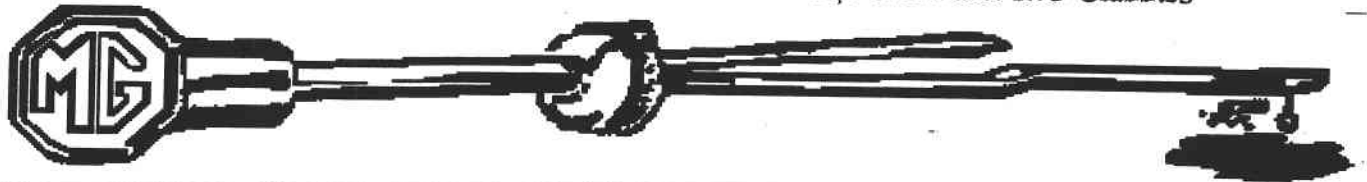


The Dipstick

The Tidewater MG Classics



October 1995

Volume XXXI Issue 9

Marque Time

A most enjoyable evening at the Kennedy's. We had an excellent turnout and near perfect weather. Several new/old members were present, some who we haven't seen in quite a while.

The tentative slate of officers for the forthcoming (October meeting) election was presented. There will still be an opportunity to nominate candidates from the floor prior to the election at the next meeting.

Several notable events are scheduled for the month of October. The Tech Session at Tidewater MG on Sunday October 1 and a driveout to the Eastern Shore to visit Mike and Jennifer Ashes new place on Saturday October 28 (See enclosed flyer).

This was the first time in several years that Bob McClaren wasn't chairing our meeting. I tried to better his record time of 28 minutes, but that was obviously an exercise in futility. Hopefully I will improve with experience as I have this unexplained feeling that I'll be doing this again before too long.

There are quite a few great events coming up in the next few months so keep a close eye on your dipstick so you don't miss any.

MG's love autumn. Flash them up!

Frank Linse
Vice President

Caravan to/from British Car Days (Sunday car Show) As you know, the British Car Days Show appeared to be rained out; however, a hardy group did meet at Military Circle Mall to travel as a group to British Car Days car show. After sitting in the rain for a short period of time, some photos were taken to commemorate the occasion, then we adjourned to the local McDonalds for coffee.

What was the occasion? The club's three road going MGTCs were present. *When was the last time three MGTCs went down a road in Virginia as a group?*

An even harder group made the trip to Berkeley Plantation. See Sue Bond's write-up inside.

Safety first!
Bob

Bob McClaren
President

The Dipstick is the official newsletter of the Tidewater MG Classics.

President	Bob McClaren
Vice-President	Frank Linse
Secretary	Doug Kennedy
Treasurer	Bob Miller
Dipstick Editor	Doug Squires

Wanted

Newsletter Editor

For more info call

Doug Squires 484-8028



The Tidewater MG Classics is a club dedicated to the preservation, appreciation and maintenance of the MG Automobile, and the fellowship of the club members.



Got a Question, problem,
complaint, comment, or anything
for *The Dipstick*, call

Doug Squires at:
(804) 484-8028

Need a Change of Address?
Contact Mark Childers,
the Membership Chairman at:
(804) 473-1757



Meeting Minutes

September 1995

Acting President Frank Linse opened the meeting promptly at 8:01 from the President's perch. Bob was out of town so Frank took the opportunity to suggest a coup do tat may be in order in Bob's absence. Jim Sneed and Brandon Sneed were both welcomed as visitors.

The Secretary's minutes were accepted after much deserved praise from a fair and fine gentleman Mike Ashe.

The Treasurer reported: Receipts \$356.00, Disbursements \$202.22, Balance \$1364.57.

