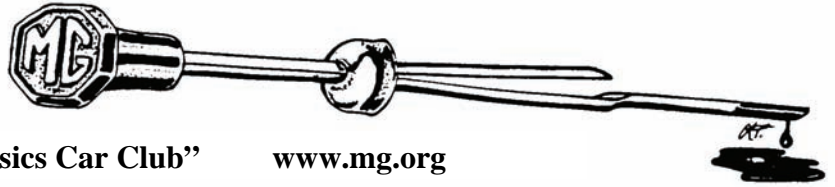


The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

www.mg.org

Volume XXXIII, Issue 4

Dedicated To Preserving The Marque Since 1973

April 2006

MARQUE TIME

What a great turnout for two TMGC events in March. First, we had thirty members at the Cummings' home in Williamsburg for our monthly meeting. Thanks go to J.D. for stepping in for me, as I knew I was going to be late. I was still doing my Gomez Adams imitation at 7:00 pm, attempting to foxtrot around the VB rec. center floor. Secondly, we had thirteen MG's at the starting point for the Shamrock Rallye, with another MG meeting us at the finish line.

My garage saga continues. Recently, Robin and Mike Haag stopped by while I was at work to check out the “Garage in a Box”. They unzipped the front door, and there was the Activities Coordinator's cat sitting on top of the green B. Ha! Further proof of the owner of the cat prints! I thought about it some more, and had noticed in the past that as long as the MG's had car covers on them the cat never seemed to climb on top, so I now have both B's with car covers on, inside the “Garage”. That gives us both a point this month. Cat 2, Alan 1.

One Thursday morning in March I found myself driving past “Fred's Car Museum” in Appomattox. The museum is not only the home of 65+ classic automobiles, but also the self-proclaimed “Best gift shop in Appomattox!”. I was actually looking for Appomattox High School, and normally not one to stop and ask for directions. But I thought I could certainly use it as an excuse to stop in and visit, which I did. Looking at the empty parking lot as I pulled in it was obvious that the tourist season in Appomattox has not started yet. But as I was getting out of my car, another car pulled up and an elderly couple got out and went in with me. It has been quite a while since I have seen such a large display of die-cast cars for sale as there was in this gift shop. As I wandered the rows and rows of shiny models I overheard the other couple ask the clerk if they had any MGBs!!! I immediately joined in, explaining I too was looking for anything MG-ish. They had one MG item in the store: a very nice Corgi MGA roadster with factory hard top. The other couple had to have a 'B, so I purchased the 'A. I could tell by the date code on the price tag that it had been in stock since '98, but I bet Fred is ordering lots of MG paraphernalia now, anticipating the MG rush of '06!

(continued on page 2)

UPCOMING ACTIVITIES

Check www.mg.org for the latest info!

April 1-2 SCCA Solo II, www.odr-scca.org

April 5 Wednesday meeting at John and Debbie Jones'

Apr 7-9 GoF MK 40, SOUTH Crystal River, FL., POC: Tony Roth, 671-6888 or www.classicmgclub@att.net

April 9 Tech Session at Frank Linse's
(see page 2)

April 15 Dipstick Deadline

April 16 SCCA TSD Tour, www.odr-scca.org

April 21-23 The Gathering, Shelton Vineyards, Dobson, NC, www.triumphclub.org/

April 23 CVBCC Show, Williamsburg www.cvbccva.com

April 28-30 Mitty '06 at Road Atlanta, www.hsrrace.com,
www.ClassicMotorsports.net

April 29-30 Wine Tour Weekend
(see page 3)

April 30 Brits on the Green, Alexandria, VA

(continued on page 2)

Marque Time (continued)

The March issue of "Classic Motorsports" announced their "Top ten cars to watch in '06". Number 4 on their list was the 1975-1980 MGB. They are seeing a rise in value of the rubber bumpered B's and are suggesting that this is one of the cars to buy this year. This theme continued in their April issue, where once again the rubber bumpered B was highlighted, this time in an article entitled "Underrated Classics."

All I need to do now is convince Becky that our financial future lies in either life-sized rubber-bumpered Bs or die-cast MG's in the Appomattox market.

Safety Fast,
Alan

Mike Donovan

Mike Donovan lost his battle with cancer on Friday, March 17th. Mike was a fairly new member of TMGC, but was quite active, attending several of the ice cream rallies, as well as Browns Island. Although Mike was somewhat quiet and reserved, he did have a great sense of humor and was thrilled to own his very own LBC. He was looking forward to sharing his passion with his son Ryan. Besides Ryan, Mike leaves behind his wife Cindy, and another son Danny.

