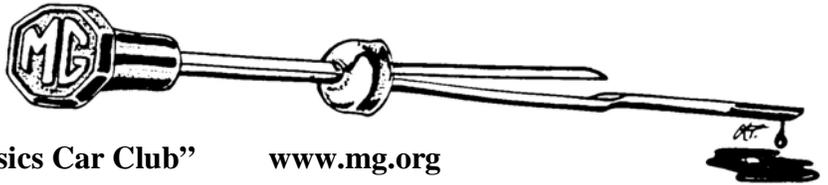


The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

www.mg.org

Volume XXXI, Issue 8

Dedicated To Preserving The Marque Since 1973

August 2003

MARQUE TIME

Thanks to Andy and Cynthia for hosting the July meeting. Even with the remnants of Tropical Storm Bob (or was it Bill?) hanging around, we still had a good turnout, with a couple of members venturing out in their MGs, defying the ominous dark skies and hint of rain. Just as the meeting was called to order the rain started, sending us inside to the great room to keep our liquid refreshments from becoming watered down. Special thanks to Andy for pulling double duty by “volunteering” to take the minutes. Harry Watson brought his grandson to the meeting. It’s good to see younger faces at meetings, as eventually all of us will have to pass down our MGs to younger “keepers of the marque”.

Once again, I’m writing this article having just returned from another MG weekend. Thanks to Alan and Beckey for organizing and heading up the recent Heart of VA Winery Tour. What a great time we had! The weather was perfect, except for the last 10 or so miles on Sunday afternoon as we neared home and it started to rain. Eight cars, including seven MGs, and 15 members participated. Alan planned a great route, consisting of mostly two-lane roads, for a relaxed drive to our destination. The Henry Clay Inn and the quaint town of Ashland is a wonderful place for a weekend getaway. When Alan said the hotel was near a railroad station, I had no idea it was actually right next to it! It was great seeing the Amtrak trains pulling into the station, unloading and loading passengers as trains have done for the past 150 years or so. That’s a sight that has disappeared from much of our country, as we have migrated to a more mobile society, safely cocooned in huge SUVs or other such road warriors. If you missed out on this winery tour, please consider joining in on the fun with fellow members as we head down to Knotts Island to the Moonrise Bay Vineyard on the 17th of August for an afternoon of wine tasting and camaraderie.

I believe weekends like this are why many of us bought MGs in the first place, and why we keep them. There is nothing finer than driving your MG on a beautiful day, joined by friends in their MGs, taking in all the sights, sounds, and smells (excluding the odd chicken or pig farm on Rt. 460), to remind you how great life can be. For all their faults, there is still something quite magical with these British

UPCOMING ACTIVITIES

Check www.mg.org for the latest info!

- July 31** Ice Cream Social Run (see page 3)
- Aug. 3 SCCA Solo II, Pungo Airfield
www.odr-scca.org
- Aug. 5** Tuesday Meeting at Paul & Carmen Thiergardt’s
(see map on back page)
- Aug. 7-10 Roadster Factory Summer Party
www.The-Roadster-Factory.com
- Aug. 15** Dipstick Deadline
- Aug. 16 Khedive Auto and Craft Show, Chesapeake, 482-4556, 543-6032, 340-1331
- Aug. 17** Drive out to Moonrise Bay Winery
(see page 3)
- Aug. 23-24 SCCA Evolution Driving School
Pungo Airfield, www.odr-scca.org
- Sept. 3** Wednesday Meeting at ???
- Sept. 3-7 GOF Mk75, Williamsburg, VA
www.nemgt.org
- Sept. 6 Loch Norman British Car Festival
Mooreville, NC www.pbmclub.org
- Sept. 7 SCCA Solo II, Pungo Airfield
www.odr-scca.org
- Sept. 13-14 Brown’s Island BCS
www.britishcarclub.com

(Continued on page 2)

sports cars that, under the right circumstances, just makes you feel so alive. I'm sure Lord Nuffield is up there looking down when that happens, with a huge grin on his face, knowing that his little cars are still being enjoyed by so many after all these years. I'm not so sure that modern roadsters evoke such feelings, but I certainly would hope so after spending \$40K-\$50K or more for certain models!

