

# The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

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

Volume XXXII, Issue 9

Dedicated To Preserving The Marque Since 1973

September 2005

## MARQUE TIME

Thank you, Robert Davis for hosting the August meeting. Yes, there are MGs hidden among the too-numerous-to-count Land Rovers. Robert is amazing in his engineering feats of modifying engines to fit different cars. He forms some great coalitions of US engines and British bodies.

Thank you, Mike and Jennifer Ash for your Eastern Shore hospitality; opening up your home and providing refreshments to those who trekked across the Chesapeake Bay. A wonderful day...at least till the drenching rain hit. I had just gotten back across the Bridge-Tunnel and was dropping my wife, Cynthia, off to return home with her father in his car, when the thunderstorm started. Put the top up or just scoot home with it down? Doesn't most of the rain blow over you if you drive fast enough? So I covered the passenger compartment with the tonneau and off I went for home. Why didn't they equip these cars with windscreen wipers on both sides? No, I do not mean left and right...I mean front and back. Needless to say, visibility was practically nil in the sheeting rain with water on both sides of my eyeglasses and both sides of the windscreen. Luckily Cynthia was riding in a Buick Park Avenue for this part of the trip!

John Jones is leading the talent search for new club officers. Robin Watson is assisting him. Please contact them if you would like to serve or to recommend some other member for office. They need to present a slate at the September meeting and we will vote in October.

I picked up a new body...a used MG TD car body, not a new physique. Bought it from club member, John Tokar, who has a British car restoration business in Maryland. Fit nicely in the bed of my son's pick up for the trip to Norfolk. Now I have a body for my TD "Mark II Conversion" chassis.

My son has his MGA on the road. After 36 years of dormancy, it runs, and runs well. No smoke and what power! There is a real difference between my TF engine with its 1250 cubic centimeter displacement and 1600 cc's. A suggestion, check/replace your transmission oil before operating. After the first few runs around the

(continued on page 2)

## UPCOMING ACTIVITIES

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

- Aug. 28 Tech Session at Linda & Jim Freeh's** (see page 3)
- Sept. 4 SCCA Solo II, [www.odr-scca.org](http://www.odr-scca.org)
- Sept. 6 Tuesday meeting at Andy Wallach & Cynthia Faschini's** (see back page)
- Sept. 15 Dipstick Deadline**
- Sept. 24 SCCA TSD Tour, [www.odr-scca.org](http://www.odr-scca.org)
- Sept.17-18 Brown's Island BCS, Richmond  
[www.britishcarclub.com](http://www.britishcarclub.com)  
Must pre-register before Sept. 1
- Sept. 24 TRAACA show at Chesapeake City Park, [www.aaca.org/tidewater](http://www.aaca.org/tidewater)
- Sept. 24 Wings and Wheels  
[www.wingsandwheels.us/](http://www.wingsandwheels.us/)
- Sept. 30-Oct.2 Waynesboro BCS  
[www.svbcc.net](http://www.svbcc.net)
- Oct. 2 SCCA Solo II, [www.odr-scca.org](http://www.odr-scca.org)
- Oct.5 Wednesday meeting at Becky & Chuck Hassler's**
- Oct. 6-9 NEMGTR Southeastern GOF  
Hiawassee, GA
- Oct. 7-8 VSCCA Vintage Car Race, Lime Rock Park, CT, 50th Anniversary of the MGA — All MG Races, 914-923-6055, [carndrew@aol.com](mailto:carndrew@aol.com)

# JULY MINUTES

Doug Kennedy

block with only second and fourth gear available, we drained the transmission. Got out a little less than a quart and a metal chip from a gear tooth, and then put two and a half quarts of new oil into it. Now we had the addition of first and reverse. A few more runs and third decided to cooperate. The MGA is at my house and my son has been coming over several mornings each week to work on it. His wife, Diane, has nicknamed it "Maggie"...the other woman with whom he is spending all his time. So he gets the car running and wants to surprise her with a run around the block. They come over the house, Josh and I go out to the garage, get "Maggie" running, drive around front, I go in and get Diane for her ride...we come out...and in the meantime, the car stops. So, Josh and I had to ignominiously push the car around the block and back into the garage. Diane did get her ride several days later.

Hope to see you all at the September meeting.

