

The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

www.mg.org

Volume XXXII, Issue 7

Dedicated To Preserving The Marque Since 1973

July 2005

MARQUE TIME

Thanks to Gary and Beth Campbell for hosting the June meeting. Sorry that I missed the meeting but I was on the Costa del Sol in Spain looking for topless ... cars. I did not see any MGs. Rental car was an Opel diesel. You would never know that it was diesel. Started just like a gasoline engine, no noise, no fumes, and had great acceleration.

Honesty is the worse policy with the Department of Motor Vehicles. Attempted to title/register the TD Mark II Conversion. I purchased the “car” from a Georgia individual who had purchased it from a Florida resident who had inherited it from his Aunt. The “car” was last registered in 1977 in Florida to the Aunt. I have the registration, bill of sale from the seller in Georgia, and photographs of the “car.” The DMV wants a death certificate, something that states that the “car” was left to the Florida seller, and a bill of sale from the Florida seller. Luckily I have an address for the Florida seller ... though he did not answer my first letter in which I asked him about the car’s history. It would have been so much simpler just to forge a signature on the 1977 Florida registration.

While on the Mark II Conversion, I determined that the rear axle gearing has been converted. While the axle housing is marked 8/41 (meaning that for every 41 revolutions of the driveshaft, the rear wheels turn 8 times), when I counted the revolutions, it took only 39 driveshaft revolutions to turn the axle 8 times. Thus the rear axle has the correct Mark II gearing. Also after looking at photos that show where the “Mark II” badges are supposed to be mounted on the bonnet sides, I determined that I have mounting holes ... but sadly no “Mark II” badges. In the process of taking pieces off the cowl/firewall such as the backing/reinforcing plates for the horns I did discover the cars original color, “Silver Streak Grey (metallic)”.

I am still working a little on Cynthia’s TD but mainly have been taking apart the component pieces from the Mark II Conversion which are strewn about on the garage floor. For some reason I feel that I need to take everything apart ... even if it is not necessary ... which results in breaking good serviceable pieces that then need to be repaired or replaced.

Andy Wallach

UPCOMING ACTIVITIES

Check www.mg.org for the latest info!

- July 2-3 SCCA Solo II, www.odr-scca.org
- July 6-10 NAMGBR MG2004, Olympia WA, www.mg2005.com
- July 5 Tuesday meeting at Carmen & Paul Thiergardt’s (see back page)**
- July 7-10 Historic Sportscar Racing at VIR www.virclub.com
- July 8-9 NEMGTR GOF Central, Bloomingdale, IL
- July 8 Dipstick Deadline (THIS IS EARLIER THAN USUAL!)**
- July 12-16 NAMGAR GT-30, Mackinac Island, MI
- July 14 Ice Cream Social Run (see page 3)**
- July 17 SCCA TSD Tour, www.odr-scca.org
- July 30 Brits by the Bay, Pasadena, MD www.tracltd.org
- Aug. 6-7 SCCA Solo II, www.odr-scca.org
- Aug. 3 Wednesday meeting at Robert & Faye Davis’**
- Aug. 7 Eastern Shore Run**
- Aug. 7 SCCA TSD Tour, www.odr-scca.org

(continued on page 3)

JUNE MINUTES

Doug Kennedy

The meeting opened promptlyish at 8:06 Lucas Standard time. El Presidente' for the night, Alan "Coup d'etat" Watson, gavelled us to attention in Andy's absence and welcomed us all to the start of Hurricane season.

The Campbells were welcomed for their hospitality as we made plans for multiple social events here in the future.

Treasurer: In: \$524, **Out:** \$470.54, **Left:** \$1377.77

Minutes: Approved as written.

Newsletter: Peggy and Sue were here but Sue's going to miss July due to her planned trip to MG2005. Alan's writing the summary for Brits on the Bay. Robert then waxed nostalgic about past Bowie events, Mark sleeping in the bathtub, and a few other fuzzy memories. The newsletter was again commended!

New Members: Mike and Ryan Donovan were welcomed along with their 77B as new members. Gary and Linda Morrison and their 77B were welcomed as well to their first meeting.