Activities: Peggy Bradford reported the details of the upcoming British Car Days at Berkeley on the 16th & 17th. A caravan is planned for the morning of the 17th at 8:00 am leaving from the JC Penney parking lot at Military Circle. The plan is to take a picturesque (read slow speed) route. Then, our fabulous pig roast kicks in at the Holcombs the next weekend. To end the month is MGs on the Rocks in Maryland followed by the British Car Show in Waynesboro. NEXT TECH. SESSION: At Tidewater MG Center on Sunday October 1. There will be another Tech. Session at the Bond's home on November 12. Terry Bond mentioned an upcoming Carlisle Car Show in Pennsylvania. He'll be there so visit him at his booth to rest up during your parts hunt. In a related note the Ashe's offered up their home on the Eastern Shore as a destination for a driveout. The club will try to find a good date and take them up on this great offer.

Membership: Mark Childers reported that our renewals are somewhat low as only about 50% have sent in their new dues. Hmmmmm, send in your dues!

Regalia: Greg mentioned that all the upcoming car shows are a great place to use our new car coolies. They are available at very low prices. Buy one, or remember, buy a hundred get one free! Greg will also be selling regalia at Berkeley.

Old Business: Seeing as how Vince Groover was absent there was none.

New Business: The nominating committee made up of Mark Childers, Peggy Bradford, and Bill Keeler have worked very hard to recruit a slate of officers. They have convinced Frank Linse to run for President, Ed Solomon to run for Secretary, and Bob Miller to run for Treasurer. Additionally, Jim Villers was nominated to run for Vice-President. The nominations were then closed until the next meeting when they will be opened before voting. Greg Coogan mentioned that a Healey owner was interested in joining. After much abuse it was agreed that this would be permissible. Then a kit car owner was mentioned to the wails and panic of many in attendance. After some serious discussion everyone was reminded that the club exists to serve people interested in the marque regardless of actual car ownership. Frank reinforced this by reading the By-Laws. Bottom-line is that we take nothing serious so why start now. Welcome one and all. Just remember to pay your dues. Chuck Hudson discussed joining the Vintage Race Car Club as a means of making their information more available to our club's members. Greg Coogan mentioned that he is a member of many clubs now, and all agreed that the more communication the better. Greg also mentioned that autocrossing and local racing is fun and does not require a car such as his jet rocket equipped nitro burning racing midget. Jennifer Ashe mentioned that she and her husband attended John Twist's summer party and were quite impressed by the valve cover racing. It's sort of an offshoot of pinewood derby racing. She'll see about organizing such an event in conjunction with another event perhaps. Save your old valve covers and keep your eyes open for miniature wheels.

Marque Time: Chuck Hudson admitted that he was unable to attend the 50th anniversary T show in Lake Placid due to his unfortunate accident in his non-MG vehicle. The Ashe's attended the national MGA meet in Michigan and reported that it was a great event with 125 MGAs, many of which were coupes. Mike also took the trip as an opportunity to purchase a supercharger in preparation for the often rumored club drag race. Mike Haag showed some MGF catalogues that a co-worker brought back from England. Harold Broadbent showed his copies also. Everyone agreed that it was great to see the influx of info. Tonights raffle was a can of Moss Silver Wheel Paint won by Barry Tyson. Frank adjourned the meeting to thunderous applause. We then chowed down mightily.

Sun	Oct 1	TECH SESSION at The Tidewater MG Center in Newport News
Tues	Oct 3	Monthly Meeting at Jim & Betty Villers
Sat	Oct 28	DRIVEOUT to the Ashes on the Eastern Shore
Wed	Nov 1	Monthly Meeting at Chuck & Judy Hudson's
	Oct 6, 7, & 8	14th Annual British Car Festival Weekend, Waynesboro, VA (In connection with the Fall Foliage Festival)
Sun	Nov 12	TECH SESSION at the Bond's
Sat	Dec 9	Holiday Party at Chuck & Judy Hudson's

Membership Notes

Mark Childers & Debbie Goodwin
5013 Carnation Av
Virginia Beach, VA 23462
473-1757 or Dig Pgr 626-9686

The other day, our mailman commented that his bag seems a few pounds lighter, now that the influx of membership renewals has essentially stopped. Paid membership stands at 95, and there are a few prospective members who will be receiving a complimentary copy of the Dipstick. We may be a bit smaller at present, but before long, more than a few people will miss their monthly newsletter, and realize the benefits of membership.... Thanks to everyone who renewed. Our ownership registry is up to date, and the new menu-driven database makes mailouts, and social rosters a snap. If you have DB3+ on your computer, we can make you a copy (3 1/2" only). Safety Fast! - Mark and Debbie.