Andy Wallach



Cynthia with Andy's new body



Josh, Diane and Eleanor

**Secretary's Note:** This month the Secretary had to labor on without the help of a laptop computer. While this may not seem like a big deal, it's important to note that the Secretary's handwriting is basically illegible, even to the Secretary. So, the following carries the caveat that it may have lost a lot in translation.

The meeting opened promptly at 8:08. El Presidente' Andy apologized for missing the last meeting and then continued to whine until he was cut off. New members, Bill Olcheski (78B) and Murray Brown (74 1/2 GT) were welcomed. Carmen and Paul were thanked for their gracious hospitality.

**Minutes:** Approved

**V.P.:** No vices

**Treasurer:** In: \$1461; Out: \$424.31; Left: \$2364.46

**Newsletter:** Alan is writing about the 7/14 ice cream social. Andy was confused regarding the Prez message deadline.

**Membership:** 112 members, 75 renewals, 36 waiting for renewals as the super final deadline approacheth.

**Activities:** Alan did his Becky impression and shared various plans including meeting locations and Eastern Shore tour.

**Old Business:** None

**New Business:** None

**Technical:** Mark showed pieces of material that goes between the piston puck and rotor that will lessen vibration and rattle. Check Wolverine Brakes for details.

**Regalia:** Becky had name badges. See her to order your own.

**Marque Time:** Robin got to have his car's photo taken with an F-14. Great tech session at the Childer's House. Andy's son's A will be on the road by the end of July. Sure. His Mk 1.5 is getting there, but no idea where. Peggy and George are moving to VB. Same size garage.

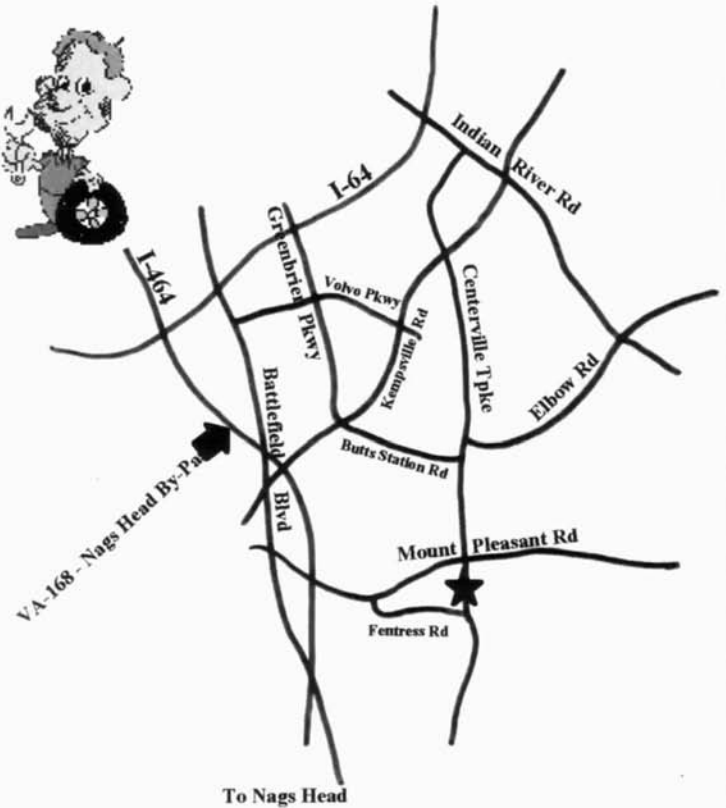
**Quotes of the night:** Andy: "Time to wax poetic"....Alan: "Time to eat!"

# August Tech Session

Sunday, August 28th

Starting at 10am

Jim and Linda Freeh  
633 S. Centerville Tnpk  
Chesapeake  
482-1401  
Email: badgrfreeh@aol.com



## Upcoming Activities (continued)

- Oct. 8-9 SCCA Solo II, [www.odr-scca.org](http://www.odr-scca.org)
- Oct. 9 Hunt Country Classic, Middleburg, VA, [mgcarclubdc.com](http://mgcarclubdc.com)
- Sept.29-Oct. 2 Sportscar Vintage Racing Association at VIR, [www.virclub.com](http://www.virclub.com)
- Oct. 15 Dipstick Deadline**
- Oct. 22 SCCA TSD Tour, [www.odr-scca.org](http://www.odr-scca.org)
- Oct. 22 Driver Days, [www.driverva.com](http://www.driverva.com)

## 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

## Membership and New Members

Robin Watson

### Total membership 98

As you can see the membership has now made a drop due to non-renewals this year. I have sent out three lots of renewing forms, to those that were late in renewing, with the last three issues of the newsletter. We still may get some renewals when 17 of our late members do not get the Dipstick this month. Our membership had increased to 115 before the cut was made, which was an increase of three new members since the August Dipstick.