Before I paint too rosy of a picture of heavenly bliss with our MGs, I need to return to reality, as we have all been there when our cars have mysteriously died in the most inopportune places. Places like the middle of the Downtown Tunnel or the Hampton Roads Bridge Tunnel, no doubt causing much amusement to some and a lot of frustration to others. Or mysteriously dying going up Afton Mountain in the rain, cresting a hill in KY, or entering St. Louis, all happening on busy I-64. I guess its just part of their overall charm, or mystique. Mark's Tech Tip article in the July *Dipstick* about the emergency fuel pump was timely, and I can attest to its effectiveness. That is exactly what fixed my car in southern IN on I-64, and is still working just fine after 2000 miles, tie-wrapped in place under the bonnet. One of these days I'll get around to fixing the fuel pump problem properly, in time for the September and October series of road trips to the various car shows.

Speaking of which, I apologize for not getting the road trip to MG 2003 article in this issue for all to read. Work and work-related travel, and the usual procrastination have contributed to delays in actually sitting down and getting it on paper, or more appropriately, on screen. I promise to start writing it soon, in time for the next issue. Now if you believe that, I have a pristine, never been driven 1963 MGB for sale, cheap! Or was it a bridge in New York City? (Ed note: I had a few minutes and started the article, see page 11)

Safety Fast! Mike

JULY MINUTES

Andy Wallach

As the July meeting was convening outside at the Wallach/Faschini residence, it rained. Everyone moved inside and President Haag thanked the hosts, Andy and Cynthia, and welcomed the guest, Kevin, Harry Watson's grandson from Connecticut. There were four new members present.

Robin Watson, Membership, announced that membership renewals are lagging and that dues are due. The bylaws state that members have until the end of August to renew. Someone suggested charging interest after three months. Mike Ash suggested putting red check marks on Dipstick addresses for those who are delinquent. Andy Wallach stated, "I'd pay my dues but I'm too busy taking notes." Robin said that he would mark those who still owe and that they will get renewal notices.

Treasurer, Jim Villers, reported receipts of \$2,820.50, disbursements of \$2,206.66, and ending balance of \$1,768.27. The President reported spending \$60 to renew the Club's Internet domain name for two years.

President talked about spares and the advice that came in handy for those who drove to the North American MGB convention. Frank Linse, Regalia, said that he had nothing new. "Stuff is in my trunk." Vince Groover remarked: "What a salesman!" Anniversary shirts are available at www.fourthgear-ltd.com. Alan Watson covered Activities: July 12th-13th, Heart of Virginia Winery Tour (Was going to be five wineries but since they heard that we were coming...one went out of business, so now there will be four); Ice Cream Run on July 31st (Meet in Newport News, then over the James River Bridge ending up at Coldstone Ice Creamery in Suffolk); August 17, Moonrise Bay Winery outing (They have a new picnic area and a bakery). Mark Childers suggested that members should see the Ferraris at the Chrysler Museum and that the ice cream at Southland BBQ was good.

The President said to Sue Bond: "I'm not going to ask you about Archives. (Sue was one of the members who drove 2500 miles round-trip to the MGB gathering). It was announced that the T Register would hold their Fall GOF in Williamsburg. Vince Groover: "You going to tow a car, Andy?" Andy Wallach replied: "I'm going to take them all."

Mark Childers, Technical, talked about cables and the purchasing of Teflon cables at a Bike shop to replace the accelerator cable on an MGB. The President mentioned that when encountering problems during the trip to the MGB gathering, he would think: "What would Mark do to fix this?"

The President thanked Sue Bond and Peggy Craig for their work on the Newsletter.

Under Mark Time, Mike Haag recounted the two week, 2500 mile Great Adventure to the MGB meeting. His MGB and Barry Tyson's MGB had problems while Sue Bond's performed flawlessly. Between fuel pumps and fuel tanks, the trip was quite eventful. There were 250 MGBs at the gathering. Sue Bond also talked about the trip and Barry's contrail of gas leaking from his fuel tank. Mark Childers' suggested that one could use an outboard motor gas tank as a temporary fuel tank. In a small town where they stopped for repairs, a local asked Barry: "MG? Who makes MG? GM?"

The meeting adjourned to eating fine food and drinking refreshments.

Calendar (continued)

Sept. 19 Dipstick Deadline

Sept. 27 Wings and Wheels, Topping
<http://www.wingsandwheels.us>

Sept. 27 TRAACA Car Show, Chesapeake City Park
www.aaca.org/tidewater

Sept. 27 MGs on the Rocks, Bel Air, MD
www.mgsofbaltimore.com



July Ice Cream Run Thursday, July 31st, 7:00pm

Attention all members who live on the Peninsula. Here is your chance to participate in an Ice Cream run. This will be our last Ice Cream outing of the season.

