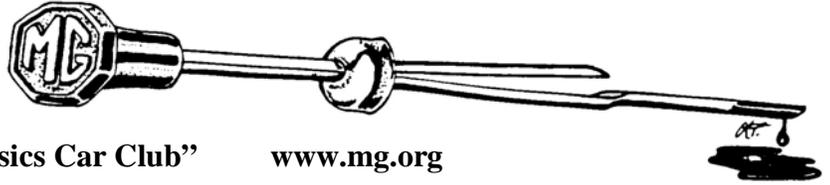


# The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

[www.mg.org](http://www.mg.org)

Volume XXXI, Issue 10

Dedicated To Preserving The Marque Since 1973

October 2003

## MARQUE TIME

It was a dark and stormy night. Authors, and would-be authors, throughout the ages have used these famous words to help set the tone for their works of fiction. Unfortunately, it also describes the weather we had for our September meeting at the Villers'. Thanks to Jim and Betty for hosting the meeting. I got there late (more about that later) and noticed two brave souls who drove their MGs: Sue and Terry in Sue's trusty GT and Vince and Pam braving the elements in the 'TD. I guess a little rain and lightning doesn't scare away some of us.

I was up in DC that day for a meeting at the Navy Yard. With a 4:30 return flight, I would be home by 5:30, plenty of time to change clothes and make the short drive up the road to the meeting. When I arrived at the airport around 3:45, the plan began to unravel. Since I didn't have any baggage, I went to the kiosk for the quick and easy electronic check-in. I put in my frequent flyer card, and the screen said it couldn't process my check-in. Hmm... it worked just fine that morning. The assistant standing by said to try a major credit card for ID purposes, but no luck with it either. Giving up, I waited in line for a real person. When I told him of my problem with the electronic check-in and what my flight was, he said "No wonder, that flight has been cancelled. The next flight to Norfolk is at 6:59, and I put you on that one". Great, so much for plans. I think there is an old proverb that says something to the effect of "Man plans and God laughs".

With 3 hours to kill, I headed to the bar for a beer and an early dinner. With a 37 minute flight, I could still make it to the meeting on time, but realized that was cutting it pretty close. True to form, we ended up circling Norfolk for 20 minutes due to heavy rain, lightning, and I think a short power outage at the airport. Thankfully, we landed safely and I arrived just as the meeting ended, in time for the food! So, thanks to Jim for conducting the meeting in my absence.

One bright spot in this ordeal was the young woman I met on the Metro with an MG patch on her backpack. We ended up near each

## UPCOMING ACTIVITIES

Check [www.mg.org](http://www.mg.org) for the latest info!

- Oct. 3-5 Waynesboro  
[www.svbcc.net](http://www.svbcc.net)
- Oct. 4-5 SCCA Solo II, Pungo Airfield  
[www.odr-scca.org](http://www.odr-scca.org)
- Oct. 7 Tuesday Meeting at Andy and Cynthia's**  
(see map on back page)
- Oct. 11-12 Sportscar Vintage Racing Association at VIR [www.virclub.com](http://www.virclub.com)
- Oct 19 Hunt Country Classic  
[www.mgcarclubdc.com](http://www.mgcarclubdc.com)
- Oct. 17 Dipstick Deadline**
- Oct. 25 Driver Days, 1975 & older  
[www.driverva.com](http://www.driverva.com)
- Oct. 26 Pig Pickin at Mark & Debbie Childers'**  
(see page 3)
- Nov. 2 SCCA Solo II, Pungo Airfield  
[www.odr-scca.org](http://www.odr-scca.org)
- Nov. 5 Wednesday Meeting at ??**
- Nov. 8-9 Turkey Bowl, Summit Point Raceway  
[www.summitpoint-raceway.com](http://www.summitpoint-raceway.com)
- Nov. 9 Tech Session at Susan & Terry Bond's**

# SEPTEMBER MINUTES

Doug Kennedy

other on the way to Reagan National, and I asked her if she owned an MG. She said her first car was an MGB, but she doesn't own one now. She said her dad has a '66 MGB he is restoring. Aren't we all restoring an MGB? She said she enjoyed her MG, but remembered that it leaked a lot of oil. I told her it was designed that way to help ward off rust underneath, but somehow I don't think she believed it.

