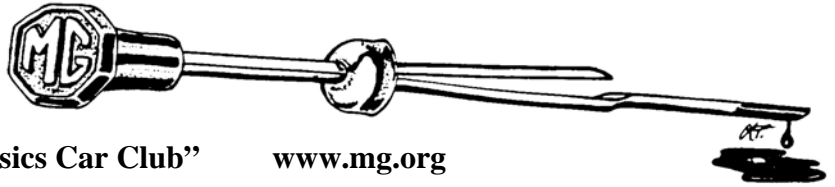


The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

www.mg.org

Volume XXXII, Issue 4

Dedicated To Preserving The Marque Since 1973

April 2004

MARQUE TIME

Becky Watson volunteered to be our Activities Coordinator for this year and I accepted happily and gratuitously. Let's give her our support by helping to plan and host events. Becky can be reached at 426-2600 or beach723@aol.com. Our Tuesday, April 6th meeting will be at Cynthia Faschini's house. So "Come Home to Norfolk" and join your fellow MG enthusiasts for an enjoyable evening. I promise to have all my MGs, bits, pieces, nuts and bolts at the meeting.

While not doing much car work, I did install shutters next to the garage windows. I hope my MGs appreciate this as much as my wife. Does a better looking garage exterior enhance the appearance of car parts?

Progress on my MGs has been sloooow. I did finish coating all my TD wood with some type of preservative that I found in the garage. Old cars deserve vintage Thompson Wood Protector. Since I do not have much to say about the work, meaning lack of work on the TDs, I'll provide you with some background information. In 1985 I bought from Jim Banvard a partially restored/reassembled (rolling chassis with rebuilt engine) 1952 TD, along with a basket case 1953 TD. Jim had titled the 52 TD in Florida in 1971 but had never had it on the road. The 53 TD Jim purchased in North Carolina around 1980. I remember going with him to pick it up...but I do not remember the town. Around 1992, having dutifully stripped and lacquer-painted the 52 TD, I was assembling when the paint started peeling...a little discouraging after hours of spraying, sanding, spraying, and sanding. Since then, the 52 TD has sat in the garage. I purchased a 1953 TD basket case in 1987, which was stored in a damp garage in Newport News. It consists of parts from several cars: a red body; 1 red, 1 black and 2 blue doors (no, it is not a unique 4-door TD); 2 blue front wings (fenders), 1 blue and 2 primed rear wings; 1 green firewall. The windscreen glass has a 1969 New York inspection sticker. I have completely disassembled both bodies of the basket case TDs and am in the process of reassembling the wood frames. Am still thinking about starting the process of stripping, again, the paint off the partially restored 52 TD.

Andy

UPCOMING ACTIVITIES

Check www.mg.org for the latest info!

- April 3-4 SCCA Solo II, Pungo Airfield
www.odr-scca.org
- April 3 Tartan Day Scottish Festival
www.tidewaterscots.com
- April 6 Tuesday meeting at Andy and Cynthia's (see map on back page)**
- April 17 Danville British Car Show,
www.odbcc.com
- April 18 Tech Session at Frank Linse's (see page 3)**
- April 19 Dipstick Deadline**
- April 24 CVBCC Show, Williamsburg
<http://www.Williamsburg-bcc.com>
meet at Cosmos at 9:00
- April 24 Honky Tonk & Hot Rods,
Driver 538-3512
- April 25 Best of Basket, Boot and Bonnet at Alan & Becky Watson's (see page 3)**
- April 25 Britain on the Green
www.CapitalTriumphRegister.com
- May 2 Boulders Car Show
www.richmondtriumphregister.com
meet at Cosmos at 9:00
- May 2 SCCA Solo II, Pungo Airfield
www.odr-scca.org

MARCH MINUTES

Doug Kennedy

The club elected to hold the meeting at Frankie's Place for Ribs. So on this fine Super Wednesday we caucused promptly at 8:12 to debate the issues of the month affecting the sovereign state of MG-dom. With a mighty rap of his gavel, El Presidente' Andy offered his monthly stump speech/welcome promising a chicken in every pot, or at least some ribs on every plate.

Minutes: Approved as written. The secretary thanks Wendy and all pinch-hitters for when his night class conflicts with a meeting.

Vice President: No report, all's well with his commonwealth.

Treasurer's Report: In: \$50. Out: \$159.28. Remaining: \$1547.43. Start saving, dues are paid in July every year. The President groaned with this reminder.