Membership and New Members

Robin Watson

Total membership 112

Since the March Dipstick we have had two new members now putting us at 112. During March I received a membership in the mail from:

Ron, Jacque & Ronnie II Hess
7434 Tidewater Drive
Norfolk VA 23505
(757) 480-2004, Email: rhess1@cox.net

And, if I am reading the membership form right, they have a 1979 Midget that he notes is now drivable after 6+ years.

Also, while at the Swap Meet we had a new member join us:

H Kent Lacy
329 Mill Stone Rd
Chesapeake VA 23322
(757) 482-2813, Email: h.k.lacy@att.net

with a MGA and a very nice Austin Healey that he drove to the meet.

Upcoming Activities (continued)

www.CapitalTriumphRegister.com

May 2 Tuesday meeting at Paul and Car men Thiergardt's

May 7 SCCA Solo II, www.odr-scca.org

May 7 RTR Show, Virginia Aviation Museum,
Richmond,
www.richmondtriumphregister.com/

May 13 6th North American Cecil Kimber Run,
Pittstown, NJ., www.mgdriversclub.com

Car Sick?

Bring it to the **Tech Session:** 

Sunday, April 9th starting at 10am

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

Norfolk
461-7783





Officers and Committees

President	Alan Watson	426-2600
Vice President	J.D. Hawthorne	723-0630
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	Becky Watson	426-2600
Historian	Susan Bond	482-5222
Technical	Mark Childers	432-9155
Regalia	Becky Hassler	874-1477
Clubs	Mike Ash	495-0307



Tidewater MG Classics Annual

**Virginia
Wine Tour
Sat/Sun
April 29-30**

This year we're going to the Northern Neck and visiting 4 wineries for an approximate mileage of 350 miles.

One of the wineries is not open to the public, but is hosting a special lunch, tour and tasting for us.

Twelve rooms have been reserved for our group.

Contact Beckey for more information

or register to go:

426-2600, Email: MGactivities@gmail.com

MARCH MINUTES

Cynthia Faschini

Vice President J.D. Hawthorne, opened the meeting by thanking Joyce and Craig Cummings for hosting us tonight. New members present: Alan Hardesty, Norfolk, VA; Bob and Dana Reisse living in Yorktown. Banter was going about concerning the possibility of starting a "C" club, they have 3. Unfortunately all in state of disrepair. Approval of the minutes was in question and Sue Bond and Andy Wallach discussed this and changes were made and dates are still in question. Jim Villers approved the minutes. President not here so the Vice President filled in. He was assured that Beckey Watson would be here for activities but...still waiting. Treasury report: in \$45, out \$137.78, balance \$1920.52.

Clubs: Mike Ash not available for discussion.

History: Sue Bond brought in some albums including the "early days" and picture taking is ongoing.

Membership: Last meeting jumped up to 111 members, we just added two new members Alan and Kim Hardesty and Ron and Jacque Hess, whose '79 Midget is now drivable after 6 plus years. Total 111 members. Sending out 8 complimentary copies, aren't we such nice guys?

Newsletter: Sue Bond changed the date of St Patrick's day rally. Had a full issue and Geoff Wheatley's article will appear in 2 or 3 parts.

Regalia: Becky Hassler needs a minimum of 6 items for an embroidery order. For raffle this evening were some delightful wine bottle bags in blue and red.

TRAACA Flea market is this Saturday. Several things will be brought to get people's interest in the MG's. Last year we got 2 new members for the club. You can bring parts and sell them. Not much British car stuff. It goes from 8-3.

New Business: Colonial Vintage British Car Club show is now the Winery Show, 23 April, Sunday, at the Williamsburg Winery. Preregister by 1 April and get a free wine glass. www.cbbccva.com is the web site. AG Edwards donated \$2000 and another \$500 from another sponsor. Visit web site and get the info. Send the form off to Doug. This is also a European car show, mostly Jags. Now is the time for the MG's to step up to the plate. Only \$15, By George catering and winery tastings and tours.

Activities: Becky just arrived and discussed the swap

meet and is looking for a writer and Mark Childers is going to write up this event. Gimmick rally this Sunday at the beach and you are going to need a navigator. Michele Peters is going to be the writer for this event. All information is in the newsletter. First car goes off at 2pm.

John and Debbie Jones will host the next meeting back in VB. Wine trail April 29 will include 3 - 4 wineries and one historic outing and hopefully we won't be pushed to the brink and needing CPR. 12 rooms have been reserved at a Holiday Express. More details to follow. The Snow Ball Run was organized by the Central Virginia British Car Club. Ashes, Bonds and Watsons spent the night at the Tide's Inn and saw new faces and had a great dinner but... still talking about the same things. At an intersection, the second car in line, a '34 PA had its carburetor freeze up. The owner was getting ready to make it run as only a man can but someone had hot coffee to pour over it instead.