Every time I go to the Villers', I get more envious of Jim's garage. My next residence is going to be a garage with a house attached! On the home front, my garage addition is finally moving off top dead center. Thanks to Sue and her contacts, I have a builder who I feel confident in, and who actually has time to do the work. By the time you read this, the addition should be underway. It won't be as large as I originally wanted (have you priced construction lately?), but it will allow me to get the MGA and my '73 Corvette under one roof for the first time in years--allowing me to finally start working on them again.

On the 14<sup>th</sup>, four of us made the trek up to Richmond for the CVBCC British Car Show. There we met up with several other TMGC members, all of whom enjoyed the delightful weather relaxing with friends and British cars. My job of late has gotten very stressful and frustrating, and the Sunday outing in the MG with friends was the perfect way to forget about work and relax for a day. I hope you take advantage of the pleasant fall weather to do the same. Speaking of which, please consider taking a weekend and joining those of us who will be driving up to Waynesboro for the annual Fall British Car Festival, always a fun time.

In October we will elect a new President and Vice-President. I can't say that we had a large number of volunteers who wanted to run for these positions, but we finally got two very capable members to volunteer their time. Please come out and show your support by casting your vote!

Footnote: I originally wrote this before Isabel struck, but failed to get it sent out in time before losing power. My apologies to Sue and Peggy for the lateness of this column. Living without electricity for 6 days makes one appreciate the simple things in life, like hot water, lights, and refrigeration! I hope all of you survived the storm safely, and with little damage to your homes and property.

*Safety Fast! Mike*



On a dark and stormy night when only the heartiest souls traveled, Jim Villers, standing in for Mike and Barry who weren't available, opened the meeting promptly at 8:07. Betty was thanked for her hard work as host.

**Membership:** Robin was overseas.

**Treasurer:** In: \$553.00, Out: \$264.50, Left: \$2,310.08

**Minutes:** There was a spirited discussion of the last month's minutes and the concern that a negative portrayal of a local shop was included. The consensus seemed to be that the minutes are included to reflect the discussion presented, and we should all remember that the business discussed is part of our record. There was no motion to change the minutes and the Secretary encouraged attendance to hear first hand what is discussed at the meetings.

**Regalia:** Frank has all the standard good stuff and tonight's winner gets a free pick! Frank's car not included.

**Activities:** New England MG 'T' Register is about to hold their show at the Fort Magruder Conference Center. Speaking of T's, kudos to the Groovers for driving their TD during this evening's deluge. Mike Ash reported that the Waynesboro event the first weekend in October will include a prize for the club with the most cars attending. The pig roast is going to be held the third Sunday in October (Ed. Note: Pig Pickin to take place on October 26). Please look elsewhere in the Dipstick and website for a ton of other events mentioned faster than the Secretary could keep up.

**Technical:** Mark discussed a fix for MG bonnets that will allow them to be raised much higher when service calls. He hopes to include plans for us. Jim discussed posi locks that don't require crimping to connect two wires, and is very easy in their use. He got them from Pep Boys and recommends them for contents of an emergency kit.

**Elections:** We decided to wait until Mike was present to address the full slate. Vince encouraged volunteers and nominations from the floor. PLEASE step forward if you are interested. Apparently someone with a name that rhymes with "Wallet" is willing to step forward for President if need be but we still need VP's and other offices. Call Vince or Mike ASAP. At this

# We're having a PIGNIC!!!

The Umpteenth Annual Tidewater MG Classics Pig-pickin' and Second Annual Rally to the Middle of Nowhere™ is on!