Mike Denning, Va. Beach  
961-5480, [hobie88@aol.com](mailto:hobie88@aol.com) with a 71 MG-B

Jim & Mary Jane Metzger, Norfolk  
484-6693, [metzger@saic.com](mailto:metzger@saic.com) with a 77 Midget

Michele Peters & Robert Perrone, Chesapeake  
482-1012 [michelep@laseva.org](mailto:michelep@laseva.org) with a 76 MG-B.

I will now be working on finishing the 2006 Directory which should be printed in early September.



## Minutes (continued)

The raffle was held, the Secretary kept his losing streak alive and we all adjourned to Carmen's table of delights like a Hummer sucking down gas as it crawls from one gas pump to the next.

# AUGUST MINUTES

Susan Bond

Andy presided and convened the meeting at 8:14 at the home of Robert and Faye Davis, who were thanked in absentia.

**Secretary:** Absent. Sue and her laptop were drafted. Minutes of the last meeting will appear in the next Dipstick.

**Treasurer:** In: \$631.00; Out: \$428.59; Total: \$2566.87

**VP:** Spend it!

**Visitors:** Bob Ross, from Northern VA, acquired an '80B roadster which is here tonight. John and Lesley from Ohio just bought a '74B, their first British antique car, they have American antique cars. Late arrivals, Robert and Michelle, drove an Austin Healey bug-eye. She is looking for an MG, he has had 3 Bs in the past. They all put up with the initiation banter.

**Editor:** Peggy couldn't make it because she is moving house. Sue couldn't explain the misbehaving tabs in the last issue. Alan said the computers were down that day and he stayed late folding the Dipstick for us.

**Regalia:** New item, fleece stadium blankets (one will be raffled), cost \$30.

**Activities:** Aug.7: Eastern Shore Drive Out, Beckey is taking reservations. Choice of entrees with drink for \$13, includes tax and tip. Meet at 11:45 at the Crown gas station on Shore Drive. Rain or shine.

Aug 14: Richmond canal boat cruise. 1 hour cruise, Stool Pigeons (not a misprint) restaurant after. Meet at Lake Wright at 9:00. Beckey will e-mail details.

Aug 18: Ice Cream run. Jim is thinking about doing a new one instead of the one we did last year in the dark. 7:00 at Lake Wright, end at Ben and Jerry's at Great Neck and Shore Drive. Drive by Peggy's new house.

Aug 28: Tech Session at Jim and Linda Freeh's. Look

for 4-car garage on Centerville.

Sept. 6: Meeting at Andy and Cynthia's (she knows about it now!).

Sept. 17-18: Brown's Island registration deadline is Sept 1. You can not show your car if you are not pre-registered.

**Technical:** A long time ago Harbor Freight had a bunch of MGTC wooden models in the bargain bin so Mark bought 2. He put one together – which he said was as hard as putting together the real car, lots of modifying required – but has lost it. He brought the still-boxed model to show us. Jennifer pronounced it ugly.

**Clubs:** Nothing to report except MG2006 at Gatlingburg next year. All MG clubs will be participating. Only 650 miles from here. An event planner is organizing it, you have to register online before you can book hotel rooms, also online. 2007 MGA meet will be at Mt. Whistler, BC. Book now for today's rates in 2 years. \$89 for a suite. You do not need to own an A to attend.

**Old business:** No Vince.

**New business:** Elections. Andy will relinquish control (Jennifer says he never had control). John Jones will head nominating committee. Robin will be the committee.

