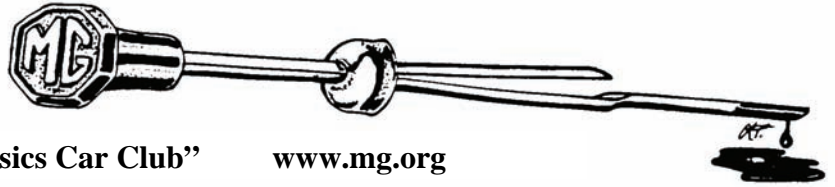


The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

www.mg.org

Volume XXXIII, Issue 8

Dedicated To Preserving The Marque Since 1973

August 2006

MARQUE TIME

Yet another great turnout! Thank you to Peggy and George Craig for hosting the July meeting. I think the weather, or rather the weather man, kept a lot of LBCs away but certainly not their drivers.

Speaking of membership, of our approx. 116 members last year, only 60 or so have renewed this year, or about half. I have asked Robin to cut off the renewals earlier this year than last, which means if you don't get your renewals in now you will not be included in the membership roster. If you are not sure if you have renewed or not please contact Robin directly.

As a club, our largest two expenses are the mailing and printing of the *Dipstick*. One of the areas of discussion at the meeting (see minutes....or hours....) was the idea of sending the *Dipstick* electronically. This complimented Mike Ash's comments wondering how, as a club, we can get young people involved in our hobby of LBCs. As much as us "old folks" enjoy racing to the mailbox to get the hard copy of the *Dipstick* every month, Claire Hudson pointed out that the younger generation prefer electronic formats to snail mail. Many thanks to Claire Hudson for stepping up and volunteering to head a committee to evaluate and make recommendations for an electronic *Dipstick*. If you have any comments on this subject please forward them to Claire.

More thanks go out to Mathew Gresalfi for his assistance on reupholstering Beckey's seat in our '72B. The three of us met at Mathew's house one night and worked into the wee hours, or so it seemed, but ended up with quite a nice looking seat. One more to go. I must admit I am quite pleased with the difference new foam makes...dare I say comfortable????

I have found a new home for my '69B, Isabelle. So named because a hurricane named Isabelle flooded her a couple of years ago. A co-worker of mine, Eric Williams, gave it to his father, Gene, for a Father's Day present. Mmmmm, not sure what that says about them??? A MG that was flooded with brackish water during a hurricane, with an engine that has seized up, a driveshaft that won't turn,

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UPCOMING ACTIVITIES

Check www.mg.org for the latest info!

Aug. 2 Wednesday meeting at J.D. & Lara Hawthorne's (see back page)

Aug. 6 SCCA Solo II, www.odr-scca.org

Aug. 10-12 Roadster Factory Summer Party
www.the-roadster-factory.com

Aug. 15 Dipstick Deadline

Aug. 21 Ice Cream Social Run (see page 3)

Aug. 26 SCCA TSD Tour, www.odr-scca.org

Aug. 27 Tech Session at Jim & Linda Freeh's
(see page 3)

Aug. 1-Sept. 3 Historic Sportscar Racing at VIR www.virclub.com

Sept. 3 SCCA Solo II, www.odr-scca.org

Sept. 5 Tuesday meeting at Alan & Beckey Watson's

Sept. 15 Dipstick Deadline

Sept. 17 Brown's Island BCS, Richmond
www.britishcarclub.com

Sept. 23 TRAACA show at Chesapeake City Park,
www.aaca.org/tidewater

Sep 26-29 GoF Central, Lake of the Ozarks, MO, POC: Charlie Key, 314-428-9335 or britcarguy@aol.com

Sept. 30 Wings and Wheels
www.wingsandwheels.us/

half a weber carburetor, one flat tire and a convertible top with a hole in it. It does have the best looking '69 license plates I have ever seen. Happy Father's Day Gene.

HOT OFF THE PRESS: China's Nanjing Automobile Group, the new parent company of MG, just announced their intention of building MG cars in a new plant at Ardmore, OK. Nanjing plans to build various models at its plant in China, a TF roadster in Longbridge (England), and a new TF coupe in Ardmore. It is anticipated that MGs will hit showrooms in the U.S. around May 2008. I must admit that the idea of me buying a Chinese automobile used to be out of consideration, but put an octagon on it and I become interested. What does that say about my gullibility?

