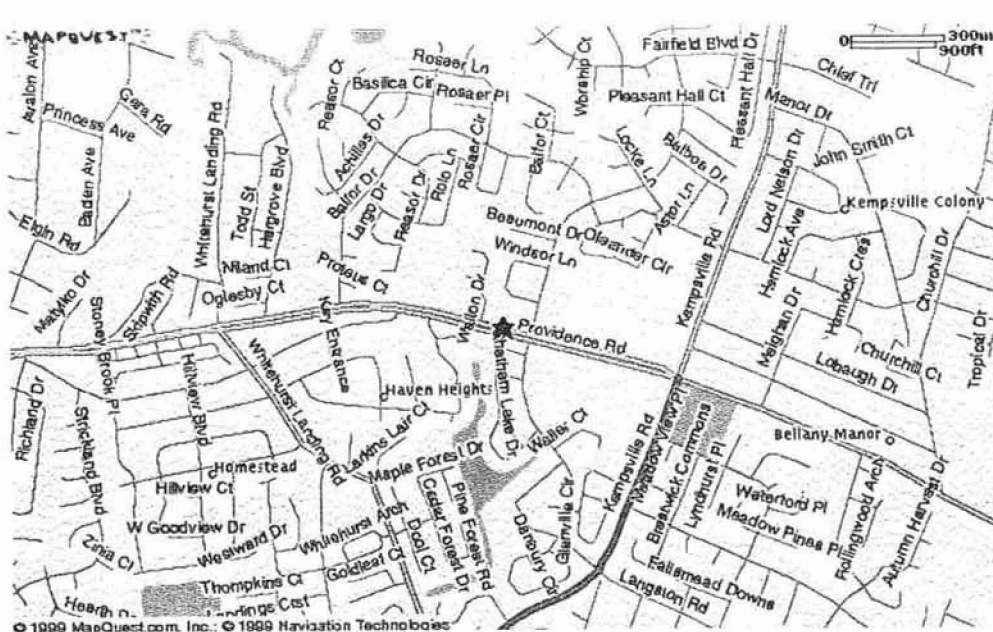
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November Tech Session

Susan Bond

It was a dark and stormy night... no, wait, wrong intro. It was a cold and rainy day. So cold and rainy that only 6 MG's showed up, if you include the one we have been working on for years. About a dozen people, not nearly enough to eat all the bar-b-que, spent time talking and looking, and actually teching! Yes, we did something besides talk and listen to music and watch the football game on TV. Jim Simpson was the first to pull in and he replaced the hose to the slave cylinder on his Midget. I got the idea he ran into a problem because there was some muttering about being an hour late getting home, but at least the Midget went home on its own 4 wheels. President Tyson was next, and found a good-news-bad-news situation. He got the B's valves adjusted, but found out he needs a new kingpin. Not a fair trade. He already knew about the slipping clutch, so we know where he will be most of the winter. I finally pulled my B in and got the valves adjusted. They are still noisy, but at least now I know there is nothing I can do about it. The leaking valve cover gasket may be fixed, I glued the new one in. Then Mark Childers decided to check the distributor and the next thing I knew, it was in pieces on the workbench. He kept talking about increasing the horsepower, and making the car run better. If it runs any better, I will be flying! Many thanks to Mark, Frank, Mike, Barry, Vince, Bob, Jack and the rest for eating lots and taking some home with you. Nothing like stocking up for the trip home thru sleet, rain and snow!

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**Monthly
Meeting
Tuesday -
January
9th, 2001
*El Rodeo's***

7:30 - 8:00 PM Arrival

8:00 PM Dinner Meeting

Across from Fairfield Shopping Center

In Front of Kroger's Grocery Store

CALL PEGGY CRAIG FOR MORE INFORMATION



MG LE MANS CAR FOR 2001

See Article Page-7

Recently the following information was sent to me by email by Wes Maupin.

Barry Tyson

Greetings fellow British car enthusiast!

I'm forwarding the following information to you along with my request for this information to be included in future issues of your club's publication(s) and or "2001 Calendar of Events".

20th Annual Fall British Car Festival

October 5-7, 2001

Located in the beautiful and historic

Shenandoah Valley

Waynesboro, Virginia

Sponsored by: The Shenandoah Valley

British Car Club, Ltd.

Contact: Bob Shiflet (540) 943-1236

We believe this is the second oldest continually run British car event, second only to Bowie! Every year participants join us from as far away as Georgia and New York. Many return year after year to share our passion for British motor cars. Because of the wonderful park setting and the years of experience SVBCC members have hosting this event, we can express with confidence, that those attending our 20th annual event will have a memorable weekend. Held each year in conjunction with the regional Fall Foliage Festival, there are several surrounding events and activities to make the trip to our valley well worth the time and effort. As always, we will continue to run a free shuttle van service throughout the day of the show so participants may venture out from the park to enjoy the Apple Days Arts and Crafts Show and Sale, Virginia Metal Crafters and other "goings on".

Because this is our 20th anniversary, we are planning many activities in celebration of this mile-stone. For example, as a Summer project, SVBCC members will be restoring an MGB and raffling it to raise funds for the Make-a-Wish Foundation. The free Friday night reception, a great way to begin your weekend, is slated to be one we will all fondly remember for years to come! Saturday morning begins with a breakfast buffet and a caravan to the park. And, as always, the Saturday evening awards banquet will not be one to miss! This past October, we had attendees at the awards banquet who did not even participate in the car show, just because we have such an enjoyable, fun time.

