

The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

www.mg.org

Volume XXXI, Issue 4

Dedicated To Preserving The Marque Since 1973

April 2003

MARQUE TIME

Once again, the backroom at Frankie's Place for Ribs restaurant worked out well for the March meeting. Too bad the folks at the back table left before the meeting started, as we may have picked up a couple of new members. Or maybe they just left because we are such a wild and rowdy group. Next month we return once again to party, i.e., hold a meeting, in a member's home.

Thanks to Robert Davis for that well-written and touching article he wrote as a tribute to Dave Barrows in last month's *Dipstick*. If that didn't pull at your heartstrings or moisten an eye or two, you need to check your pulse! We should all be so lucky to meet individuals who can have such a positive and long-lasting impact on our lives. As Robert noted at the meeting, our club is about more than just cars. A lot more! After reading Robert's article, I called up some dear old friends of mine who I hadn't seen in over a year, or talked to in several months. They had lived near my parents for over twenty years, and having four daughters, I became their "adopted" son. After the Walsingham show on the 15th, I visited them and ended up staying the night after consuming one too many bottles of wine over dinner while listening to numerous "sea stories" and associated escapades around the world during his 30 years in the Navy.

Speaking of the Walsingham show, congratulations to members Doug Wilson and Frank Hurley and their fellow CVBCC members for another successful car show. A small but enthusiastic group of TMGC members made the trek to Williamsburg for the first show of the season. A couple of our members came away with prizes, and if there was a long-distance award for TMGC members, Craig Cummings would have won, as he drove his beautiful '69 GT down from Alexandria. At the show, I was smugly telling Frank Linse how well the front-end rebuild was going on my car, with the only difficult portion being re-installing the spring and spring pan. He shook his head and chuckled, and then proceeded to tell me the much simpler approach he uses. I'm surprised he didn't turn around and "dope slap" me, as Tom & Ray on *Car Talk* so eloquently put it! So much for "To refit, reverse the removal procedure" mentioned in the repair manuals.

Thanks to Sue Bond and Robin Watson for manning the TMGC booth all day long at the TRAACA swap meet back on the 1st of March. The investment of time and money was well worth it, as we signed up several new or returning members. I was there for a few hours, and several other TMGC members stopped by during the day. Also there was Ivan Joslin and mem-

UPCOMING ACTIVITIES

Check www.mg.org for the latest info!

- April 1 Tuesday Meeting at Bill Seib & Leslie Paul's (see map on back page)**
- April 5 Tartan Day Scottish Festival www.tidewaterscots.com
- April 5-6 SCCA Solo II, Pungo Airfield www.odr-scca.org
- April 13 Tech Session At Mark & Debbie Childers (see map and info on page 3)**
- April 13-July 20, *La Belle Macchina: The Art of the Ferrari* at the Chrysler Museum www.chrysler.org/Ferrari.html
- April 18 Dipstick Deadline**
- April 30 Ice Cream Social Run (see page 3)**
- May 3 Derby Day Car Show, Eastern State Hospital ltarnold@hroads.net, 757-820-3909
- May 3 Lewes, DE British car show inquiry@leweschamber.com (I have a PDF entry form)
- May 4 Britain on the Green www.CapitalTriumphRegister.com
- May 4 Boulders Car Show www.richmondtriumphregister.com/

(continued on page 3)

bers of the TTR. As usual, Ivan was doing more than just relaxing, as he was working in the kitchen as well. Incidentally, Ivan recently stepped down after serving as President of the TTR these past 3 years. Somehow, I think he'll stay busy as ever.

Looking out into the crowd of visitors and vendors at the swap meet, I couldn't help but notice that, ahem, how should I put this, that most of the people, including myself, are a bit to the right of middle age. I realized that, for all but the last 2 years of production, our LBC's are all antique cars. I can't believe that the cars I grew up around, and drove "what doesn't seem that long ago" are now all antiques! Thankful for us, our British sports cars are also considered "classics". All cars, given they survive long enough, will eventually become antiques, but not many will become both antiques and classics (Terry, bear with me here, as I am probably stretching it a bit, but that's a writer's prerogative). The '67 Dodge Dart or the '71 Ford Pinto I had in college will never be classics. Actually, not counting the odd exploding gas tank, the Pinto wasn't a bad little car and I wish I had that German built 2.0L, OHC, 100HP engine in my MGB, rather than the anemic lump that's in there now. So, if it makes us feel any younger, we can claim that we drive classics, and forget that antique stuff!

