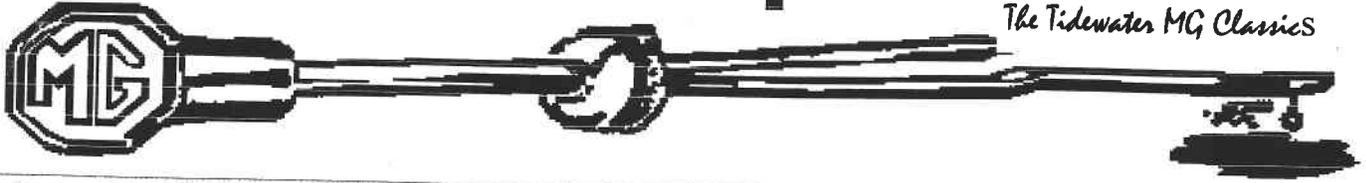


The Dipstick

The Tidewater MG Classics



FEBRUARY 1996

Volume XXXIV issue 2

Marque Time

Frank Linse

The evening our last meeting at the Murphy's started out with quite balmy weather. I was standing outside, having a pipe and waiting the arrival of some club members. By about 7:40pm I was beginning to become a bit apprehensive. It's getting late and there's no one here. In a few more minutes I am relieved to see the dim, narrow headlights approaching out of the dark. Thank God! It's Bob and Pam McClaren in the TC. A good number of others arrived soon after, although only Mike and Jennifer Ash brought an MG. Three hours later the weather took a turn for the worse, and ultimately ended up as the blizzard of 96. My "Fleet" of British autos is confined to the garage. It's not the weather so much as the road salt. Several days of rain should solve that problem.

The meeting was quite pleasant and somewhat productive. The following positions have been tentatively filled:

Activities & Publicity - Shelley Pellegrino

Membership - John Severin (interested)

Clubs - Mike Ash (agreed to stay on)

Technical - Bob McClaren

My appreciation and thanks to the above for keeping things going for the club. We're still seeking a person for regalia. If you're a regular attendee and don't mind lugging the box around, call me.

Don't miss the next meeting at Shelley's on Tuesday, Feb 6th. It's Pot Luck, so bring some light snacks. The MG Chili Cook-Off and Mini Car Show is on for Sunday, 11 Feb. It will be at Peggy Bradford's at 2:00 in the afternoon. It is earlier this year so at least the first half of the trip will be in daylight. Hope to see you there.

Frank

UP-COMMING ACTIVITIES...

| | | |
|-----|--------|---|
| Tue | Feb 6 | Monthly Meeting Shelley Pellegrino (804)463-2119 |
| Sun | Feb 11 | 5th Annual Chili Cook-Off & Mini British Car Contest. P. Bradford (804) 464-0543 |
| Sun | Feb 25 | February Freeze Out AUTOCROSS Fentress Airfield G. Coogan (804) 464-0543 |
| Wed | Mar 6 | Monthly Meeting Sue & George Uirica (804) 427-0043 |
| Sun | Mar 24 | Tech Session The Linse's |
| Tue | Apr 2 | Monthly Meeting Judy & Bob Miller (804) 497-2214 |
| Sat | Apr 27 | Britfest 96 Moss Motors Dover, N. J. (201) 361-9358 |
| Wed | May 1 | Monthly Meeting Andy & Cynthia |
| Sun | May 19 | All British Show & Swap Richmond, Va J. Barnhardt (804) 758-2753 |
| Tue | Jun 4 | Monthly Meeting Host Needed |
| Sun | June 2 | Red Mill British Car Day Clinton, N. J. R. Miller (908) 735-5417 |
| Wed | Jul 3 | Monthly Meeting Host Needed |
| Tue | Aug 6 | Monthly Meeting The Keelers |
| Wed | Sep 4 | Monthly Meeting The Villers |



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.



The Dipstick is the official newsletter of the Tidewater M G Classics.

| | |
|----------------|--------------------|
| President | Frank Linse |
| Vice President | Chuck Hudson |
| Secretary | Doug Kennedy |
| Treasurer | Bob Miller |
| Editor | Gregg Coogan |
| Technical | Bob McClaren |
| Activities | Shelley Pellegrino |
| Clubs | Mike Ashe |
| Membership | Mark Childers |

Meeting Minutes

October 1995

January Meeting Minutes

El Presidente Frank Linse welcomed all promptly at 8:01 and thanked Mike and Sally for their hospitality.

There were no minutes to accept because there was no meeting in December

Treasurer's Report: Receipts: \$88.00, Disbursements: 467.20 for a balance of \$1092.80

Attendance was light so there were few/no reports.