**Sunday, October 26** at Mark & Debbie Childers' home  
**TIME:** 2:30pm (Come early to help...) Rain or Shine  
1:30pm at Greenbrier Mall for the Rally  
**PLACE:** 3909 Pine Grove Landing, Chesapeake  
**PHONE:** 432-9155, Cell phones: 650-7742, 650-7743  
**EMAIL:** ifixmgs@aol.com (RSVP via phone or email)



Please bring a chair and a covered dish of your choice. Club supplies beer/soda/wine, hot dogs/burgers, barbecue pork and chicken, and slaw, beans and potato salad. Fun events! Fabulous prizes for the rally and contest winners. Horsie-rides for kids of all ages... Admission is free for all members but **please RSVP as soon as possible** so we will know how much food to buy.



Ya'all Come

## Directions:

From VA Beach & points west, including Norfolk:

Take I-64 to Battlefield Blvd south, or the Chesapeake Expressway (\$2.00 toll).

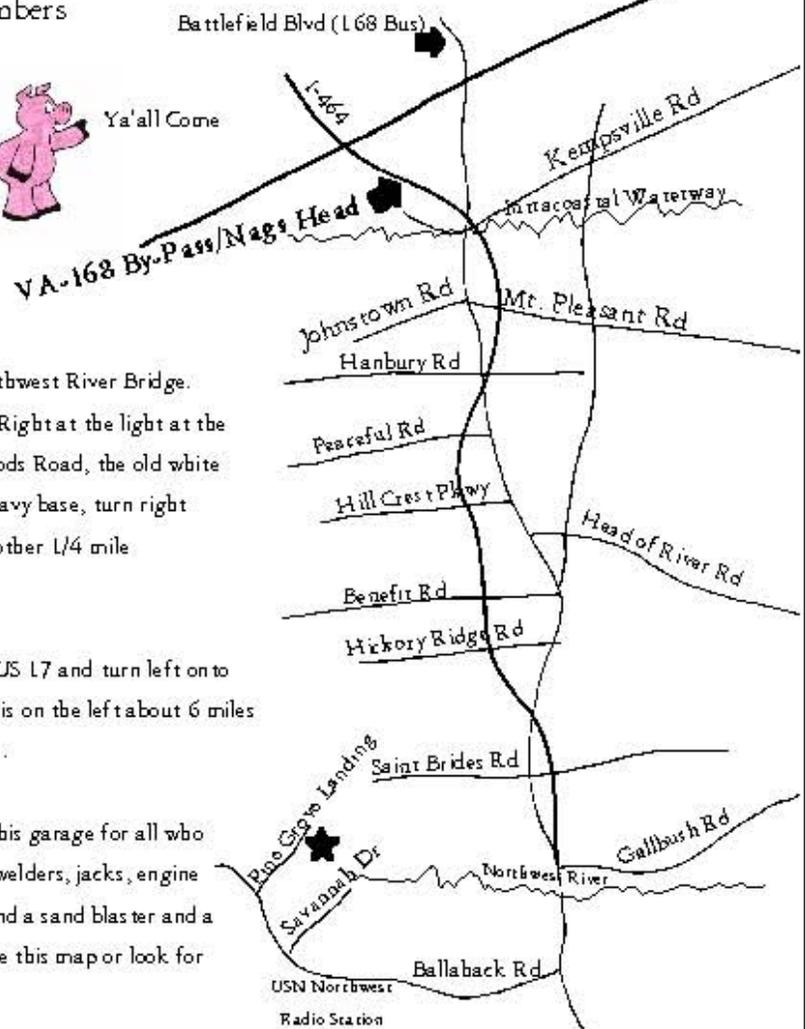
Stay on I-68 South about 16 miles until you cross the Northwest River Bridge.

Turn right at next red light at old Battlefield Blvd. Turn Right at the light at the 7-Eleven store onto Ballaback Rd. Continue past Backwoods Road, the old white church and a half dozen fields. About 1/2 mile past the Navy base, turn right on to Pine Grove Landing at Northwest River Estates. Another 1/4 mile will find you surrounded by friends, food and fun.