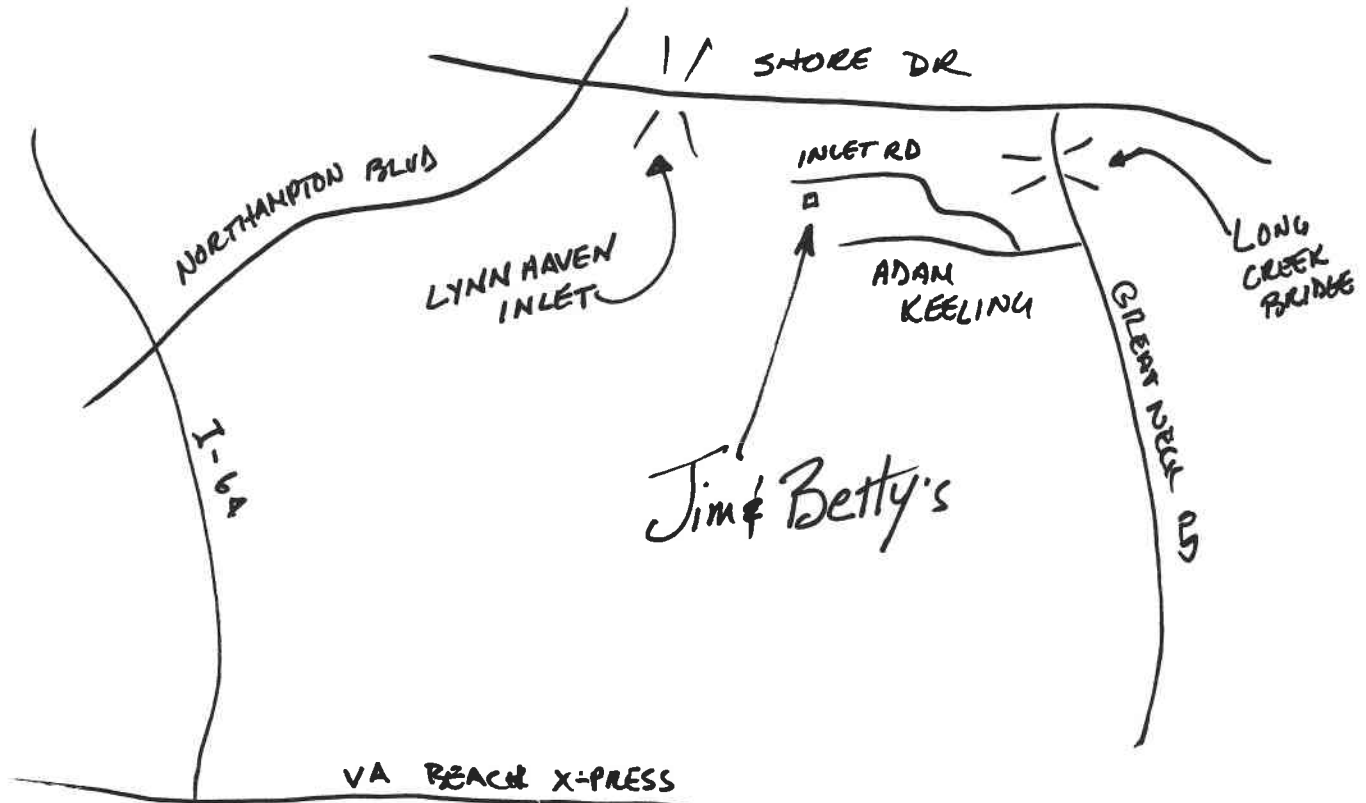
Name tags are available for sale. Price is \$5.00 per tag.