To end this column, here's another "It's a small (MG) world" story. At work I'm on a team, along with the NAVSEA program office and various other NAVSEA field organizations, to establish long term support for a new tactical system onboard submarines. We hosted a meeting at Dam Neck on Mar 5th, the day of our last club meeting. At the end of the day, the group wanted to go out to dinner, but I had to excuse myself as I said that I had an MG club meeting that night, and since I was President, had to attend and conduct the meeting. One of the members of the team, a Senior Chief at the Program Office, mentioned that he had a previous CO who had owned old MGs and who had driven a Jaguar. I mentioned that we have retired Vice Admiral Hank Giffin in our club, who was also a founding member. "That's him!" he replied. "He was my CO on the Briscoe." He went on to say that upon a chance meeting many years later, Hank called him by name, and he was impressed with his knack for remembering names and faces. As we always say, some of the nicest people you'll ever meet are MG folks!

Safety Fast! Mike

Editor's Notes....

By Peggy Craig

George and I just returned from a trip that included a day at Disneyland, 10 days working at the Honolulu Zoo, followed by 3 days on the "Big Island" where we took the helicopter trip into the volcano craters (no MGs there, thank goodness).

I love Disney but wasn't too sure how George would take to this, particularly when I made him wait in line for a very long time to go on the "Autopia" racetrack. I fig-

ured he had driven for a week in Ireland, using a right-hand drive car, driving on the left-hand side of the road and this gave me a chance to also experience this as a driver. You can imagine the "thrill" of going 10 MPH in a car named "Sparky" that seemed to have a personality of its own. Looking around, I didn't see but a few "kids" under 30. Go figure... Anyway, just had to do it! George did draw the line at "It's a Small World".

The next morning we headed to Oxnard and Ventura where George lived and worked in his former life. We weren't out of LA more than 20 minutes when I spied an MGA Coupe in a used car lot. When was the last time YOU saw an MG in a used car lot??? Couldn't stop to find out how much it was or look but within 3 blocks I saw an MG TD tooling down the road—top down, no less. California, here I am! As we drove along the ocean, I saw a car parked alongside the road (there's no place else to park!) outside of an apartment building. It was covered but the cover hooked over one of the wheels and there it was... an MGB wheel! Never saw another MG after that.

I was on the lookout for MGs—or any sportscars—while in Hawaii but never did see one. Stretch limos were everywhere though, and some stretched longer than I've ever seen. A friend did report a "sighting" of an MGB one day. This was the same guy that sported a t-shirt every other day from "Car Talk" so he was, obviously, checking out the local cars almost more than I was. So they do have MGs over there!

Bill and Libby Keeler's Address

Mark Childers

I've been in touch with several folks in the Seattle MG and Puget Sound T-series Clubs and they will be contacting Bill within the next few weeks to get them involved in some of the local goings on (and hopefully, to get them into a vehicle, if only temporarily). He would really enjoy hearing from folks in the club. If you don't have his address and contact info, here it is:

Bill and Libby Keeler
Pete Gross House #402
525 Minor Av North
Seattle WA 98109
libbyK_5@hotmail.com

Officers and Committees

President	Mike Haag	496-7348
Vice President	Barry Tyson	488-7304
Secretary	Doug Kennedy	460-5037
Treasurer	Jim Villers	481-6398
Editors	Peggy Craig	382-7547
	Susan Bond	482-5222
Membership	Robin Watson	721-9277
Activities	Dan Kirby	430-9591
Historian	Susan Bond	482-5222
Technical	Mark Childers	432-9155
Regalia	Frank Linse	461-7783
Clubs	Mike Ash	495-0307

UPCOMING ACTIVITIES

(Continued)

- May 4 SCCA Solo II, Pungo Airfield
www.odr-scca.org

- May 7 **Wednesday Meeting at
Alan and Beckey Watson's**

- May 10 Smithfield Olden Days

- May 16 **Dipstick Deadline**

- May 17 **30th Anniversary Celebration**

- May 16-17 Carlisle Import and Kit Car show
www.carsatcarlisle.com

- May 24-June 1 Drive Your British Car Week
users.arczip.com/zntech/britishcarweek.html