Activities: It's "Drive Your British Car Week". Brits on the Bay at Virginia Wesleyan College (The Harvard of Southeastern Virginia) is June 4. Next Ice Cream run is June 15. Robin's writing that one up. August 7 will be the drive up to the Eastern Shore. Potential as well for a trip to the Richmond Canal Boats. Robert then continued the nostalgic waxing as he told us about a friend who lives in Richmond in an old truck repair shop. Looking ahead, Becky is looking at wineries in the Northern Neck for a drive-out, as well as Moonrise Bay.

Membership: Robin reported one new member so we're at 108 members now. Renewals are coming in so don't be last.

History: History

Spares: Mark showed a TD oiler that had a crack in it. Vince and Robert then fought over it.

Regalia: Becky is raffling off a coffee mug or ladies sleep shirt. Unfortunately a lady did not come with the shirt.

Jim Villers showed license plate frames that he had made for his competing car club. It was a really nice frame with some great chrome. Several people indicated an interest. We're hoping that they'll say Tide-water MG Classics and not 190SL Club. Robert then pondered how many logos could be put on a frame. Becky also has indicated that she's willing to order any schwag you want.

Old Business: Vince was chided appreciatively.

New-ish Business: Vince is helping Barbara Pryor sell two TDs. One shows some wear and the other is great. Please call her if you are interested. Also Ned and Judy Kuhns is selling their nice TD. Rounding out the sales is Don Price selling his 75B.

Marque Time: Alan brought up the Winery Trip and everyone had a great time. Apparently El Presidente Andy managed to lose his hat so the trip took a bit longer. Apparently there were also some close calls with the mud but the evening before the rain before the mud was outstanding and there were many fine memories.

Robert is shipping a crate with two MG Montego engines. He's also getting some miscellaneous parts to make a super truck that gets great mileage. He's also making his own diesel-cooking oil mix. There is no truth to the rumor that he is building a nuclear reactor in his backyard. There was then some conjecture regarding bringing containers into the U.S. containing car parts.

Sue's car went to the paint shop yesterday for a new coat of red.

Robin's installing an overdrive.

The raffle was held, the Secretary kept his losing streak alive and the meeting was adjourned and we all headed to the chow like newcomers scrambling for the battery aisle in Home Depot when a hurricane is in the forecast.

Notes from the Editors

Susan Bond

It took me a while to fit everything into this issue — what a great problem to have! Thanks to all! Our next Dipstick deadline is earlier than usual, the 8th, because of vacations. Speaking of which — I'm off to MG2005 next week, and really looking forward to it, I've never been west of St. Louis. Will visit my cousin in Montana, then on to Olympia. Sure wish I had time to drive the B. Someday



July Ice Cream Run

Thursday, July 14 - Leaving at 7pm

Meet at Redwing Park off General Booth Blvd. Turn into the park on Ruffian Farm Rd opposite Oceana Blvd.

Be prepared to leave at 7:00pm.

We will motor to Sonic at the corner of Nimmo Pkwy and Upton Dr. by Wal-Mart.

For information contact Robin Watson at 721-9277

Upcoming events (continued)

Aug. 12-14 Roadster Factory Summer Party

Aug. 15 Dipstick Deadline

Aug. ?? Ice Cream Social Run

Aug. 18-21 University Motors Summer Party Reunion,
Grand Rapids, MI www.universitymotorsltd.com

Aug. 20-21 SCCA Evolution Driving School
www.odr-scca.org

Aug. ? Tech Session at Linda & Jim Freeh's

Membership and New Members

Robin Watson

Total membership 112

We now have 112 members, and the club had a good start to the renewals the first two weeks of June. A total of 58 have renewed as of June 15th but it has slowed down over the last 5 days. We have the following new members and I have not including the complete address details in this article because the new directory will be out in full detail soon. **(I hope members who wish to**

renew do not miss being added to this directory due to late renewal) This year I intend to try and get the directory out on time. Last year I sent out three reminders on the renewals but this delays the printing for the Directory another month each time I do.

