

# The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

www.mg.org

Volume XXXII, Issue 11

Dedicated To Preserving The Marque Since 1973

November 2005

## MARQUE TIME

Cornwallis had to be smiling. Finally, after all these years an Englishman was voted President in Yorktown! In all seriousness, I would like to thank the club for their vote of confidence. Additionally, I would like to thank Andy for his time devoted to the Presidency and all the others, too numerous to mention here, who also donate large portions of their time to TMGC, some who have done it for more years than I have been a member. Thank you from the bottom of my heart.

Beckey and I had a chance to attend the Waynesboro show this year. It was a wonderful, relaxing weekend. Beckey even admitted it AFTER spending 669 miles in the MG. 669 miles--okay, we didn't take the direct route, thanks largely in part to Barry and Susan. Oh yes, and as Beckey pointed out to me on the way back, I-64 is SOUTH of Staunton on I-81. The exits on I-81 are about 21.3 miles apart if you find yourself heading in the wrong direction.

669 miles! To some that may seem a long way in a MG, to other members that's nothing unusual. What makes this trip noteworthy is that we did 669 miles three days after my B came back from my mechanic (read "Dad") after having new piston rings, valves, valve seats, seals etc. As much as I have confidence in my father's work, it was quite a test. Funny enough, in July 2004 we did the Winery tour (450 miles) exactly one week after putting the car back on the road following its total rebuild. Confident or naive? Depends on who you ask. Maybe the car just likes the western part of the state and behaves. One thing for sure, it doesn't like the Eastern Shore. It has been to the Eastern Shore two times in the last two years when the club visited Mike and Jennifer Ash's. Both times after leaving their home I had a front



## UPCOMING ACTIVITIES

Check www.mg.org for the latest info!

- Nov. 1 Tuesday meeting at Doug and Betsy Kennedy's (see map on back page)**
- Nov. 6 SCCA Solo II, [www.odr-scca.org](http://www.odr-scca.org)
- Nov. 15 Dipstick Deadline**
- Nov. 20 Tech Session at Susan & Terry Bond's (see page 3)**
- Dec. ? Holiday party at ???**
- Dec. 15 Dipstick Deadline**
- Dec. 28 Tentative date for Holiday Lights tour. Details next month**

caliper stick. Last year the left, this year the right. Never had an indication of a problem before, never had one since.

I do have a couple more opportunities to get out and drive the B before the end of the year. There is the Williamsburg Winery tour on Saturday, October 29<sup>th</sup> and a yet to be announced something in November. Stay tuned. Additionally, I am hoping to obtain discount tickets again for the Boardwalk Holiday Lights for those who want to drive down the boardwalk with their tops down in December! If there is an event you would like to see the club have, please do not hesitate to contact Beckey. She is always looking for suggestions and is willing to help you organize it if you would like.

*Safety Fast!*  
Alan

# OCTOBER MINUTES

Susan Bond

Andy Wallach presided and called the meeting to order at 8:13 at the home of Chuck and Becky Hassler in Yorktown. Andy, eating and talking at same time, mentioned that this is his last meeting as President.

**Secretary:** Absent. Minutes by Susan and laptop. Last month's minutes were "outstanding" and approved as printed in the Dipstick.

**VP:** Harry Watson is in the hospital, with bypass surgery scheduled this week. His wife will send update after. No one knew which hospital, Robin will check.

**Treasurer:** Brought forward: \$2776.70; In: \$234; Out: \$407.93; Left: \$2602.77

**Membership:** 105 now. **New members:** Josh & Diane Wallach, Scot Bradford & Nita Allen, Johnny and Dena Sue Watts. Directories are at the printer and will be mailed, maybe with the 60-cent stamps Robin still has from July because he forgot about them when he mailed the last *Dipstick*, which was over-weight. Murmurs of "Cent-igate."