Old Business: Bob McLaren mentioned that the chili cookoff was a Sunday afternoon this year so we could attract more participants.

Upcoming Activities: A tech session is being scheduled in March at Frank's house and Greg Coogan is participating in autocrosses (or is it autocrossi?) so call him if you're interested in also participating.

Shelly Pellegrino volunteered to host the February meeting.

Robert Davis reported that British Car day will be on June 23, 1996 at Fort Smallwood in Maryland so mark your calendar. This is the old Bowie Car Show. Informed sources say that there will be less running on of the mouth so judging and awards will be in a more timely manner. More details as we receive them.

New Business:

Mike Brannon e-mailed us to report that his B-GT made it to Japan but unfortunately his gas tank was pierced by a forklift in the process! Mike would love to hear from any club members. His e-mail address is lsd43@nosc.mil

Frank reported that many committee chairs were needed. John Severin stepped forward to accept membership responsibilities and Shelly stepped forward to take over activities. Mike Ash accepted clubs. We still need people to take charge of regalia and technical.

Marque time:

Bob reported that he was working on his CGT to be ready by September. He recommended that you SHOULD NOT let POR 15 dry on your skin. If you do, sandblasting works best.

Vince Groover explained how to remove a trunk lock once you've inadvertently closed the trunk without first making sure that it will open. Prevention of this problem involves convincing a smaller friend to first crawl into the trunk with a flashlight until you're sure the lock will work as expected.

Ira Cantin reported that he put a solid state fuel pump into his A for far less expense by buying it from Phase One rather than Moss.

Vince and Doug need a right hand mirror (curved arm) door mirror for a late 60 early 70 B. PLEASE call if you have one sitting around.

There was a little discussion regarding the B gathering at Indianapolis in June so think about going.

Howard Broadbent and John Harvey successfully delivered their TC's back to England.

All agreed that the Christmas Party was a great success. Chuck Hudson noted that by his estimate 40 club members consumed the following: 4 appetizers, 13 pounds of ham, 60 biscuits, 5 potato dishes, 4 veggies, 1 salad, and 5 desserts. This was washed down with 84 beers, 36 sodas, 6 litres of wine and 40 cups of coffee. Most puzzling though was that this was achieved with only 16 napkins, 7 forks, and 13 knives.

The meeting was adjourned and we all pigged out.



74MGB FOR SALE. Never been wrecked.
Slight rust behind doors. Lots of new parts. Car
is in Williamsburg. Call George Brady at (703)
709-0879 Best Reasonable Offer.

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

*Gregg Coogan at:
(804) 484-8028*

*Need a Change of Address?
Contact Mark Childers,
the Membership Chairman at:*

Membership Notes

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

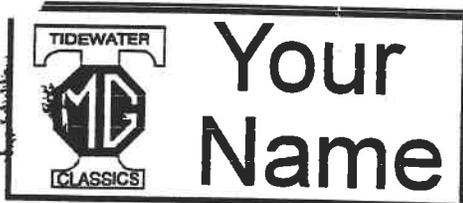
Sorry we did not make the January meeting. Once again, if you are a prospective member, and have been receiving the Dipstick for the past several months or more, please enclose a check for \$20.00 payable to the Tidewater M G Classics Car Club (T C M G C C). If this is your first issue , please forward a check for \$10.00 to cover dues up to June 1996.

Our newest member is Gregg Cornetski of Norfolk. Gregg is a grad student at O D U and the proud owner of a very quick and well maintained 1980 tourer.

Jeff McDowell, a "Gator" sailor out of Little Creek, recently purchased Ed Solomon's '77 roadster and will be joining us upon his return from a mini-deployment in mid-February. The white roadster is still in very good condition, although an oil change at a local Jiff Lube turned out to be a near disaster.

According to Jeff, oil pressure had been a steady 50psi on 5,000 mile oil, but mysteriously dropped to 25psi following the oil change. The oil appeared to be clean and wasn't unduly thin, but the filter just did not look right. It was about 2/3 the diameter and 1/2 the height of the PH-43, looking more like a diesel fuel filter. Also, lacking a check valve, it was not designed for inverted use. The standpipe was jammed tight into the filter media surrounding the crown of the filter. With no 'clogged filter' relief valve, very little oil was reaching the main galleries. Although the pump was developing plenty of pressure, it simply was not being felt at the oil pressure gauge port. The correct filter cured the problem and it appears no serious damage was done.

