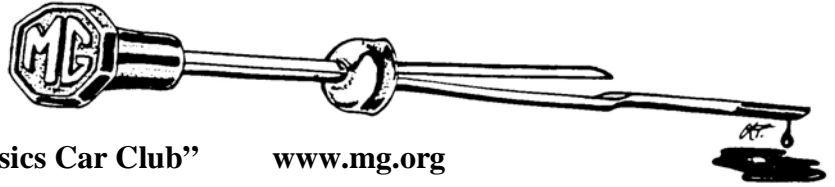


The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

www.mg.org

Volume XXXI, Issue 11

Dedicated To Preserving The Marque Since 1973

November 2003

MARQUE TIME

A very special thanks to Andy and Cynthia for hosting the October meeting, as this was the second meeting that they hosted this year. A tour of their garages revealed an MGA 1600 that Andy's son, Josh, is working on. Maybe looking at this project car will help to inspire those of us to complete, or even start, similar projects. I know I was inspired to start working again on my own MGA 1600 project. At least for a few hours anyway, before reality set in.

Several of us made the trek up to Waynesboro the first weekend in October for the annual Fall British Car Festival. You can read more about it elsewhere in this issue. What a great time we had, driving our MGs for 4 days in a very pretty part of our state while enjoying perfect early fall weather. Even a detour back to Waynesboro on our last day to get a leaking wheel cylinder worked on at Gassman Automotive didn't dampen our spirits. In fact, spending a couple of hours there was one of the highlights of the trip. They remembered us from our stop there in June to replace my failed fuel pump, and the folks were just as friendly and accommodating the second time around. We saw three other cars from the car show there that also needed a little help before returning home. Once again, we stretched our MG weekend out as far as we could, as we didn't get back to our homes until Monday night.

It's hard to believe that it's been two years since I was elected President of the club. They say time flies when you're having fun. It was true in this case, as these past two years seemed to just fly by. Or maybe I'm just getting older. Either way, it truly has been an honor serving as President. I was finally able to give back a little something to a club and a group of people that have given so much to me, and helped enrich my life these past ten years. This October was also special to me, in that it was the 10th anniversary of my first attendance at a meeting of the Tidewater MG Classics. I knew right from the start that this was an organization I wanted to be a member of. Ten years later, I can't imagine owning an MG in the Tidewater area and not being a member!

As we have all learned at work, a team consisting of people with

UPCOMING ACTIVITIES

Check www.mg.org for the latest info!

- Nov. 2 SCCA Solo II, Pungo Airfield
www.odr-scca.org
- Nov. 5 **Wednesday Meeting at Pete & Barbie Douglas'**
(see map on back page)
- Nov. 8-9 Turkey Bowl, Summit Point Raceway
www.summitpoint-raceway.com
- Nov. 9 **Tech Session at Susan & Terry Bond's** (see page 3)
Please note: Tech Session is at the Bond's, NOT at Mark Childers as was listed in the Pig Pickin flyer last month.
- Nov. 21 **Dipstick Deadline**
- Dec. ?? **Christmas Party at ???**
- Dec. ?? **Toys for Tots Rally**



MEMBERSHIP

Robin Watson

Total membership 98

Having now made the cut in the roster of those members down to 97. However, I am personally happy to report we did receive one new member, my grandson Colin Watson, with a 1969 MGB, it does need a little work on it. This also puts a three-generation family membership in the TMGC.

varied specialties and talent all working together is more successful than any one individual working alone. And so it was during my term as President, as a “dream” team of folks volunteering their time and talent surrounded me. I’d like to take this opportunity to recognize those folks who were Officers, Committee Chairpersons, and other members who gave their time and effort for the club these past two years. For the elected officers, I want to thank Barry Tyson as Vice President, who acted as my “sounding board” and provided good advice, and for being an overall good friend. Doug Kennedy and Jim Villers, as Secretary and Treasurer respectively, deserve many thanks for the excellent job they have done over the past few years in these roles, and continue to perform.

The club has several committee chairpersons that perform a great deal of work for the club. The Activities chair is one of the more demanding ones, and I want to thank Dan Kirby for organizing the club’s events in 2002. Alan Watson deserves a great deal of thanks for his efforts in 2003 for organizing the Daffodil Run in the spring and the highly successful Winery Tour this summer, along with the Ice Cream Socials he organized this year. Mike Ash continued as our Clubs chair, and by virtue of his national recognition, provides visibility of our club far outside our own area. The Editor chair may be the most important, as it is responsible for the generation of our club’s newsletter. I want to thank Ed Kehrig who worked as Editor for a couple of years, and for the first few months of my term. A special thanks goes out to Peggy Craig and Sue Bond who agreed to become Co-Editors of the Dipstick. Along with help from Robin Watson, they have taken the Dipstick to new levels of greatness, having won recognition by a national car magazine. Sue Bond continued her support of the club by acting as Historian, compiling past years’ events into professional looking yearbooks for all to enjoy. Speaking of which, I hoped you all have spent time perusing the CD-ROM that Sue and Jim put together and distributed at the 30th Anniversary dinner, containing many pictures of past events. Robin Watson has done a great job as Membership chair these past two years, and the Roster he put together is the best we have ever had. I thank Frank Linse for continuing in his role of Regalia chair, and for finding new and better club related items to purchase. As Technical chair, Mark Childers can always be counted on to find new tools (or toys) for us to use and innovative ways to keep our cars on the road. I want to especially thank Mark and Debbie for hosting the Pig Picking, tech sessions, and organizing the Christmas charity these past couple of years