**Activities:** Topping, Becky and Chuck Hassler and Frank Hurley attended. Waynesboro was last weekend, 670 miles on scenic routes. October: 9<sup>th</sup> Hunt Club Classic, 22<sup>nd</sup> Driver Days. Oct 29<sup>th</sup> is our one-day winery tour. There are a few spots left so let Beckey know (\$22 includes lunch). November 1, meeting at the Kennedy's. November 20, Tech Session at the Bonds. A host is needed for Holiday Party, a notice will be in the Dipstick.

**History:** Albums are on the coffee table, including the "early years" by Kate.

**Spares:** Mark Childers has an old 35 mm 100-foot film can which he got from Walt Gunther (who moved to NY) years ago. Inside are mostly T-series parts, SU carb parts, ignition parts, banjo fitting. It will be put in the raffle.

Tools: Andy got a wrench (insert your own joke here) and "seeing is believing". He said he should have brought it to show.

**Regalia:** Raffle will be DVD from Mark Hiby, MG Manual CD from Mark Childers (needs Acrobat Reader 7) worth \$12, license plate frame, first in line for food, the film can, homemade apple pie.

**Clubs:** Nothing.

**Newsletter:** Writers "volunteered" for the October events.

**Old business:** Will do elections at the end of the meeting.

**New business:** Alan has a friend whose son would like to enter our soap box derby car in the Richmond race. He will pay the fees. It will probably leak oil and the lights won't work, but if he is really interested we will loan it to him. It is in Mark Childers' garage. It should have the wheels upgraded if he wants to win. The race will take place in the spring and we could do a tour to watch. We used to supply volunteers, so it could be an event.

Mike Ash: When we were a "T" club we had a box of "T" parts that people could use at tech sessions and then replace. This practice was discontinued years ago and Mike now has the box. Could we now sell the parts? Jim suggested doing a silent auction at the Holiday party and we agreed. We also have a club sewing machine which various people have made interiors with.

**Marque time:** Frank Hurley replaced the original oil cooler lines with braided ones, but getting them thru the grommets was difficult so he heated them with a hair dryer then shoved the hoses thru.

Frank Hurley has B parts, email or call him first before you buy, he would like to get rid of them.

Alan knew about a guy clearing out storage space with engines etc., and has a phone number. Will put it in the *Dipstick*.

Jim Metzger's Midget's clutch failed on way to work. After various master cylinder adventures, it turned out to be the slave.

Chuck says Moss thinks he owns MGA, TR and Midget and keeps sending catalogues. He will give them to anyone who wants them.

Mike Haag sold his '73 B to Mike Donovan.

We had a tech session at Waynesboro. Doug's B blew the clutch slave cylinder on way in to the show. Mark says 70s to late 80s 1/2 ton Chevy truck rear brake cylinder seals will work.

Robin says Mike Donovan put his 77 B in his yard sale and it sold.

Andy continues to work on Cynthia's TD and is taking apart the Mark 2 conversion body. If he ever finishes her TD he will maybe get to the others.

Robin helped Mike blast and paint his wheels, shiny with clear coat. After comments about "spinners" he said they are splined so they are spinners. Mark Childers has some rostyles for Frank Hurley. Paint is Duplicolor T225