- May 29 **Ice Cream Social Run**

ACTIVITIES

Gloucester Tour, March 29 (and maybe 30)

Don't forget our tour of Brent and Becky's Bulbs in Gloucester on March 29 at 10:00am. Meet at Cosmos Diner on Portsmouth Boulevard and be ready to leave at 8:30. After the tour we will have lunch and visit some of the sights in the area. If you want to see more of the area on Sunday, book a room at the Gloucester Comfort Inn for Saturday night — call 804-695-1900 and mention Back Roads Passports for a reduced rate. If you did not sign up for the tour and want to go, e-mail me (sue007@infi.net).

Tartan Day Festival, April 5

TMGC has signed up to display cars at this annual event, held at the Khedive Hall, 645 Woodlake Drive, Chesapeake. Some of the highlights are a piping competition, Scottish music, highland dancing, whisky tasting and children's games. You can get there as early as 9:30, but the public gets in at 10:00 and it lasts till 5:00. You can come and go during the day if you have other obligations — Saturdays sure get full in a hurry! They will have a parking area set aside for us and we will get one free pass for each car (otherwise it is \$5 for adults, children under 12 free) and access to the "Gold Circle Room", just make sure they know you brought an MG. For more info check their web site at www.tidewaterscots.com.

Ice Cream Social Run, April 30

New entry on the activities calendar! Join us at 7:00 at Kellam High School on Holland Road in Virginia Beach for the first Ice Cream Social Run of the season. Alan Watson has a nice route planned to a new ice cream store. A naviga-

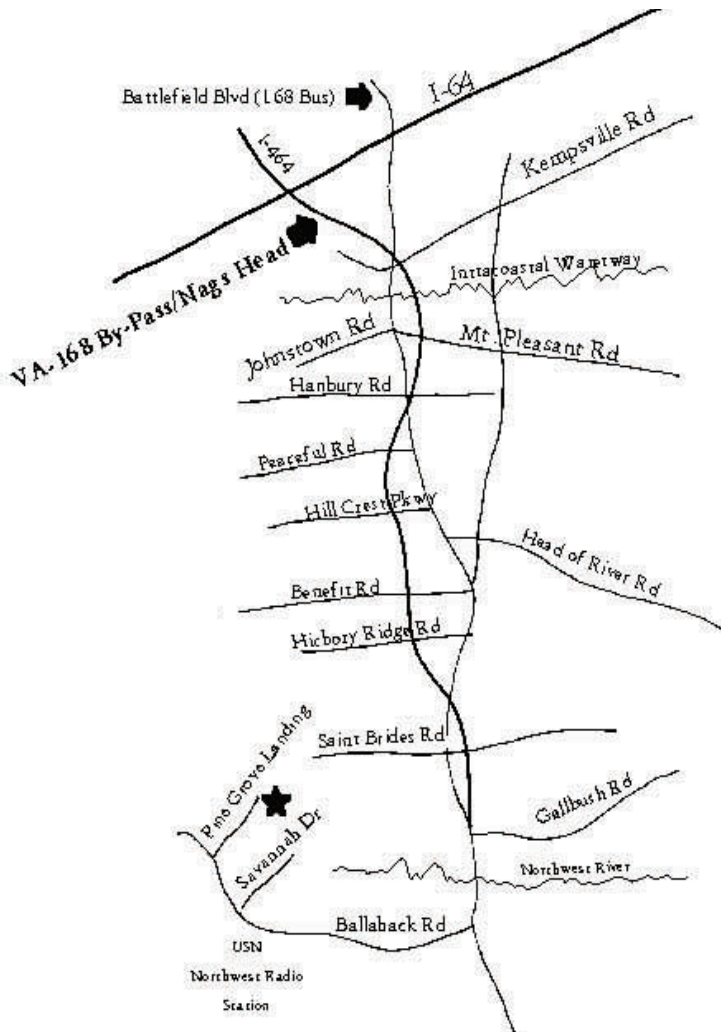
tor is helpful but not required as there are no questions to answer this time. So enjoy this spring drive on the back roads of Tidewater!