Marque Time: Alan says you can get new seatbelt material for 50 cent a foot, looks identical to the 72B. Paypal can get it to you in a few days. Email from Randy Brackett Triumph club had info on a place that rebuilds distributors with Lucas parts. He rebuilds them and sends them back to you.

Thanks to Robin Watson, Mike Haag got his car running great. Oil pressure, rear brakes and springs. So it now runs, stops, and rides better than it has in years. Robin will be providing the exclusive in the Dipstick. Stay tuned.

Sue needs tires for her GT. Cooper, Dunlop, make these tires. After discussion it seems that Dunlops are the winner. Jim Villers likes the tires from Tire Rack. J.D. said Tire City in Newport News has the Dunlops and have everything that you need. He is the one-stop-shop.

Raffle: As people were holding their breaths to see who the grand winner was going to be, Becky was selling and selling and selling and 20 minutes later... Credit cards, debit cards were also honored. And the winners were Olive Watson who chose the \$5 in lucky ones, Cynthia won the blue wine bag and Olive won the red wine bag. All the winners were on the lucky sofa. Frank Hurley was first in line for dinner.



Tech Stuff

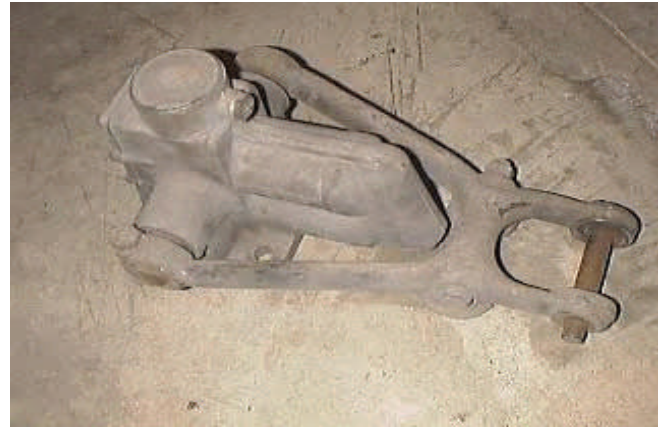
Mark Childers

I had the opportunity to work on a drop dead gorgeous Grampian grey '64 MGB roadster out of Blackstone during the last weekend in February. The short-handled three-synchro shifted with a satisfying snick, the exhaust growled, and it had pretty good brakes for a single circuit car. On the down side, comfort, handling and ride quality had been on the decline for while, but hadn't been included in his new-wife/new-house budget. The sway bar was one of those skinny, stock coat hanger pieces that flopped around in the bushes, and the left side spring had a bit more sag than the right. And so did the driver's seat, its webbing now as one with the carpet, reminding me of a cartoon caption referring to the days "when drivers were fat and tires were skinny".

To make things even worse, all four corners were riding on bouncy air-laden shocks and high mileage front springs, producing an oval wheeled cartoon jalopy effect with every bump in the road. Replacing just the rear shocks made things much worse handling-wise, as the much-stiffer rear suspension provided leverage for the front end to pitch and roll like mad through a series of low speed panic-style pylon turns, and resulted in white-knuckle oversteer on the BRC (Ballahack Road Course) through curves my jacked up Suburban can safely handle at even higher speeds. Replacing the mushy front sway-bar bushings eliminated some of the excess roll and clunk, but the front shocks remained downright unsafe.

With no spares on hand--only new upper bushes and trunion pins--and never having any luck with simply filling and burping spongy front shocks in place, I pulled them off the car for a poor-man's refurbishing. "Plan B" consisted of selling the remains from my '70 if things went south. A shameless plug: If you are looking for GREAT shocks, Peter Caldwell, CEO of World Parts personally turns out the best remanufactured shocks in the business, bar none, at the right price. He's a Healey guy, mostly, but don't hold it against him...Google his name and company for info.

Armstrong built an amazingly tough product. I've seen forty year old shocks with nary a leak, apparently in need of nothing but a routine forty-year fluid change. And I've revived obviously blown-out floppers with a lucky combination of cleaning, the right fluid, and thorough bleeding; which, by the way, can't be done properly with front or rear shock in place. We got lucky and he got off cheap. Although I had to air-saw the fulcrum bolts off, both shocks were keepers, even if only for the short haul, and replacing them down the road will be a thirty minute job now that the hard work has been done. Shocks should be cleaned out every three to five years depending on mileage and driving



Front shock with trunion bolt

habits. I also loosened the lower fulcrum bolts and tapped them out an inch with a soft hammer to be sure there weren't any problems on the bottom end.

