



The Dipstick

The Tidewater MG Classics

November 1997

Volume XXIV Issue XI

Marque Time

The TSCC elections were held last meeting and the results are in. Mark Childers - President, Barry Tyson - Vice President, Doug Kennedy - Secretary and Jim Villers - Treasurer. Congratulations to all the officers. My thanks and appreciation to everyone who assisted me as president in the past two years.

I recently returned from a visit with our old friend, Tom Sawyer, up in Ontario. He sends his best wishes. I drove my 71 BGT on this trip of over 1500 miles and the car performed perfectly. I was also able to attend a meeting of the Ottawa MG Club which was a real treat.

The last Tech Session of the year will be held at the Bond's on Sunday, November 23rd. The Triumph Club has been invited so don't let them show us up.

Safety Fast - Frank

Name tags are available @ \$5.00 per tag. Order at next meeting or send check or money order to: Frank Linse, 301 E McGinnis Circle, Norfolk, Va.

Up-coming Club Activities...

- Weds Nov 05** **November Meeting**
POT LUCK
 Gregg Coogan's
 4004 W Colonial Pkwy
 Va Bch 757-463-6660
- Fri Nov 14** **MG Jamboree 9**
- Sat Nov 15** **Homassa Springs, Fla.**
- Sun Nov 16** **Flier Inside**
- Sun Nov 23** **Year-end Tech Session**
 Hosted by Sue & Terry
 At - The Bond's Meuseum
 541 Forest Road
 Chesapeake, Va-482-5222
 Map inside
- Sat Dec 13** **Annual Christmas Party**
 The Viller's 481-6398
 Flier & Map Inside Pg 3
Please RSVP by Dec 2

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

President	Mark Childers	473-1757
Vice Preident	Barry Tyson	488-7304
Secretary	Doug Kennedy	460-5037
Treasurer	Jim Villers	481-6398
Editor	Gregg Coogan	463-6660
Technical	Bob McClaren	490-2114
Activities	Shelly Pelligrino	t/b/a
Clubs	Mike Ash	495-0307
Membership	John Severin	481-9054

Meeting Minutes

Meeting brought to order by Frank Linse at 8:03 pm

Thank you Sue & George Ulrich.

"Vince drove his 66BGT with seats but they weren't matching." members stated in unison.

Guests/New Members: Bill Cahoon, B; Randy Matthiae and his son Chris, Midget; ex member Bob Mosby; Minutes accepted; Treasury has a balance of \$655.18;

Committees: Activities, 0; Members, no new ones, web site is almost ready, again; Newsletter, I need articles to equal the amount of flyers, reports the editor; Technical, 0, Regalia, lots of coolies and car badges; Spares, its only 8:07 so Robert hasn't arrived, yet; Clubs, Old Business: super turnout at Berkeley and congrats to all the club winners; Waynesboro, Doug Wilson took away another 2nd place in his rubber B. New Business: Elections, Mark Childers is our new president; Barry Tyson, Vice President; Doug Kennedy, Secretary (these minutes are not his doing, amen) and Jim Villers will take over as Treasurer.

APPLAUSE please for all the new officers!

STOP THE MEETING...STOP THE PRESSES

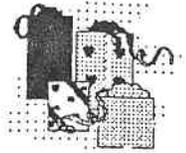
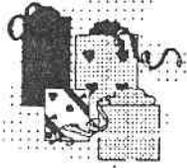
George and Sue have just become grandparents again, but now to their very first granddaughter. They are/maybe off to Detroit as we meet.

...continuing on, next meeting is at Greg Coogan's house NOT the shop, the Hummel fly- in was a pleasant day trip last year according to Frank Linse, tech session at the Bond's in November, the Triumph club met up with us at Greenbrier Mall and a merry band of Brits tootled off to Berkeley, there were more of them than us and they were most hospitable, we must restrain our Triumphal comments, Christmas Party, the firm date is 13 December, Saturday, at the Viller's, please sign up and do it before Friday the 12th, Bob Miller will find a a charity to donate to, as last year, and the gift specs will be given out at the November meeting,