Doug Wilson, a T M G C C C member from Williamsburg , dropped by on Monday with one of the slickest looking black-bumper restorations we have ever seen. Doug bought his '76 new and has driven it through much of Europe. The Flamingo Red beauty took first in class at Berkeley and is an incredibly good driver. He plans on driving to Indy with us this summer. *Safety Fast! Mark and Debbie.*



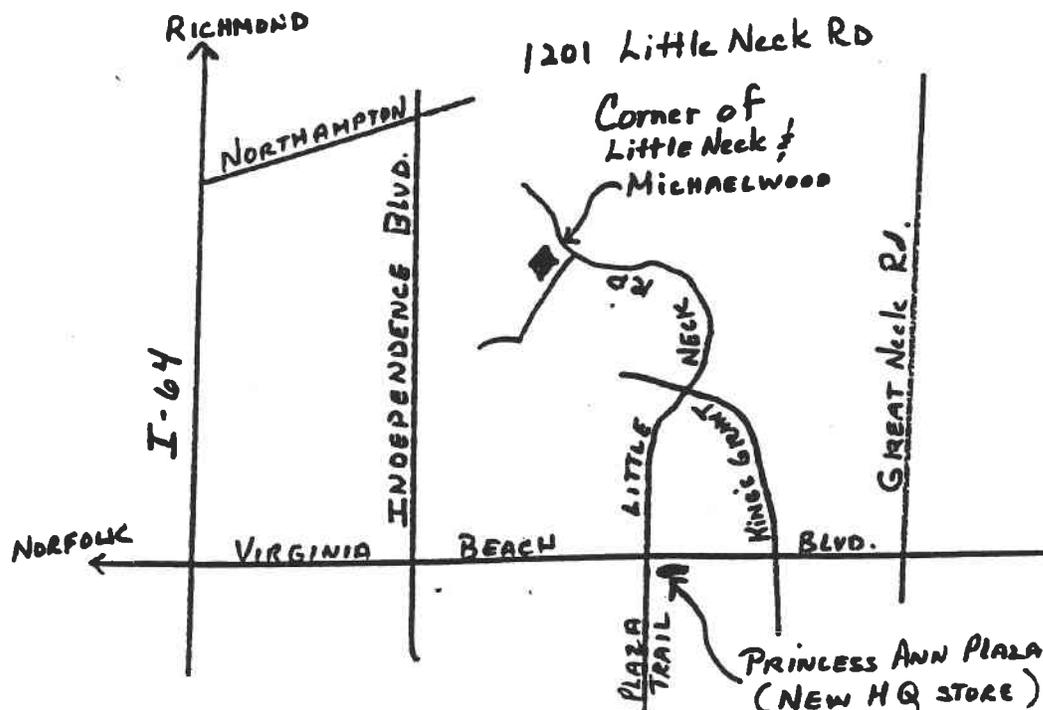
Name tags are available for sale. Price is \$5.00 per tag.

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

Doug Squires 4909 Orleans Dr. Portsmouth, VA 23703.

Next Meeting

Tue., Feb. 6, 1996 Kick Tyres: 7:30 PM. Business Meeting: 8:00 PM.
Hosted by: Shelley Pellegrino, 1201 Little Neck Rd., Virginia Beach (804)463-2119



Rolf Graeber
Willibrordusstr. 4
53474 Bad Neuenahr-Ahrweiler
Germany

Christmas 1995

Dear friends,

please forgive me for not having written sooner, but believe me, the last months were quite hectic and even family members are still waiting for a „I'm back" sign. The most important news first: ***the MGB made it in one piece and without a dent!*** Right now it is hibernating in a garage which I found after a long search in all the local papers and many phone calls. The conversion to German standards was not too difficult but expensive. The exhaust values still do not match the tough official guidelines. I was able to circumnavigate that obstacle by registering the car as an Oldtimer. Cars older than 20 years can be issued such special tags in Germany.

Now the more trivial news. We came to Germany at the end of September and spent the first three weeks in a hotel waiting for our furniture to arrive. We used this time to explore the region. We now live in the most western part of Germany, close to the Dutch, Belgian, Luxemburg and French borders. It is one of the prettiest areas of the country and our city is definitely worth a visit. Bad Neuenahr- Ahrweiler was created when these two cities were politically joined together. Bad Neuenahr is the newer of the two and is a Spa. It is famous for its Springs and has a Thermal Bath, as well as a Gambling Casino, and many lovely parks. It is located on the Ahr River which is a tributary of the Rhine River. The area is hilly and there are vineyards on the hillside. This region is noted for the excellent red wine that it produces and we have had the opportunity of trying many bottles. When we first arrived it was wine harvest time, and the new wine, which is called „Federwein" or feather wine because of its low alcoholic content, was being served in every restaurant and inn. Traditionally this wine is served with onion cake (a sort of onion quiche). It is quite a delicious combination. There are lovely little villages all along the Ahr with many inns that serve this specialty, so we were kept quite busy.