With the exception of a seized trunion, removing the front shock is a breeze. With a floor jack under the spring pan, jack the tire just clear and remove the wheel. Draw a picture noting where the arm sits relative to the shock body for future reference. Next pull the nut and bolt holding the arm to the shock, then remove the nut and drift out the trunion bolt securing the arms to the king pin. Using a large flat blade screwdriver, pry the lever arm pinch open and ease the arm away from the shock to assist in clearing the bushes at the kingpin. Should the upper fulcrum bolt seize, use a hacksaw or sawzall to carefully cut through the bushing and trunion bolt between the REMOVABLE arm and the kingpin. Once the removable arm is out of the way, you can heat and beat the bushing and trunion bolt out of the kingpin and the fixed arm. I prefer using a propane torch for heat, while wicking beeswax around the stuck bolt, a' la sweat-soldering copper pipe joints. Bear in mind that destructive-deconstruction only works out if you have a pair of spare trunion bolts on hand. This is one item that should be in your "never-out" parts bin because nothing else in the junk drawer really fits. And who wants to wonder about shear and tensile strength and surface hardening while passing a semi at 65mph? Finally, remove the four 9/16" bolts holding the shock in place. Always replace all four 3/8" split washers as they can cause the bolts to loosen and the shock base holes to elongate through fretting. If the bolts are messed up, replace them with grade 8's. Wire the kingpin to a bolt in a shock mount hole on the cross-member to prevent it from flopping outboard onto your knee or chin.

With the shock removed, before disassembly, drain reservoir through the filler hole and fill the reservoir with 4 ounces of any thin oil (ie: lamp oil) then re-secure the filler. Rotate the shock 90 degrees in both directions to bathe the shaft seals in oil. If oil pours out, then there's not much else that can be done to remedy the leak but to replace the shock at first chance, and always do so in pairs. If the seal is simply weeping and

hasn't gone cracked and brittle, or rotted, it can be softened and swelled by using a silicone based motorcycle fork oil containing a leak-stop additive, or by mixing an ounce or two of brake fluid in 8 ounces of petroleum based oil. Before beginning any further work, give the shock housing a good scrubbing. I prefer the new "alloy wheel" spray cleaners, but carb or brake cleaner followed by dish detergent, hot water and a scrub brush works fine. Next, drain the shock by removing the filler bolt, and shock valve (7/8" wrench) and the 8 Pozidriv screws holding the cover plate. This will allow you access to the inside of the reservoir to clean out a lifetime supply of seal debris and aluminum dust. Be forewarned that the original gaskets were made of *Unobtanium*. A new gasket can easily be cut from thin sheet rubber, and ULTRA-Gray silicone based gasket maker also works but not as good as the rubber dam. Prior to reassembly, wipe all mating surfaces with brake solvent and if using Ultra-Gray, run a very thin bead on the cover, insert the screws and allow it to cure for at least 20 minutes before assembling to avoid "squeeze-out" which occurs with mated parts with less than perfectly clean and dry surfaces.



Shock valve (front/rear)

Clean and inspect the valve: From the outside in: Nut--valve body--

inner valve--pin—shim/washer--main spring. Make certain that it's clean.

A slightly thicker than original washer can be added for increased firmness. Count the number of turns on the locknut if disassembling.

To purge the remaining oil, pump the arms. I recommend using an old cookie sheet or cake pan for catching the oil and keeping the bench clean, as oil will go everywhere. Clean the inside of the shock reservoir with brake or carb cleaner or clear kerosene and a stiff artists brush. Blow out any excess solvent with compressed air or a hairdryer, then flush with a couple ounces of the intended shock fluid. Mount the body in a vise arms-down, replace the fill plug, then fill the reservoir through the reservoir cover hole with motorcycle shock oil, 20 wt jack oil or even 30 wt engine oil for stiffer shocks. Add enough oil to cover the filler plug by about 1/3" which is about even with the external casting boss on the turret containing the filler bolt. Replace the cover, and turn the shock over with the mount base on the vertical and angled so the open valve hole is at the high point. Adjust the body in the vice so that you can still move the shock arms full-range, and remove the filler plug again. Add oil into the filler hole if necessary, while moving the arms to their top and bottom limits, very slowly and smoothly to avoid over-running the valve. As the arms rise and fall, oil is sucked into two different piston ports. It's important to keep the valve threads completely submerged while the arms are moved to prevent air from re-entering the pis-

ton chamber. Slow and steady is the key to a good bleed. Add oil until there is no sign of air reentering the reservoir while the arms are moving. If you have the time, fill the chambers and do the initial priming late at night, let the shocks sit overnight to allow air to rise from the oil (esp with silicone), and complete the final bleed the next day. When fully bled, refill to slightly above the shock fill hole and reinstall the valve.