VIR

I just received info on the Moss Motors Gold Cup Car Show at VIR on June 7. There is no mention of MG being a co-featured marque, it is now Road Racing Specials. Still sounds like fun. Go to www.vir.com for info. I have an app if you need it.

TECH SESSION April 13, 2003

Starting at 10:00 am
At the home of
Mark and Debbie Childers
3909 Pine Grove Landing,
Chesapeake
(See map below)
432-9155



MARCH MINUTES

Doug Kennedy

The throng assembled in the back room of Frankie's Place for Ribs throwing caution to the wind and chowing down on carnivorous delights during Ash Wednesday. Having determined that the Pope was not in close proximity, El Presidente Haag rapped his mighty gavel and silenced the sated masses to bring us to order.

Membership: Robin reported several new members. We now have 106 members!

Treasurer's report: In \$129, Out \$211.52, Left \$1070.59. This compares to typical numbers in the past. The rumor that the balance was invested in "Baghdad Power and Light" stock was dispelled.

Newsletter: Robert was praised for his article and all agreed that it was another great effort. The coverage of Dave Barrows' contribution to the club was also recognized as an important reminder of the value of our organization. Now, the pressure is on Robert to continue his contributions. Sue discussed some of the work related to the Dipstick as we reaffirmed the fine role this plays in our communication.

ETC: We passed around some paper to write notes of support to Mike Spruill as he serves the Country overseas with the Navy.

ANNOTATION FROM LAST MONTH: Last month we discussed the Daffodil Festival and the trip to the Bulb Farm but no decisions were made. UPDATE: Alan discussed the plans at length for this event.

Regalia: Frank had some samples of items to show. T-shirts, caps, and other items are available. Stock up now and beat the holiday rush.

Activities: Dan was not present but Mike covered a few upcoming shows and tours. Sue discussed the Tartan Day Festival on April 5. She will also serve as the point of contact so call her if you want to attend. It's going to be held at the Khedive Temple in Chesapeake. A show at Eastern State Hospital is also being planned. Predictable jokes then ensued.

Archives: Sue put on her archivist hat and showed off the wonderful albums dating back to 1988. Robert Davis inquired as to whether he could use photoshop to make the hair color in the most recent pictures match the hair color of the earlier photos.

Technical: Robert Davis showed off an adaptor that will fit a VA tranny to a T-series engine. Robert gave it to Mike Ash who can make the best use of it. Mark mentioned that April 13 will see a tech session at his house. He also passed along a tip for dealing with flickering lights. Take a vise and tap/tighten the rivet to snug it up. It probably made more sense if you were to see the demonstration.

Old Business: None/Full.

New Business: Catherine discussed the possibility of running a trip to England. If enough people are interested she can make the arrangements for a trip next spring. She also has a cousin who has some connections and may be able to get us to the MG factory. If you are interested PLEASE let her know at an upcoming meeting. She needs at least 10 people to make this happen.

Ed Kehrig has returned from England and brought back the most recent promotional material for the NEW lineup of MG models. Unfortunately, the showroom was under construction and a Quonset hut was in use in the mean time!

Jim Villers is diligently working on his MG (his syntax) and hopes to have it ready for the next meeting. Keep your fingers crossed and keep him in your prayers!

Robert Davis is looking for a late model MGB steering rack (rubber bumper).

An MGB with the license plate "1 FUN B" was spotted. On the back of a tow truck. Oh well.

The raffle was held, the Secretary kept his losing streak alive (may have resulted from his NOT receiving a ticket from the Regalia Chair who ran out of them), and the meeting was adjourned as we waddled out of Frankie's like ancient Romans leaving the baths after an all-you-can eat lunch.