We also took time out to drive along the shore of the Rhine River to the city of Mainz and back. This is the area where you can see a medieval castle on the hillside at every bend of the river. The famous Loreley is along this route. The Loreley is a folk tale about a beautiful mermaid named Loreley who sat on the hillside combing her long blond hair as sailors came by in their ships. The seamen were so entranced by her beauty, that they forgot about the precarious rocks and their ships were dashed against the stones. The Rhine River has a very turbulent current and is particularly dangerous in the area of the Loreley because here the River takes a bend of nearly 90 degrees and has huge rocks in it.

I hope, these lines are motivating enough for a trip to Germany. If you manage it, do call on us! We always have room for guests and my wife loves to show people around. If possible, keep my name on your Dipstick mailing list. I will renew my membership in due time or upon reminder. Up to now I haven't found a MG club in this area. But I'm sure, that there is one nearby.

I wish you all the best for 1996 and lots of fun with your toys

Rolf Graeber

A BIG **“Thank You !!!”**

A very big thank you to wonderful hosts, Judy and Chuck Hudson, once again inviting all of us into their lovely home for our annual Christmas party. Great food, holiday spirits, our host's warm hospitality, Santa's visit, MG tales, exciting gifts, the charming Maddy, new members and old all contributed to a terrific holiday celebration.

English

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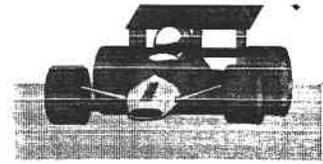
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**TIDEWATER M G CLASSICS
FIFTH ANNUAL
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&
MINI BRITISH CAR CONTEST**



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FOR BEST
CHILI!!

OK Richmond, it's that time of year again.....Bring on the heat!
Something added this year? North Carolina M G Car Club
Are you up to the challenge? Come join us and our old friends
from Richmond for a funtastic day!!!!

WHERE: 5104 S. LAKE RD
WHEN: SUNDAY, FEB. 11TH - 2:00 PM
RSVP: PEGGY at (804) 464-0543 by Thursday Feb., 8th

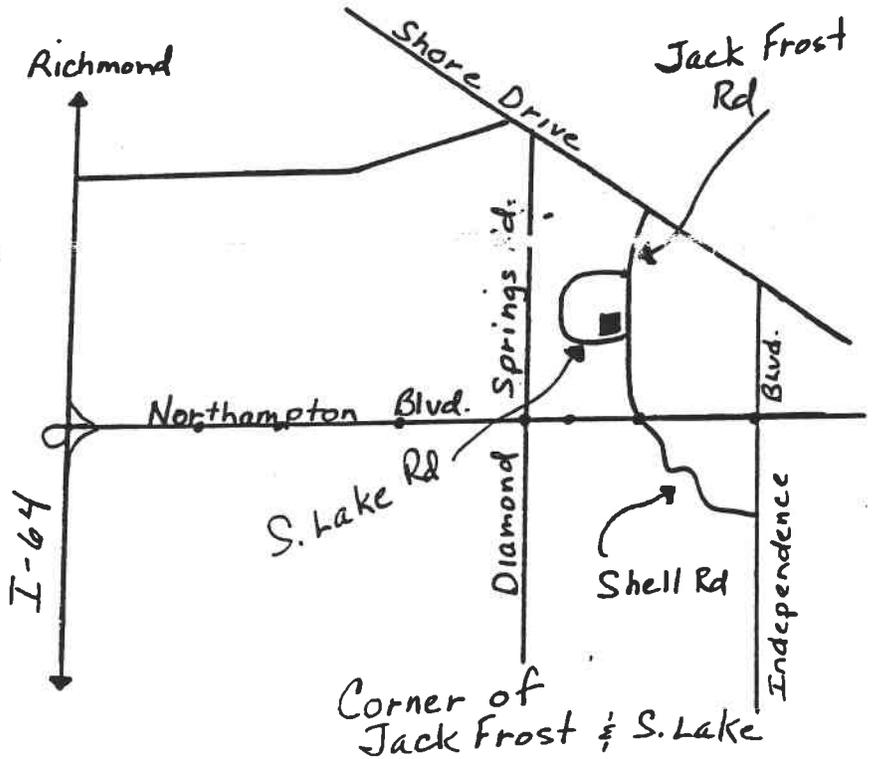
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FRIENDS!