Marque Time: Bob McClaren told a not want to believe story about his CGT, I was so entranced that I stopped writing, so here it is in Bob's own words: (see attached 2 pg story); Chuck Hudson's Metro 6R4 was heard well before he turned onto the Ulrich's circle, its running right, now (as to right now) that Lucas has been foundout, along with his LOUD MG he also brought what may be the world's smallest TF, a 3/4" Minimite Dinky toy; at Berkeley, George Ulrich's MG and another MG helped to pull a Delorean out of a ditch while the owner's wife took videos, also at Berkeley, Vince bought a styrofoam box for a \$1, the MG parts in it were free; Bob Linse is off to Ontario in the BGT; Bob Mosby, ex member just checking up on the club, suggests we merry band of MG owners try some other car club shows for camaraderie and MG exposure; Raffle: a jacket was won by Bill Seib and promptly was attired on Leslie, Frank Hurley won a coolie and Bill Cahoon took home an MG shopping bag. Empty! :-(-

Meeting was adjourned at 8:53p.m.

Safety Fast but writing slowly, compiled by your acting secretary but always dutiful (until next month) VP Chuck Hudson



*

**MG
FOLKS
JOIN US
SATURDAY
DECEMBER 13
TIME - 6:30 PM
THE VILLERS HOME
WITH JIM AND BETTY
3133 INLET ROAD VABEACH
COME
JOIN
THE FUN**

Remember to bring
an unwrapped gift
of clothing or toy
for a child up to
age twelve.

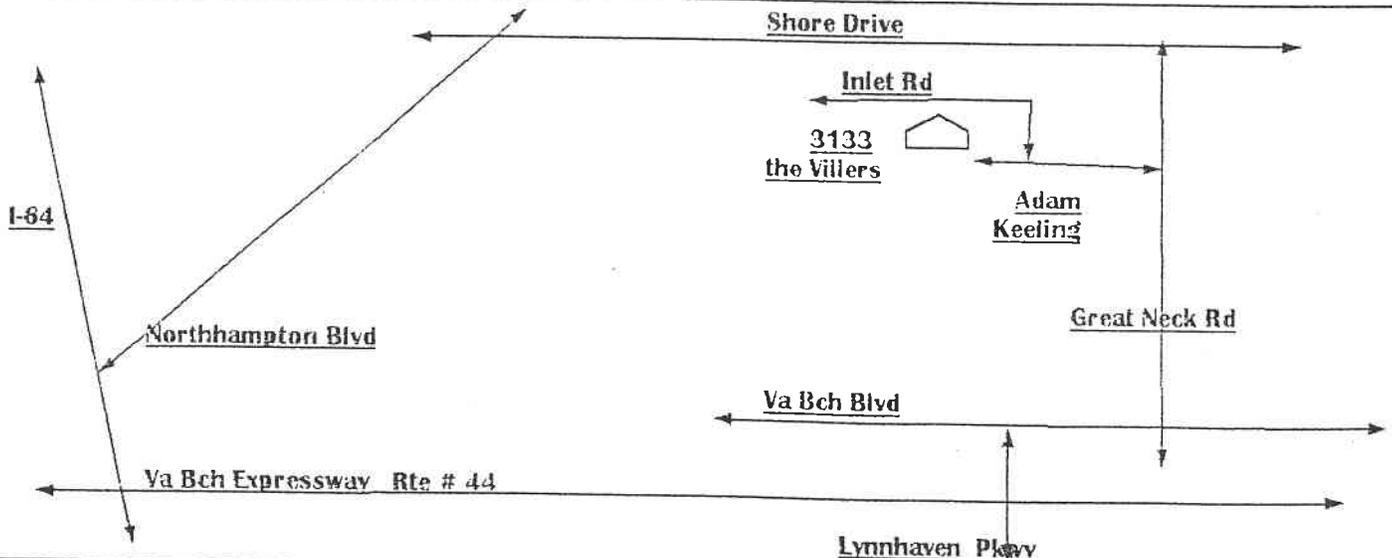
Add to the festive
occasion-wear a
holiday ornament
or decoration!

RSVP
481-6398
by Wednesday
December 2nd.

Bring your favorite
-dish- -appetizer-
-hors d'oeuvre-
-or dessert-

Xmas Celebration

December 13th - Saturday - Jim & Betty Villers 481 - 6398
3133 Inlet Road, Virginia Beach. No tire kicking allowed!