**Elections:** Robin read the list of nominees: President

## Tech Session

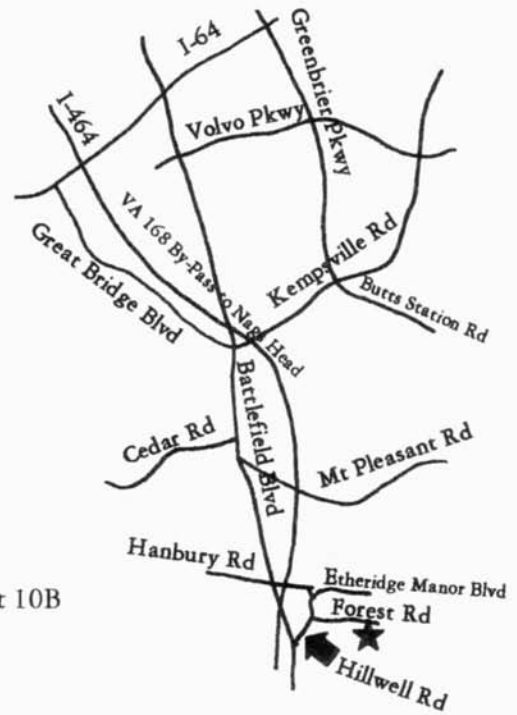
Sunday, Nov 20th, 10am

Sue & Terry Bond

541 Forest Rd

Chesapeake

482-5222



Take exit 291B off I-64

Going south toward Nags Head on

I68/Great Bridge By-Pass:

Take Hanbury Rd East, Exit 10B

Turn right on Hillwell Rd

Turn left on Forest Rd

Alan Watson, Vice President J.D. Hawthorne, Treasurer Jim Villers, Secretary Doug Kennedy. We have changed the bylaws so the treasurer and secretary can be reelected for life. There were no nominations from floor or write-ins. Andy said we could have secret ballot....not. Mike made a motion that we accept nominations, seconded and approved by acclamation.

Raffle: Mike Haag picked the DVD, Robin's lost ticket got him an apple pie, Mike Ash picked the tin of parts, Alan was first in line for food, and Andy got the license plate frame for Cynthia's TD.

The meeting was adjourned at 9:13 by Beckey as she headed for the food.

## 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	226-7755
	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

## Membership and New Members

Robin Watson

Total membership 105

With two new members and one late renewal we now stand at 105 members.

Liza & Marc Chiles with a 1976 Midget  
1619 While Lane  
Norfolk VA 23518  
Phone 853-5571  
email: tupperwaremom@hotmail.com

Johnny & Dena Sue Watts with a 1979 B  
213 Talley Place  
Newport News, VA. 23608  
Phone 369-9844  
email: denasue@hotmail.com

The Directories for 2006 are at the printers and these two new members were just too late to get added so you may wish to write in the above details when you receive your new Directory.

## Link of the Month

Terry Bond sent in this one: [www.longstonetires.com](http://www.longstonetires.com). They sell all sorts of vintage tires and, if you click "choose your tire" and "not sure", you can learn more about tires than you ever knew you needed to know.

# Browns Island

by Alan Watson



My ride arrived bright and early at 7:00 am. Because my '72B was having a lobotomy and would not be heading to Brown's Island this year, my father, Robin, picked me up in his '74B. We arrived at Cosmo's around eight, and drank a couple of cups of coffee until 8:30 when we decided to leave. We were not surprised that nobody else joined us, as we were heading to Brown's Island via Ashland (more on that later). Just as we were leaving Cosmo's, Mike Haag pulled up in his '79B. He waited until 9:00 and drove up with Mike Donovan in his "other type".

Robin and I took I-664 to I-64 to the Richmond bypass and then I-95N to the Ashland exit. We arrived at the



Kappa Sigma fraternity house nestled in the woods of Randolph-Macon College, and my son, Colin, came out and we started to uncover his '79B. I must admit that



seeing a 'B' on a college campus made me think back a few years. I imagine MGs would have been quite

Doug Wilson popular on campus in the 50's, 60's, 70's and even the early 80's. Colin and I then drove to Brown's Island followed by Robin.

Besides Robin, Colin and myself, I also spotted Andy and Cyn-



Mike Haag

thia with their TF, Doug Wilson with his TD, Frank and Morris Worrell with their Bs, Mike Haag with his B, Frank &



Cynthia Faschini



Alan Watson & Frank Hurley

Kerry Hurley with their B, Robert Davis with a Land Rover, Craig & Joyce Cummings with their Saab 900, and spectators Mike Donovan, Michelle Peters and Robert

Perone, all representing TMGC.

TMGC received 2 awards this year. Frank Worrell took 1st place in "Late Model MGB" and Frank &



Kerry Hurley took 2nd place in "Early MGB". A familiar MGB-GT took 1st place in its class--Craig Cummings old car.