Newsletter: Peggy and Susan were commended for their work. They're ALWAYS looking for submissions.

Membership: Robin reported that we gained three new members and now stand at 103 members!

Activities: Alan added his wife to the cabinet and she will now take over activities. Thank you Beckey for allowing yourself to be annexed. She has already made up a flyer for the April 25th event at Chateau Watson for the "Best Basket, Boot, and Bonnet" After the usual indecision the congress of members filibustered for an eternity and decided that we'd allot \$150 for miscellaneous and everyone is to BYOB and bring their picnic basket full. Moving on.....Beckey's also looking at a Hope Haven drive-out in May. Chuck Hudson then rose to the platform and offered to assist with a tech session at Abacus Racing for the future. Susan reminded us of the upcoming flea market at the Khedive Temple this weekend where she'll man our booth.

Historian: Send Sue your history.

Technical: Senator Mark from the fine State of Disrepair showed some miscellaneous T-series parts looking for a good home.

Regalia: Our Secretary of Automobile Interiors, Frank, promoted our club wares. Start your holiday shopping now.

During a recess in the proceedings we bought raffle tickets and the always wise and Senior Senator from the North End, Chuck Hudson, brilliantly thanked the wait staff for their hard work in serving us this evening.

Old Business: Strom, uh, Vince was busy conferring with colleagues.

New Business: April 24 is the Walsingham show. This is a non-American show so although the colonists aren't invited we need a full complement of autos from the old country.

The April meeting has not been determined. So, another establishment is being sought.

Andy has a note from a guy that wants a 1953 TD with under 50,000 miles (sure) unbroken title, authentic parts, forest green or aurora blue, tan interior, spare tire, wheel and tool kit, and a series of other demands. He will also offer a finders fee of five percent. Call Andy (or perhaps look in the "Fantasy Land Gazette") for more info.

Marque Time: Jim Villers received a reminder for vintage cars to head to the farmers market March 13. We had little info otherwise.

Chuck sold his turbo-powered rocket sled 6R4. He is now having the TC run through at Abacus Racing. There is no truth to the rumor that a 12-cylinder Rover engine is being installed.

Sue Bond noted that the Antique Car Club is sponsoring a trip to the Hershey Car Museum March 20-21.

MG Count this evening: 1-T, 0-A, 6-B's (includes 1 Buick)

The raffle was held for a Grille Badge and the Secretary kept his losing streak alive. The meeting adjourned and we sidestepped out to our cars like a nervous press secretary trying to explain what happened to the Weapons of Mass Destruction (Secretary's Note: Don't get all worked up now you hawks. The minutes like to poke fun at BOTH sides of issues so be patient.)



Ed. Note: It isn't every day you find minutes of a club meeting that are so much fun to read. And Doug does it on the fly, he handed me a disk at the end of the meeting!

Do you have the best basket? Boot? Bonnet?



Maybe your basket isn't made of wicker,
but is it a clever combination of your own unique theme?

Do you have an original tool kit hiding in your boot?

A good looking spare tire?

We know you spend hours under your bonnet,
but is your engine cleaner than your hands?



Here's your chance to rev up an appetite and show off your stuff!

Sunday, April 25th at 2:00 p.m.

at the home of Alan & Beckey Watson

1593 Flanagans Lane, Virginia Beach

Call 426-2600 or e-mail beach723@aol.com

to R.S.V.P. and get directions!

UPCOMING ACTIVITIES

(continued from page 1)

May 5 Wednesday meeting at Robin & Olive Watson's

May 15 Dipstick Deadline

May 21-23 Carlisle Import and Kit Car show
www.carsatcarlisle.com

May 22-30 Drive Your British Car Week
www.britishcarweek.org

Notes from the Editors


Susan Bond

I have a little corner to fill here, and I want to thank Doug Wilson for sending in the story of his B. He is not afraid to drive the wheels off that car and now I see why. Blessing indeed! I just hope it didn't peel the paint. And how many of you can claim to be original owners?

The season is starting! If you garaged your MG for the winter it is time to make sure it still starts. Mine doesn't so I'd best get busy!

Car Sick?