We'll meet at 7:00pm at the James River Fishing Pier (Actually it's what is left of the old James River Bridge and is adjacent to the new one. It's on the Newport News side at the end of Mercury Blvd) If you're running a bit late and need to grab a bite to eat there are all kinds of fast food places between I-64 and the James River Bridge and there's also a restaurant at the fishing pier if you arrive early.

The route will not be long and we'll finish at the Cold Stone Creamery, 5860 Harbor View Blvd, Suffolk, at the intersection of Rt 17 and I-664, exit 9 (2 exits up from Cosmo's Diner). If we leave on time we should be at the Creamery around 7:30pm in case any Southside members want to meet us there.

For information please contact Alan Watson: 426-2600, email: Beach723@aol.com. If you need directions or are held up and need to contact Alan the day of the event, his cell phone is 617-42-46

MOONRISE WINERY ANNUAL AUGUST WINERY RUN

Robin Watson

The afternoon Winery run to Moonrise Winery on Knotts Island, NC, is set for **Sunday, August 17th** and will follow the same schedule as last year. We will meet at Kellam High School, Holland Road to leave at 2.00pm. Last year we packed a picnic of crackers and cheese or fruit, and when we arrived laid out the picnic like a buffet and shared our picnic amongst members. This year we will do the same, however they now have a covered area for shade or to get out of the rain. They are also building a bakery that will be in operation in time for our visit. For more details contact: Robin Watson 721-9277, Wof101@aol.com or Alan Watson 426-2600, Beach723@aol.com



Robin's cell phone number is 615-9300 in case you get lost or delayed in arriving at Kellam High School and need to contact him prior to the start of the run.

“A Colonial Gathering”

Attention: “T” Series owners and owners of pre-war MGs

The New England MG “T” Register, Ltd. (NEMGTR) is holding its **Gathering of the Faithful Mk 75 (GOF Mk75) Sep 3-7, 2003, in Williamsburg**. If you are already a member of the NEMGTR please refer to the June issue of The Sacred Octagon (TSO) for details and registration form. If you are not a member and are interested in attending, you will need to join which is \$40/year and includes 6 very nice TSO magazines a year. Registration for this event is \$35/person before Aug 4th, then becomes \$50 after that date. Other expenses may include dinner and Awards Banquet if you wish to attend. It is being held at the Radisson Fort Magruder Hotel and reservations are made through the Register, not with the hotel.

Charlie Searles, Event Registrar, from New York is

heading this event and can be contacted via email at csearles@rochester.rr.com. Since we live so close you may prefer to register but commute to the gathering. You might want to mention that when you send in your registration. There shouldn't be a problem with it. Also, contact Peggy Craig at 382-7547 or email balloon@exis.net and she can get you information about the scheduled activities and an application.

Charlie has asked that members of the Tidewater MG Classics consider volunteering to man the registration desk for an hour or so and there are also some other activities that may require volunteers for which he'd like us help out. Email him if you are interested.

For those of you who are non-T series owners and would like to view the cars, the First Timers Car Display is Thu, Sep 4th, 5:30 -7:00 (may not be at the hotel but close by, possibly at Kings Mill) and the full gathering Car Display & Balloting is Fri, Sep 5th, 9:00 - noon.

TECH STUFF

Windscreens - 101

Mark Childers

There's probably a regulation on the books at the Heritage Museum that says changing an MGB windshield is a two-man job. But, being stubbornly independent (read pig-headed) and having only one opposable thumb, I've had to resort to a combination of dark science, pure luck and a dash of ingenuity to get from driveway to roadway without donning goggles and leather helmet. I certainly hope that Peggy and George's swap-in of a used windscreen was trouble free, and they have my thanks for providing the subject this month.

A windscreen change is arguably the least desirable do-it-yourself undertaking on an MGB but certainly not beyond the average backyard mechanic with a decent toolbox, a dollop of courage and a measure of patience.

If I were a rich man, tell you what I'd do - I'd call my insurance company and say "send someone over to put a new windshield in my MGB, thank you very much..." And they would say, "Your wish is our command." But with my luck, the voice on the other end would say "Your deductible is \$500, sir, and the cost of a new windshield, installed, is \$499..."