Morris & Frank Worrell

cars. It made quite a nice change to see Ferrari, Porsche, Citroen, Saab, Volvo as well as many other types represented. As a former Saab owner I was quite pleased to see a two-stroke Saab 96 win in the Swedish class.





Following the show Robin, Colin and I drove back up to Randy-Mac and Colin said goodbye to his B for now. I had been asked to drive it home, something about the following weekend was the first weekend that

Colin Watson pranks.

the Frat houses were “authorized” to have parties. I don’t think he wanted the MG to be a victim of fraternity



Alan Watson, Mike Haag, Mike Donovan

## Wings and Wheels

By Becky Hassler

Chuck and I followed Frank Hurley in his Daimler to the tenth annual Wings and Wheels show that was held on September 24 at Hummel Air Field in Topping, Virginia.

They advertised that the show will be held “rain or shine”. Well, it wasn’t raining and it wasn’t shining. But, it felt like it might do either at any moment. The overcast skies might have scared a few people away from attending. There weren’t quite as many cars there as there was the year before.

Harry Watson brought his beautiful, award-winning MGB to the show. Doug Wilson and Craig Cummings were on their way, but never quite made it. That is worthy of an article from them to tell of their adventure.

I drooled over a beautiful V-8 converted 1979 MGB. Paul Howell had re-done the interior in mahogany. He made a double cup holder in the front part of the center console and had enough room left over for a small flip-up console behind it. He has MGB parts for sale. (804) 758-2675. Paul was not a member of the club and I did not neglect to mention that he should join us.



Another potential member, Aldo De Collibus, had a MGA for sale. It is a beautiful dove gray. To give this beautiful car a home, call Aldo at 804 433-2597.

Besides recruiting, I spent some time at the display of tractor engines. I chatted with a fellow who told me how the 1934 Maytag engine used to sit inside a house with an exhaust pipe sticking through a window to run a washing machine.



Chuck Hassler & Harry Watson

Several of the old tractor engines had kick starters on them. Whenever I hear these engines running, I think of the Humphrey Bogart movie, “African Queen”.

It was a bit breezy for the RC air-

planes. But the bluegrass music

was great and the sweet potato pie made the day delicious. We’ll see you there next year.



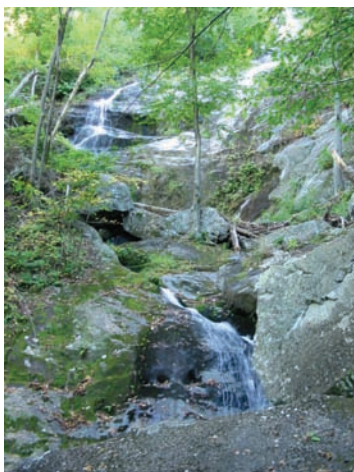
# Waynesboro 2005

Mike Haag and Susan Bond

With a forecast of beautiful early fall weather and the anticipation of another enjoyable MG weekend, many of our club members headed west to attend the Fall British Car Festival in Waynesboro. Susan Bond and Barry Tyson met up with Alan and Beckey Watson on Friday morning and, forgoing the interstate, headed up Rt. 460, driving around Richmond on Rt. 288, and then on to Rt. 6, with a destination of Crabtree Falls for some hiking before going on to the host hotel. They found out that 2 of the places we had eaten at on other trips were closed, the deli in Maiden and the 50's diner in Scottsville. But the new bakery/restaurant in Scottsville provided a good lunch which they were looking forward to before walking off at the Falls.