According to our bylaws, officers can only hold office for 2 years, but we have been stretching it. Alan pointed out that it is hard to find volunteers and suggests we change that sentence in the bylaws. (Comments: Jim and Doug will be happy to let someone else do the job but they are also happy to continue, it is a good way to stay involved. Andy says he would like to see more people participate, though writing articles for the Dipstick does get people involved. Mark says it is more of a family than a club.) Andy brought up this problem as he is leaving office – leaving it to Alan to do something about it. So Alan read Article VII, Section I and suggested removing the sentence, "No member may serve more than 2 consecutive terms in the same office". He handed round written copies of the proposal. Alan made the motion that we amend the bylaws as written on the handout. Jennifer seconded. Discussion: Andy said the President and VP should only serve 2 years and many concurred. So the motion was amended to include the President and VP, and now reads, "The President and Vice President may serve no more than two consecutive terms in the same office".

If interested in running for office, see John or Robin.

**Membership:** Robin was hidden behind the lamp and Andy forgot him (no last month's minutes to go by for order). He apologized. We have 113 members, 94 have renewed from last year.

**Marque time:** Jim Freeh now has a Bishman tire changer and a bead breaker, can swap tires and wheels. Help him learn how to use them at the tech session

Sue has a copy of Classic MG, copies of the Virginia law on license plates for antique cars, and a copy of e-mail about the Chinese company that bought MG Rover for those who want them.

Jim mentioned the Chicagoland MG club web site, a great resource. Mark said the Detroit Windsor MG club site is also good, and has great cartoons. These are better than the enthusiasts page. Check out Rich Ashley's page on electrics.

Alan expounded on the e-bay PayPal scam, Watch out for it. The official looking e-mail directs you to a page the looks just like PayPal's home page. Https even shows up in the address. Go thru Google instead of clicking on the link. E-bay now has a confirmation part in their real notices.

Sue is having overdrive problems, even after the MG2005 seminar on transmissions. There ensued a lively debate on what is supposed to go into the tranny for lubrication. 30 weight non-detergent. Automatic trans fluid. 20W50. MT 90. The debate goes on....

TRAACA annual meet on Sept. 24 is an open show, and everyone is invited. We can park together and have a picnic.

**Raffle:** Becky offered a stadium blanket or a license plate holder or first in line for food. First ticket pulled by Mike was Wendy Hiby's, and she chose the red blanket. The license plate holder was won by Jim Freeh. First in line was already out in the kitchen helping to put out the fire.

The riotous meeting was adjourned at 9:17 to the incessant beep of the smoke detector, reminding us that pizza boxes should not be put in the oven. Cough.



## Ice Cream Social Run

Susan Bond

No one can remember who was going to write about the July 14 Ice Cream Social Run, so here are a few words written a month later by an enthusiast with a really bad memory.



Terry Bond, Robin Watson, Mike Donovan, Mike Haag, Jim Villers, John Terschak, Betty Villers

We met at Redwing Park in Virginia Beach, some of us dodging bad traffic snarls to get there. We managed to miss the thunderstorms, but one neighborhood we

went thru was without electricity -- the sound of generators was heard and the residents gave us funny looks as we tooted past. We started out with 7 B's and a van and followed rallymeister Alan Watson's directions to the Sonic at



Redmill where we met a new member, Jim Metzger, and the Midget he drives for

every day use. Since some of us hadn't had time for dinner, ice cream had to wait till after ham-



burgers and shakes. We lingered and talked, and had an informal tech session with Jim's Midget, so it was



well after dark by the time we made for home. Those following Alan's lead were:



Jim Metzger, Mike Donovan, Mike Haag, Alan Watson, Robin Watson

Mike Donovan, Mike Haag, Jim and Betty Villers, Susan and Terry Bond, Robin Watson, John and Lesley Terschak (all the way from Kill Devil Hills), and Jim Metzger.

## Meeting

August 3, 2005

at the home of Robert and Faye Davis  
Many thanks to Mark Hiby for the photos!