AUTOCROSS CALENDAR

Nov 01st	Sat & VMSC-Virginia State AutoX Championships
Nov 02nd	Sun Fort Pickett, Blackstone, Va
Nov 02nd	Sun ODR SCCA AutoX, Fort Monroe, Hampton, Va
Nov 15th	Sat & TSCC Winter IV Series, #1 - Drivers School
Nov 16th	Sun TSCC Winter IV Series, #1 AutoX, Fentress Airfield, Ches.
Nov 23th	Sun Triad SCC AutoX, Greensboro Coliseum
Dec 07th	Sun TSCC Winter IV Series #2, Langley Speedway, Hampton, Va
Jan 18th	Sun TSCC Winter IV Series #3, Fentress Airfield
Feb 18th	Sun TSCC Winter IV Series #4, Fentress Airfield

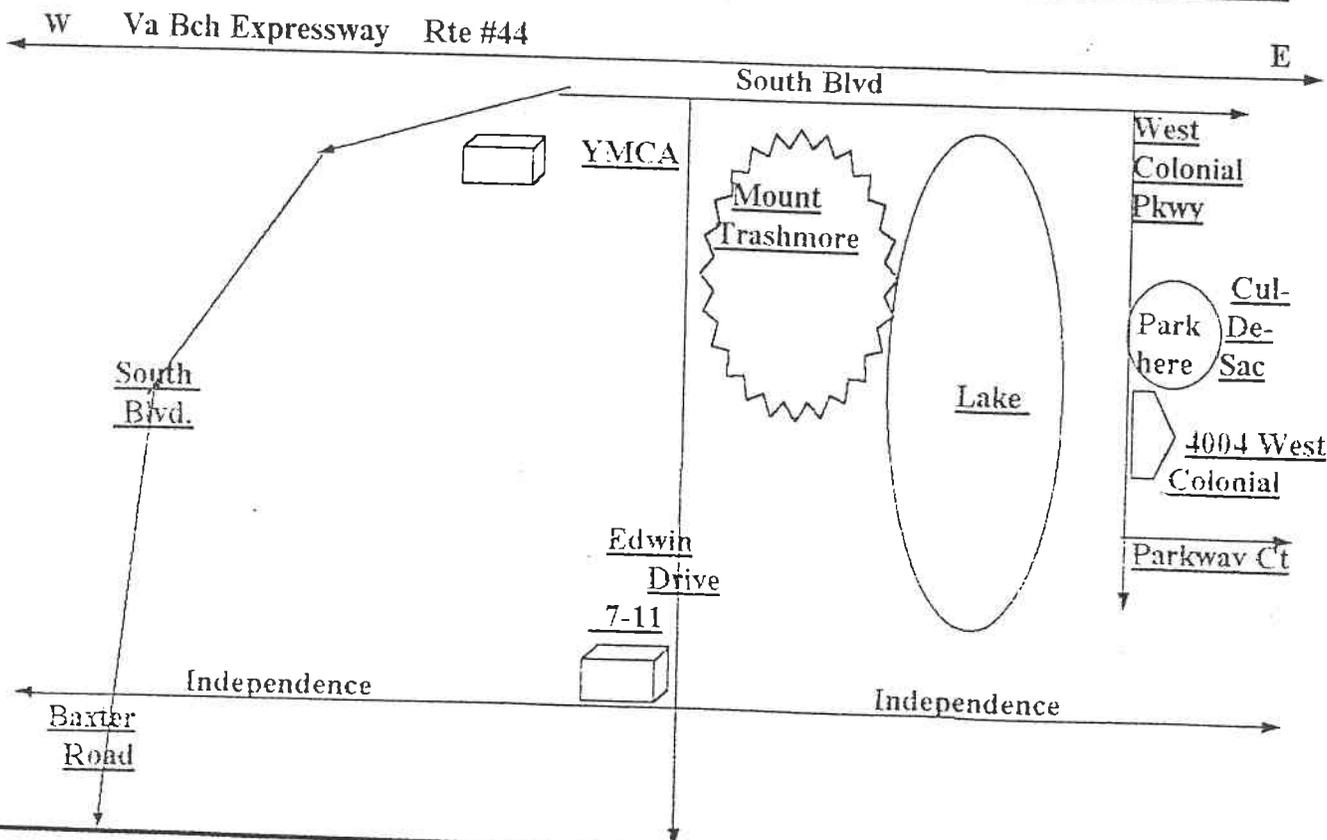
Further info such as phone numbers, contacts, directions, distances and some maps available from the editor @ 463-6660.