Right the body again to normal orientation and , place in the vice, and work the arms top to bottom, very slowly at least five times. Minor roughness at the top or bottom is not an issue as long as the working area is smooth and bump-free. And most importantly to safe handling, be sure that you have a smooth transition while changing directions in the working arc. Refer to your drawing to determine the at-rest position of the shock arm. The feeling of a mechanical grinding can be a sign of internal damage, but not always. It can sometimes be cured by additional bleeding. Again, if there is any grinding or dead spots in the working arc, set the shock on the bench and leave it sit for 8 hours arms pointed down, then repeat the bleed sequence before giving up for a new shock. A very light grinding sensation followed by a weak spot while changing directions in the middle of the working arc usually indicates dirt in the valve or worn wrist pins. As long as the majority of the working arc around the at-rest position is firm and quiet, the shock will work just fine. Lastly clean all traces of old rubber bushing material from inside the kingpin using a paring knife and WD40. While not universally accepted, I coat the outside of the bushes with a gooey PCV water valve grease called SuperLube, and use antizeize compound on the trunion to make it easier for the next grease monkey, who just might be me. While the bushes are supposed to be immobile, I feel that the grease prevents the bushing rubber from overheating and vulcanizing itself to the kingpin, thus promoting faster breakdown of the bushing.

I used silicone fork oil from Advance in the shocks, and added a shim to each valve. The suspension was once again taut and the driver back in control. The existing V-8 A-Arm bushings were fine, as were the kingpins and lower trunions. I gave all the zerks a shot of grease, adjusted the rack preload, checked tire pressures, stuffed an old patched up wheelbarrow tube (patent still pending...) between heavy cardboard protectors under the driver seat, and we had us a *real* test drive. Some owners simply don't realize how much fun can be had with ninety-some horses, one heel, one toe, and a curvy road free of oncoming traffic. Wearing a "can't wipe it off with a ball-bat" smile, our guest scooted back to his Southside home, no doubt taking back roads all the way. He's since ordered new front springs and a fatter sway bar and now that he knows how easy it is to do suspension work, I just might be out of a gig.

WHAT OIL DO YOU USE IN YOUR MG?

Robin Watson

Many times I have been asked: "What oil do you use in your MGB?" and some who ask seem very surprised that I do not use the very popular oil C-----, and then I tell them why. I started helping my father working on cars at home back about 1944 at the age of 10. I can even remember the time that car owners had to hand in their distributor cap so that the cars could not be used during the restricted war years. Well, at the age of 15, I started work in a local garage in Coventry at the corner of Banner lane and Broad lane. (The Blue Boar where my dad was foreman did not have a place for me at that time) Here I spent a lot of time washing parts in paraffin (kerosene) for 1 pound 5 shillings a week (48 hours), about \$8.75. After about 3 months I had a job at the Blue Boar at Dunchurch at the top of the straight mile on the A45 road and here is where I told myself never to use C----- oil. This was the era where cars were decoked on a regular bases--part of the job was also to remove the sump (oil pan) and clean it out. When I took the sump off I could tell straight away if C----- oil had been used by the dark thick crud and for this reason made my mind up never to use this brand of oil.

Now, after all these years, one would think that modern oils would have got this problem licked (if it is a problem). Well, last month I helped a member put new rings, valves, guides and bearings in his 79 B. What do you think? I was able to tell him that he was using C----- oil in his car and he confirmed that he was. I have attached a couple of pictures that I wish were in color for you. By the way, when I first bought my B it would burn a quart of oil in 2 hours, more oil if run over 3000 RPM. And, when I mentioned this to a friend of mine he told me if I used C----- that would stop the excess use of oil. I wonder how? Could it be that the thick sludge is filling up the worn gaps? I still



Carbon build up



Oil and carbon ring grooves

use the same brand of oil that I have used since I had the B, but fitted some gaskets, rings, bearings, valves and seals which stopped the excess use of oil and now, when other members follow me on a run, they do so without choking on oil fumes. From 1955 to 1998 I worked as a Foundry Engineer and did not strip down any engines during this time. Since retiring I have striped down 6 MGB engines and only found this last one with the gummed up condition, and it was the only one running on C----- oil.

MG Sightings

Submitted by Mark Childers

A pair of fifteen cent stamps from Vaitupu-Tuvalu, a tiny South Pacific Island at the junction of the equator and the International Dateline. Both stamps feature a metallic bright-purple 1950 TD.



Bumper Stickers (from the internet)

A messy car is a happy car. This car is delirious.

When everything's coming your way, you're in the wrong lane.