Order at next meeting or send check or money order to:

Doug Squires 4909 Orleans Dr. Portsmouth, VA 23703.

Next Meeting

Tues Oct 3, 1995 Kick Tyres: 7:30 PM. Business Meeting: 8:00 PM.
Hosted by: Jim & Betty Villers 3133 Inlet Road Va Beach, VA 23454 481-6398





Tidewater MG Classics



Tech Session/Seminar

Sunday October 1, 1995

Noon till....

Rebuilding MG Front Ends

Seminar starts at 1 P.M.

King Pin Refurbishment

Suspension Bushings

Wheel Bearing Maintenance

Steering Gear Boxes/ Racks

Come learn from a pro!

Tidewater MG Center

Richard Jolly, Proprietor

32nd Street between Huntington and Warwick

Newport News, VA

(804) 244-5512

12:00

Directions:

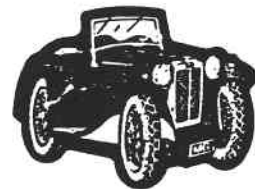
From Southside, take I-64 through Hampton Roads Bridge Tunnel to I-664 (Downtown Newport News). Take **exit 5 (35th Street)** and turn left on Huntington Ave. at traffic light. Go down Huntington to 32nd Street. Turn left on 32nd Street to Tidewater MG Center on left. *there is no sign, look behind buildings - it is almost back to 664*

From Peninsula, take I-664 to **exit 5 (35th Street)** and turn left onto Huntington at the light. Go down Huntington to 32nd Street. Turn left on 32nd Street to Tidewater MG Center on left.