For those coming from the Deep Creek area, go south on US 17 and turn left onto Ballaback Road at the country store. Pine Grove Landing is on the left about 6 miles east of US 17, just beyond the sharp turn at Conway Road.

## Special Note

On Sunday, Nov 3rd starting at 8am, Mark is opening his garage for all who wish to join a **TECH SESSION**. He has mig & buzz box welders, jacks, engine hoist, rollaway tool boxes, commercial buffing machines and a sand blaster and a ton of spares and hardware. Mark your calendars and save this map or look for information in the November newsletter.



point the room got VERY quiet for fear of being nominated. Elections are in October so PLEASE attend.

**Old Business:** Mark actually brought up very old business and had some past photos to distribute

**New Business:** Sue showed the certificate for the Golden Quill award. Way to go Sue and Peggy!

**Marque time:** Jim had some goodies from Roy Wiley free for the taking.

Terry went to a car club council meeting and passed along that the 100 people in attendance included Senator Quayle and Delegate Tata. Of concern was the roadside “sniffing” that allows for the State to implement a process of photographing license plates when you are caught emitting too many pollutants. If you fail you must fix the problem or have your registration revoked. This would include all cars made after 1968. Antique cars are not exempt. Terry did allow that there is no money right now for the State to enact this law, and the car club council President represented antique car owners well. Interestingly, if you can’t afford the fix the State is supposed to pay for it. Confused? You’re not alone. Anyway, there may be amendments to this legislation to allow for a 25-year exemption. Please check Terry’s article in the next Dipstick for further info and ways that we can let our feelings known. Other info can be found at [www.aaca.org](http://www.aaca.org) and following the legislative link to Virginia where you can track the progress of this legislation. The second item discussed was zoning ordinances and how jurisdictions define abandoned cars. With Norfolk apparently paying a lot of attention to cars that are reported as eyesores, that are not registered or operable, this is of concern to people who are completing restorations. In fact, Terry heard a half-dozen horror stories of people who had their cars removed and auctioned. This included a sailor who returned from deployment to find his car taken and auctioned off. So, the car club members want to introduce legislation exempting car hobbyists from this. Terry expressed doubt that this would succeed.

Mike passed along that Mel Baker’s TD is for sale, and he had flyers.

Doug reported a long, less-than-fun-filled morning at DMV but some enterprising people now run 2DMV4U and will take care of the DMV dirty work.

Roosevelt has miscellaneous parts for sale that will work on an “A”, including an overdrive. Call him to take part in the liquidation.

Harry reported that his car is back from being painted!

The raffle was taken, Mike Ash won keeping the Secretary’s losing streak alive and we all retired to the refreshments like angry English professors running to freshman term papers with a fistful of red pens.

## Moonrise Bay Winery Run

Joe Lupton

Our crafty editor Susan nabbed me again to do a write-up for the “Dipstick” on our winery run down to Moonrise Bay. Mike briefly covered it in the last newsletter, but I’ll try to go into a little more detail.

Levona and I discussed whether or not we wanted to take “little car” that far with the weather threatening strong thunderstorms. She is really proud of her “B” and its nice finish, and since she had just washed and polished it, she decided we would leave it in the garage.



The old Caravan would be our ride for this run. We joined up with the group at Kellum High School



where about ten MGs were waiting to get started. We had not even left the parking lot when Mike pulled over and motioned everyone to go ahead. He mentioned his idle problem in the September issue. The weather stayed nice for the drive down and we were wondering if we had been too cautious in taking the van.



We all arrived at the winery within minutes of each other. The winery is really out in the boonies of Knotts Island, NC, and right on the water. As we were coming up the entrance to the winery, row after row of grape arbors lined the field on our right. I had never seen so many grapes! The winery itself was a much smaller operation than I had expected, but that was deceiving.