Lastly, a very special thanks to all the members who have hosted meetings, tech sessions, Christmas Parties,

and other events or who have contributed behind the scene to help our club these past two years. Without listing everyone, we know who you are, and greatly appreciate it. I was honored to be President during our 30th Anniversary, a feat that many car clubs never achieve. Our dinner to commemorate that event was wonderful, thanks to the hard work of Peggy Craig and Anna Worrell, with support from Alan and Beckey Watson, and all the great vendors who provided many gifts. Which brings me to the point that our club is larger than just the numbers shown in our membership list. Behind most members are wives, significant others, or other family members who make up our TMGC family. Without them, very little in the club would actually get done, and so I thank all of those individuals (again, we know who you are) for their continued support.

It’s been a great ride! Take care.

Safety Fast! Mike

OCTOBER MINUTES

Sue Bond & Mike Haag

The evening saw a good turnout of members, and more socializing on the rear deck took place than tyre kicking, thanks in part to the fine selection of beers offered by our gracious hosts! Thanks to a tour of the garage(s), we got a late start, as Mike banged the gavel at 8:25 to open the meeting. Mike thanked Andy and Cynthia for once again hosting the meeting, after also hosting the July meeting. Andy mentioned that Doug had hurt his thumb, or was it a finger (hopefully not the one he signals other drivers with), so he would not be there to take minutes. Suddenly a hush enveloped the crowd, and everyone avoided eye contact with the President, like the students hoping the teacher doesn’t ask them a question. Sue offered to write down as much as she could, and your outgoing President agreed to type them up from Sue’s notes and his recollections into something resembling meeting minutes.

Guests: Guests included Dave Riley, who owns a ’67 Sunbeam Alpine and Josh and Diane Wallach who own a ’59 MGA 1600 that resides in Andy’s garage.

Membership: Robin reported that we had 94 paid up members, down from a high of 113. Several members who had not renewed yet said they were interested in still staying members. No November *Dipstick* to those who have not paid up, so get your dues in as you don’t want to miss an issue of our award-winning newsletter! Hint: Andy & Josh Wallach, it would be neat to

Tech Session

Sunday, Nov 9th, 10am

Sue & Terry Bond
541 Forest Rd
Chesapeake
482-5222



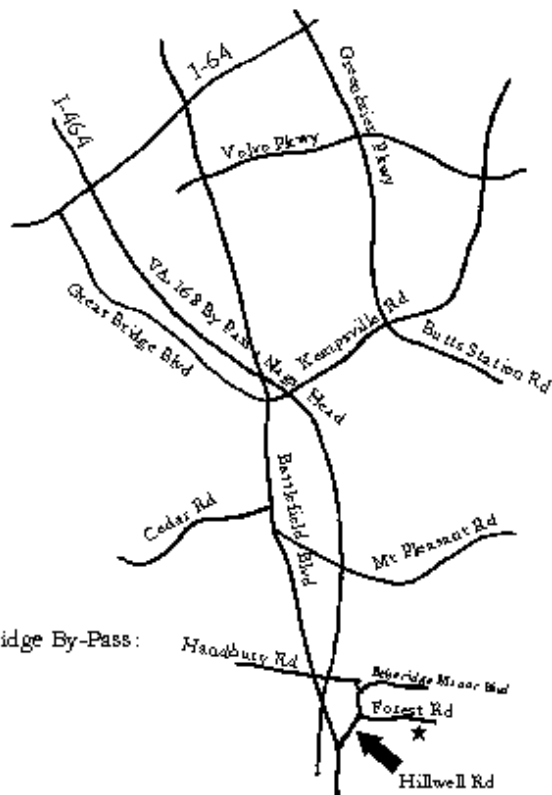
Take exit 291B off I-64

Going South toward Nags Head on I-68/Great Bridge By-Pass:

Take Hanbury Rd East, Exit 10B

Turn right on Hillwell Rd

Turn left on Forest Rd



have another father/son team in our club.

Treasurer: Jim reported the club brought forward \$2,310.08 from September, took in \$66.00, disbursed \$136.02, with a balance carried forward of \$2,240.06.

Minutes: The September minutes were approved as is.