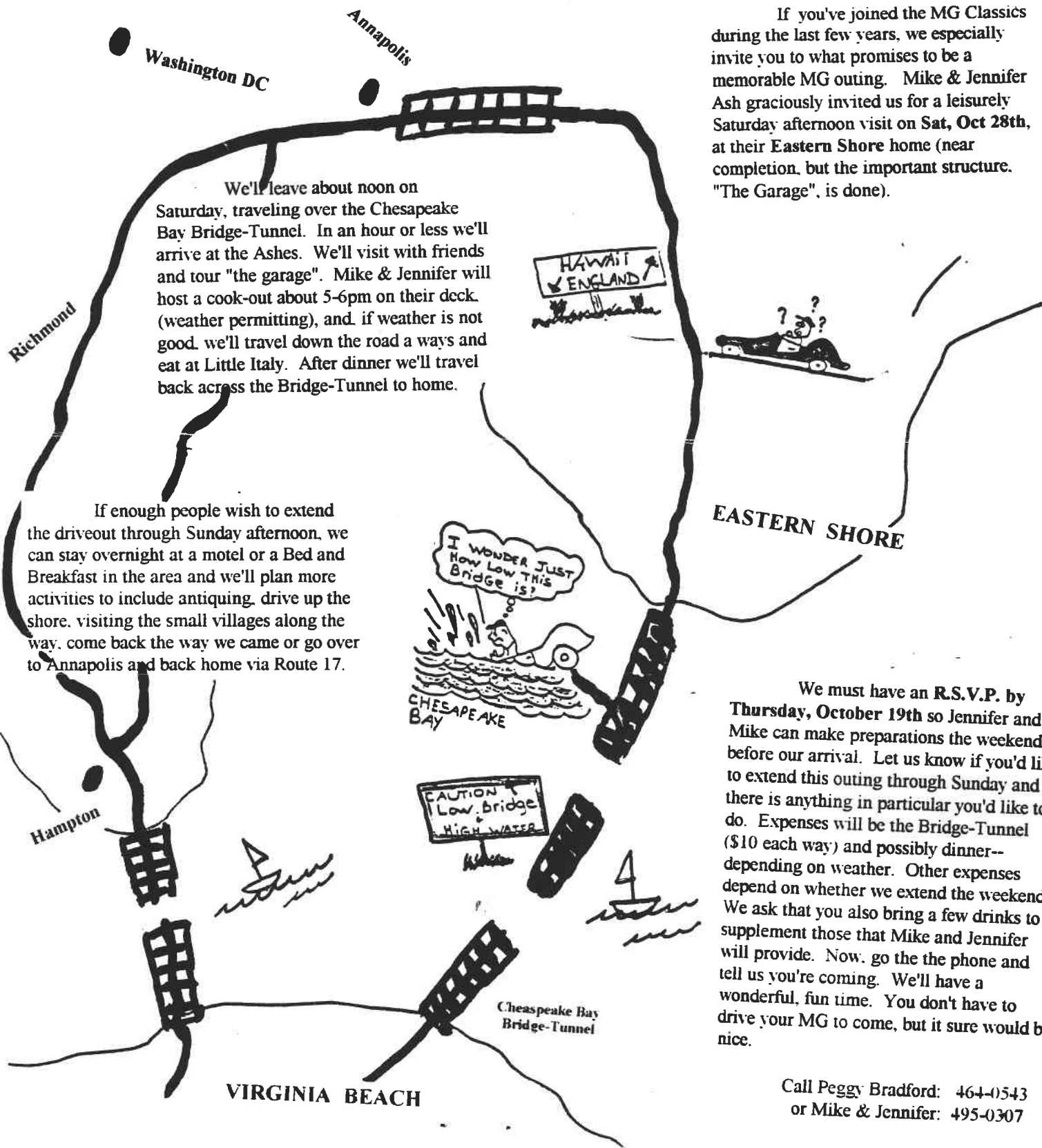
From Monitor Merrimac Bridge Tunnel, continue on I-664 to Jefferson Ave/35th Street exit. Follow signs to 35th Street. Turn left at Huntington Ave. traffic light. Turn left onto 32nd Street to Tidewater MG Center on left.



ATTENTION NEW MEMBERS & Not-so-new Members



If you've joined the MG Classics during the last few years, we especially invite you to what promises to be a memorable MG outing. Mike & Jennifer Ash graciously invited us for a leisurely Saturday afternoon visit on Sat, Oct 28th, at their Eastern Shore home (near completion, but the important structure, "The Garage", is done).



If enough people wish to extend the driveout through Sunday afternoon, we can stay overnight at a motel or a Bed and Breakfast in the area and we'll plan more activities to include antiquing, drive up the shore, visiting the small villages along the way, come back the way we came or go over to Annapolis and back home via Route 17.

We must have an R.S.V.P. by Thursday, October 19th so Jennifer and Mike can make preparations the weekend before our arrival. Let us know if you'd like to extend this outing through Sunday and if there is anything in particular you'd like to do. Expenses will be the Bridge-Tunnel (\$10 each way) and possibly dinner--depending on whether we extend the weekend. We ask that you also bring a few drinks to supplement those that Mike and Jennifer will provide. Now, go the the phone and tell us you're coming. We'll have a wonderful, fun time. You don't have to drive your MG to come, but it sure would be nice.

Call Peggy Bradford: 464-0543
or Mike & Jennifer: 495-0307

Musings of a Vintage Racer

by DENNIS HOWELL

(From MOWOG Murmurs - the magazine of the Northwestern Centre (USA) of M.G. Car Club - I daresay a lot of you will agree with Dennis' remarks. I do anyway! APW)

I get a little tired of the mainstream motor-ing press sort of snickering up their sleeves at M.G.s. It seems they have all forgotten where the world's love of sports cars is rooted. Get this from the April issue of the British maga-zine "Car":

THE MGB

AGE: Died after a long illness at the age of 18. Reincarnated as a strange mutation two years ago, as the oddly named RV8.