FEBRUARY MINUTES

Susan Bond

I have to apologize to Barry Tyson for letting my red editing pen get carried away on the February minutes. We had discussed the changes, but I didn't change it back after I heard from him. Here is the paragraph as he wrote it:

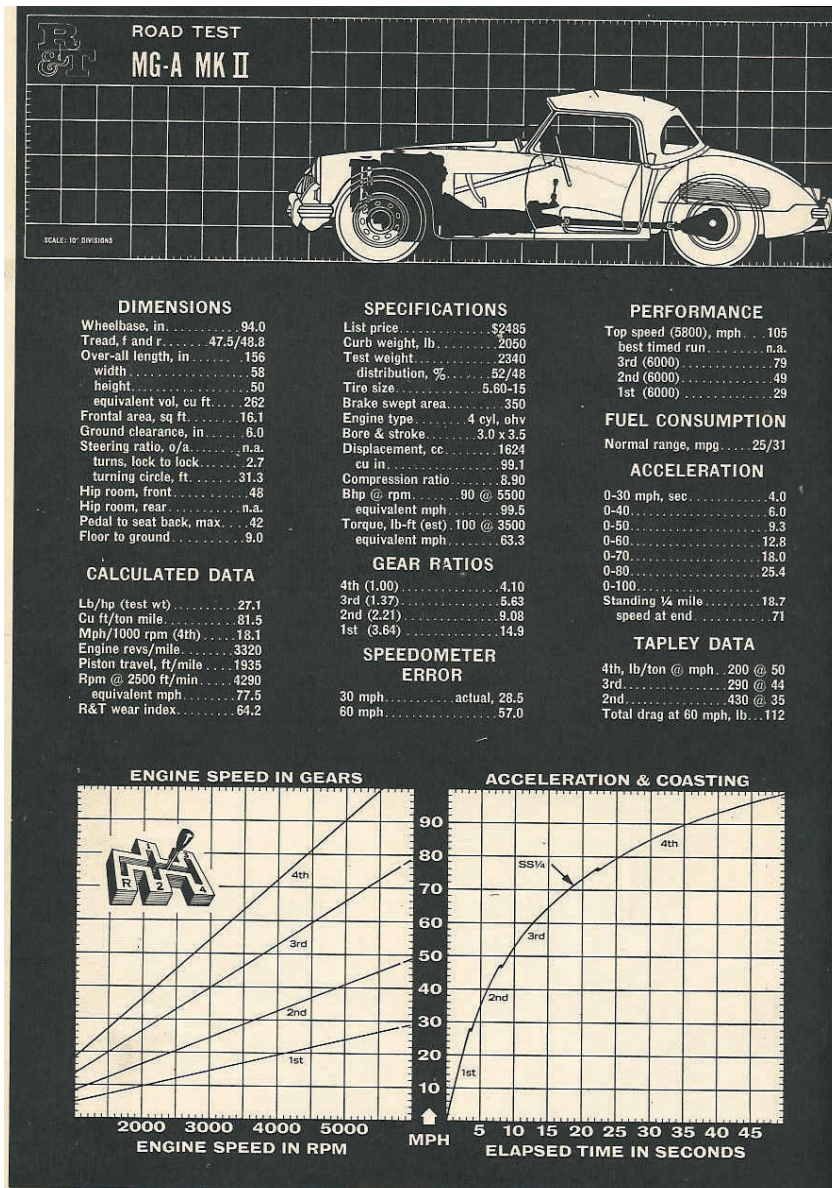
Activities: Dan Kirby and Susan Bond talked about many activities that were planned at a meeting at Peggy Craig's home a few weeks ago. Scottish festival at the Khedive Hall on Woodlake Drive in Chesapeake April 5th. Dan Kirby talked about the April tour and it is in the planning stage for April 25-27 (Fri-Sun). The Williamsburg car show March 15th at Walsingham Academy. The Tidewater region of the AACA will hold their annual flea market on Saturday, Mar 1st at the Khedive Hall on Woodlake Drive in Chesapeake. We will have a booth there to promote the club and to sell any parts members have. The club is planning a drive out to Gloucester on Saturday, Mar 29th. To the Daffodil Festival in Gloucester. Gretchen Forbes, introduced by Alan Watson, was at the meeting to talk about the Daffodil Festival and Gloucester. \$7 for Daffodil Festival tour and a sign up sheet was past around. Maybe a progressive dinner is in the planning stage for March. Anna Worrell talked about the 17 (Sat) 30th Anniversary Dinner at the Aberdeen Barn restaurant on North Hampton Blvd. Dinner will have the choice of Sirloin, Prime Rib, Shrimp and Chicken and the choice can be made the night of the dinner. Planning continues. Other activities include: Ice Cream Runs, Visits to Winery's, Trip to VIR vintage racing in June were mentioned. Dan will keep us

informed of SCCA rally events. We still need hosts for events and meetings. The next meeting will be held at Frankie's Place for Ribs restaurant.