MOTOR FAST & SAFE Gregg

Next Meeting

Next meeting - Weds, Nov. 05, Gregg Coogan's Pot Luck
 Kick tyres @7:30 PM, Business Meeting @ 8:00 PM.
 4004 W. Colonial Pkwy, Va Bch, Va 463-6660

Rte #44 to Princess Anne Independence exit, left at 1st light-Edwin Rd, go to end of Edwin & turn right onto South Blvd. Take South Blvd past Mt Trashmore to 1st right- W Colonial Pkwy, turn right onto W Colonial Pkwy & come down to cul-de-sac, house is just after cul-de-sac. Park head in in cul-de-sac



Like...
 Be Kool Man,
 The Florida
 Suncoast
 MG Car
 Club is gonna
 do:



JAMBOREE 9

November 14, 15 & 16 1997

(Normal high temperature at this time is 78° -- "Kool" Top Down Driving Weather)

Homosassa Springs, Florida

Florida Suncoast MG Car Club

P.O. Box 0251

Tampa, FL 33601-0251

or

Contact Tom Jevcak 813/837-3111

For More Information

Peggy Takes A Powder

It was late on a Tuesday evening yet the Orphanage was aglow with harsh fluorescent light. Peggy, a nine-year resident was nearly ready to graduate into the outside community and last minute preparations were at a fever pitch. Peggy's new outfit glistened like an Emerald, accentuated by shoes of soft silver and even in the harsh light she was breathtaking. All sorts of sparkling items enhanced her loveliness. "What a doll", I thought, but best of all, I was to be her escort. That's why I was at the Orphanage that night doing everything I could to make her Coming Out day memorable. In fact, everything was going fine until it happened. Peggy left! One moment she was there beside me and life was good, the next moment she was gone. Like Cinderella fleeing the ball, Peggy left the Orphanage. I could only watch in total disbelief as she raced away into the night. Peggy had taken a powder.

While my story may remind you of a dime-store romance novel, Peggy actually exists and she really did run away. However, I failed to mention that Peggy is a sports car and the Orphanage is my garage. I named it the Orphanage because it is a place where a few lucky "orphan" MGs have been rescued from the ravages of time and salt air. Peggy, an MGC-GT, arrived at the orphanage in 1988. She had left the MG factory twenty years earlier as one of approximately 550 MGC-GTs equipped with an automatic transmission. All "C"s, whether convertibles or GT coupes, have a 2.9 liter in-line six cylinder engine which serves to readily distinguish a "C" from a "B" with the 1.8 liter 4 cylinder. Of the total production of 8,900 MGC/C-GTs built between 1967 and 1969, only 1,100 were equipped with Borg Warner T35 transmissions. Peggy's T35 played a major role in her unofficial debut.

On that fateful Tuesday evening, Peggy was almost back together following extensive repairs to her body shell. She had been a Northern car and spent some, if not all of her first 20 years in New Jersey. In the Orphanage she had undergone major surgery for the cancer that had eaten away much of her lower six inches. It took a lot of skin grafts (replacement panels and patches) to recover from the surgery. A complete respray was needed to give her back the wonderful medium racing green color. After the exterior paint her engine and transmission (the power unit in MG terminology) were cleaned and painted. Before installation, I had a local transmission shop check out the venerable T35. New seals, new clutches and relined brake bands made the T35 as good as new and ready to go. The only problem was that it didn't go. To be fair Peggy did move back and forth in the garage but only low range and reverse (R) worked., there was no second (2) or drive (D). Out came the power unit (no mean feat in an MGC-GT with automatic) and back to the shop went Peggy's T35. One part, called a sprag, (whatever that is) had been installed backwards! The good news is that the shop didn't charge me for the rework. The bad news occurred back at the Orphanage.

While reinstalling the power unit I managed to mangle one piece of the transmissions shift linkage. After initiating a search for the needed linkage part via the telephone and the internet, I tried to unmangle the linkage. Partially successful, I had to fiddle with the adjustment to get the linkage to fit up to the transmission and this brings us back to that Tuesday evening not so long ago.