OCCUPATION: To fulfil fantasies of open-top glamour and misty nostalgia, stave off further ageing in its owners, and boost sales of cloth caps. Secondary role as economic foundation of a large cottage industry. This cajoles rusty hulks back into as much life as they ever had, often helped by a "Heritage" body transplant. You could do it in an M.G., made spicier by the knowledge that your mother wouldn't like it. So the suspension's own bump and grind hardly mattered.

APPEARANCE: Originally sleek and neat, later disfigured by high heels and rubber tumours at each end. Age leads to serious skin complaints, sometimes causing sills to fall off.

EVOLUTION: Gradual from 1962 until teeth extracted in 1969, replaced by black dentures in 1972, swamped by those rubber rumours in 1974 (when the suspension was raised and the han-

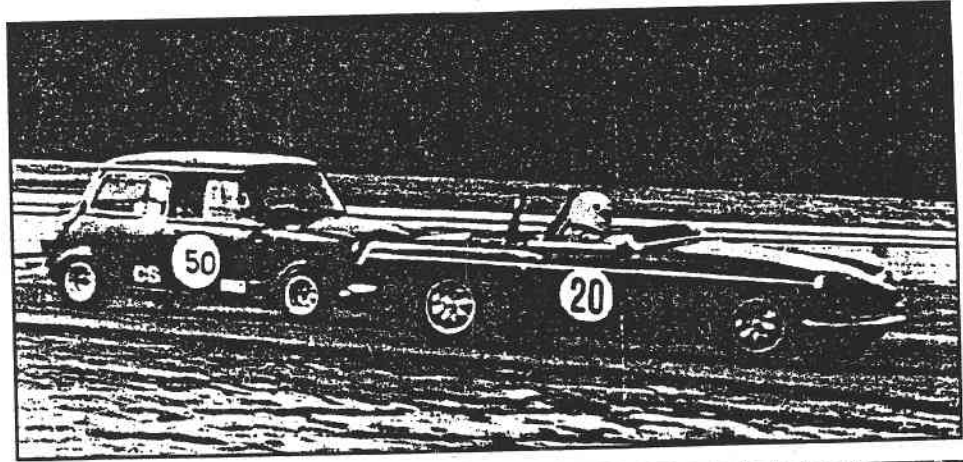
dling ruined). Good looking GT came in 1965, and gained a Rover V8 engine just as 1973's energy crisis unfolded. Crippling arthritis, visual embarrassment, and factory closure led to the B's death in 1980, but the V8's ghost reappeared in 1993 with the blatantly retro RV8.

FUTURE: Old MGBs seldom die, they just get welded. Good ones give harmless pleasure to club-by types. The RV8 is big in Japan, where people likely think it the cream of British excellence.

What a load of crap! So is the thirty-plus-year-old MGB supposed to be measured favourably against a 1995 Mazda RX7 or a Porsche Boxer? Compare the above to the glowing accolades given the MGB in the November 1962 "Road & Track review" as reprinted in the November 1992 MOWOG.

I would love to point out to the sophomoric smart-ass author of the "Car" article that a tooth-less MGB took the Sports Car Club of America's national E production championship in 1993 and was a close second in 1994. This above countless "modern" entries, Miatas, etc. It is also worth mentioning that Kent Prather placed third in the '94 national run-offs at Mid Ohio in a well-sorted MGA.

Hey, I'm the first to admit that the M.G.s days as a world-class racing car are pretty much past. However, I'm not about to diminish yesterday's heroes in the light of current wisdom. It's a bit like saying that a Supermarine Spitfire is over-shadowed by an F-16. Well, duh. What's your point?



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Doug Squires
4909 Orleans Dr.
Portsmouth, VA 23703



First Class Mail