NEW MEMBERS:

Dix & Jane Wolcott
Virginia Beach
1961 MG-A

Bill & Renee Olcheski
Virginia Beach
1978 MG-B

John & Lesley Terschak
Kill Devil Hills
1974 MG-B

Two members have re-joined this year:
Roosevelt & Doris Moseley
Virginia Beach
They have added a 1971 MG-B to their 1953 MG-TD

Lee & Suzanne Kimble
Virginia Beach
1977 MG-B

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	Beckey Watson	426-2600
Historian	Susan Bond	482-5222
Technical	Mark Childers	432-9155
Regalia	Becky Hassler	874-1477
Clubs	Mike Ash	495-0307

MG Mudding

The Monticello Wine Trail

Jim Villers

Have you ever watched the mud bog races or a tractor in a muddy field? Have you ever seen an MG with a boot full of wine sliding sideways downhill through the red Virginia clay? That was the sight Saturday evening at the Veritas Winery following the unexpected thunderstorm.



The Veritas plans were superb; the grassy sod was freshly laid on tilled clay, the bandstand was finished, the tables were arranged and the MGs were prominently displayed for an evening of music under the stars. Only the stars turned to threatening clouds with thunder, lightning and sheets of rain and the event was



quickly moved indoors. The view from inside was exciting as we sipped more wine, ate a special dinner and enjoyed the rock-a-billy band playing classic tunes from the 50's and 60's.

The Monticello Wine Trail had started EARLY Saturday morning, gathering at Lake Wright and heading up



I-64. Andy and Cynthia in their TF, exercising a 5-speed transmission, sped ahead of the group with the staccato of the 1300 engine in full flight. Chuck and Becky, from Yorktown, drove down the Interstate on-ramp and merged seventh in line (unbelievable timing). We caught the speedy TF at the rest stop; its bonnet up



and Andy leaned over the wing (a common position for Andy) pouring in a quart of oil. Leaving the rest stop, Andy streaked off again only to be caught again alongside I-295, folding their hood (top) into the boot (at TF speed, the top became a parachute whose drag pulled several retaining wood screws from the body).



Jefferson Winery, near Monticello, was when the wine tour really began with a guided walk past the production equipment, oak barrels and "SS" aging facilities (Stainless Steel). While enjoying a delicious lunch at tables enveloped by old sycamore trees, we tasted wine and struggled/swapped answers to the "MG Tour Crossword puzzle" that Beckey Watson had slipped into our wine label covered tour bag. The Jefferson wines were good, the facilities excellent and the people friendly.



With the initial wine stocked in the "wine cellar boots", we headed down the wonderful shady roads that brought a smile to every MG driver. Passing several magnificent estates with manicured stonewalls and ele-

giant iron gates; we continued to find smaller and narrower roads until gravel crunched under our tires.



The Wintergreen Winery stop was a good rest stop; Becky Hassler napped under a tree

while the group endured a mechanical tasting session of mediocre wine (my opinion). Upon leaving, we passed through Rockfish and began climbing hills toward the Blue Ridge Parkway. Andy soon disappeared but



quickly caught up (lost hat). Chuck's car faltered and he waived us to proceed up the hill and to a photographic Shenandoah Valley overlook. After a long wait and no Chuck, Jim was dispatched on a search mission. He returned after a running down and up the



hill with no sign of Chuck Chuck was waiting at the overlook with the rest of the club (he had made a wrong turn and Jim missed seeing him).

Following a scenic drive along the Blue Ridge Parkway, we checked into the Waynesboro Holliday Inn Express and prepared to head off to the Veritas Winery for tasting and dinner. The tops came up as a few sprinkles indicated the prudent choice. Up and over Rockfish Gap, onto route 250 and down route 6 to Veritas Winery for the evening events. What a great road, reminding me of the steep twisty roads of the World Rally Circuit. Veritas wine was very good, the music fun and the mud soft as previously described.



Sunday morning brought cool cloudy skies and a visit to the car wash. Andy went to the "MG Parts Depot" (Home Depot) for repair parts (wood screws). We then repeated the



previous evening drive over the mountain and down to Afton Mountain Winery. This small winery is a gem; the owner was knowledgeable and charming as we wandered around the unique gravity-designed production area and the underground aging cave. The wines were superb and we all found additional space for a few more bottles.

Off to lunch, down the foothills to the Wild Greens restaurant somewhere outside of Charlottesville where we enjoyed a truly excellent lunch.



Oakencroft was our last winery. By now we were pros at tasting and recognizing the subtleties of the varieties.



This was a nice winery to visit with an excellent offering of wines.