First and foremost, don't scrimp on the glass or the seals. Cheap windscreens tend to crack due to poor dimensional standards. Buy quality glass, preferably from Finland. I don't know who supplies the BeeHive, or McDonalds out of Canada, but they sell only the highest quality windshield seals and glass (all their rubber products are of superior quality).

If you are installing new glass, be certain to track the position of every screw, as some are longer than others, and a misplaced screw (always the last one...) will crack the glass in a heartbeat, and have a quality screw extractor kit on hand. While dismantled, if you are going for the mirror finished look on the pillars, now is the time to sand them with 180, 300 and 600 grit wet-dry using lots of water with a little glycerine or dish soap. Noxon or Mothers Aluminum polish will make the pillars look stunning. A somewhat stock frosted look can be achieved using clean white powdered glass and low pressure in a blast cabinet, followed by a coat of clear polyurethane. To remove the electrolytic coating from the horizontal pieces, heat them evenly over the gas grille to about 350 and spray on some heavy-duty oven cleaner. The plating will pop right off when rinsed. Polish to suit your taste, or any number of plating shops can re-coat the stock for far less than chroming. Getting the glass to body seal locked into its track entails getting the entire length of one side of the track in place (easy) then stuffing the other side into the channel (not so easy). I use a butter knife and a short Craftsman screwdriver (standard handle with a 1/4" stubby blade) that I polished and buffed until all sharp edges and burrs were gone. An alternate method is to cut a keyhole slot into one end of the track and slide the entire seal in place using lots of KY jelly or mild dish soap in a little water. Just be sure to rinse all the soap off and dry the seal before continuing.

The best windshield installation trick, bar none, is having four 3/8" fender bolts of the pointed-shank variety, preferably with a built-in rotatable shoulder washer. Available from nearly any Tidewater area NAPA store. (GM fender

and hood bolts thru the end of the seventies) These bolts will ease the burden of getting threads started, and will do it without damaging the threads on the windscreen legs. They cost about a buck each, or you can get them from a local wrecking yard. Sorry, but I don't have any GM part numbers available. Try to find bolts that are absolutely no longer than necessary to go thru the shims, and just fill all the threads in the windscreen leg. No sense in "screwing around" any longer than necessary.

Secondly, buy or borrow a 9/16" wrench from a bicycle tool kit or a power tool such as a 4" grinder or small router. They are only about 1/8" thick and are very handy for getting the driver side bolts snugged up to where you can get a swivel socket into use. Craftsman also sells a very nice 9/16 x 1/2 tappet wrench but it's a special order catalog item unless you buy the entire \$45 set.

Socket-wise, a quarter inch drive, 9/16 swivel from MAC is the E-ticket item, but Craftsman and Snap-On also sell a good copy. They are expensive at \$9 - 20 each, but well worth the investment. I epoxied mine onto a 1/4" extension for safekeeping. Also, while you are in a tool buying frenzy, spring for a 1/2" swivel socket in 1/4" drive and another in 3/8 drive, and you'll be amazed at how often you'll use them on your B.

An equally important multi-use tool is a pair of small, plastic Bessey-style ratcheting grip clamps that are just large enough to reach from the topside of the windscreen body leg (with door open) to the bottomside of the door pillar. Exactly where the bottom clamp pad rests is intuitive - just make sure it doesn't sit where the tightening process might cause metal to bend. Bessey clamps are around \$12 each, but you'll wonder how you ever did anything without them. You can buy inexpensive clones for about \$7 at Lowes that will work, but the Bessey brand shank is thin and it slides between the door and fender without any fear of contact. They are also incredibly powerful, so take care using them. I found that coating the pads with Liquid Tape makes them nearly slip-proof.

Last but not least is a plastic paint stir stick covered with the finest, softest velvet or tee-shirt cloth. This is for pushing the body seal out from under the windscreen without scratching the paint; an uncovered stick can slip out and continue skidding across the cowl paint, making for more work.

Removing the glovebox aids access to the passenger side; one of the holes will almost fall into place once with a little persuasion. Vince Groover gave me the idea to use a stubby offset #2 Philips ("Z" shaped screwdriver) to fine align either hole on the passenger side; Get at least 3 full turns on any bolt before moving to the next.