Safety fast!
Alan

JULY MINUTES

Michele Peters

I request that you all exercise patience with the newbie Secretary, as she attempts to read her own horrible handwriting from our July meeting (because I refused to take notes on the computer, technologically challenged as I am)...I must, however, thank Beckey Watson for her quiet sideline assists in helping me figure out who was doing what, when and how. (Actually, if I get anything wrong here, blame Beckey; *only kidding, Beckey*; but for the rest of you, no, really...)

President Alan Watson called the meeting to order at 8:16 PM

New Members and Guests: Gene Williams and his son Eric ('66 Midget and bought the '69 B from Alan); Bob Starnes ('77 Midget..lives for his car); Russ Turner ('79 B), and somehow I also have Chuck and Claire Hudson in this category ("Eleanor"), but I don't know why.

Minutes: Vince Groover motioned to approve as published and Harry Watson seconded.

Vice-President: I don't think J.D. was present; but don't get upset, J.D., if you were.

Treasurer: OK, I know Jim was present...Balance forward from June was \$1,371.36. Our receipts included \$241 from raffle and regalia and \$1040 (wow) for dues (no wonder Robin was relentlessly hitting us all up for the dues!). Disbursements equaled \$407.35 (and hey, they *all* looked legit to me). Our new balance is \$2,245.01 (Gee, Jim, you are so precise!)

Activities: Uh oh...Becky told me I wouldn't have to worry about writing down what she said 'cuz she had a typewritten list for "Activities"; unfortunately the list was for the upcoming activities, not a report on what we did up to the time of our July meeting...uhmmm...well, let's see,I don't know

what to write here! I'm completely blanking out...oh the stress, the stress...!

Upcoming activities include:

Club meeting at J.D. and Laura's house on August 2

Another Ice Cream Run in August (we need a sponsor and writer). Oh, and by the way, great job on the July run, Robin. Thanks for making sure we all knew where you would be when you popped the photos

Tech session at the Freehs house (and barn) on August 27 (ya know, I still want to get into that house to see those antique floor boards...)

Clubs: OK, a lot of people were talking all at once at this point, so I was writing really fast and I am having trouble deciphering my notes. I believe the conversation revolved quite a bit around Gatlinburg...OK, I can't decipher my notes, but maybe this makes sense to somebody...

MG Gatlinburg Chapter compacts (?) MGA requested..I mean represented...If we want something we should speak up. Everybody was trying to figure out ways to get new, younger members (pshaw..that's easy; just give everyone you want to join *a ride* in an MG, or any kind of LBC...it worked for Robert and I...of course, Robert got his Bugeye when he was 16, so he was really young anyway, and I'm not really sure if it took an actual ride for him to get hooked on LBCs, but you know, for me, well, I always wanted a sports car, actually from the time I was 16, but the problems with my early acquisition of such a car included...well...oh, I guess I am digressing....) Frank and Chuck mentioned that they (I don't know who "they" are) are doing their parts or what parts they are doing...I think Beckey suggested that if IPOD docks were installed in the cars, we would have no problem getting younger members. Anyway, at Gatlinburg this was called the "Second Generation Project." Vince related that there used to be "Sit down" sessions at restaurants for the T, A, and B Series members, but people seem less inclined to do that these days. Upshot: we need help getting folks to join up (well, like I said, that's easy...)

Historian: Sue had no time to devote to this. OK, Sue, well that's just pretty lame....

Newsletter: I didn't hear Sue say anything about this, but I think the deadline is July 15.

There was an *extended* discussion about whether or not we should change the way the newsletter is distributed. Most clubs are sending things digitally now. Either Alan or Sue noted that Electronic (?) Systems is closing its print shop. We were paying \$55 and would now have to pay \$85/month. However, after Alan did a bit of stroking, the editor agreed to keep printing *The Dipstick* at a reduced rate (way to go, Alan) as long as we put ESI on our webpage as a link, which has had 80K hits. The digital production of newsletters was a topic at Gatlinburg. Suggestions included making the website protected (if we stop paper versions) or emailing in PDF versions (which was determined to be too slow). Good

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Ice Cream Rally

Monday, August 21st

7:00pm



Meet at 7:00pm at Ben & Jerry's parking lot on Great Neck Rd between Shore Drive and the Bay Island bridge (2865 Lynnhaven Dr, where I've ended previous rallies). and we'll wander around the northern part of the beach area and end up at The Purple Cow, 981 Laskin Rd at about 7:45pm.