After unpacking the hors d' oeuvres of cheese, crackers, sandwiches, salads, fruit, etc, we ventured in to



taste some mighty fine wine (that sounds like a verse in a song). Moonrise Bay produces about twelve varieties of wine, from some nice dry reds

and whites, to some very nice sweeter berry and fruit wines. Since I'm not a fan of dry wines, my first taste was of the Blackberry wine. I liked that! Blueberry was next, followed by muscadine, a wild grape wine. I really like that one, as did Levona. It didn't take long to realize that one could get pretty happy very quickly if he didn't slow down. They just kept pouring, and they weren't stingy either! They really wanted us to sample everything they had! It was all very good.

Our host Oakie gave us tours through the processing area behind the tasting room. This was very interesting. Here he gave us all a taste of a batch of Strawberry wine that was almost



ready to bottle. This wine actually tasted like Strawberries. That could be dangerous, but he didn't have



any ready to sell yet. Darn! By now, the sky was getting very dark to the Northwest and the rumble of thunder

was getting louder. Everyone scrambled to their cars to put the tops up. Except us (Smirk). We made the right

decision. Everyone settled down under the large picnic shelter for the food and to enjoy more wine as the rain



beat down on the tin roof. Our host brought out a bottle of pear wine. He just kept pouring! By now, I was starting to pay attention to how much I was enjoying this affair. We had to drive back! I only had a little of the Pear wine. It was sooo GOOD!



Can't have a winery without a dog!

The storm hit with heavy rain so we were stuck there until the rain let up a little. We moved back inside to make a purchase of our favorite wines and then after the rain subsided a little, started back. Levona and I were really glad we were in the Caravan for this trip. We had no sooner left than the rain hit again! We could barely see the MG ahead of us; it was raining so hard! I'm not sure who was in that MG, but I can only imagine how it felt to them. The wind was very strong and there was also a lot of hail in it. By the time we got back to the Fentress area the storm had passed and the rest of the trip home was nice.

As it was with our Ice Cream run, it was fun being with the group in this club. The drive was nice, the wine very good, but the folks were great! Those who attended were Vince and Pam Groover, Alan and Beckey Watson, Robin and Olive Watson, Tom and Marie Early, Mike Haag, Nikki Willis and Camille, Paul and Carmen Thiergardt, Peggy and George Craig, Joe and Levona Lupton, Susan Bond, Carl Fisher, Jim and Linda Freeh, Andy & K.C. Chambers, and Frank Linse.

We'll see ya'll at the next outing.

(Ed. Note: The winery owners enjoyed our visit so much last year that they put a picture of our cars on their brochure!)

## 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

## Notes from the Editors...

Susan Bond

Isabel may be history, but we are still cleaning up. So far no one I have talked to has had major home, garage or MG damage. Our meeting and Pig Pickin' are on and Waynesboro is a go—the flooded park should be dried out. Life is getting back to some semblance of normal, but the last few weeks have caused a lot of heartburn. It's time to escape in your LBC! Waynesboro is October 3-5, the Hunt Country Classic is October 19, Driver Days October 25 and the Pig Pickin' is October 26, lots of ways to unwind. This time of the year gives us some of the best top down weather and, tho there may not be many leaves left to turn colors, some of the best scenery. So hit the road and relax!

Has anyone come up with an entry for Mark's little contest from last month? If so, I haven't seen it. Come on, I know the stories are out there. You've read enough about my trips, I want to hear about yours.



### 1952 TD for sale

Off white with red interior  
Interior and carpet like new  
Paint is fairly good to good  
Recent tune up  
Luggage rack  
Brooklands racing windshields  
Full tonneau with zipper  
Running lights, badge bar and turn signals  
Owned 20 years, driven less than 25 miles/year  
Like new battery, needs tires

\$10,000 firm  
Mel Baker, 412-0509, cell 270-3955,  
melbaker@era.com  
Pictures on request

## Membership

Robin Watson

### Total membership 108

Membership is down from last month's report of 113 and we still have 18 members that have not renewed. Of those that I have been able to contact by email or phone, 5 said that they wish to stay in. This will be the last issue of the Dipstick to those that have not paid this year's dues.