Regalia table!  
Lesley Terschak,  
Betty Villers



Overdrive tech session — Bill Seib, Robin Watson, J. D. Hawthorne, Terry & Susan Bond, Mark Childers



Andy tries to rally the troops

Mike Ash, Cynthia Faschini, Robert Davis, Betty Villers



Samantha Goodwin, Michele Peters & Robert Perrone, Debby Childers



# EASTERN SHORE DAY TRIP

Robin Watson

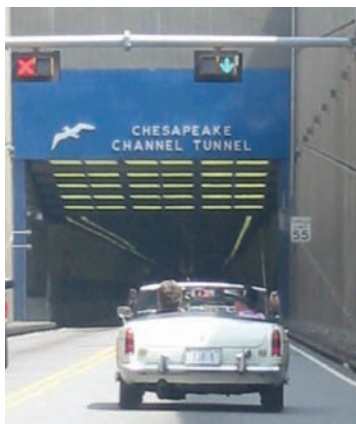
What a great day for the 2<sup>nd</sup> Annual Eastern Shore trip by Becky Watson with help from Alan Watson and Jennifer Ash, and we must not forget the remaining members and three visitors



First "shade stop", meeting at the Crown station



that turned up to make a total of 39 that made this trip a go thing. The weather was just right for that Top Down ride, but I did make sure that I took my TMG hat off and put the other brand on for the open air ride over the Bay Bridge Tunnel. The traffic was fairly light which allowed the 16 cars leaving the south end of the CBBT to form up a nice convoy over the waterway. What a pleasant drive, to be on a highway and not bumper to bumper with hundreds of other cars.



After about 30 minutes, our first stop was the EASTVILLE INN for lunch where we were met by a group of

eight: our afternoon hosts, Mike & Jennifer Ash; Ed & Catherine Kehrig; Joan & Richard Leal and Charles &

Jean Hurst (friends of Ed & Catherine from the Eastern Shore). All went well at the restaurant with the excellently organized lunch, and the sandwiches must have



Morris and Mike play with cars

arrived at the tables within a few minutes of each other as could be noticed with the lull of conversation and quiet in

the dining room.

After the lunch it was time to make our way to Mike and Jennifer's home on the waterfront for an afternoon get-together and a surprise birthday party. I must say that those that knew sure kept



Jennifer, Cynthia and Becky wishing Robin a happy birthday!

it quiet. Even when Jennifer wished me a happy birthday back at the inn and I said, "How did you know?", I still did not realize that Becky and Jennifer had set something up until Jennifer walked out with the birthday cake with two little flames resting on top of the numbers 71 (which I think they got round the wrong way--should have been 17) and a chorus of "Happy Birthday".

We had a great time, admired the work done since our last year's visit which included the continuation of the upper deck walkway around the house. Some of us stayed around the house area where the snacks and liquid refreshments were, others moved down to lounge



in the shade of the trees and to the water's edge and onto the dock. Frank Worrell took off with his son, Morris, in the paddleboat to one of the sand bars where they had fun wading in the water.



Alan, Beckey and I were close to the last to leave with our tops still down on our two Bs. We passed Sue and Terry Bond who

were parked up at the pottery in their B-GT. After going through the second tunnel the clouds looked rather black over Virginia Beach and I felt for sure once we got off the CBBT we would be pulling over to put our tops up. Well, the rain could not wait and just before we got to the last emergency pull-off it started. We both pulled into the pull-off and as I stepped out of my B a trooper pulled in behind us. I thought just our luck now to be moved on or get a ticket. However, the trooper must have felt that it was an emergency and had stopped and parked closer to the road than we did to give us extra protection from the traffic.



The other members and friends that made the trip not listed up to now were: Barb Taychert & Mike Knepler, Mike Donovan, John & Lesley Terschak, Craig & Joyce Cummings, Chuck & Becky Hassler, Jack & Becky Dawson, Dennis Urick, Bruce Woodson, Mike Haag & Denise Starke, Bob & Barbara Ross, Jim & Linda Freeh, Andy Wallach & Cynthia Faschini and her father Aldino Faschini, Peggy & George Craig with sister Debbie.

## MGA GT-30 - MACKINAW CITY

JULY 2005

Jennifer Ash

After leaving Sue, Mike and Barry at the close of the MGB meet in Olympia, Washington, Mike and I spent a day in Seattle before flying out to Traverse City, Michigan, where we spent a night. We went to see Sleeping Bear Dunes National Park before driving over to Mackinaw City for the meet. The weather was in the mid-90s – a lot hotter than we expected it to be along the shores of Lakes Michigan and Huron – unusual for that area anyway.