On the left side, you can remove the brake warning assembly and light switch (68-76) to get a "walleed" view of the bolt holes. I find that once the bolts are in place, 1/4" drive 9/16 universal won't fit until the bike/tool wrench has tightened them a few turns. I've also found that sliding a thin plastic vacuum cleaner attachment (for venetian blinds) between the left side panel and the dash will give you significantly more room to maneuver the wrench. In some cases, you can even use a standard 9/16, however be careful not to scar up the edge of the dash seal. Repeat the process to get the remaining passenger and driver side bolts in place.

Before you begin final tightening any of the bolts, make sure the seal is fully extended and positioned correctly. Ensure that the ends of the body to frame seal are trimmed so

that they taper into the underside of the pads.

I usually fit a 6 foot length of silky drape sash rope (available at any sewing store) under the seal with a LARGE knot in each end. One end goes to the inside of the car and the other to the outside. Once the clamps have begun snug-ging down the screen, gently and on the horizontal, pull the outside end of the rope until the seal has popped out. As you progress, give the clamp a bit of a squeeze to keep the seal from sucking back in (again - can't over-stress the need for a good dollop of KY jelly on the seal - it will eventually absorb into the rubber). You may need to use the stir stick to push the seal the last few mm's and to get it even across the cowl.

Before locking down the bolts, check the fitment of the vent window frame against the vertical pillar seal. If you note the vent frame bending before the door closes, you will likely encounter a door crack. Use lots of KY on the contact surface of the vertical seal, and continue to lube it until the seal eventually compresses. If the vent frame does flex, adjust the vent so that the top is moved outboard a little. Also, you can roll the windscreen a little bit forward or aft before cinching it down to make the vent sit correctly when the door is shut. DON'T slam the doors until enough time has elapsed to get the vent seal to fit correctly.

Anything else? Oh yeah, if you have a city or inspection sticker that you don't want to repurchase, take the old glass and your car to any good auto glass shop and be prepared to prove it's your sticker and your car, and for \$5 or \$10 they might just do the transfer for you. Don't try it at home.... And to keep water out, add some flowable silicone sealant to the underside of the pillar-post pads

Notes from the Editors

Peggy Craig

Thanks Mark, for the wonderful, detailed instructions for replacing an MGB windshield. Just a month too late for us.... If you could have seen us (for hours) trying to install the bolts between the dash and door posts.... We finally got it in but did have problems with the driver door fitting (1/4 window) against the rubber. It was put together, inspected and able to make the "Heart of Virginia Wine tour" several weeks ago. I almost want to take it all out and re-install it again using your instructions but we're knee-deep in putting the TD back together now after it was painted last November. You might wonder why we're just getting to this after eight months. Well, our indoor swimming pool liner sprung a leak (thanks to my daughter-in-law trying to retrieve a grandson's toy with the pool net (without the net). Here we were, the week before Christmas, faced with 10,000 gallons of water emptying into the garage where we had tools and MG parts scattered everywhere. We quickly (and I mean QUICKLY) had to put everything up and out of the water. We've just recently had the initiative to start back on this project and we still haven't found many of the screws, bolts, and small pieces we need.

My goal is to get the TD on the road for the New England MG 'T' Register's Gathering of the Faithful (GOF) that is taking place in Williamsburg, Sep 3-7. Hope we can get some of our members to attend. I think Mike and Jennifer are going. We have quite a few 'T' Series and pre-war model owners that should think about attending since it's so close. If I do register, I may just commute since it's so close. Charles Searles, Event Registrar, has asked that any of our

members who would like to volunteer to man the registration desk and help out with a few other events to let him know. Please see the article "A Colonial Gathering" in this month's Dipstick for more details. Hope to see you there and hope I'm not in the Toyota.

MEMBERSHIP

Robin Watson

Total membership 111

The 2004 renewals have slowed down this last few weeks, 51 members have now paid their dues for 2004. When we mail out the August Dipstick I will enclose the second notice to those that have not yet renewed. Dues are due by July 1st and after the end of August names will be deleted from the roster so that I can get the Directory finished. Once the names and pertaining information are deleted it is a lot of extra work to put these details back in. Some members may not be listed in the Directory if they renew after August. If you are going to renew please do so, so that I can get the completed listing to the President and club members on time.