If you're running late, or are lost, call Jim Villers: cell - 822-9182



Tech Session

Sunday, August 27, 10am

Linda & Jim Freeh

633 S. Centerville Tnpk

Chesapeake

482-1401



Minutes (continued)

points would be that we could print in color. If we could figure out the technical aspects, we might be able to send the newsletter by email. Techies in the group need to put their heads together to figure this out.

Jim Villers said he could help, but most people like to have a paper version. Our Club's largest expenditure is on postage. Vince mentioned that maybe we could split email and paper versions. Jim replied that would be a big headache. Jennifer Ash wants something in her hand. Terry Bond likes to read it in the bathroom...uh, Terry, that's really more info than any of us really wanted....Claire asked if we could scan it... Eric Williams apparently has the expertise to put it on the website with high speed internet. So, the upshot of all of this is that we need a committee to figure this out. Eric Williams and Claire Hudson were nominated...from the expressions on their faces, I'm not sure they were in total agreement, but there you have it, Eric and Claire; Jim Villers and Jim Simpson then volunteered to be on that committee, which currently has no name. I guess I could give it a name, I am, after all the Secretary...how about The Looking Into Making the Newsletter a Digital Production Committee?...no?

And no, the discussion did not end there...folks reviewed newsletters from other clubs at Gatlinburg. It was decided by someone that we should be more interested at the content rather than the format, and our newsletter was very balanced with information. Then Gatlingburg stuff was discussed (we have a very free-flowing stream of discussion in this group...) including that the Golden Quill awards (whatever the Golden Quill is) were cut to 2 pages and our club wasn't on the awards list, nor were the National Award winners (oh, I just figured this out...it was awards for newsletter editors, right? OK, so I guess that discussion actually *does* fit in here), but nevertheless, Peggy and Sue are *awesome* editors.

Then the discussion turned to how to get the newsletter out to people. Jim thought we should have a password, but there was some exception to this by several people. Comments included "we don't need it", "Nobody would use it". Beckey suggested that we pay dues mainly to get the newsletter. If we could get the newsletter online maybe people wouldn't pay their dues. Jim thought this would increase the number of people in our club because more people would know about the club and be able to read about what we do. George mentioned that he didn't think we needed to protect anything on the website anyway, except maybe our finance info. He added that he was proud to be a member of a solvent club! John Terschak noted that he shies away from trying to get into sites that have passwords. Eric Williams noted that we could create a password-protected print version only. Anyone could then view the newsletter, just not print it. Bill Seib thought that we wouldn't get a lot of members to pay if we could get it for free (Bill, Beckey already made that argument; were you listening?) Terry noted that the AACA doesn't password protect their online newsletter and that it is a powerful recruiting tool; after all, we want people to know about us.

Alan finally ended this L O N G discussion by stating the ESI would continue printing the newsletter at the same cost, 4

so there was no urgency to make a decision on this. The committee (whatever it is called) should meet to explore our options, but our website is complete and has a good photo history and events section. We might think about adding a tech page, but the links have a lot of info. OK OK that's enough on this subject. Thank goodness...

Membership: Robin reported that we have 2 new members since last meeting. Our total at the *beginning* of the meeting was 116 with only 62 renewals (of course, by the *end* of the meeting the renewal numbers had increased, included among them yours truly and my better half). It was noted that the directory is being put together and all you slackers who haven't paid up to renew your membership had better do so soon if you want to be included in the new edition.

George thought that this meeting had the largest turn-out of any recent meeting and suggested that this was a testimonial to the excellentness (is that a word...I guess, as secretary, I really ought to know, or look it up in the dictionary...nah...) of our officers and editors (uh, George, I think the editors are officers, too), or else everybody just wanted to see his and Peggy's new house. At this point, Alan thanked George and Peggy for hosting the meeting and giving away all those home-grown veggies.

Regalia: Becky reported the following for the raffle: The Ashes donated an official MG 2006 tote bag from Gatlinburg and a stationary set of undetermined age; MG Owner's Club magazine (actually the most recent edition...do we usually raffle old editions?); MG earrings; MG coffee mug; first in line for food; ride (or was that drive) in Jim's new Porsche. OK, by this time my hand was so tired, I didn't get who got what...so sue me..