The hotel for the GT was somewhat below the standards we have all come to expect for any of the MG Register gatherings, so after checking in, we looked for another hotel nearby, then checked into it, and out of the first! Since we were driving a rental car it wasn't important that our car be with the others. Needless to say, we met many old friends and made some new ones. Mike met the guy we bought our A-coupe from over 25 years ago (in Delaware) and who now lives in Michigan.

Sadly, as Chairman, Tim Coyne and his wife, Sue, pulled into town and while they were at the IGA a block from the hotel to stock their cooler with ice and beer, they got a call on the cell-phone to say Sue's mother had passed away rather unexpectedly. So, they had to turn around and head back to Canada; a very sad journey home indeed.

John Twist – the MG guru-of-gurus – was there and held his customary “Rolling Tech Session”



in the parking lot. This is always a very popular event. (It would have been nice if some sort of cover had been provided for John in that blistering heat!)

On Tuesday evening, the First-Timers' reception was attended by 95 people, representing about 50 first-time-attending cars – a great showing. After dinner-on-our-own, the hospitality room was open to all and we got reacquainted with some later-arriving friends. On Wednesday,



Big Mack



the car show was held at a lovely park by Lake Huron, with the Mackinaw Bridge (Big Mack) in the background – the longest suspension bridge in the world. We had arranged to meet some old friends from the Virginia Beach Healey Club – Judi and Doug McKay, who now live summers on the Michigan shores of Lake Huron and winters on the Canadian shore of the lake. We caught up on news over lunch and then wandered over to the car show – another blistering day.



The guys looked at cars while Judi and I yakked. (They say Hi to any and all of our club members who might remember them; they joined in our club events for a while until Doug got a Healey club going again.) As the cars were leaving the field, one guy let off his brakes to jump-start his car and rolled it into the back of another car; a good job the bumpers were the same height! After all that, we walked around the town of Mackinaw City – about 6 blocks by 2 blocks – mostly souvenir shops, Indian crafts, fudge shops (lots!) and bakeries specializing in “pasties”, a northern Michigan specialty.

On Thursday, since there was no rally or scenic tour set up, we set out on a scenic tour of our own – courtesy the AAA book – over the Big Mack bridge and around the northern shore of Lake Michigan – very pretty country. The host club had arranged for groups to ferry over to Mackinac Island to partake of “high tea” at the Grand Hotel (of “Somewhere in Time” filming). Mike and I didn’t go because we would be spending Saturday night there anyway. The auction/raffle that night was held at the town ice rink, where the acoustics were so bad that we could barely hear the numbers called, let alone the prizes to be won. We sat with Anne and Peter Tilbury from Vancouver, BC, and they will be chairing MGA GT-32 in 2007 at Mount Whistler (the site of the 2010 Winter Olympics). This couple also chaired the MGB meet in 1999. So...hint...get your cars ready and your passports up to date for a great time in July 2007! NOTE: In 1999 we had a side-tour to Whistler, and they were still skiing – in July. You can book the hotel on-line and get TODAY’S price for 2 years’ hence – all rooms are suites with kitchenettes at \$89 Canadian! Dates are July 23 – 27, 2007; suggest you book now for those prices – we will. Incidentally, Vancouver is a great place for continuing a vacation – to Alaska via cruises from Vancouver; Vancouver Island; train through the Rockies, etc., etc.....

Back to the GT... There was a funkhana on Friday afternoon – for host group members, the Michigan Rowdies. At the awards banquet that night, two awards went to our Richmond members, Bruce and Carol Woodson and Dennis

Urick , for over 1000 miles driven to the GT (maybe Dennis is no longer a member – can’t remember!). The Register promoted the All-MG Meet – held every 5 years –next year in Gatlinburg, TN. – June 22 – 25, 2006. You can register on-line and then hotel information will be made accessible. There are over 1,300 rooms blocked for those dates.

Carol and Bruce Woodson are Regalia Chairmen for the A-Register and have some great items for sale at cvmga@aol.com – very nice-looking jackets and shirts with the MGA logo on them. Also, we found out (surprise, surprise!) that Mike’s tech book has sold over 800 copies and is now in its 3<sup>rd</sup> printing.