For those members who would like to make notes in their 2003 Directory to keep it up to date we have the following new members:

Andy & K.C. Chambers
2341 Purple Martin Lane
Virginia Beach 23455
(757) 464-1662
achambers@mcguirewoods.com
1976 MGB

Matthew Gresalfi
2088 Malbon Rd
Virginia Beach 23456
1980 MGB LE (last US MG)

Mark & Wendy Hiby
617 St. Brides Rd. W.
Chesapeake 23322
(757) 421-7038
mnwhib@cox.net
1973 MGB

Kevin & Laurie Montgomery
2509 Indian Hill Rd.
Virginia Beach 23455
(757) 460-5700
1971 MGB

Also, since the July meeting we have the following:

Bob & Brenda Ruegsegger
6413 Drew Drive
Virginia Beach 23464
(757) 420-0954.
Bruegse@yahoo.com
1974 1/2 B

Doris & Roosevelt Moseley have re joined--
3604 Van Buren Dr.
Virginia Beach 23452
(757) 340-5530
1953 TD

June Tech Session

Robin Watson

Great turnout at Frank Linse's home on June 15, the early risers may have seen the rain but it did not stop a total of 18 members getting together. Although I arrived early, Ed Adams was there with his BGT with Frank to greet me.



The day started off with new shocks to three Bs. Bob McClaren brought in Pam's B for shocks and a new chrome grill for the vent. Jerry Johnson pulled his car up to the garage door

under the trees and started on the front shocks to his B. He quickly found out that his was going to take a little longer than Bob's. On the first one he started on the upper Fulcrum Pin which did not want to drive out with ease. Frank did not want Jerry to hit on this too much and said to remove the shock absorber arm to help (a good point to remember



if you intend to do the same job). While he was working on the r/h side of the car we did have a little shower and Jerry had his car under the tree but he himself was just in the rain. Ron Tibbles who was there with his Austin A40 (I am still trying to make a member here) came and fixed an umbrella for him. Jim Villers pulled his car up to the garage beside Jerry to fit a set of Tubular shocks to the front of his B. I have heard from Jim that the shock kit really works and he is VERY pleased



with the installation. He did make the following comments: The kit was not a simple bolt-on modification. He needed to cut and bend the brake line hose bracket back to allow clearance for the

shock absorber. If he were doing the job again he would follow the directions and remove the shock absorber valve from the old shocks that have to be left in place. He left the valves in because he felt the old shocks were not doing very much. He said that the new Tube shocks, combined with the old worn shocks, became a very stiff ride--not uncomfortable, but stiff.

Barb Taychert came with her B that was running a little warm. Frank Hurley was there with his B and helped Barb check to see if the gauge was working OK. I think I heard Barry Tyson say his B was also running warm (don't think that will give you a problem next week Barry--at least you will be on Free-ways for 95% of your trip to St. Louis).



Paul Thiergardt was there with his TF. The wipers would not switch off and he was looking for the problem to repair. He feels that he will have to get behind the dash and work on the actual knob so he is going to finish that job at home.



Susan and Terry Bond came in her BGT with a hole in the rear muffler the size of a dainty English teacup. She had a new muffler on order, but she and the GT were on their way to St. Louis on Monday so a repair was required. (Hope it held up for you Susan) When she showed me the kit I noticed a piece of rounded tin to cover the hole before wrapping the material around that they provided. I was just about to tell her it looked like a tin can with about 1 1/2" cutout when she told me that it was, in fact, a tin can she had made. (I feel she may be going into the muffler repair business--she had removed the label so that I could not identify the type of can) Susan you did great; it sprang over the muffler like it was made for the job.

When I left Frank had Jack Cabanillas' B in the garage checking out the horns. Also, there was Roy Wiley, Jack Dawson, Carl Nagle, Don Price, Alan & Robin Watson.



HOW GOOD CAN LIFE GET?

George Craig



You just can't beat eating delicious ice cream while listening to the soulful laments like "she jest went off with an 18 wheeler – suppose she don't love me no more". And all of this was to top off Allen Watson's summer evening mini-rally through the forest and fields of "near Pungo" on the June 27th ice cream run.



Twas a bit warm, but that made the Bergy Dairy Ice Cream at the Virginia Beach Farmer's Market taste all the better. For those who missed the occasion, a word about Bergy's. This long time purveyor of dairy products still insists on using glass bottles for its milk and cream. (As an editorial aside since we are speaking of cream – sometime try their whipping cream. It makes the grocery store product taste and feel like skimmed milk "Blue John".)