7 He who hesitates is not only lost, but miles from the next exit.

2006 SHAMROCK RALLYE

Michele Peters



'Twas a beautiful day, it 'twas, March 12, Sunday afternoon, with the sun shinin' and the white, puffy clouds float'n in a bright blue sky, temperature in the low 80's. Robert and I arrived at the Walgreen's (yeah, we get it Beckey!) parking lot at the corner of Indian River and Kempsville roads excited and ready to start our first road rallye with the Club. We thought we might be a wee bit early, but as it turned out, Robin and Olive Watson were the first participants to arrive ("I told him



we would be much too early!") and had the distinction of being named Car #1.



As 2:00 PM arrived and passed, the rallye couples assembled: Bob and Barbara Ross (Car #2), Jim and Betty Villers (Car #3), Vince Groover and Frank Linse (Car #4 – now THEY made a cute couple!), Mike Haag and Denise Starke (Car #5), Terry and Sue Bond (Car #6), George and Peggy Craig (Car #7), Robert and I (Car #8 – so you can see we weren't early at all), Bernie Imdahl and Wanda (Car #9), Linda and Jim Freeh (Car #10 – who kindly donated wheel rims to Robert), Mark and Wendy Hiby (Car #11), Frank and Kerry Hurley (Car #12). George made a comment about certain of Peggy's unseen attire being in keeping with the day we were celebrating. We were all happy to take his word for it.



Instructions! Michele Peters, Robert Perrone, Rallyemeister Alan Watson, Kerry and Frank Hurley

The Rallye Master, Alan Watson and his faithful sidekick Beckey, both had strange (and to my mind, somewhat devilish) smiles on their faces and kept the directions and questions for the rallye well under wraps, although I tried several times to get an advanced look at them by pretending to ask questions about the rallye in general, since this was my first one. Beckey did a wonderful job with all the accouterments, including shamrocks for everyone to wear, clear directions, sufficiently obscure questions, and even green pens. Robert and I did get some seriously good advice from Betty Villers, who, taking pity on the newbees, kindly advised us to read ALL of the questions before starting off. And 'tis a good thing she did, too, as there was that railroad question (which we got wrong anyway) that we would not have been alerted to, but for Betty's selfless sharing.



Robin and Olive Watson, first off.

Everyone who could put their tops down did so (which was everyone but the Bonds in their GT). Right away, there was some confusion about who deserved a demerit because Sue turned at the wrong first left. The Bonds quickly realized the mistake, however. Their comrades buzzed past them on Kempsville Road and they swung in behind Robert and me in short order.

We followed the many turns and curves of the back roads in Virginia Beach and Chesapeake, through residential and farm land that was awakening to the fact that Spring is just around the corner. Some of us had to retrace portions of our runs when we realized we had missed a clue. Robert and I actually did this several times, much to my poor driver's chagrin ("Hey, YOU are supposed to be watching for the clues...oh yeah, you're blind in one eye...maybe YOU should be driving....well, on the other hand...") Note to club members: Be wary if you are driving on my left side!

Question 5, and the wind in our faces, got the better of many of the teams. For an example of how, I relate my own conversation with my long-suffering driver, on one of the rural roads; I think it was Land of Promise (yeah, right!):

"What is the next clue, Michele?"

"We are supposed to be looking for a really green house on Fentress Airfield Road." Silence for a couple of minutes.

"Hey, Babe, do think they might mean a greenhouse, ya know, a glass building in which plants are grown?" Michele actually hears:

"Hey, Babe, do think they might mean blah

blah blah blah blah blah?"

"What?"

"Do you think they mean blah blah blah, blah?"

"What?"

"Do you think blah blah blah blah?"

Michele smiles. Three minutes pass.

"Hey, Robert, do you think they might have meant a greenhouse, like, ya know, what you grow plants in?" Incredulous stare. Rolled eyes. We missed the greenhouse.

Shortly after driving through Woodard's Mill, where we all dream of living one day (or, at least, having the money to live one day), we quickly got through the rest of the questions and ended up at Kelly's in Greenbriar, where we imbued and imbibed and waited for Alan, the Rallye Master, to tally our scores and declare the winner. Frank and Anna Worrell and Morris missed the rallye but joined us for fellowship.

I thought perhaps sitting at the table with Alan's family, including his faithful sidekick Beckey, dad Robin, mom Olive, and daughter Lena, at the tail-end of her college break, would increase my team's chances for victory, like, perchance I'd get the benefit of the doubt on a questionable answer, but it was not to be. He graded the answer sheets with ruthless adherence to the rules, shaking his head frequently at the pathetically high number of missed or wrong answers.