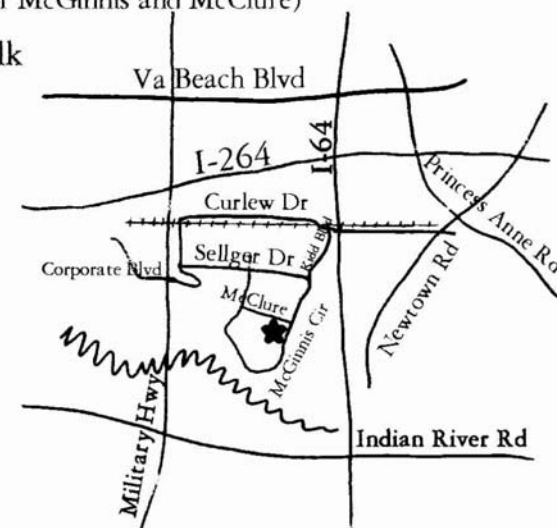
Bring it to the **Tech Session:**



Sunday, April 18th starting at 10am

Frank Linse's garage
301 E. McGinnis Circle
(corner of McGinnis and McClure)

Norfolk
461-7783



Tech Stuff

Mark Childers

A handy glass guide for purists, culled from my notebook of semi-useful facts:

Beginning in the 1950s, and continuing into the late seventies, most MG's, and nearly all other vehicle makers' windows contained an elegantly designed code which dated the manufacture of the original equipment glass. Aftermarket "NAGS" glass is not dated the same way.

Most MG glass made in the 1950s to the late 1970s was Triplex Coded:

1. Find the word TRIPLEX
one dot above the T indicates the first quarter of the calendar year (Jan/Feb/Mar)
one dot above the R indicates the second quarter
one dot above the E indicates third quarter
one dot above the X indicates the fourth quarter
2. Find the word TOUGHENED
one dot above T = 1951/61/71/81
one dot above O = 1952/62/72/82
one dot above U-G-H-E-N-E-or D indicates decade years 3-4-5-6-7-8-9 respectively.
NO DOTS indicates 1950, 1960, 1970 or 1980

If your car is a 1968 MGB with a date of manufacture of December 1967, you would expect to find the following Triplex Code if the glass is original:

One dot above the N in TOUGHENED (One would expect that the stock of glass manufactured in 1966 would have been exhausted by this late in 1967), and one dot above the quarter of its manufacture.

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	Becky Watson	426-2600
Historian	Susan Bond	482-5222
Technical	Mark Childers	432-9155
Regalia	Frank Linse	461-7783
Clubs	Mike Ash	495-0307

Membership & New Members

Robin Watson

Total membership 104

Membership is now 104; we had one new member this month:

Carl & Anne Godwin
3800 Jefferson Blvd.
Virginia Beach, VA. 23455
Phone (757) 460-8439
E-mail, cagodwin@pinn.net.

I met Carl a couple of weeks ago while on my way to Frank Linse's in my B, I had stopped off for a cup of coffee and took an MG book in with me to read. Turned out Carl also has a 79 B and we just had to talk about MG's.



The Beast and the British Car

Doug Wilson

Williamsburg, Virginia

It was a cold, snowy day in Utica, New York. My wife and I were doing some drive-by window shopping at new car dealerships but did not stop because we didn't see any models we liked. At the time I had a 1971 blue, six-cylinder Maverick, which had to be the most uninteresting car Ford ever produced. I was into my eleventh year of active duty in the Air Force, had survived Viet Nam, and had just graduated from college via the Air Force's "Boot Strap" program. I felt I deserved a new and more exciting car.

Then it happened! I spotted a beautiful red convertible sports car, pulled into the lot, got out and had a look at this mysterious little machine.

A salesman came out and offered his assistance. I said, "What is this?" "A new 1976 MGB", replied the salesman. I gave my wife the "What do you think?" look and she gave me the "Let's test drive it first" look. So, off we went, my first time behind the wheel of a European sports car. It took only one trip around the block for me to fall in love with the "B" and to sign on the dotted line. Little did I know that I was about to embark on an odyssey of fun and thrills.

4

Fast-forward eight months... I now receive transfer orders to a small military base in Northern Italy. But

before I go, I need to attend a special Air Force school in Wichita Falls, Texas. The drive from New York to Texas was my first long trip in the "B." It was summertime, so of course, I drove all the way with the top down. This was one trip, however, that will forever be remembered for its profound impact on my twenty-eight year relationship with my MG. And it goes like this...