SIMPLE
DESERT

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MINI BRITISH CAR CONTEST

Dig into your model collection, swipe one off the kid's shelf or just run out and get a new kit and build it for our Mini British Car Day. Be it plastic, wood, paper or glass-we don't care-bring it along. Scratch-built, kit, ready-made etc.... Any British Car !!! Popular Vote.

TRIVIA QUIZ

1. What MGB Tourer displays licence plate DWM 111 ?
 1. The cut-away illustration on the front page of the Haynes MGB Manual.
 2. A hulk in Chris Holcomb's barn
 3. The PR photos of the new MGF

2. Where was the last North American market MGB Tourer - VIN GVVDJ2AG523000 - residing, in November 1995 ?
 1. In the foyer of the corporate headquarters of Rover of North America
 2. In the garage of NAMGBR's founding chairman, John Twist.
 3. In a museum in Pennsylvania

3. The overriders fitted in 1974 were code named _____
 1. Defenders
 2. Sabrinas.
 3. Quasimotos

4. True or False: The very first production MGB was of the First Series, sprayed British Racing Green, fitted with Right Hand Drive, and assigned car number 3-001.

5. Early LE wheels destined for the UK market had a two color (dark grey and silver) paint scheme, while their NA market counterparts had machine finished rims with dark grey centers. Later on, policy changed, and both styles were indiscriminately fitted to cars destined for both markets. The rationale for this was:
 1. The Yanks would never know the difference, and a few pence were saved in paint costs.
 2. Since the former colonies were in the 'sun belt' compared to UK winters, they didn't salt their roads, while the UK wheels needed all the protection they could get, then found that they both weathered equally well (or badly).
 3. Knowing how anal-retentive some Concours judges can be, they decided to throw a monkey-spanner into the system.



1970 MGB FOR SALE Red roadster with black interior. Fresh battery, brakes and tires. Carbs rebuilt. Good runner. \$2500.00
 Call Mark @ 473-1757 or Dig Pgr 626-9686

Answers to Trivia Quiz

- 1 (1) The early, blue cover version had a blank plate 'fitted'
- 2 (3) The last North American spec roadster, VIN GVVDJ2AG523000 was given to the Henry Ford Museum, and in 1983 it was sold to the East Motorcar Exhibit along with a 1929/30 M-Type Midget which, much to Old Henry's chagrin, Edsel proclaimed as his all time favorite car.
- 3 (1) Legend has it that the massive black rubber prow and stem bumpers on the Thames River pushboat "Sabrina" provided both the design, and namesake, for these monstrosities. "Quasimotos" ran a close second....
- 4 (False) It was an Ins Blue, LHD, MK1, Third Series model (GHN3) Car Number 3-102 First Series cars were MGA1600's (GHN1); Second Series covered MGA1600 MKII cars (GHN2). The last series, GHN5, began in Sept '69 with the '70 model GT's; in October, the first GHN5 roadsters rolled off the assembly line.
- 5 (2) Apparently, the Brits had never toured the US Rust Belt in February.

A Final Thought .

BEAT THE HEAT AUTOCROSS by Gregg Coogan

Sunday, January 14 was not one of your typical winter Sunday mornings for a goodly number of the TCMGCC members for they were out enjoying the heat wave that hit the region making it a beautiful day for autocrossing or just spectating. As is usual there was a field of about forty-five cars and around sixty drivers. What was slightly different was the presence of two drivers from the TCMGCC, myself and Libby Keeler.

Libby had mentioned to me some time ago that she would really like to try autocrossing if she ever got the chance, and this proved to be that chance. Early in December we spoke of this event and I invited Libby to be my guest and use my trusty Midget to test her wings (if you can imagine a Midget that could go fast enough to have wings) and see if this was something she might enjoy. Being the gentleman that I am I volunteered to run first so as to show Libby the ropes (which means I went right off-course on my initial run), more-so it seems what not to do than what to do.

An added bonus was the number of spectators/helpers from TCMGCC that showed up to enjoy the day; the Keeler clan, my sons Colin and Scot, Dave Muth and his two sons (all the way from Carrolltown), Doug Dewey and his wife Carline, George Ulrich and his daughter Gretchen. So if any of you out there wish to fire up your trusty M G (or Ford Or chev or Honda) and give it a try, for a mere \$15.00 dollars call me and I will be glad to give you all the specifics.

By the way I believe I overheard Libby saying something to Bill about would a rollbar fit under the roof of that chrome bumper M G autocrosser he's building.



Gregg Coogan
5104 South Lake Drive
Virginia Beach, VA 23455-



First Class Mail

February, 1996