On our club's second April Fools Tour we tried to see Crabtree Falls but it, or rather the car park, was under construction. This time the park was open and not crowded and the weather was perfect for a hike. After depositing (or forgetting) \$3 in the slot, they headed up the trail. The first part was billed as "accessible" and wasn't bad. Then these flatlanders started climbing...and climbing...and climbing... Rough steps and lots of stones and tree roots added to the fun. But the views of the falls were great. According to Beckey's pedometer they had gone about half a mile when they met a couple coming down the path. The woman in front assured them it was an easy climb, tho she hadn't gone all the way to the top. The man behind her looked like he had climbed Mount Everest and was too winded to say anything. Our crew took the hint and climbed a bit higher but didn't make it to the top either. On the way down Alan spotted a hawk-like bird, even saw its head move. No one had binoculars to confirm it, but there



was a suspicious upright branch in approximately the same location. Hmmm. After a stop at an overlook on the parkway and another at Mrs. Rowe's for dinner, they made it to the host hotel. No tow trucks were involved. Unfortunately, Mike Haag and girlfriend Denise Starke couldn't leave Friday morning. Sometimes work gets in the way of the fun things we want to do. So, about 1pm they got on I-64 and crossed their fingers there would be no major traffic jams like last year. Thankfully, the only stops encountered were of their own making--for gas and comfort. At the rest area just east of Charlottesville, Mike was heading back to his MG when he heard a voice to his right saying "OK buddy, give me all your money". He looked around and saw an old office-mate of his who had left a couple of years ago for a job at the naval base, and who was heading to Staunton for the weekend. They both laughed, and after spending a few minutes catching up, all were headed west once again. The drive up took just over 4 hours, and while they were checking into the hotel they met Chuck Hassler in the lobby. After returning from dinner at the Pullman Restaurant in Staunton, Mike and Denise met Sue and Barry in the parking lot, who had just arrived from their driving and hiking adventure. Joining Alan and Beckey, we all met in the ballroom for the Friday night reception and the free beer and beach music. The band was good, but rather loud so it made talking a little difficult. Bill Krzastek,

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Mike Haag & Denise Starke

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Barry Tyson & Susan Bond



the very funny and talented emcee of the car show and banquet each year, stopped by the table to talk to Sue and Barry about the Volvo P1800 he bought and had restored in England. Mind you, this is no ordinary P1800, but the same car driven by Roger Moore in the old TV series, "The Saint". This year we all agreed to pack it in early and for once we left before the keg went dry.



Saturday morning greeted us with sunshine and the six of us headed to Mrs. Rowe's restaurant for breakfast. We had a discussion about how to properly pronounce her name. Was it Mrs. Rowe's, as in rhymes with "goes" or was it Mrs. Rowe's, as in rhymes with "cows"? We never did answer the question, as none of us Einsteins thought to ask someone at the restaurant. Oh well, maybe we'll find out next year!



Show field tech session — Doug fixed his clutch slave cylinder

As usual, the car show was held in beautiful Ridgeview Park in Waynesboro. Although the weather was perfect, it appeared that there were fewer cars in attendance, and only one vendor. If the number of cars was smaller, not so with the number of TMGC members at the show. Besides Alan and Beckey, Sue, Barry, and Mike, other TMGC members at the show included Chuck and Becky Hassler, Frank and Kerry Hurley, Doug Wilson, Craig Cummings, JD Hawthorne & family, Frank Worrell and son Morris, Gregg Coogan, Bernie Imdahl, Jon & Bonni Suponski, Bruce and Carol Woodson, and former member, Jim Simpson. Around 2:30 PM, most people began leaving. Sue,



Kerry & Frank Hurley



Gregg Coogan

Barry, and Alan and Beckey headed off to see Andre Viettes perennial nursery in Fisherville. Mike dropped off Denise at the hotel and headed to the Antiques Mall in Verona, one exit north of the hotel.

Later, Sue and Barry met up with Mike at the store. It's a good thing that MGs are small, as it limits the amount of stuff (read "junk") that one can buy and haul home.