At this point, the group split up, some heading home or other places while a few continued on to the James River Winery near Ashland and dinner at the Smokey Pig. We all experienced more RAIN as we headed home.

What a fantastic trip. Beckey was creative in assembling the tour packet and writing the tour pamphlet. Alan herded the LBCs and led the way like a seasoned pathfinder.

As Beckey said in the pamphlet: "The journey is a pleasure, the wine an indulgence and the company of friends a real treat." It truly was.

The following participated in the 2005 Monticello Wine trail:

Beckey and Alan Watson



Robin and Olive Watson



Cynthia Faschini and Andy Wallach



Tom and Marie Early



Betty and Jim Villers



Vince and Pam Groover



Susan and Terry Bond



Becky and Chuck Hassler



Bernie Imdahl and Leslie



Mike Haag and Denise Starke



It Was a One Bag Night

Alan Watson

It is fairly easy to organize an ice-cream run. I pick out a destination, look for an easy-to-get-to starting point, then connect the dots with a squiggly line. The one thing that I cannot fathom is how to control the weather. I woke up Wednesday morning to typical English weather, 50 degrees and raining. It wasn't much different at lunch time as I left my office, and I decided that standing outside Brusters eating ice-cream when it is cold and wet probably wasn't the best idea. With that in mind, I set out on the run to find a different location, and came across CAFExpresso in the Providence Square shopping center. I spoke to the crew behind the counter and confirmed that they would be open that night; then I e-mailed the activities director to see if she would send out an e-mail blast to the TMGC membership advising them of the change. Which she did.

Becky and I left our home in Pungo heading towards Kempsville noticing the dark clouds overhead, but I assured her it wasn't going to rain any more....at least that's what the TV weatherman had been saying all day. We got about halfway there when the heavens opened and down came the rain...and in came the rain. Becky asked me to pull over, and I got out our handy-dandy box of 30 gallon trash bags from the boot. Becky quickly pulled one out, opened it up and stuck her legs in...kind of like a sleeping bag. This keeps the pant legs out of the water on the floor mat, and the knees dry where the Niagara Falls comes in the corner of the dash. (It was already a one bag night, and we weren't even at our starting point.) How many more diehards would meet us at the bank building parking lot on Newtown Road?



When we arrived, we were met by two more MGs, Susan in her GT and Robin with his granddaughter Lena (yes, our daughter is starting to get the MG bug...or maybe it was the hot chocolate bribe) in his 'B roadster. Then Jim and Betty pull up in the Mercedes chase car, followed by Mike Haag in his 'B. At 7:05 we pulled out of the parking lot, directions tossed aside, and drove directly to CAFExpresso. By that time the rain had stopped, and it looked like Becky wasn't going to need any more trash bags.



CAFExpresso was a delight. It had several seating options, from bar stools to tables or comfy soft couches. Besides assorted coffees and teas, they had hot chocolate and wonderful pastries and pies. I saw people consuming lemon squares, berry pie, baklava, among other things. Shortly after placing our orders we were joined by George Craig and then Mike Donovan with his son Ryan, who arrived in their '79 B.



What looked like a total wash-out turned into a pleasant evening with warm drinks, good conversation and great company. Many thanks to those who braved the weather.

As a footnote, on the way home the rain started again. Being the resourceful woman she is, Becky reused the same trash bag... so yes, it really was only a "One Bag Night."

Hampton Block Party

J.D. Hawthorne

Well the second time was the charm! After a false start due to (possible) inclement weather, the rescheduled British Car Meet at the Downtown Hampton Block Party on May 14 was a pleasant gathering.



Cars started arriving at around 3:00. We had a designated parking lot along Settlers Landing Road, the main through-

fare through downtown Hampton. Dominated by MGBs, other cars included Jaguar XJ-S convertible, Rolls Royce Silver Shadow MG TD, and TR-6. Some other diverse British iron included TVR 2500M, Mini, Jaguar XK-120 coupe Daimler SP-250 and Elva Courier.



After we got our cars settled in, we adjourned the parking lot to the reception at Marker 20 restaurant on E

Queens Way. The outside deck was reserved for the British Car owners and their companions. Delicious complimentary appetizers were made available, along with the house brew, Hampton's own St. Georges. Carlyle Bland, event coordinator/Marker 20 proprietor/MGB owner, handed out some shirts and other merchandise compliments of one sponsor, Beefeater Gin. Other sponsors included Marker 20 (of course), Tidewater MG and Hampton Eventmakers.