The organizers of this GT made little or no mention of the fact that this Register was celebrating 30 years, or that the MGA itself is now 50 years old! As someone was heard to say, “...this was a s o m e w h a t ‘passionless’ event.” Also the



100,000<sup>th</sup> MGA was there – the one in so 100,000th MGA many ads, seen rolling off the line, with all the honchos looking on – a very special MGA with gold wheels and sheepskin carpeting and some other bells & whistles. Again, no mention was made of this special car.

When it was all over, Mike and I went over to Mackinac Island to the Grand Hotel where one is required to dress for dinner and “proper attire” all over the hotel after 6pm – a bygone era! Only horse-drawn vehicles are allowed for transportation – the “taxi” from the ferry; luggage delivery to the hotel, where it awaited us at the room; all tours of the Island are by horse-buses; even golfers have to leave their electric carts after the first 9 and are transported to the second 9 by horse-drawn carriage. There’s no smell of gas-fumes on the island – only horse-manure. They do keep the roads well hosed down though! It is quite a set-up – glorious gardens; thousands of lilac trees in the spring; an Esther Williams Olympic-length pool is elegantly shaped and landscaped – a real class act.



It was an OK GT, but as we always hear and say – “it’s the cars that get us together, but it’s the people who keep us coming back”. See y’all in Gatlinburg in 2006!

# MG 2005, Olympia, Washington

Susan Bond and Mike Haag

Part 1

Day 1, Sunday July 3

After a delightful visit with her cousin Gary in Montana (he visited us and went to the Walsingham show last year), Susan met Mike and Barry at SeaTac airport. They had an uneventful flight but she was late due to a passenger malfunction in Salt Lake City, so they got a head start on sampling micro brews while waiting. We would have appreciated the minivan that was in the parking space instead of our rental Taurus, but Hertz gave us a sunroof instead when they finally found a car. Since it was Sunday evening the traffic wasn't too bad and we got to admire Mt. Rainier on the drive down I-5 to our motel in Lacey, outside Olympia. We should have taken a picture of it while we had the chance, as we did not see it this close or this clear again.

Day 2, Monday July 4

Avoiding the holiday crowds in Seattle and Tacoma, we headed up 101 on the Olympic Peninsula. The scenery along the Hood Canal (looked more like a river to me) was beautiful. Since it was the 4<sup>th</sup> of July holiday, we saw numerous fireworks stands along the way, each advertising cheaper prices than the previous one. The stands were run by Native Americans on reservation land along 101, and all had Indian sounding names. Since they take coffee very seriously out there, we saw several espresso stands as well, even in the most remote areas. We stopped in Port Townsend and



walked around the town, which is full of old buildings, and walked out on the town pier to watch the boat traffic. Next



stop was the Fair Winds Winery outside of town for a tour and tasting. The guide said most of their bottling is done by volunteers who make a holiday of it and get paid in wine, though they found it works better when the pay comes **after** a day of work. Mike bought a couple bottles of wine, including a red

wine called Lemberger and a white wine called Aligote, which are not found on the East Coast.

Next stop was Sequim (pronounced Squim) for dinner at the 3 Crabs Restaurant, right on the Strait of Juan de Fuca. A favorite of Barry's, it had great seafood and views. Then on



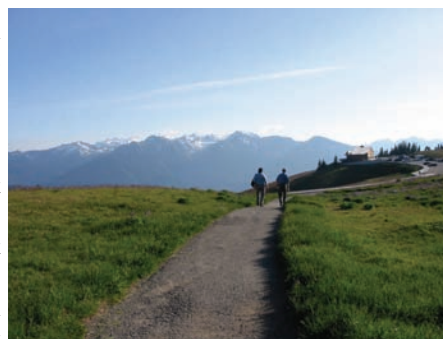
down the strait to Port Angeles, a dying town with a ferry terminal. We stayed at the Royal Victoria Motel, which was neither royal nor Victorian, but was clean and would have been quiet if the locals hadn't been shooting off fireworks all night.

But there was still daylight to burn so we headed up to Hurricane Ridge (elevation 5242', and we started at just above sea level) in the Olympic National Park. Fortunately there weren't



many other visitors so we could take our time and wander along the hiking trails at the top, compare the peaks to the photo in the visitors center so we knew what we were looking at, and cautiously drive back down the steep and twisty

road – the road itself wasn't too bad, it was the drop-offs along the side that got us. The deer didn't mind our presence, and a chipmunk put on a bit of a show. It was so peaceful and still so light out that we lingered late.