A winner was declared after a mileage check broke the tie of 14 out of 15 questions correct. Sue and Terry, who started out so wrong, won the pot o' gold (a



small cauldron full of Answers! Betty and Jim Villers, gold-covered Hershey Rallyemeister Alan Watson kisses) having traveled 34.1 miles vs. the second-place winners, Mark and Wendy, who had to go 34.7 miles to achieve the same success. The Hibys won a cute little stuffed bear decked out in St Paddy regalia.

Our Rallye Master did make mention of a few notable responses by the participants. Only one team got Evil Question #5 correct, Robin and Olive (I think it must have had something to do with familial familiarity). Jim and Betty Villers were the only team to get the John Deere mailbox question correct. The Bonds, our winning team, noted that they crossed the railroad tracks (the question at the bottom of the list that Robert and I were anticipating due to Betty's friendly warning) 1,111 times. This was actually the *wrong* answer, and,

come to think of it, I should have made an objection to the Rallye Master's decision to count their four marks as the number "4" instead of 1,111. Well, I'm new here, and don't want to make waves...

As it was Robert and my first rallye, we can't really make a comparison to other rallies the club might have experienced. However, as far as we are con-



Susan and Terry Bond

cerned, it was a fantastically fun afternoon. Alan and Beckey did a wonderful job mapping out a perfect route of winding country roads to make the most enjoyable hour of travel for us in our wee sports cars, and of making the clues *just* difficult enough to cause only minor consternation and despair when we missed them. Of course, we were able to



Wendy and Mark Hiby

drown our sorrows in our beer....

As I have often said, and the members of our club seem to agree with, there is just nothing like taking our MGs out, tops down

(if possible) on a warm, sunny afternoon, on the open road and driving them, the wind in our faces, in the h a p p y

company of others of like ilk. It's AWE-SOME!



Beckey Watson and the Pot of Gold

The Snowball Run

by Alan Watson

Back in January, when the weather was still warm, Kevin Alloca, with the Central Virginia British Car Club, invited members of TMGC to join them in their annual Snowball Run. The dates were February 18th & 19th and the destination was The Tides Inn, located in Irvington, on the Northern Neck. Sue and Terry met Beckey and I in West Point Saturday morning and from there we drove to Shacklefords to wait for the convoy from Richmond. By this time the snow had started to fall. Fortunately, I had decided to drive Colin's '79 B with working heater. My right leg was quite comfortable, my left leg quite jealous.



It wasn't long before the Richmond crowd arrived. Sue and I managed to join in right behind the lead car, Jim & Linda Cox's Austin Healey 3000. We had only traveled about two miles down the road when we realized we were the only three cars in sight, with no one following behind! We pulled over and waited. And waited... I decided to go back to look for them, and saw the group coming back towards us. It turned out that Kevin and Paula's '34 PA had a frozen carburetor. Fortunately, a fellow driver had a thermos of hot coffee to pour over it and got them going again!



We caravanned to our first stop, the "Octagon Room" at the Boathouse Cafe in Urbanna. Here we met up with Mike and Jennifer Ash, who had already grabbed the seat closest to the fireplace. They had driven up to the Tides Inn on Friday in their Mini, equipped with a 21st century heater. While at the Boathouse we had the chance to meet and greet the Richmond crowd and peruse their vehicles. There were 16

vehicles on the trip: MGs were the most popular with 5 Bs (including one person riding with the top down!), and one each of B-GT, Midget and the '34 PA. There was the aforementioned Austin Healey and Mini, as well as an E-type Jag, TR-6, Range Rover, a well restored '69 Bronco, a Mercedes station wagon, and a 2006 Masserati.



Beckey and Alan Watson

After a nice lunch break we all got into our

cars, grateful to see that the snow had stopped, and caravanned to the Tides Inn. The Tides Inn was all that is renowned for:

comfortable rooms, wonderful service and, er, interesting cuisine. We all met for supper in a special, sectioned off portion of their dining room and enjoyed food, drink and comradeship. It was nice



Jennifer and Mike Ash

to meet new LBC enthusiasts, and renew old acquaintances, including Bruce and Carol Woodson.



Susan and Terry Bond

Sunday was a "free day". Beckey and I took the opportunity to explore some of the Northern Neck in anticipation of our upcoming winery tour, and then we took Rt. 17 home. This was a wonderful, relaxing weekend, and a great reason to get the MG on the road "off season." Many thanks to Kevin and the CVBCC for extending the invitation to TMGC. The trip was well organized and at a great price, and I certainly recommend traveling with them in the future.



Paula and Kevin Alloca

Notes from the Editors....