Tidewater MG Classics members also made a good showing at the Saturday night banquet, taking up 3 tables. The food was excellent, the discussions at the dinner table lively, and once again Bill put on a very funny show for all to enjoy. The caption contest this year involved a picture of a 4-wheel drive MGB roadster with huge tires. Many of the responses were very good, but the winning caption was a takeoff on a current commercial for ED and went something like this, "if this condition lasts for more than 4 hours, please consult a doctor" (if you have to ask...). In 2<sup>nd</sup> place, was Chuck Hassler's cap-



Alan & Beckey Watson



Frank & Morris Worrell

tion about installing a gun rack in the rear "winder". A couple of our members won door prizes, while Frank and Kerry Hurley took 3<sup>rd</sup> place in the chrome bumper MGB class, and



Craig Cummings & Doug Wilson



Craig Cummings & Doug Wilson

Frank Worrell took 2<sup>nd</sup> place in the Rubber Bumper MGB class. Once again, it was over too soon. Even Mulligans Pub in the hotel was quiet this year, so instead of our usual pint or two before retiring, we headed back to our rooms for an early evening.



Barry Tyson, Craig Cummings, Chuck & Becky Hassler, Doug Wilson, Frank & Kerry Hurley, James Simpson, Frank Worrell, Becky & Alan Watson, Bernie Imdalh, Mike Haag

As usual, the rear parking lot at the hotel was reserved for British cars, and Sunday morning found most people packing up and checking their cars in preparation for the drive back home. Since the weather was so nice, and no one was in a hurry to get home, after breakfast Sue, Barry, Mike, & Denise drove over to Charlottesville to attend the Monticello Wine Festival. We parked our cars in an area reserved for British



cars. Off to one side we noticed a hot air balloon wrapped up on a trailer. We were hoping that someone would open it up and get it going, but unfortunately it remained on the trailer all afternoon. We soon met up with Bernie Imdahl and his friend, Leslie. We spent the rest of the afternoon sampling wine, relaxing, and listening to music on the beautiful grounds of the Boars



Head Inn. Later we met Bruce and Carol Woodson, who had driven a very nice pale yellow E-Type Jag, and Bruce's sister and brother-in-law in their MGA. Around 5pm we headed over to Rt. 29 to check in at a hotel and later went out to dinner at the Red Lobster down the street.

Monday morning we finally had to point our cars eastward. Wanting to savor as much of the beautiful weather and nice driving roads as possible, we took a meandering route back home. First stop was

Mitchie's Tavern for some last minute shopping. Leaving there we turned right, driving on



Rt. 23 past Monticello and Jefferson Vineyards to Palmyra, where we turned on to Rt.15 south. We followed this until we reached Rt. 6, and drove along this road as it hugged the James River towards Richmond. Just west of the city we took Rt. 288 around the southside of Richmond to I-95. A late lunch in Chester fueled our bodies for the trek to Rt. 460 and home.

Once again we were blessed with beautiful weather, a safe trip, good friends, and the opportunity to drive our MGs over some fun roads. The annual Fall British Car Festival in the Waynesboro area is always an enjoyable weekend, one that many of us look forward to all year long.

## Meeting

October 4, 2005

At Chuck and Becky Hassler's in Yorktown



Chuck Hassler, Becky Watson



Chuck Hassler, Becky Watson, Jim Metzger, Alan Watson





Jim Villers, Jim Metzger, Mike Ash, Frank Hurley, Mike Haag



Betty Villers



Centerpiece on the food table

## MG 2005, Olympia, Washington

Susan Bond and Mike Haag  
Part 2

Day 4, Wednesday July 6

No one can go to the West Coast without actually seeing the coast, so we headed along 101 to the Pacific Ocean. In addition to sand, the Pacific beach was cov-



ered in rounded stones. The coast along this part of the Pacific Northwest differed greatly from the flat, sandy beaches we are used to. Out there, forests and huge rock formations called

sea stacks lined the water, and washed-up tree trunks littered the area. Another sea lion appeared briefly, but there were quite a few people on the beach and it left. Barry was in search of tidal pools, but it was just after high tide so most were under water and we only saw a few anemones and starfish.