Reassembled, with the exception of the bonnet (that's "hood" in American auto terminology), I decided to add the transmission fluid to the T35. The shop manual states that you add some fluid, then start the car and top up the fluid to the full mark on the dipstick. After adding the prescribed amount of fluid needed to start the engine I wanted to check the starter interlocks first. An interlock switch on the transmission prevents the engine from starting unless the transmission is in park (P) or neutral (N). So while standing next to Peggy I reached through the driver's door window opening, placed the shift selector in (P) and turned the key. The starter leapt to life. "So far so good", I said to myself and maybe out loud to Peggy. Then I placed the shifter in (N) and was once again treated to the sound of the starter coming to life at the appropriate moment. With the interlocks checked and the shifter still in (N), I pulled the choke handle as far to the rear as possible and turned the key. Peggy, being a good MG, roared to life, however, due to the great deal of applied choke, she was running at an energetic 1,50-2,000 RPM. To correct this I stepped toward the front to ease the choke and, simultaneously, Peggy slipped into reverse; a probable side effect of my messing with the damaged linkage. With the engine still running at a high rate, Peggy took a powder!

You can imagine my surprise. I distinctly remember crying out "No", in my most authoritative voice, but it was to no avail. Even expletives didn't help. Peggy was gone. She didn't slow down until encountering the fence where the driveway makes a hard left. I found her sitting astraddle of what had been my four foot high chain link fence. A protruding bit from one of the rear leaf springs had snagged the fencing and brought Peggy to a halt. The neighbors, aroused by the commotion, seemed happy that Peggy had stopped at least ten feet from their house.

Peggy is once again in the Orphanage but now she is on restriction (resting on four jack stands). Most of the damage has been repaired and the fence has been re-erected. All of the dents and creases have been ironed out and her paint work glistens once again. The rear bumper brackets are straightened and repainted and the bumper is back in place. I even found the exact part I needed in Newport News, Virginia at Tidewater MG. Once again life is good and Peggy is getting excited about her upcoming official Coming-Out day