Newsletter: Peggy mentioned that she needs someone to write about the GOF held in Williamsburg in September. All heads turned to Andy when we found out his 'TF took 2nd place, but no commitment was made. Peggy is writing an article about the club for the Sacred Octagon.

Regalia: Frank wasn't there, so no cool stuff to buy.

Activities: Alan was thanked for his great job this year in organizing activities. Someone commented that our recent trips seemed to be centered around wineries. Is there a pattern there? In keeping up our tradition, Mike mentioned that Sue, Barry, and he attended the Monticello Wine Festival in Charlottesville on Sunday. Alan said that Becky was organizing a winery tour for next April. Someone else mentioned how about a brewpub tour, which seemed to peak everyone's attention. The discussion quickly turned to beer, but Mike and Sue finally got things back on track by talking about the upcoming Driver Days car show on Saturday, Oct 25th. Mark talked about the Pig Picking that he and Debbie will host on Sunday, Oct 26th. He asked for a show of

hands of those planning to attend. Check the October *Dipstick* for more info. Robin will lead the caravan, meeting at the usual Greenbrier Mall location in front of Sears at 1:30, for the drive through the wilds of Chesapeake to Mark and Debbie's house. Robert mentioned the Highland Games at the end of the month in Richmond, put on by the St. Andrew Society, and he would try and pass on more information about it. Mike mentioned that we needed a host for the Nov meeting, or failing that, Peggy suggested we meet at Frankies. Pete Douglas volunteered to host the meeting at his house in Va. Beach, after wisely calling home and checking with his better half first. Sue talked about the Fall Tech Session on Sunday, Nov 9th that she and Terry will host. Alan is still trying to coordinate the Toys for Tots Christmas Charity this year, but hasn't had much cooperation yet. He will let us know the results at the next meeting. A discussion ensued about the Christmas Party. Cynthia said that they couldn't host it this year, as she will be in the Cayman Islands then, but that we could join her there! Funny, she didn't mention where Andy would be.

Clubs: Mike Ash wasn't there, so there was nothing to report. Mike mentioned that he wanted to meet with NAMGBR members after the meeting, since they had an election form for new NAMGBR officers to fill in and mail back.

It was at this point in the meeting that Mike decided to rearrange our usual order of events to really confuse

Minutes (continued)

people, and to hold the elections under Old Business at the end of the meeting. Since Mark was in the other room on the phone, we proceeded into **New Business**, of which there was none to speak of.

Marque time: Andy and Josh talked about the MGA they're working on. Discussion took place about the recent Waynesboro show. Mike talked about a '69 MGB project car with plenty of good parts in Seaford that was flooded during Isabel and provided the phone number of the owner to a couple of members who were interested.

Technical: Mark talked about a homemade radiator/cooling system tester to test for leaks under pressure by using a couple sections of hose, two tire valve stems, and clamps. Some assembly required, but no chewing gum or string. Simple but effective. The neat toy he showed us though was the digital, talking tire pressure gauge available at Radio Shack for \$9.95. He also showed a pair of cutting clippers by Stanley, about \$12 bucks but much cheaper at yard sales if you can find one like Debbie did. Great for cutting hoses.

No raffle was held.

Old Business: The election for new officers was held. Andy Wallach was offered up as the candidate for President, and elected unanimously. Alan Watson offered to run as Vice President, and was also elected unanimously. Both Jim and Doug agreed to another term as Treasurer and Secretary, respectively. Mike thanked them for their continued support to the club. George Craig thanked Mike for his role as President these past 2 years.

The meeting was adjourned at 8:55 and we descended into the house like CA voters rushing to the polls to elect "Herr Terminator" as their new guv.

Officers and Committees

President	Andy Wallach	622-8315
Vice President	Alan Watson	426-2600
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		
Historian	Susan Bond	482-5222
Technical	Mark Childers	432-9155
Regalia	Frank Linse	461-7783

Members in the News

Mike Haag

A couple of our TMGC members have been mentioned in the local newspaper, *The Virginian-Pilot*, recently and deserve to be recognized.

In the Friday, October 17th *Auto Weekly* section under Car Calendar, the 1961 Mercedes 190SL of Jim & Betty Villers was pictured, along with a notice of the Mercedes Benz 190SL Group Convention that the Villers were organizing in Williamsburg that weekend. Hmm, now we know who has experience organizing large events!

In Sunday's October 19th *The Beacon* section distributed in Virginia Beach, it was announced that Doug Kennedy recently received the Fellow Award from the Virginia Recreation and Park Society for his "demonstrated consistent and outstanding commitment to the profession and society".

Former TMGC member Michael Murphy from Chesapeake is one of the *Virginian-Pilot's* local guest columnists in their Editorial Page. Mike's latest column appeared in the Sunday, October 19th edition. Even if you don't agree with the topic, like his other columns, it was well written and to the point.

Of course, our club and all of our members gained a little notoriety in June 2003, when the article about our club's 30th Anniversary appeared in the local sections of the newspaper.