Back at the motel we decided to go watch the town fireworks, so we followed the crowd to a hill above the harbor, standing for about an hour before it got dark enough to start, which worked out to be 10PM. We were surprised at all the fireworks going off all around us -- some were better than the official ones which lasted about 30 minutes. It was neat spending the holiday with people in the opposite corner of the country from us. It had to be the coldest 4<sup>th</sup> of July we had experienced though, as we and everyone else around us wore jackets and/or sweatshirts! And they didn't stop celebrating till the wee hours. Even the Drop Top Ale we had procured didn't deaden us to the noise, and the motel parking lot was littered with debris the next morning.

Day 3, Tuesday July 5

Up early, we checked in at the ferry terminal to catch the Victoria Express to Victoria, British Columbia. The weather wasn't as nice as the day before (no sun) but the water was calm and the boat fast, though the captain said he was fighting a strong tide. When we got off the boat we boarded an asthmatic yellow double-decker bus for the trip to Butchart Gardens, 55 acres of glorious plantings created in a played-out limestone quarry over the last 100 years. There were so many interesting plants to see that Susan kept getting lost,



her yellow hat was the only way to keep track of her. The rain waited until we had almost finished the tour, which

left us plenty of time for shopping in the gift shop and figuring out how they convert US dollars to Canadian dollars in one cash register.

The 100-horsepower banana bus did make it up the steep hill back to the main road so we didn't have to get out and push. It dropped us off in downtown Victoria and we headed for Swans Brew Pub, in a Victorian Hotel full of artwork and with a glassed-in sidewalk café where we ate lunch and tried their 4-brew sampler.

A visit to their retail store next door yielded golf shirts and another bottle of wine for Mike. Then we wandered around town, taking pictures of old buildings and touring souvenir shops, sometimes in



the rain, sometimes not. The boat trip back was on still-calm waters and 2 sea lions and the sun put in brief appearances. Mike was reprimanded for taking a picture of the ferry terminal (not sure why), and the wine and souvenirs made it

Empress Hotel



through customs OK. Though it was only 7:30 when we got back, it was hard to find an open restaurant for dinner. The motel owner called several and

finally found us a place that had good beer, pizza and Italian food. Another Drop Top completed the day.



Parliament building

Port Angeles



## Notes from the Editors . . .

Susan Bond

Wow! Another full issue! You've been busy again and we thank everyone who wrote about all that activity.

It's official — we are winners again! Amid all the non-bill mail I am still sorting was the envelope with our 2004 Golden Quill Award from *Old Cars Weekly*. We are in the "Regional-Economy" category. Not sure what that means, but there was plenty of competition. Keep up the good work!

Not sure what happened to those mischievous tabs in the August issue. It seems to be a Microsoft problem, Publisher and Word, tho built by the same company, don't like each other, and just leaving Word open when you open or close Publisher messes up the tabs. Alan said the printer was also having equipment problems. Wonder if we can pin that on Microsoft, too?

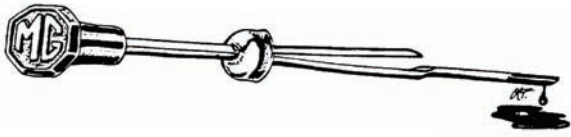


## MG Sightings

Susan Bond

I am just getting around to some of the papers that piled up while I was in Olympia. How many of you read the Auto Weekly section in the *Virginian Pilot* on July 15, 2005? Did you see the article, "An automotive era more forgettable than collectible"? As forgettable as the 70's and 80's cars it was about, wasn't it? Unless you kept reading to the end, where the author, Paul Deschene of the *New York Times*, changed direction and made a list of the "nuggets from those otherwise bleak times," the cars worth collecting. Right there, first on the list, **1974 MGB/GT!** He said, "The coupe version of the classic British roadster offered improved weather protection. Best of all are the V-8 powered models, though only about 2,500 were made, and none were certified for sale in the United States. Typical prices for cars in excellent condition: \$6,000-\$8,000." I knew there was a reason I didn't abandon that now-red-all-over '74 GT in the barn!

# The Dipstick



## The Tidewater MG Classics

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Affiliated with



North American MGB Register

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

## FIRST CLASS