Contributed by Peggy's proud Papa, Bob Mc Laren

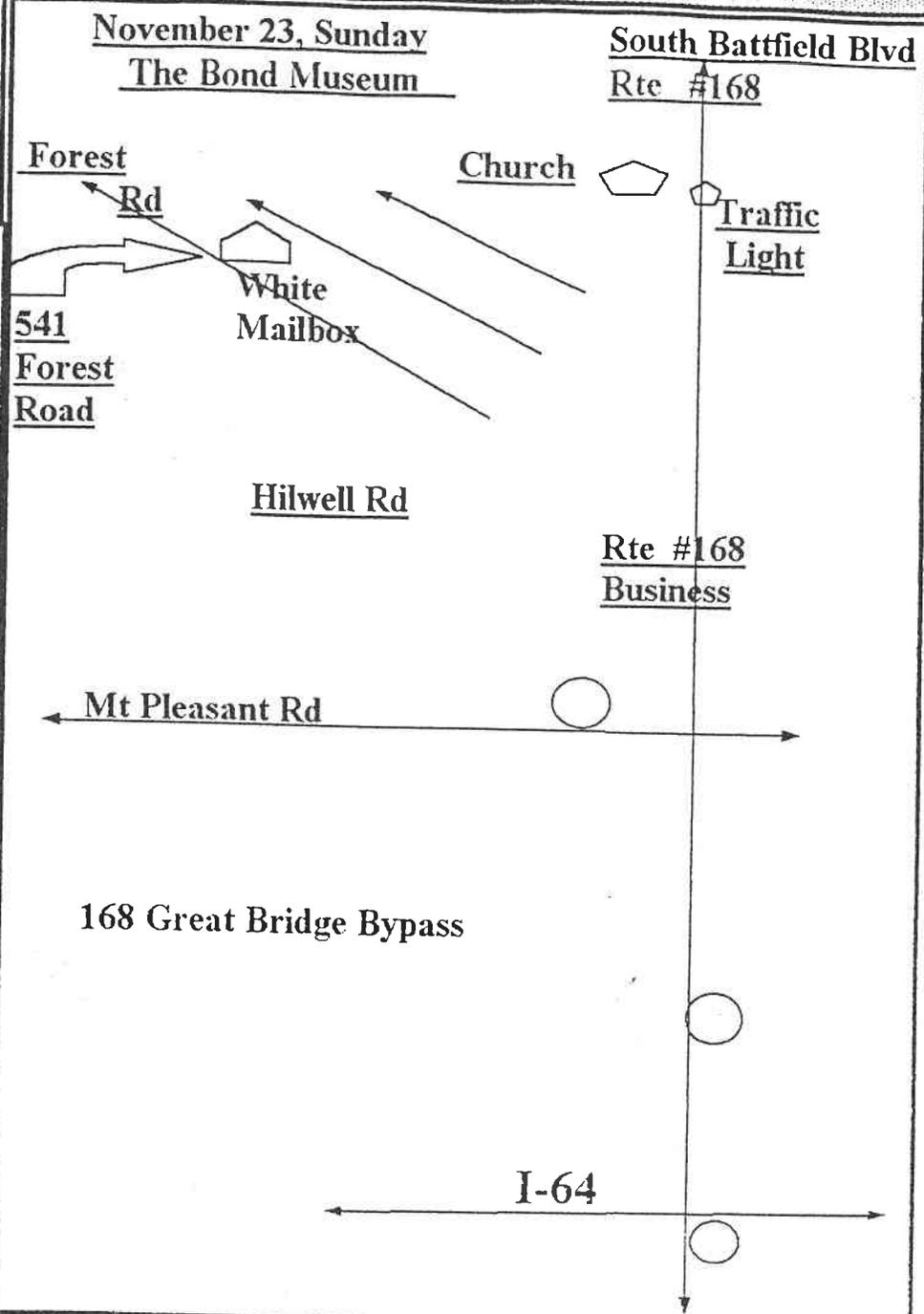
Tech Session

"POT LUCK"

Joint tech session to be held with the Triumph clubas our guests. Sue & Terry have graciously offered to host this tech session, as usual, at the world famous 'Bond Museum' in Chesapeake. Light snacks & drink to be served (Sorry, no leftover Pig pickin' this year) so if you can bring what you can so we can eat, drink and fix those *%#* Lucas Electrics.

Late Breaking Local News

Flash-The AACA is having a car parts & car related Swap Meet, Sat., Nov 15th at the New Chesapeake Convention Center.
 Table spots are \$20.00 outside and \$30.00 inside(bring your own table). Only clean parts inside. Set up is at 7:00 AM.
 Contact is, would you believe, Terry Bond - 482-5222. Food and beverages will be available..



MODERN AUTO BODY

Formerly English Motorcar Services, Ltd.

Now is the time to be repairing so you can enjoy your MG.

Parts, Service, Restoration

We will beat anyone's part prices, guaranteed!!!

Scot & Marc Coogan (804) 497 0787

Moss Distributor



**NOVEMBER MEETING - WEDNESDAY, NOVEMBER 5TH,
POT LUCK AT GREGG COOGANS**

4004 W. COLONIAL PKWY., VIRGINIA BEACH, VA

DON'T FORGET JUNE WAS DUES MONTH!!!

**RENEW NOW, THE CLUB ALSO NEEDS YOUR FINANCIAL
SUPPORT AS WELL AS ALL YOUR ARTICLES POURING IN!!**

*Late Breaking Local News Flash - The AACA is hosting a swap meet
on November 15th in Chesapeake. More info on page seven.*

1973 MGB Roadster

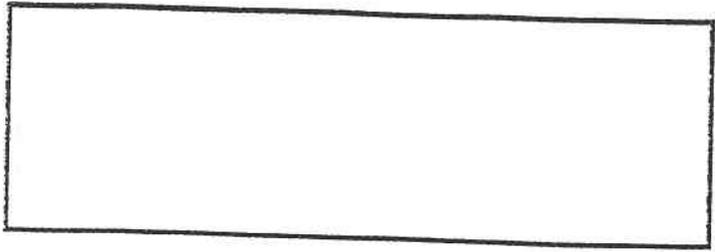
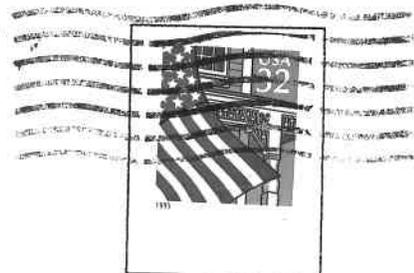
Low miles, engine recently rebuilt-20 over pistons, new cam (mild) & lifters, new oil pump,
crank balanced & polished, fresh clutch assy., Head - 3 angle valve job, 4 spd, custom whls,
being primed-as is \$1800.00 choice of color- \$2700.00 Call Gregg @ 463-6660 Va Bch

The Dipstick



Gregg Coogan
4004 W Colonial Pkwy
Virginia Beach, VA 23452

The Tidewater MGB Classics Car Club



NOVEMBER, 1997

First Class Mail

23322/43
23322-4325 02