Link of the Month

Susan Bond

If you are in the mood for a wacky event, log on to:

www.plymouth-dakar.co.uk

and check out the Plymouth-Dakar Challenge, known unofficially as the "The Ultimate Banger Challenge" and "an alternative to the Paris-Dakar rally organized for financially challenged enthusiasts." I read about it in *Classic Motorsports* magazine. This alternative event features a 3700 mile rally from Plymouth, England to Dakar in Africa, starting 19 December, 26 December and 1 January (3 groups), and hopefully finishing in 3 weeks. The participating cars cannot cost more than £100 to buy and £15 to prepare for the trip and the survivors will be donated to local charities.

Brown's Island

Kerry & Frank Hurley

Early on the morning of Sept. 14 several of us set off for the show at Brown's Island in Richmond. Tidewater MG Classic representation consisted of Sue Bond and granddaughter Taylor Sumner, Barry Tyson, Mike



Haag, Frank and Kerry Hurley, Craig Vince Groover and Joyce Cummings, Robin Watson and Vince Groover with his traveling parts show. Doug Wilson had to cancel out at the last minute.



We had all polished and scrubbed our little cars either the day before or early that morning...and you

Barry Tyson guessed it. It rained on our little parade. So, everyone had some work to do when we arrived, after a very pleasant drive up there. Fortunately the weather cleared up and we had a very pleasant day for the show.

After all our polishing and voting was completed we all walked



up to Sine's Irish Pub for lunch. The fish Mike Haag and chips there are absolutely outstanding. And the beer was a welcome refreshment. The ladies

avoided the port-a-potties by using the restrooms at the pub. We returned in time for the awards to begin. The Hurley's took second with their chrome bumper MGB and



Robin Watson



Winners: Joyce & Craig Cummings, Frank & Kerry Hurley with the Hurley's B



the Cummings took first in the GT class. And some members of CVBCC also won prizes with their cars.

The featured marque this year was the Triumph and Taylor Sumner there was a concourse showing of Jaguars. Oh my, they were pretty. Sergeant Santa was there once again, raising funds for charity. He must have been a little warm in that Santa suit, as it was perfect top down weather.



Joyce & Craig Cummings



Waynesboro - October 4

Craig Cummings

The drive up to the Waynesboro show was the best part of the weekend. Frank and Kerry Hurley, Doug and Eiko Wilson, and Joyce and I departed from our new house in Williamsburg at about 11 AM. After a brief potty stop and a survey of the hurricane damage to our yard we were on our way up Route 5 toward Rich-



Doug & Eiko Wilson



Frank & Kerry Hurley

mond. Doug chose a path around Richmond that included no less than 6 different routes to avoid Interstate traffic. Our first stop was at an out-of-the-way gas station, where the guys noted that the Porta-Potty had not been serviced since it was installed. The gals wisely waited for next stop, which was at the restaurant in Goochland. Notice I said "the" restaurant. It was a



Joyce & Craig Cummings



B's at Mrs. Rowe's

tion of course was about all of the MGs in town. One old fellow remarked that he saw a brand new one in the parking lot; he hadn't seen a



Barry Tyson

brand new one in some time. Of course he was referring to Frank and Kerry's "new" B.

After the usual burgers and soup etc, we followed Doug to the next adventure of the trip, a drive up the famous Walton's Mountain. Doug had remembered the drive as a very steep and long hill. It's funny



Debbie Eisenbath & Frank Linse



Mike Haag

how the memory plays tricks on you. We viewed the video and toured the small museum, bought the mandatory refrigerator magnet and we were on our way down the hill to the hotel.

We met Frank Linse at the bar in the Holiday Inn, the usual hotel for the event. For dinner we went into the old part of town, for a great meal at The Pullman Restaurant (located in the restored C & O Train Station.) There we ran into the "Traveling Trio", Sue, Mike and Barry.



The weather the next day for the show was very favorable. A good number of vendors ringed the field with an outstanding number of cars from the area. Frank Linse did well with his MGA, taking a first in class. The evening buffet was the usual fare.



Joyce & Craig Cummings, Doug & Eiko Wilson, Frank & Kerry Hurley, Susan Bond holding Frank Linse's first place trophy, Barry Tyson, Mike Haag

Postscript – More Adventure

Susan Bond

We probably shouldn't have pushed our luck, but Mike, Barry and I had signed up for the Wine Festival at the Boars Head Inn on Sunday after the Waynesboro British Car Show. We had our usual leisurely breakfast at Mrs. Rowe's and headed out 250. All was well until, going down the mountain, a slow truck pulled out in front of Barry and I had to hit the brakes to keep from hitting him. And the pedal went all the way to the floor – the right rear wheel cylinder (inspected just 2 months earlier) had blown out. Fortunately my car is new enough to have a dual system so it stopped OK but it was a bit disconcerting to feel the peddle hit the floor each time. We had a good time at the Festival sampling wines and listening to music. Then we explored the Inn

and shops before heading to the motel.