After fine food, brew and conversations, that included but were not limited to camshafts, suspension tuning and rust, we decided to drag ourselves back to our abandoned vehicles, which in turn lead to further conversations that included but were not limited to camshafts, suspension tuning and rust.

All in all, over 25 Cars were in attendance. We ate fine some food, enjoyed some good ale and not only got to talk to our fellow British car owners, but other non-owners who got to reminisce, or maybe now got the bug.



A special thanks goes to event coordinator Carlyle Bland. He felt the event was a success (as did I) and thought it would be worthy to do again,

RTR Show at the Virginia Aviation Museum, Richmond

Photos sent in by Doug Wilson



Doug Wilson



Craig Cummings



Joyce Cummings, Eiko Wilson, Gregg Coogan, Craig Cummings

Brits on the Bay – June 4th

Becky Hassler

The Tidewater Triumph Register held the 4th annual Brits on the Bay at Virginia Wesleyan College. It was well attended by Tidewater MG Classics. Look who was there!



Colin Watson was there taking a summer break from College. His proud parents,

Colin



Robin

Alan and Beckey Watson attended

Alan & Beckey with their 72 B.

Robin Watson spent the day there as well. They could have called the event, “Watsons on the Bay” with as many as were there. To top off the list, Harry Watson was there with his



beautifully restored GT. Harry



James & Amelia Simpson



Mike Haag

Jim Simpson, Mike Haag, Sue Bond, and Gary and Beth Campbell enjoyed themselves as well.



Beth & Gary Campbell



Susan Bond's GT — with our banner in the background — greeted everyone at the entrance.



Frank and Morris Worrell were there with his chrome bumper converted B. Craig and Joyce Cummings, Bobbi and Jon Suponski, Doug Wilson, Mark

Frank & Morris Worrell

Davidoski and Vince Groover spent the day under the partly sunny skies. By judging the weather today, I think it was



Joyce & Craig Cummings



Doug Wilson the last day of spring.

Paul Thiergardt was there with his TF and Rachel Richardson had her TD



Mark Davidoski (which I understand is for sale, Vince.)



Vince Groover now. In fact, we will probably try out the fix of adding another ground wire a little bit later on today.

Also, without cars were our newest members Michael and Ryan Donovan. Bernie Imdahl, Roy Wiley, J.D. Hawthorne and Barb



Paul Thiergardt



Rachel Richard-

Taychert also made an appearance without their cars.

The Triumph Register sold a lot

of great hot dogs, but I sold a lot of regalia and took more orders at the show. Overall it was a really great day.



Roy Wiley

Prize winners and their owners were Doug Wilson who took 2nd place for MGB Late model and Frank Worrell in 1st place.



Joyce and Craig Cummings took first place for his MGB GT. They also took BEST IN SHOW!!! Way to go!!!

New member Bill Olcheski

Chuck Hassler, Vince Groover, Becky Hassler



MGB for Sale

See www.mg.org for details.
Don Price
T: 757-850-2698
F: 757-851-2823
C: 757-876-6767
sbalender@cox.net



MG Sightings

This was sent in by Mike Knepler:

This is the photo of the MGB on top of a pole in Clarkston, Washington. This photo was shot when my wife, Barbara Taychert, and I were on vacation in Washington this spring



Jim Villers was the first to spot this on e-bay. Be sure to read the questions and answers posted, too. You will learn a lot about Lucas electrics and their vital smoke! Unfortunately, this item was broken before it could be purchased.

E-bay Item number: 4554570060

Current bid: **US \$199.95**

Item location: Autodynamics, Belington WV, United States

NOS Lucas Replacement Wiring Harness Smoke Kit

MG AC Triumph Jaguar TVR Rolls Healey, etc.

w/adapter

Have you inadvertently let the smoke out of the wires on your classic British car? This, then, is the solution to your problem!