## MG Models in the UK

Robin Watson

Olive and I have just returned from a visit to the UK and while there I took the opportunity to check out the MGs. I stopped in at an MG dealer in Coventry and picked up some brochures on the new models. We were invited to go to my sister's Beach home at Heachem for a few days with her. My brother-in-law, John, told me about a classic car dealer in the small town of Thornley that we went through and said if we can park it would be a nice place to stop because they have MGs in the yard. (I knew we would be able to park.) We also went to an old car run that left and returned to Coventry after a 68 mile trip. In this car run were 100 Harley Davidson motorcycles representing Harley's 100-year anniversary. We met up with the 0502 Coventry and Warwick MGOC. Having picked up a few brochures and taken a few pictures I will be putting in an article over the next months about the new models. I will be bringing the brochures to the monthly meetings for members to look at. Brief details on the cars follow.

MG ZR-- this is MG's Funky Hatchback. They claim there is a lot of rally-influenced stuff in this car. Front transverse front wheel drive engine, up to 160 Ps maximum power.

MG ZS 4 door compact car with motors up to a V6 of 177 Ps, front transverse engine, front wheel drive.

MG ZT and MG ZT-T are claimed to be equipped with engines and suspension that deliver outstanding dynamic ability, according to Mark Blundell who drives two MGs--an MGEX257 Le Mans for business and an MG ZT-T for pleasure. (To me this car looks like a very nice English-sized station wagon. The brochure even mentions a tailgate)

MG TF--his is claimed to be a true sports car that MG has been making since 1924.

They also have an MG Rover Van. This is a small business van, which in England is like a two-seater car that has metal sides behind the cab.

## Westward Ho!

Our Trip to St. Louis for MG 2003

Mike Haag and Susan Bond

### Day Five

Friday was our first day to relax since embarking on our journey. After a leisurely breakfast, we inspected the vendor area set up in one of the banquet rooms to buy the obligatory MG regalia. We again ventured over to Westport Plaza to stroll around, and grabbed an early lunch so we could make the meeting prior to the start of the Route 66 Rally. The thought of getting into our cars again and spending the afternoon driving in the hot sun is not everyone's idea of relaxing, but when were we going to get another opportunity to drive our MGs on Rt. 66? We couldn't pass it up, not after driving all the way out here. The fun factor kicked in, and we were ready to roll. We wondered how it could take 3 hours to drive 82 miles? That thought didn't last long as we quickly remembered we're the ones who drive 3-4 hours after leaving Waynesboro every year and get no farther east than Charlottesville!

The rally meeting was held at 1:00, the instructions were handed out and the participants paired up. Since Barry's car had no air

cleaners on it, and we really hadn't figured out what caused it to die the previous day, he elected to navigate for Mike. Sue paired up with a young lad who had

traveled out from NC with his family. Since we were parked at the rear parking lot, we were some of the last entrants to



leave. It didn't matter, as we were in it for the fun of it and not concerned with time or getting all the questions right. Good thing too! The hotel complex is located in a business park on the western edge of St. Louis. Following the map, and Sue, it wasn't long before we were driving down twisty, shaded two-lane roads. After about an hour, I think we actually got to drive on Rt. 66. It was hard to tell, and it didn't seem to last very long. No Rt. 66 tourist traps to buy souvenirs. We got turned around a couple of times, and missed a couple of turns and had to double back, but we had a great time anyway. On one section of road, there was a Deer warning sign. Of course, it helps if you see the sign before the deer. We stopped and watched 3 deer eating be-

side the road before they scrambled off into the brush. Then we saw the sign! Barry and Mike caught up with several other MGs about several miles before the end, or did they catch up with Barry and Mike? They made it to Love Park for the barbecue a little after 4, and Sue arrived about half an hour later. There we met Mike and Jennifer Ash, and the Pentecost's, and had a lovely time finally relaxing at the cookout. It looked like most of the MGs at the convention took part in the rally, as the large number of cars at Love Park put on quite a car show. With the sun just beginning to set, we all headed back



to the hotel, where we re-convened with Mike and Jennifer for some more relaxing and a couple of pints at one of the outdoor cafes at the plaza.