It was a Friday afternoon and the class instructor let us out early after taking our exam. I decided to drive over to Oklahoma and see the Wichita Mountains and Platt National Park. By the time I got to the park the sun was beginning to head for the horizon, but I still had enough time to enjoy the landscape and the approaching sunset. I had the park all to myself. I started out driving on a dirt trail, followed it along ridges into valleys, and then into a gully. Coming to a curve in the trail, I emerged out of the gully and onto an open plain. What a sight! As far as my eyes could see, nothing but earth and sky. I had no idea that my feeling of tranquility would soon be over.

There in front of me, crossing my path, was a fairly large herd of buffalo heading for who knows where. What a thrill for an Easterner (I grew up in Virginia) to see buffalo in their natural setting. I thought to myself "what a Kodak moment for an MG advertisement photo." Anyway, I wanted to get a better look, and bravely but slowly, drove closer to the herd. I stopped a few yards away so I would not upset them and cause a stampede. I could see the headlines: "Park Ranger Finds Body in a Squashed Sports Car with Hoof Marks." I turned off the motor, and settled back to enjoy this once-in-a-lifetime experience. It was perfect. The sun was setting; the sky was ablaze with shades of red, orange, blue, and purple. I don't think an artist could paint a more brilliant array of colors. It was beguiling.

As I watched the buffalo herd pass by I began to appreciate the fact that Native Americans had seen the same thing for hundreds of years. But instead of sneaking up on them under the cover of a buffalo hide, I did it in an MG.

Then suddenly, while looking to my left, I felt a strong breeze on my right arm. I turned to see where the breeze was coming from, and found myself looking into the largest buffalo face I had ever seen, less than twelve inches away from me. Her head took up the entire passenger side of the MG. This female buffalo with her nasal snot and mouth saliva dripping on my car seat stared at me as if she were thinking, "Who are you and what are you doing here with my herd?" I froze! I was terrified and disgusted. I also began to understand where the saying, "You smell like buffalo's

breath" came from.

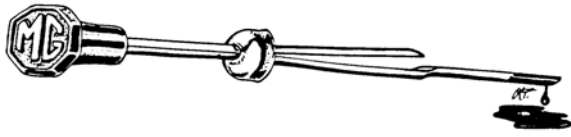
After what seemed like an eternity of glaring at each other, the buffalo jerked her head up, causing a thread of drool to hit me in the face, and proceeded to walk around to the front of the car. I began to clean my face, thinking 'boy, I am glad that's over! Wrong! To my amazement, the beast backed her rear end flush with my car hood, lifted her tail, and let loose a geyser of golden bladder fluid, all over my hood and windshield. The size and force of the flow would have impressed any fire fighter! When she finished, she turned her head, looked at me with a sense of relief and defiance, and walked away to rejoin the herd. I must admit that she did this to me with such grace that I could not help but admire her majestic nobility.

Yet, I could not understand why she did this to my car hood. There could be but one answer. Since the dawn of history, ancient societies have interpreted unexplainable events as an omen, a message from the spirits or gods, be it good or evil. That's it! The Great Buffalo Spirit has blessed me! From the anointment I just received will come good fortune, and the union of man with the spirit world, nature, and machines. Hal-lelujah!

Looking back on this experience I realize I have indeed been blessed with good fortune. Because of the MG, I have, over the years, made close friends that I otherwise would never have met. We share a common bond with British sports cars. While in the Air Force, I spent four years driving the "B" over mountain roads and through the valleys, cities, and villages of Europe. Years later I attended the reunion of MG factory workers as the guest of my English friend, David. While there, I met, shook hands with, and talked to Don Hayten. Don was the chief body designer for the MG and was responsible for styling the MGB. I was delighted when he autographed a picture of my "B." At the reunion party I met the people who worked the line that built my car in 1976, and also got their autographs on my car's picture. They were pleased to hear that my "B" has won dozens of first place awards at car shows. It has also taken my wife and me on countless excursions and dinner trips with fellow British car enthusiasts.

Knowing that I own a piece of automotive history makes me feel privileged to carry on its fine tradition. I stand proudly beside my British car "brothers" and "sisters" who own Austin Healeys, Minis, Jags, Triumphs, Morgans, and the other British marques, knowing we are the true bearers of the Spirit of Freedom. And so for this honor, I thank the "Great Buffalo Spirit" for anointing my MG with the free and noble spirit that makes it a pleasure to drive. AMEN!

The Dipstick



The Tidewater MG Classics

Susan Bond
541 Forest Road
Chesapeake, VA 23322

Affiliated with



North American MGB Register

FIRST CLASS