The more I thought about it, the more I didn't want to chance driving home with only the front brakes, so in the morning I called Gassman Automotive in Waynesboro, the same shop that had replaced the fuel pump on Mike's B on the way to St. Louis. He said if I could get it there, they could fix it. We had to wait several



hours before a roll-back with the proper straps was available, but once at Gassman's they remembered who we were and Neils, the same

tech who had worked on Mike's car, made short work of installing a rebuild kit on a rather rusty and well-worn cylinder, and new shoes -- the old ones were delaminating after their bath in brake fluid. He pulled the other wheel and said that cylinder was leaking, too, and to replace them both – soon. There were 2 other car show refugees in the shop, an Allard and a Morgan. What company!

We made it home without a problem, despite hitting Richmond during rush hour. Then the mushroom factor set in: the new brake pipes, hand brake cable and rebound strap that were sitting on my shelf begged to be installed too. Did you know you have to remove the

passenger seat to remove the handbrake cable? It has taken me 3 weeks to find the time to get it all done. Having to earn a living sure gets in the way of having fun.

Hunt Country Classic—Oct. 19

Craig Cummings



The eighth annual Hunt Classic Show was by far the biggest and best ever. Over 250 British cars and motorcycles were in attendance, everything from a Rolls Royce "Woody" to a row of the new Minis. The weather was perfect and the venue at the Svea Farm in Middleburg was superb. This year Doug, Eiko, Joyce and I took the hayride around the 50-acre estate, a fun time. Breakfast and lunch provided by the

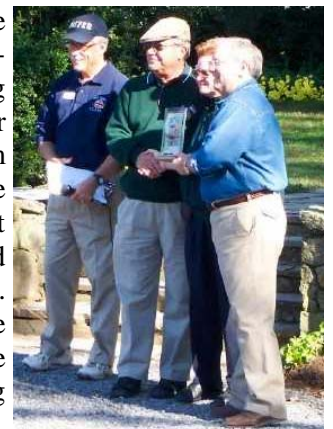


MGCCDCC were very good and fairly priced. Doug's



Flamingo Red MGB was one of many beautiful cars in its category, and it won the prize for third place. My British Racing Green MGBGT faced more competi-

tion than I have seen in recent memory. Despite the presence of a beautifully restored red MGBGT making its car show debut, my car took top honors in what I'm sure was a close contest. We have attended three Hunt Club Classics in a row, and plan to go again next year. It's a great way to end the season, and to spread the word about events coming up for next year.



MG Models in the UK

Part 2
Robin Watson



Last month when I talked about the classic cars that I was going to stop and look at, I spelt the town wrong and just in case you travel to the UK and look for the town it is Thorney as you can see from the picture.

Now, to follow on with one of the MG models selling in the UK. First I would like to say that the comments made here are taken from SALES brochures and not my thoughts, unless I say so. Also, they use performance reference of Ps. I talked to my brother in-law about the Ps and he says it is a European way that is now used in the European market to class the HP at a given RPM. Although they have many new models on the market I will start with the one that is closest to what we know to be a MG. A sports car, MG-TF. Since 1924 MG has made the true sports cars. The MG-TF reflects this world class heritage, a two seat, mid-engine, rear wheel drive convertible with an option of a hard top. Light informative steering with agile responses along with a low driving position. A real cockpit with perfectly located steering



wheel and gearshift lever, giving the feeling of oneness with the car. The MG-TF is available with a 160 Ps variable valve-controlled, lightweight 16 Valve race-proven 1.8 litre multi-point injection engine--1796cc. This car is also available as a TF 120 stepspeed with a Grand Prix type of gear change. With a flick of your finger on the steering wheel you can change through a six speed clutchless change up shift or down shift from the switches on the steering wheel. The same car in traffic at your command can be changed to operate as a fully automatic just by putting the gearshift in D. This is the other side to what they call Stepspeed. The engine in this one varies a little from the 160 model, 1.8 Litre. The same car can come as a TF 115 or TF 135. These have

engines as follows, 1.6 litre – 1.8 litre:

ENGINES	TF 115	TF 135	TF 120	TF 160
Stepspeed				
Engine Litre	1.6	1.8	1.8	1.8 VVC
CC	1588	1796	1796	1796
Max. power @ RPM	116 6250	136 6750	120 5500	160 6900
Max. torque @ RPM	145 4700	165 5000	165 3000	174 4700
Max. engine Speed RPM	6800	6800	6000	7100
Performance				
0 – 60 Seconds	9.2	8.2	9.7	6.9
Top Speed MPH	118	127	118	137



Gauges

Peggy Craig

Ever had an instrument gauge you could no longer read? Well, my '52 TD Jaeger oil/water gauge fit the bill. It had flaked to the point where I could no longer read the numbers. After trying unsuccessfully to buy a decal, Moss Motors suggested I contact MO MA in Albuquerque, NM. I called them but procrastinated over a month when informed that re-screening would cost \$75. Although they warned the color might not be exactly like the original, I finally broke down and sent it off as I decided it wasn't going to get any better and I couldn't figure out how to improve the situation. I included my credit card for payment and asked they contact me if they didn't accept cards and needed a check, as I was unsure of the final total.