Members of your organization might wish to attend this Fall British Car Festival in force! Because the host hotel has only reserved 100 rooms, you may want to make plans early in 2001. Other hotels, very nearby, will be referenced as overflow facilities. However, the host hotel is the place

to be. I hope to see you and many of your club members in October!

Wes Maupin

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73MGB-GT For Sale

- Rebuilt 68 engine with 60K miles on it.
- All chrome in good condition
- New Clutch and both Cylinders
- Interior Newly Redone
- No Rust on Floor Boards
- Completely New Front End (steering)
- Body Excellent (White)
- Some previous rocker panel repairs Beginning to show through.
- All work done by Lewis & Son
- Asking \$4,000

Call Aaron (cell) 717-2452 for more details or To make an offer.

516 Cameo Terr.

Chesapeake, VA 23320

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Editor's Note:

I haven't made it to many functions lately, ole 'Murphy's Law' has been in effect around my place. Suffice to say - I've been having to deal with my challenges.

Christmas 2000 came up on us like a run-away train and passed as smoothly as a quiet snow-fall on a chilled winter's night. The quiet peace one feels when alone with the lights turned down low and soft Christmas music playing in the background has been the welcomed staging for a few evenings I've been able to 'pull-off' just for myself.

We are looking at the new year and possibly a winter storm might be on the horizon. We are also looking at a number of VACANCY signs on our 2001 calendar of events. The club can only be what we put into it. Nothing in; nothing out. Compliancy is worse then any disease. Take part - you might just enjoy yourself. *Ed*

FIRST IMPRESSION OF THE MG LE MANS CAR FOR 2001**12th December 2000**

Today the MG Rover Group reveals the first design drawing of the MG Le Mans car that will compete in the Le Mans 24 hour race in June 2001.

The design by Peter Stevens, MG Rover Group design director, has been determined by using sophisticated aerodynamic techniques. Lola Cars international, MG rover's partner in the project, utilised a state-of-the art wind tunnel to finalise the car's design characteristics. Lola Cars International is world renowned for race car design and development and won Le Mans in 2000.

Commenting, David Bowes, Lola Cars International managing director said: "This is the most technically advanced sportscar project Lola has ever managed and is our fourth sports racing car project. This is an all new car and I believe it will impress and surprise a lot of people."

Entry into Le Mans is one part of a wide motorsport programme the MG Rover Group is pursuing for the MG brand. MG Rover Group director of product development, Rob Oldaker, said: "MG has a fine pedigree in motorsport and a return to Le Mans is an important step in developing the brand and company image. And there will be other MG motorsports projects in 2001 as well. The technical challenges of motorsport will be of great advantage to my team as we roll out new MG road cars over the next few years."

Media Release from Lola Cars International Ltd 12th December 2000: LOLA REVEALS MG SPORTSCAR Artist's impression gives first glimpse of 2001 Le Mans challenger. Lola Cars International reveals today the first image of its exciting Le Mans 24-Hours challenger for 2001. The MG Lola, designed in-house by a dedicated team of sportscar specialists, is due to have its shakedown test in March next year before heading off to France for testing at the famous circuit.

The 2001 Le Mans will mark MG's return to international motor racing. The marque was last officially represented at the French classic in 1965 when a lone MGB finished second in class. Le Mans is the ultimate challenge in sportscar racing and Lola excelled in the event this year. A new B2K/40 SR2 car, entered in the LMP675 category and run by a team making its debut at the race, defied the odds at one of the hottest races in recent memory to win! the class.

The experience gleaned from that win, coupled with information learned from a season's racing with the company's radical top-category B2K/10 SR1 sportscar, has been put to good use in the design of the all-new MG Lola Le Mans entry. The car will be powered by a new AER-developed two-litre turbo-charged MG Rover engine.

David Bowes, Lola Cars International's Managing Director, states: "This is the most technically advanced sportscar Lola has ever designed and built.

"It is the fourth sports racing car we have designed in the last two years and although we've learned an awful lot from the first three, including winning our class at Le Mans in 2000, this one will be completely new. I believe when it hits the track it will impress and surprise a lot of people."

The MG Lola Le Mans car is the first MG motorsport project since the Rover Group was bought by the Phoenix Consortium, which included Lola, this year, and there are other racing plans in the pipeline.

Rob Oldaker, MG Rover Group director of product development, says: "MG has a fine pedigree in motorsport and a return to Le Mans is an important step in developing the brand. There will be other MG motorsports projects in 2001 as well.

"The technical challenges of motorsport will be of great advantage to my team as we roll out new MG road cars over the next few years."

This article and others like it can be found at <http://www.mgcars.org.uk/>

The Tidewater MG Classics

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ADDRESS SERVICE REQUESTED

FIRST CLASS

Club Meeting Tuesday - January 9th At *EL RODEO* Across from Fairfield Shopping Center

Officers and Committees

President	Barry Tyson	488-7304
V.President	Mike Haag	393-6410
Secretary	Doug Kennedy	460-5037
Treasurer	Jim Villers	481-6398
Editor	Ed Kehrig	497-8073
Membership	Alan Watson	426-2600
Activities	Peggy Craig	382-7547
Historian	Sue Bond	482-5222
Technical	Mark Childers	473-1757
Regalia	Frank Linse	461-7783
Clubs	Mike Ash	495-0307

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