Ed. Note: From now on, all authors will get a copy of their proofed articles back before the Dipstick goes to print. If I don't hear from you by the day I have to take it to the printer, I will assume you are a happy camper and print it.

You can help make our Anniversary Party a big Success!

We are still looking for businesses or other vendors willing to donate favors and/or door prizes for this event. If you frequent a particular business and will approach them about a donation, this would help to make our 30th Anniversary a really great party. We expect 75-100 members to attend. If you know of a business that may be willing to do this, please call Anna Worrell at 482-6423 or Peggy Craig at 382-7547. All members will receive invitations by mail within a month so mark your calendars for Sat, May 17th. It promises to be a "Grand Affair".



MEMBERSHIP

Robin Watson

Total membership: 106

For those members who would like to keep their Directory up to date with new members I am going to put a monthly report of new members along with pertinent information into the Dipstick. With four members from our day at the Swap Meet I have seven new members listed below.

Wayna & Larry Gerhardt
266 N Dogwood Trail
Southern Shores, NC. 27949
(252) 255-5393 waynag@msn.com
1953 TD

Bob Stein
7500 Pennington Rd.
Norfolk VA 23505
(757) 588-6200 Posti@aol.com
1978 B

Bruce & Carol Woodson
7106 Club Rd.
Richmond, VA 23228
(804) 264-8551 cvmga@aol.com
1946 TC / 1948 TC / 1951 TD / 1954 TF / 1962 A / 1962 A Coupe / 1973 B-GT / 1980 B-LE

Barb Taychert & husband Mike Knepler
1471 Sweet Briar Ave
Norfolk VA 23509
(757) 853-1674 ziacat@msn.com
1970 B Split Bumper

Richard & Sandy Hall
500 Mustang Dr.
Chesapeake VA 23322
(757) 482 2821
1951 TD / 1973 B-GT

Juan Tavarez
4704 Donelson Rd.
Va. Beach VA 23455
(757) 363-0446 QuiqueT217@msn.com
1978 B

Chip Woolford
3711 Essex Circle
Norfolk, VA 23513
(757) 855-5907 Chipsmg@aol.com
1957 A Coupe / 1973 B / 1972 B-GT

TECH STUFF

Another page from Mark Childers collection of *Road and Track* magazines, issue unknown.

February Meeting

Held at Frankie's Place for Ribs



Herm and Andy Wallach, Nikki Willis, Mike Haag



Robin and Alan Watson, Bill Seib



Jim Villers, Carmen Thiergardt, Ceit and Carl Fisher



Chip Woolford, Frank Linse, Frank Worrell



Jennifer and Mike Ash, Mark Childers, Robert Davis



Betty Villers, Paul Thiergardt and the enormous rib, Vince Groover, Carl Nagle



Ed and Catherine Kehrig, Jim Villers



Doug Kennedy, Norma Nagle, Pam Groover

No April Fools!

Submitted by Mark Childers

You have to read the description on this one to believe it!
"http://cgi.ebay.com/ebaymotors/ws/eBayISAPI.dll?ViewItem&item=2407869368

Ed. note: If you are familiar with e-bay, you can just type in the item number in the right spot and see this unbelievable hybrid, even if the auction has ended.



What Do Judges Look For at Auto Shows?

Geoff Wheatley

This is a question that I get asked at almost every car show that I attend by current owners who want to put a few trophies on their shelf.