Next stop was the Hoh Rain Forest. Our 6-day pass from Hurricane Ridge was still good so we freely entered this



part of Olympic National Park. At only 573 feet and on the wet side of the mountains, it gets 12 to 14 FEET of rain a year and the temperature ranges between 30 and 80F. Moss, lichens and ferns were eve-

Nurse log rywhere, including on the 200 to 300 foot tall trees, dripping like Spanish moss. Fallen trees became "nurse logs", with rows of young trees growing on them, roots reaching for the ground. When the nurse logs rot away, the baby trees are left propped up on their roots. The only



wildlife we saw besides minnows was a banana slug, and the guy who saw us taking a picture of it told us to take it home, they were everywhere (we didn't). And it did rain in the rain forest, though that was the only place we had rain that day.

The Hard Rain Café and Mercantile was out of most things on their menu, but fish and chips was OK with us. We sat on the front porch and admired the décor which consisted of old stuff and lots of hubcaps. One more stop to see the ocean



completed the sight-seeing for the day. Still no tidal pools, but some great scenery.

On our way to Olympia we went through Aberdeen, an unremarkable town except for the former MG dealership, complete with sign. It is now occupied by a Volvo repair shop, with Joe's Used Tires next door. Arriving at the Red Lion Hotel, host for MG 2005 (we knew we were in the right place, there was a B in the lobby), we checked in at the hospitality suite since we were too late for registration. Given directions to



quite this way. We got to play with it, too. Keith was an excellent and entertaining speaker, and drove a '72 BGT.



This time we were ready to find the pub, Fish Brewing Company's Fish Bowl BrewPub, in Olympia. Small place with exotic menu – Mike adventurously tried the ostrich burger. Beer was great. No shirts we wanted, but lots of coasters and Barry bought a six-pack to go. This time the beer in the hospitality suite was not free – we had to dig thru our packets to find 4 tickets that had been issued to us. But we closed the place anyway.

Day 6 – Friday July 8



a local brew pub, we decided they were too complicated for our tired, hungry brains to follow so we repaired to the hotel restaurant for dinner. In the restaurant we met up with Mike & Jennifer Ash who were just finishing dinner. Back at the hospitality suite we found that the beer was from the brew pub – great stuff -- and, best of all, was free. We closed the place.

Day 5 – Thursday July 7

We hadn't signed up for the driving tours to Mt. St. Helens or the Rainforest, so we went to tech sessions. First was on "Lucas Ignition Systems" by Matt Graham, a Tacoma MG restorer, and the second was "Bolt On Performance" by Kelvin Dodd, "Technical Wizard from Moss Motors". They saved the best for last. Keith Ansell, another Washington MG restoration expert with 40 years of experience, had cut away and color-coded an MGA engine so we could see how it worked as the crank was turned. Even guys who had been taking apart engines for years had never seen them



Barry Tyson & Mike Haag



Barry and Mike left in the rental car, following behind the MG caravan to tour the LeMay automobile collection located outside of Tacoma. Harold LeMay was a successful local businessman and to say that

he was an avid car collector is a bit of an understatement. Even though Mr. LeMay passed away a couple of years ago, the museum is still getting phone calls from people asking when Mr. LeMay is going to pick up the car he bought from them years ago! The tour guide said that they had found titles to over 6000 cars, but could only locate approximately 3500 of the cars. The museum is located on the grounds of a former Catholic military school. When the school was closed in the 60's, it was turned into a rest home for nuns. Eventually it closed too, and the church put it up for auction. Mr. LeMay bought the complex to house his collection and, according to the guide, before taking possession he asked the church if he could install some shelves in the chapel. Thinking he meant bookshelves, they agreed. You can imagine



their surprise when they learned he built shelves along the walls to hold his Crosley and Messerschmidt cars! The

swimming pool was covered and supports about a dozen cars, and there's a Kaiser in the boys shower! The gym, still complete with basketball hoops, contains rows and rows of cars. And this is just one building! Several other buildings on the campus house cars, along with "projects" sitting outside, including a rubber bumper MGB. There are approximately 40 buildings scattered around the area housing more of his collection.