Ten cars participated and included 7 MGs, Ron Tribble's Austin A40, and two domestics – well OK, one was Japanese. Starting point for the tour was the "old" pavilion at Mount Trashmore. There was a bit of confusion about "old" and "new" (if there is such) pavilions but eventually everyone found the right spot and away we went.

Glad we were joined by a new member, Kevin Montgomery, and some old members not seen in awhile like

Carl and Norma Nagle, Jim and Linda Freeh, and Jack Cabanillas. Prospective members, Gene and Jane Adkins, also joined us.



At the Farmer's Market tour terminal it was embarrassing for your author to find himself in the front of the line, but I've been to Bergy's before.



See page 3 for details on this month's Ice Cream Social!



ON THE WINE TRAIL

George Craig

Those who didn't make the Heart of Virginia Wine Tour on July 12 & 13 missed another really great time. The weather cooperated by cooling just a bit and we



Meeting at Cosmos: Paul & Carmen Thiergardt, Peggy & George Craig, Betty Villers



Robin & Olive Watson, Alan Watson, Mike Haag



Becky Watson, Barb Taychert, Mike Knepler

only saw rain a few minutes after reaching home. Eight cars, including seven Bs, made the trip without incident. Paul and Carmen Thiergardt didn't drive the TF, opting because of Paul's severe head cold for the comforts of the air-conditioned Mercury.

Our club is indeed fortunate to have Alan and Becky Watson to plan and organize these events



and, in their usual manner, everything was planned to a "T" and came off flawlessly and on time. Although the original intent was to visit five wineries in two days, we learned before leaving home that one, for some unknown reason, was closed (do you think they heard we were coming?). So we were able to avoid the necessity of finding eight designated drivers – barely.

One of the nice things about touring in a group is that if the wineries are expecting you (and they were because of Alan's thoroughness) and have a "crowd" they pro-

vide a lot of extras – but after all, they are selling wine. For example, on our first stop around noon on Saturday at Grayhaven Winery in Gum Springs, they had erected a tent in a beautiful shady grove of trees and provided a very adequate supply of



"picnic wines" for our pre-planned, "bring a dish" spread. As

usual, we had an overload of food and all was scrumptious.

Barb Taychert's curried chicken salad was a hit with everyone along with many other sum-



mer-time picnic treats. This family-operated winery, although small, was very nice with amiable crew, friendly dogs, nice facilities, and a very good product. Unfortunately, with two more scheduled stops that afternoon a nap, although loudly called for, was not possible – Oh well.



Next stop was Cooper Vineyards in Louisa with its beautiful, well tended vineyards but modest facilities and so-so product.



Highlight of the day was the visit to Lake Anna Winery in Spotsylvania. These beautiful vineyards are complemented by very modern and attractive buildings



equipped with rooms adequate for banquets and musical productions (one of which was scheduled for that evening). We were provided a personalized tour by the vintner and learned perhaps more than we will ever remember about the love life and ultimate sacrifice of “the grape”. Good wine too!



Now time to check in at the Henry Clay Inn in Ashland.



Although situated only 50 feet from the quaint Amtrak station that sees 37 trains per day, it was a delight. Built in 1992 to replicate the original inn it has all of the historical charm coupled with all of the modern conven-

iences. Because we constituted most of the guests we sort of took over the upstairs “parlor” and were treated again to great “leftovers” from our picnic lunch supplemented by Susan Bond’s visit to the local deli and a wee dram of the days shopping.



Sitting around the fireplace (fortunately unlit) the delightful conversation ranged from Barb’s wild tales about her animals to Jim and Betty Villers’ comments regarding cremation in lieu of burial in an MG. Politics and religion were fortunately avoided, but I don’t believe that many other topics were missed. We also learned that Beckey Watson is “published”. In the latest issue of the “North American Classic MG” we were treated to a “wife’s view from the passenger seat”. So now Tidewater MG Classics has an author laureate.

Some of the younger members such as Jim and Betty Villers, Mike Haag, Olive and Robin Watson, and Beckey and Alan Watson topped off the evening with a visit to the ice cream parlor and the Listening Room--the Randolph Macon College outlet for local talent. Later that evening the Listening Room may have become the Listing Room.