What a pleasant surprise when two weeks later I received a box containing my gauge now looking beautiful (only a woman could say this about a gauge!) and "better than new". An invoice was attached with a note: "We don't accept credit cards, please send a check upon receipt." How's that for trusting? The signature on the invoice was "Margaret Lucas".

Still in shock over the fantastic job and her trust in strangers, I immediately emailed her thanking her for the beautiful job, and promised my check in the mail the next morning. However, I just couldn't resist a comment about her name: "Bet you get a lot of ribbing on you name (Lucas)". Part of her response back was "...you think the name Lucas isn't bad enuf now, years ago I was the rep for Smith/British Jaeger on the West Coast, -- after the first week on the job I took all of my biz cards I had printed (2,000) and threw them away and put my name so small in one corner—well...you get the idea."

Sounds like an interesting lady and hope I meet her some day, but most of all she/they/he (I know she must have at least few men behind her) did a beautiful job (yes, it was mine they returned—all cleaned up) and trusted this cus-

tomers enough to bill after the service was provided. If any of you have a gauge that needs re-worked or other similar work to be done, I highly recommend you contact them. I don't know if they dipped it or sandblasted it or what, but it does look brand new from the face of it to the end of the cable with the coiled copper wire. And, all I asked them to do was re-screen the face. In response to their caveat about the fact that the color might not match the original, I certainly couldn't tell it was not original!

Westward Ho!

Our Trip to St. Louis for MG 2003
Mike Haag and Susan Bond

Day Eight

After driving over 900 miles and seeing the Arch from a distance, we couldn't leave the area without visiting it up close. But on Monday we decided to leave the driving to someone else and take the train downtown. So, after our usual leisurely breakfast, we parked in the commuter lot -- away from the heavy construction equipment which might not realize the bump they went over was an LBC -- and boarded the very nice electric train. At the last stop before the river we got off and trekked thru a parking garage to get to the Gateway Park. After being searched at the visitor center entrance, we signed up for almost everything. We had time to see a video about the construction of the arch before our turn to go up in it. If you are claustrophobic, don't try it. Little 5-person pods on tracks, which tilt to



accommodate the curve of the arch, make for an interesting trip. But it was worth it, the view was fantastic!!! We were lucky the day was bright and clear. We all took loads of pictures. Then we wandered

around the museum until it was time to go down for the river boat cruise. It was like a Carrie B cruise, but on a replica paddle wheel steamer on the Mississippi River. The narration answered a lot of questions we

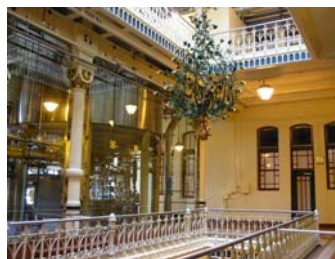


had about river boats and flood gates and old bridges. They had taken pictures of everyone before we boarded. We must have broken the camera, ours was not to be found so we didn't have to come up with a reason not to buy it.

We had bought train tickets that would allow us to ride all day, but after wandering around the old neighborhoods by the river (where none of the pubs were open, it being Monday), we were too tired to get off anywhere and it was almost rush hour so we headed back to the motel and more Hooters food.

Day Nine

Another beautiful day! Wow! So we decided to see another St. Louis original, the Anheuser Busch brewery. I know, we have one in Williamsburg, but this is the original. They have 3 old buildings which are on the National Register and the place is huge, with more being constructed. Many of the furnishings -- especially chandeliers -- date from the St. Louis World's Fair. We got to see everything



but the bottling line which was closed down for some reason. The tasting room was very popular, even Bud tastes good when it is fresh.

Then it was back into the heat to do battle with traffic. To get to the brewery we had thought it would just be an exit ramp from one interstate to another. Instead we were dumped on to city streets and directed around in circles before getting on the right road. Fortunately, getting out of town was easier, tho we had to get on that one bridge with 3 interstates again and it was almost bumper cars. At least with out-of-state license plates we had an excuse for not knowing exactly where we were supposed to go. Sure am glad I only had one beer! Crossing Illinois and Indiana was uneventful, tho both we and the cars were very hot, and we found a nice motel in Plainfield, just outside Indianapolis and had dinner at the Coachman restaurant across the parking lot.