And this is just one building! Several other buildings on the campus house cars, along with "projects" sitting outside, including a rubber bumper MGB. There are approximately 40 buildings scattered around the area housing more of his collection.

Barry and Mike left the museum around noon to drive back to the hotel, as we all had reservations for the boat ride on the Puget Sound that afternoon. As soon as they got on I-5 headed back south, they got stuck in a traffic jam. With time ticking away and going nowhere, they were afraid of not getting back in time to make the boat ride. Finally, traffic got moving again, with no reason for the slow down in sight. They arrived with few minutes to spare, only to learn that the boat ride had been cancelled due to engine problems (some wit had added to the notice that it did not have an MG engine). With some time left before the afternoon tech session was to begin, we all went to lunch at an upscale fast-food place called Red Robin, a chain that has just started to move into our area.

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That morning, Susan went to the tech session on "Cooling Systems," by Matt Graham. He explained why we should flush the system every 2 years and why run only 25% anti-freeze in the summer (more efficient at removing heat) in addition to lots of other useful information.

Last but not least was Keith Ansell again, this time with a cut-away, color-coded gearbox to explain the workings and not workings. It was reassuring to find out that MG gearboxes are very tough and seldom fail. And that overdrives are even tougher due to the type of gears in them. But he did have parts to pass around that showed what you don't want to find when you open a gearbox. His favorite refrains were, "Learn to drive!" and "Keep your foot off the clutch!"



Dinner was a salmon barbeque at the Squaxin Island Museum Library and Research Center. This Native American tribe provided excellent food and music. Then

we toured the museum with a blonde, blue-eyed guide (half Squaxin, half Russian) who also told stories that had been handed down thru the generations. We saw artifacts from excavations in the area, woven baskets, clothing and fishing gear, and the gift shop. We did not tour the casino.



Back at the hospitality suite, the free beer was flowing again. Fish Brewing makes a great ale.

## Personalized Antique License Plates

Susan Bond

I happen to like my personalized license plates — when your name is Bond you have to have fun with it — so I hadn't gotten antique tags for my Bs. Until Chuck Hassler told me the yellow and blue antique tags could be personalized. The DMV website says you need a special form to get them, and it may be required when you get a new number, but if you already own the number you want just take your registration down to your local DMV (you can't do this one on the internet) and tell them you want personalized yellow and blue antique plates. The person at the registration desk probably won't know what you are talking about (voice of experience), but the people who actually do the plates will. They have to fill out forms for you to relinquish the number on your regular plates, then snatch it back and put it on the antique plates. I paid \$47 for 2 cars (one MG and the GTO) and I think they charge \$10/year for the personization, just like regular plates, tho it must cost them a lot more than that to collect it. I'll find out next August.

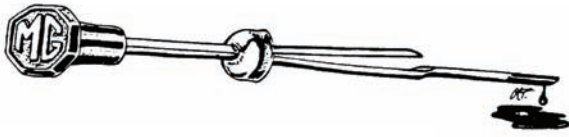


## Parts

As mentioned in the minutes, here is the name of a guy selling parts: Aaron Lawrence, 735-2766.

Someone else, or maybe the same guy, is working out of a storage unit at 1940 Kempsville Road. But here is what Bob Stein said after going to his first "auction": "You sure didn't miss anything at the parts auction - what a load of junk! A few MGB engines in VERY used and disassembled condition, mixed in with Ford, Subaru, and GM stuff. Don't think the guy sold a thing. You know its bad when I don't buy anything!"

# The Dipstick



## The Tidewater MG Classics

Susan Bond  
541 Forest Road  
Chesapeake, VA 23322

Affiliated with



North American MGB Register

Winner of *Old Cars Weekly*  
"Golden Quill Award"

## FIRST CLASS



7:30 - Kick Tyres  
8:00 - Meeting

Monthly Meeting  
Tue, Nov 1st  
Doug & Betsy Kennedy  
2441 Bayview Ave  
Virginia Beach  
460-5037