### Day Six

Saturday turned out to be another perfect weather day, just right for a car show.

After another leisurely breakfast (isn't that what you're suppose to do on vacations, oops, holiday?), we drove the few short miles over the Creve Coeur Lake, a park-like setting along a lake, for the car show. After get-



ting situated and a little cleanup of the cars, we meandered around and looked at all the MGs. This car show didn't appear to be as large as previous conventions, but there was quite an assortment none the less. It's strange that so many of the same make and model of car can look so different, as the varied cars probably reflect the varied personalities of the

owners. A large assortment of V8 powered MGs were in force this year, no pun intended. John Twist wasn't



there, but a young mechanic who once worked for John was there performing the ritual “laying of the hands” on sick MGs. Mike and Sue watched and listened intently as



he performed his magic on one sick 79 MGB, who’s owner had several problems on the drive east from CO. He got it back in shape well enough for the owner to get it back to Denver, and turn around and blow a grand or two on a new head installation. The guy actually called his mechanic on his cell phone from the show and had him get a new head to be installed upon his return. Ain’t modern technology grand?



We ran into Frank, Anna and Morris Worrell. They had flown out and done all the tourist stuff, including the zoo and a baseball game. Frank got a great shot of the Arch from

inside the stadium. Mike and Holly Pentacost and their children had driven out and visited with friends and family between car events. They used to live in St. Louis so they gave us lots of great tips for sightseeing.



After a few hours of doing the usual car show stuff, we packed up and headed over to a small airfield nearby where a convention of old Waco bi-planes was being held. After a photo op



with a real bi-plane, we toured the facility, complete with old planes in hangers and some hangers kitted out to be a home a way from

home. We marveled at these old planes taking off and flying in formation overhead. We passed on buying rides though. I think



the drive out was enough adventure, and we still had to get home! We stayed an hour or so, but since it was hot and late in the afternoon, we went back to the hotel to relax and clean up before the banquet.

We managed to grab a table in the back of the hall, and soon were joined by Mike and Jennifer, two couples from Iowa, and a gentlemen who had driven his early MGB from Albuquerque NM by himself and participated in the Endurance Rally and came in 3<sup>rd</sup> — by himself! We had an enjoyable time, with great conversation over a delicious meal. Ken Costello, “inventor” of the MG V8, was the featured guest. He gave a short speech, along with Ken Smith, a.k.a. Marcham Rhoades, and others. After dinner, many of us moved over to the Hospitality Suite for more conversation and free liquid libations, including some British beers, to cap off what seemed to be a short but enjoyable convention.



### Day Seven

We won’t say the day started with another leisurely breakfast, but you know the routine by now. Mike and Jennifer told us about the self-guided driving tour along the Mississippi River they took a couple of days earlier and, with no specific agenda in mind other than seeing some local sights, we decided to do the same. After checking out of the hotel (the rates went back to normal on Sunday)



we headed up I-270N to I-70W for the short drive across the Missouri River to St. Charles MO, where the Lewis and Clark expedition began and ended. We followed the directions but somehow made a wrong turn after exiting the interstate. Mike asked a woman washing her car in her driveway how to get to the old part of town (yes, men can ask directions if they are desperate enough!). After a few minutes, we found ourselves on a cobble stone street lined with buildings from the early to mid 19<sup>th</sup> century. We parked the MGs and started out on foot.