Day Ten

Wednesday was another beautiful day! (Can you tell it has been a rainy summer?) After a leisurely MacDonal'd's breakfast we headed for the mecca of race fans, Indianapolis Motor Speedway. The Speedway is located northwest of the city, so we took the I-465 Beltway and easily found the right exit. After we got on a busy street with many stoplights, stores, and strip shopping centers, finding the entrance wasn't quite so easy.

We saw the Speedway, but not the entrance



to it. Obviously having driven past it, we turned around, and eventually found the entrance. We entered underneath the bleachers, down a ramp, and came up trackside. Driving across the track into the infield, our destination stood before us, the Indianapolis Motor Speedway Hall of Fame Museum. The admission price was only \$3.00, plus another \$3.00 for the obligatory ride around the track, unfortunately on a bus, but a nice ride none the less. We spent the next 2 hours or so looking at all the many



cars and memorabilia on display, from the very first car (a Marmon) to win at Indy in 1911 and numerous variations of race cars over the years, to examples of the latest winners. If you're a fan



of open-wheeled racing in the US, this is the place to visit. Next to the display of the race cars is another section containing antique and unusual cars, including the very first examples of horseless carriages from the late 1890's, a very rare Mercedes

W196 Grand Prix race car from the 1950's, and numerous other styles of race and road cars.

Unfortunately, we had somewhat of a schedule to keep, so we left the air-conditioned comfort of the museum for another hot drive in our cars, with the goal in mind of reaching the Lexington KY area for the night. We got back on the Beltway and then on I-74 heading southeast towards Cincinnati to pick up I-75 South to Lexington. The traffic was bad on the Beltway, so we decided to push on down I-74 for a bit before stopping for lunch. Did we say it was hot? Mike noticed a bank thermometer that said 93 degrees. Mike and Barry drove with their tops up to keep the sun from cooking their brains. Thankfully the drive was uneventful, except for the oppressive heat, until a little north of Lexington. We noticed some tire debris in the road, probably due to a tire blowout from a semi. Barry was in the lead, about a quarter mile ahead of Mike, who was bringing up the rear. Going up a hill, both Sue and Mike noticed a vapor trail coming from the rear of Barry's car. Was this some secret device Barry was testing on his car? An afterburner of some type? Unfortunately no, as Barry had run over a mud flap while dodging other debris, and he began leaking gas. So much in fact, that he said he could watch the gas gauge drop as he drove along. By a stroke of luck, or as Barry says, masterful driving, his car limped up the hill, off an exit, through an intersection, and into the parking lot of a gas station/convenience store. You got to hand it to these cars, when they break down, at least they sometimes have the decency to get us out of harms way before expiring.

We surveyed the damage and, as evidenced by the large

gash in his fuel tank (above the exhaust pipe, naturally), we surmised that the metal bracket must have still been attached to the mud flap to have caused this kind of damage. He talked to the lady inside the store and, looking through the phone book, found a radiator shop in Lexington that could repair it. "Yep," 'ol Junior at the shop said, "I can fix that thang!" We moved Barry's stuff into the other 2 cars and went across the interstate to a Days Inn where we ended up staying the next 3 nights. We actually got very close to our goal for the day, as we ended up staying only 1 exit north of our destination, the Kentucky Horse Park.

Day Eleven

On Thursday morning we went back to the gas station, where Barry and Mike donned their coveralls and proceeded to remove the ruptured gas tank. While working on the car, the manager came over, apparently not too happy to see a broken



down car in his parking lot. Even though he was a previous Midget owner, we got very little sympathy from him. We agreed that the car would be gone the next day. The tank was loaded in the back of Sue's GT, and the three of us headed down in 2 cars to Lexington to the radiator shop to drop it off. They looked at it, and assured Barry that it would be ready the next morning. So, on the way back, we

stopped at the Kentucky Horse Park as planned, and enjoyed a wonderful exhibition titled "All the Queen's Horses", displaying the role of the horse in British history. We spent the rest of the day there, taking in the numerous displays, enjoying the beautiful grounds, and even having fish & chips and British beer for lunch! A relaxing dinner and shopping at the local Wal-Mart for more "spares" capped off a nice day.



Day Twelve

Friday morning, Sue and Barry returned to the radiator shop to retrieve the repaired gas tank. Sue's radiator had sprung a leak so that was resoldered. They also replenished the cooler, the motel was in a dry county but Lexington wasn't. Where we stayed, near Georgetown KY, was only a mile down the road from the huge Toyota plant where they build Camrys, Solaras, and Avalons. So, while Sue and Barry

were gone, Mike took the tour of the plant and watched how a roll of galvanized steel gets turned into an automobile. Absolutely fascinating, and worlds away from the plant at Abingdon where workers pushed MGs down the assembly line, right up until the very end.