Apart from the Pebble Beach brigade which I know nothing about, most judges look for the obvious and most owners don't realize this. Like your Grandmother said, "Cleanliness is next to Godliness", and I don't mean a shining paint job with sparkling chrome although that does help! When I look at a car I try to judge it by sections, first the condition and are the wires looped in the correct order. Even if you don't know the make of car you can usually tell if the green and red bunch should go behind the exhaust pipe rather than over it! Carbs should be free of petrol stains and air intakes should be painted and/or polished displaying the correct instruction labels. Spark plugs and leads should be fresh and in excellent order, I have seen some leads that look like burnt pasta and plugs that have never seen the light of day for years. The oil pan should be clean so should the underside of the hood . . . sorry bonnet. If it has any sound proofing this should also be clean and free from grease or dirt, sad to say this is an area that often gets left off the pre-show list of important cleaning. Drive belts in good order and the radiator clean and free of stains including the honeycomb section that is often full of dead insects or worse. The interior is next, carpets should be clean and in good repair, slip mats are often used to hide worn sections, with me that don't work. The seats should be free of stains tears and any other impediments. Don't put imitation sheep skin covers over the worn seats in the hope that the judges will be impressed, they won't. The dash should be in nice order, no cracks for a MGB, no torn fabric if it's a T Type or MGA. Instruments correct, I have seen Asian dials on other wise nice MG's, one even had "Made in Japan" stamped on the front of the dial! Steering wheels can be a problem, they tend to break up and/or disintegrate through ongoing environmental exposure (Too much time in the sun is the most common except in Scotland!) I have no problem with a leather cover to hide the worn rim but don't paint the thing with a brush, it's a dead give away. As you can purchase a reconstructed wheel from Moss why waste time trying to hide the damage, remember the steering wheel and dash are the first things that people

notice on a car after the bright new paint job. Originality is often difficult to judge as most cars over 25 years of age are not original, replacement parts have been added and even if they are made to the same design they are not original. I'm not splitting hairs, just pointing out the stupidity of saying that show cars should be original, they seldom are and we all know it. I don't own a car that is original, every one has a least two or more replacement items purchased from any number of suppliers so the best one can say is that the parts look correct and leave it at that!

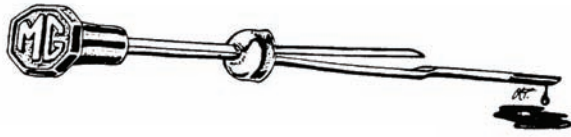
Paint work is simple, it's either good, medium or fair. Correct colour who knows. There has been so much written about correct colour chips that its difficult to know what is what. With a car like the MGB it's easier and I suspect more reliable. The MGA can be difficult especially when it comes to famous MGA red, what ever that may mean. I have even seen heated discussion on what shade of black should be used especially with the early 1945/46 TC. In those days black was black and that was the only choice you had. Unless the car is a glaring example of the wrong colour combination like a TF that I recently saw from California with a white top, whitewall tires and a white stripe down each side against a red background, this was certainly not original but it looked attractive if you like that sort of thing. In short, try not to get your knickers in a twist over what is or is not the Right Colour. Judges seldom know any more than you if it should be that deeper shade of light or the lighter shade of pale! A good example is the world famous British Racing Green. Question; which one are we talking about, as there have been several since the first BRG sports car took the track at Brooklands many years ago.

Tires should match, all five of them. Headlights and all other chrome parts should shine and I mean shine. Doors should fit correctly and when opened should swing freely with a nice dull click when closed. Windshield free of scratches, both wipers should work in every sense of the word. The car should sit well and the front suspension should be as clean as a new pin. If you want to lose any chance of a prize just turn up with a polished gleaming car coupled with a grease and mud infested front suspension that would take a week to clean off. Same for the rear end, keep it clean, grease free and correctly painted in common old black black.

If you are asked to start the car and drive it a short distance don't be afraid of missing a few gears as you take off. Strange as it may seem I have seen the most experienced drivers crash the first or second during such procedure. No big deal, you won't lose any brownie points providing you don't hit the Judge on the way back! Put the top up if required, that's becoming a major requirement at many shows in company with a visible fire extinguisher, something that we should all carry.

The top should be clean and have no visible tears or stains also the hood bow should be correctly painted. Yes club badges can influence the judges proving that are not over done. Saw a 1928 4.5 Bentley with no less than twenty three badges on the front, it's a wonder the engine did not boil over due to air flow restriction. He did not win despite the Bunny Club Badge on the front row. Remember, it's nice to show your car even if you don't win, however it's even better when you do! Have a great summer and get ready to put up that extra shelf for the trophies.

The Dipstick



The Tidewater MG Classics

Susan Bond
541 Forest Road
Chesapeake, VA 23322

FIRST CLASS



7:30 - Kick Tyres
8:00 - Meeting

Monthly Meeting
Tue, Apr 1st
Bill & Leslie's
617 Reasor Drive
Va Beach
420-9523