Here is presented for your perusal one Lucas Replacement Wiring Harness Smoke kit, P/N 530433, along with the very rare Churchill Tool 18G548BS adapter tube and metering valve. These kits were supplied surreptitiously to Lucas factory technicians as a trouble-shooting and repair aid for the rectification of chronic electrical problems on a plethora of British cars. The smoke is metered, through the fuse box, into the circuit which has released it's original smoke until the leak is located and repaired. The affected circuit is then rectified and the replacement smoke re-introduced. An advantage over the cheap repro smoke kits currently available is the exceptionally rare Churchill metering valve and fuse box adapter. It enables the intrepid and highly skilled British Car Technician to meter the precise amount of genuine Lucas smoke required by the circuit.

Unlike the cheap, far-eastern replacement DIYsmoke offered by the "usual suppliers", this kit includes a filter to ensure that all the smoke is of consistent size. It has been our experience in our shop that the reproduction Taiwanese smoke is often "lumpy", which will cause excessive resistance in our finely-engineered British harnesses and components. This is often the cause of failure in the repro electrical parts currently available, causing much consternation and misplaced cursing of the big three suppliers.

These kits have long been the secret weapon of the "Ultimate Authorities" in the trade, and this may be the last one available. Be forewarned, though, that it is not applicable to any British vehicle built after the discontinuing of bullet connectors, so you Range Rover types are still on your own...

This Genuine Factory Authorised kit contains enough smoke to recharge the entire window circuit on a 420 Jaguar, and my dear friend and advisor George Wolf of British Auto Specialty assures me that he can replace ALL the smoke in a W&F Barrett All-Weather Invalid Car(147 CC) with enough left over to test a whole box of Wind-Tone horns for escaped smoke. How much more of an endorsement do you need?

More, you say? Well, I once let the smoke out of the overdrive wiring on my friend Roger Hankey's TR3B, and was able to drive over 200 miles home from The Roadster Factory Summer Party by carefully introducing smoke into the failed circuit WITHOUT even properly repairing the leak. Another friend, Richard Stephenson, was able to repair the cooling fan circuit of his Series 1 E-type by merely replacing a fuse and injecting a small quantity of smoke back into the wires. So there!

So, if you're troubled by lost smoke, bid early and bid often! Thanks for looking!

Move over Little Deuce Coupe!

Susan Bond

When surfing on e-bay I usually do a search for "MGBGT", looking for parts. I haven't found many I needed, but have found some interesting collectibles. The latest one is a 45 record (note to younger readers: a 7" disc of vinyl with a song on each side) done by the Monkees (note to younger readers: a group put together for a TV show in the 60's, sometimes seen on TV now, which actually played some good music). The song "MGBGT" is on the B side (note to younger readers: the back side, often there to make the A side look good) of "Heart and Soul", released in 1987. Written by Peter Tork (note to younger readers: real name Peter Thorkelson, he's the blonde one, or at least he used to be), it starts out (from the website: www.petertork.com/lyrics.html#mgb):

"Lately my mind is drifting back
To former days that used to be.
I think about some folks I knew and of my MGB-GT.
**People let me tell you that if I had to make a recipe
For fun in driving I would have to spell it MGB-GT.**"
(Emphasis mine!)

The chorus goes:

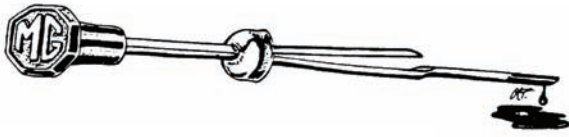
"Folks, this little car of mine
was like a kitten purring throatily.
Sometimes it even seemed to soar
into the heavens, my red MGB-GT."

Sounds just like my GT! Too bad he doesn't have his anymore:

"But I, I learned you have to lose some things
before you treasure them, that's how it goes.
And I, I didn't give time to my car
and lost my car to time; what did I know?"

Did the rust bugs get it? If you want to hear a clip, tune in to www.musicoutfitter.com/store/item/081227670627/musicbox.html. It's number 25 on disc 4. No, I didn't bid enough.

The Dipstick



The Tidewater MG Classics

Susan Bond
541 Forest Road
Chesapeake, VA 23322

Affiliated with



North American MGB Register

FIRST CLASS

7:30 - Kick Tyres
8:00 - Meeting

Monthly Meeting
Tue, Jul 5th
Paul & Carmen Thiergardt
5232 Fairfield Blvd
Va. Beach
497-0455