That afternoon, we installed the gas tank, and pushed Barry's car over to the pump. He pumped some gas in, no leaks, so he filled it up. As he finished, Mike noticed a leak from the opposite side of the tank. Sure enough, the sending unit seal was dripping! Barry called the shop, and they said to bring it in. So Barry took off in his car, with Mike following in his, back to the shop. There, they tightened the locking ring some more and gradually, as the gasket swelled back up, the leak subsided. By now it was late afternoon, too late to make any distance down the road, so we decided to stay another night and take off the following morning.

Day Thirteen

With a full tank of gas still in Barry's car, we left Saturday morning heading south on I-75, then east on I-64. At least now we can't get lost! The ride into WV was pleasant, with somewhat cooler temperatures, appreciated by both the cars and the drivers! We stopped at Tamarack, outside of Beckley, to have a late lunch and take in the arts and crafts of WV on display there. Since it was too early to call it a day when

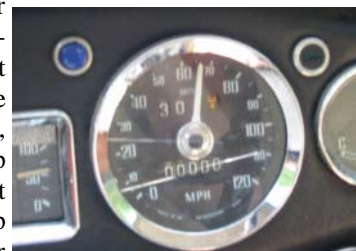


we left, we decided to drive another 50 miles to Lewisburg to spend the final night on the road. Two years ago, on the way back from MG2001, Barry and Mike had to stay there, as there were no rooms left in Beckley due to flooding in the area. We got a surprise when we got to town however, as now the tables were turned. There were no rooms in Lewisburg, due to a fair and a sheep convention (we can hear the jokes now about sheep). We called ahead to a Comfort Inn in Covington VA, another 40 miles or so down the road.

After leaving Lewisburg, while driving on I-64, one of Barry's innertubes on his car decided it had had enough, and proceeded to go flat. Once again, he managed to get the car off the busy highway at an exit and into the parking lot of another gas station. He was getting pretty good at that by now! He changed the tire, and we were soon on our way again. By the time we got there, we didn't feel like going out on the town, so we had a nice dinner at the hotel restaurant. We went back to the rooms for a beer and to watch the IRL race in Richmond on TV, but discovered it had been rained out. So much for Saturday night entertainment. We didn't care much for the late, late entertainment either – the fire alarm went off at about 3am! Too groggy to know if we should run or go back to sleep, we all called the desk and the poor clerk checked the whole building before giving the all clear.

Day Fourteen

Our final day on the road, at least we hoped! We started the day by driving around to a couple of auto parts stores to buy spare innertubes, as we couldn't find anyone who would fix the tire. Thankfully, we didn't need them, as we had a relaxing drive back through VA with no more problems, even tho Sue's GT turned over 200,000 miles around Crozet. We all arrived back at our respective homes late Sunday afternoon. As usual, we stretched our road trip out as far as we could. At times it felt like the trip would never end. At other times, it felt like it was over in a flash. Regrets? No way. We saw another part of this great country of ours while driving our favorite cars. It was truly an adventure, one that will stay with us for a long time.



Next year the national NAMGBR convention will be held in Parsippany NJ, an easy (yeah, right) 1 day drive. We're already looking forward to it. We hope other members will take the drive up there too and join in the fun. You won't regret it!



Brass Monkeys

Contributed by Chuck Hudson

Found in an old edition of *The Octagon Bulletin*

In the heyday of sailing ships, all war ships and many freighters carried iron cannons. Those cannon fired round iron cannon balls. It was necessary to keep a good supply near the cannon, but prevent them from rolling about the deck. The best storage method devised was a square based pyramid with one ball on top, resting on four resting on nine which rested on sixteen. Thus, a supply of thirty cannon balls could be stacked in a small area right next to the cannon. There was only one problem – how to prevent the bottom layer from sliding/rolling from under the others. The solution was a metal plate called a "Monkey," with sixteen round indentions.

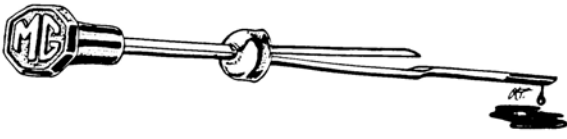
If this plate was made of iron, the iron balls would quickly rust to it. The solution to the rusting problem was to make "Brass Monkeys." Few landlubbers realize that brass contracts much more and much faster than iron when chilled. Consequently, when the temperature dropped too far, the brass indentions would shrink so much that the cannon balls would come right off the monkey.

Thus it was quite literally, "Cold enough to freeze the balls off a brass monkey!"

And all this time, you have had dirty thoughts, haven't you? Bill Scott, Birmingham, USA

(Bill states that he doesn't have a proper attribution for this story but adds that "if it isn't true it ought to be!")

The Dipstick



The Tidewater MG Classics

Susan Bond
541 Forest Road
Chesapeake, VA 23322

Affiliated with



North American MGB Register

FIRST CLASS

Monthly Meeting

Wed, Nov 5th
Pete & Barbie Douglas
1217 Worthington Lane
4th house on right
(2 story brick)
Virginia Beach
495-0142



7:30-8:00pm - Kick Tyres
8:00 - Meeting