Sunday morning, after a nice continental breakfast,



everyone headed to the front porch rocking chairs with a second cup of coffee and the Sunday papers. All that was missing was the mint julep and cheroot. The conversations continuing from the evening before were



only slightly interrupted by the visions of our train photographers, George Craig taking a picture of Mike Haag taking a picture of Susan taking a picture of the passing Amtrak trains.

The final winery visit became the “best saved for last”. Only a fifteen minute drive from our inn we were treated to the beauty of the James River Winery in Ashland. Our host had prepared cheeses, crackers, and several homemade dips to accompany the eight or so



wines they “insisted” upon our sampling. A gracious and knowledgeable hostess presented all of this on a wonderfully landscaped patio. We all turned in our “passports” and received our “gift” of a “Heart of Virginia Wine Trail” travel corkscrew.

After our last tasting we headed back into town to a barbecue place where we had lunch before gassing up and heading home.

So all in all we not only spent a great weekend in a historical part of Virginia, we (speaking at least for the men) enjoyed our “robust, full bodied, intriguing, spirited, and complex” mates – and the wine was pretty good too.

Brits on the Bay

June 7, 2003



Ed Meadors



Bob & Linda Pellerin's Austin 10 won a first place trophy



Robin Watson's B



Frank Linse took home first in the early B class



Moss Motors Gold Cup Car Show And Gold Cup Historic Races

June 6-7, 2003

Mike reported on this event in last month's Marquee Time, so here a few pictures. Check the website for more.

B's of Craig Cummings and Doug Wilson in the Gold Cup Car Show



The Giffin Racing Stable

Hank on the track



Ryan on the track



Doug & Craig on the track



View from the track



Vintage MG race

More Notes from the Editors

Susan Bond

Apologies to Robin Watson. Somewhere between my CD and the printing machine, the last paragraph in his article on the ice cream run last month was reformatted. The last sentence should have read, "I don't wish to hurry my days away but roll on July for Alan's weekend Winery run and a night in Ashland!"

Congratulations to Beckey Watson! One of her articles was published in *North American Classic MG* magazine. I keep telling you we have great writers in our club, now others will know it too.

What a great trip! We had a blast in St. Louis and will be writing about it in several installments as we get time. Mike has put pictures on our web site, so check them out.

Westward Ho! (Day One)

Susan Bond

Our trip to St. Louis for the NAMGBR convention started like most of our road trips do – breakfast at Cosmos, a later-than-planned start, and stops in



all the usual places on the trek west. We deviated a bit and stayed on 64 on the other side of Richmond, we wanted to make time. But we did get on 250 to climb Afton Mountain, that long slow grade on 64 wasn't built with sports cars in mind. The Bs purred right along. Until Waynesboro. Mike's decided it was tired of climbing hills and started chugging. So he pulled off and stopped at a gas station. It would start, but ran real rough. The guys went thru all the usual things – air, fuel, spark – and couldn't find anything wrong. Even took the carb off and cleaned it out. By then it



wouldn't even start. So we pulled out the N A M G B R Service Recommendations book and he called Gassman Automotive. Mike Gassman came out with a rollback and took

it straight to his shop in Waynesboro where 2 techs were waiting (by this time it was after 5:00). We assumed "the

Jaguar position" (you learn something new every day when you drive a LBC) and pushed it in the door. They went thru the same check list, but this time the fuel pump wouldn't



e v e n click, let a l o n e p u m p . Up went the car and Neils and Ken installed the spare fuel pump Mike just happened to have in the boot.

Once the car was running, they commented on the noisy valves so they adjusted them too, with more comments about the crud inside the valve cover and a future engine rebuild. While Mike was paying his bill, Barry and I got a tour of the workshop and a look at some really neat cars. If you want them to restore your car you had better call soon, they are booked years in advance.



On the road again, we didn't get

far before it started raining (so what else is new this year?). We had been aiming for Beckley WV, but settled for Lexington VA. After a bit of negotiation about the price and a volume discount, we had 3 very nice rooms and didn't really want to go out in the rain again to find dinner. So we ordered a pizza and raided my cooler for beer.

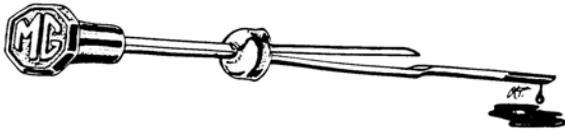
(to be continued)



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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, Aug 5th
Paul & Carmen Thiergardt
5232 Fairfield Blvd
Va. Beach
497-0455