Susan Bond

OOOPS!! Must get better at proof reading. Fortunately Alan Watson looked thru the March *Dipstick* before he gave it to Robin to put in the mail. He spotted the date mix-ups so he and Beckey did some on-the-spot editing. Sure wouldn't want members showing up on the wrong day for the Shamrock Rallye! Thanks, Alan and Beckey.

Many thanks to our contributors this month, another full issue. New to these pages is Michele Peters. I sure hope she volunteers to write again, her write-up on the Rallye is great fun to read.

Since I had just three quarters of a page left over this month, I am running the state code for antique automobile license plates again. Those of you who have antique plates on your cars might want to keep a copy in your glove box, just in case. The web address is at the beginning so you can download it if you don't want to tear your *Dipstick* apart. And I hope you don't.

My red GT now has brakes, door locks, a heater, pretty wheels and tires, and battery boxes. We are getting there, slowly but surely.

<http://leg1.state.va.us/cgi-bin/legp504.exe?000+cod+46.2-730>

§ 46.2-730. License plates for antique motor vehicles; fee.

A. On receipt of an application, the Commissioner shall issue appropriately designed license plates to owners of antique motor vehicles. These license plates shall be valid so long as title to the vehicle is vested in the applicant. The fee for the registration card and license plates of any of these vehicles shall be ten dollars.

B. On receipt of an application, the Commissioner may authorize for use on antique motor vehicles Virginia license plates manufactured prior to 1976 and designed for use without decals, if such license plates are embossed with or are of the same year of issue as the model year of the antique motor vehicle on which they are to be displayed. Original metal year tabs issued in place of license plates for years 1943 and 1953 and used with license plates issued in 1942 and 1952, respectively, also may be authorized by the Commissioner for use on antique motor vehicles that are of the same model year as the year the metal tab was originally issued. These license plates and metal tabs shall remain valid so long as title to the vehicle is vested in the applicant. The fee for the registration card and permission to use the license plates and metal tabs on any

of these vehicles shall be ten dollars.

C. Notwithstanding the provisions of §§ 46.2-711 and 46.2-715, antique motor vehicles may display single license plates if the original manufacturer's design of the antique motor vehicles allows for the use of only single license plates or if the license plate was originally issued in one of the following years and is displayed in accordance with the provisions of subsection B of this section: 1906, 1907, 1908, 1909, 1945, or 1946.

D. Except as provided in subsection E of this section, motor vehicles registered with license plates issued under this section shall not be used for general transportation purposes, including, but not limited to, daily travel to and from the owner's place of employment, but shall only be used:

1. For participation in club activities, exhibits, tours, parades, and similar events; and
2. On the highways of the Commonwealth for the purpose of testing their operation, obtaining repairs or maintenance, transportation to and from events as described in subdivision 1 of this subsection, and for occasional pleasure driving not exceeding 250 miles from the residence of the owner.

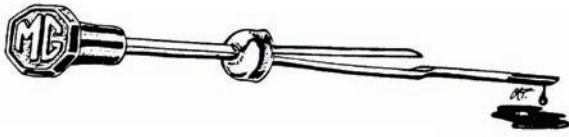
E. Notwithstanding the foregoing provision of this section, antique motor vehicles displaying license plates issued pursuant to subsections B and C of this section may be used for general transportation purposes if the following conditions are met:

1. The physical condition of the vehicle's license plate or plates has been inspected and approved by the Department;
2. The license plate or plates are registered to the specific vehicle by the Department;
3. The owner of the vehicle periodically registers the vehicle with the Department and pays a registration fee for the vehicle equal to that which would be charged to obtain regular state license plates for that vehicle;
4. The vehicle passes a periodic safety inspection as provided in Article 21 (§ [46.2-1157](#) et seq.) of Chapter 10 of this title;
5. The vehicle displays current decals attached to the license plate, issued by the Department, indicating the valid registration period for the vehicle; and
6. When applicable, the vehicle meets the requirement of Article 22 (§ [46.2-1176](#) et seq.) of Chapter 10 of this title.

If more than one request is made for use, as provided in this subsection, of license plates having the same number, the Department shall accept only the first such application. Only vehicles titled to the person seeking to use license plates as provided in this subsection shall be eligible to use license plates as provided in this subsection.

(Code 1950, § 46-99.1; 1954, c. 60; 1958, c. 541, § 46.1-104; 1980, c. 359; 1986, c. 8; 1989, cc. 338, 727; 1999, c. 292; 2000, c. 259.)

The Dipstick



The Tidewater MG Classics

Susan Bond
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Affiliated with



North American MGB Register

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

FIRST CLASS

Monthly Meeting
Wed, Apr 5th
John & Debi Jones'
2669 Edgehill Ave
Virginia Beach
426-6240

7:30 - Kick Tyres
8:00 - Meeting