The first stop was the Lewis & Clark Museum, or what was left of it. A new museum is being built close by on the riverfront, and some of the collection had

already been moved. So, we got in for half-price, 50 cents, (big spenders that we are) and saw many artifacts from the expedition. Mike spotted a display of a cryptographic code developed by Thomas Jefferson, and took a picture of it in hopes of maybe it being the key to solving the code to the buried Beale treasure in Bedford VA, since Thomas Beale was an admirer of Jefferson. We then walked over to a Lewis and Clark park under construction along the Missouri



River, toured the original MO statehouse (and learned more than we will ever need to know about the first few years of Missouri's statehood), and even shopped in a store selling English food-

stuffs and knick-knacks. How appropriate for people driving British cars! By then we were hungry, tired, and thirsty, so we had a late lunch at the Trails End Brewpub in St. Charles.

We left St. Charles heading east along Rt. 94, a two-lane road, and crossed the Mississippi River on the Clark Bridge (did you see "Super Bridge" on *Nova* on PBS a few weeks ago? That was it.) into Alton, IL. We drove north on Rt. 100, along the river, stopping at a small town that time forgot (what was the name, heck I forgot it too??). It was so well hidden we drove right through it and didn't realize it. Turn-

ing around on the other side of town, we finally got to see the old buildings as we headed back towards the river. Further north, at Grafton, we boarded a ferry for a ride back across the river



into MO. According to the driving instructions, we were actually supposed to take two ferries back to MO, but we must have gotten on the wrong one, the only we saw however, and ended up back on Rt. 94. Not knowing which was the best way back to I-70, we stopped along the road to look at the maps. Two guys from a farmhouse across the road walked over and, noticing we were driving MGs, asked us if we needed help. I'm sure these guys were good-natured, and they were obviously well lubricated on a Sunday afternoon, but the movie "Deliverance" suddenly flashed through our minds. Barry wisely stayed back in his car, probably wishing he had his huge 1 5/16 wrench handy, instead of in the boot, just in case. They gave us some directions and, after some chitchat, we were once again on our way. We got back to I-70 and the Westport area, checked in to a much more affordable motel and grabbed dinner at the Hooters right next door. Who says we don't have class!

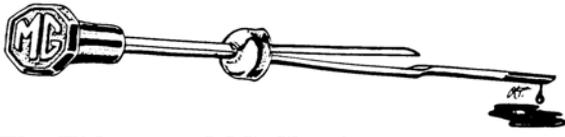
## CCCHR Legislative Forum

Terry Bond

A well-attended meeting of the Car Club Council of Hampton Roads representatives was held on August 26<sup>th</sup> at the Virginia Beach Central Library. This important meeting was a legislative forum where we had an opportunity to learn more about recently enacted legislation related to emissions testing. Sen. Fred Quayle and delegate Bob Tata were there. John Cosgrove of Chesapeake also attended but had to leave early due to a prior commitment. Car Club Council President Bill Laurent gave an excellent presentation educating us all about the reliability of roadside sniffing. We learned it is highly accurate but very expensive, and will actually contribute very little to reducing emissions – which are steadily on decline due to more efficient vehicles. Collector cars contribute very little to emissions problems due to their limited numbers and less usage, however there is no specific exemption for our cars. It was agreed that the solution is to amend this law to add the "25 year" exclusion for vehicles that are eligible for registration as "antique". The original sponsor of the legislation has agreed to host such an amendment and our elected officials seem willing to support such an exemption for us. Now is the time to contact your elected officials and encourage them to support our hobby by getting behind such a proposal.

Another matter on the agenda was a discussion about how our localities enforce zoning restrictions on keeping inoperable vehicles on private property. There is wide inconsistency and the Car Club Council seeks legislative protection for hobbyists. There are many problems associated with this, and most feel getting such protection passed would be very difficult. Until we are protected, best advice is to keep your neighborhood clean and don't let your hobby become a prob-

# The Dipstick



## The Tidewater MG Classics

Susan Bond  
541 Forest Road  
Chesapeake, VA 23322

Affiliated with



North American MGB Register

## FIRST CLASS

Monthly Meeting  
Tue, Oct 7th  
Andy & Cynthia's  
545 Mayflower Rd  
Norfolk  
622-8315

7:30 - Kick Tyres  
8:00 - Meeting