Technical: I didn't see Mark at the meeting. I didn't hear Mark at the meeting.

Old Business/New Business: Um, I got these two horribly mixed-up, so I'm combining them, for the first time in *Dipstick* history. Yes, it may be a new trend...I'm taking editorial license and running (amok) with it....

Mike Haag was offered \$2K to sell our web address...uh, that was a total no-brainer. No, Nut, we actually went through the motions of officially turning it down...thank you, Harry and Jim.

Marque Time: Sue mentioned someone somewhere had a computer with a slide show of something. There were 1100 MGs on the field representing the 1930's - 1980's...oh, she must be referring to Gatlinburg...then there was something about for every dollar you spend someone somewhere gets one point for something, and if you spend \$3500 you get to use a condo in Florida for one week, Alan thought in Tampa and Beckey thought in Orlando...

Oh wait, I remember, it was the LBC Co. There is an endurance run for a children's charity...700 miles the first week-end in October, going through Ohio, Kentucky and Tennessee. Involves 2 nights and \$500 entrance fee. If you wish to participate you are supposed to get a sponsor. Beckey sent

me the info on this so I could include it in these minutes for you all, and at this writing I cannot find it...sorry. Damned fine Secretary I am....

More discussion about Brits on the Bay in *The Beacon*; someone, I don't remember who and didn't write it down, was upset with the editor for using the term "replica" to mean antique cars...Terry Bond responded by noting that the new automotive editor for *The Pilot*, Larry Printz, does a great job and we should invite him to one of our meetings... perhaps we should send a copy of *The Dipstick* to him, so he can write us.

Awards at Gatlinburg: Frank Worrell got 3d place with his 78 B and Bob and Dana Reisse got 3d place for their C in the GT class. GO MG CLUB PEOPLE!

I gushed that I had actually helped Robert fix a float needle problem in my B and how thrilling it was to take apart the thingy and re-assemble it (well, I actually just watched, mostly...but that was thrilling, too).

Terry and Sue's new GT performed flawlessly on the trip to Gatlinburg, thanks to Vince and Frank's expertise. Alan noted that it was probably very nice for them to have had a black GT parts car following, just in case...

And now for the part of the Minutes you've all been waiting, well, probably longing for....the meeting was adjourned at 9:10 PM.

DON'T MISS THE SEPTEMBER DIPSTICK

Robin Watson

You may miss receiving the September newsletter. As of going to print we still have 49 members that have not renewed. Dues should be paid by July 1st, however we do hold off changing our records until August and the mailing is usually the last week of August.

Officers and Committees

President	Alan Watson	426-2600
Vice President	J.D. Hawthorne	723-0630
Secretary	Michele Peters	482-1012
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
Webmaster	Mike Haag	mikeh@whro.net

Membership and New Members

Robin Watson

Since the July newsletter we have increased our Membership by four to 118 and with the new members we have dues in for 2007 totaling 69. I hope that we receive the rest of the dues in August to avoid members missing the September *Dipstick*. New Members are:

Robert (Bob) & Charlene Starnes
4953 Rachel St. V.B. 23462
497-8247, bobbywho@aol.com
They have a 1977 Midget.

Russell Turner
2370 Windsong Ct.
Apt 203 V.B. 23455
434-6961, russellturner@cox.net
with a 1979 MGB.

Eric & Michele Williams
3070 Blitz Ct. V.B. 23453
301-9437, ericwilliams3@cox.net
They share a 1969 MGB with
Gene & Mary Ann Williams
903 S. Clubhouse Rd. V.B. 23452

November Meeting

Becky Watson

Not able to drive to the Peninsula for a meeting? Pungo is too far out of your way during the work week? I have the answer! Why not have a monthly TMGC meeting in your own back yard -- literally! No commute! A host is needed for the meeting on Tuesday, November 7, 2006. If you are willing and able, or have any questions, please contact Becky Watson at 426-2600 or MGactivities@aol.com.

Notes from the Editors . . .

Susan Bond

We had a GREAT time in Gatlinburg! There were so many MGs and so many people as nutty as we are about them, we had a blast. Highlight for me was the seminar with Don Hayter, chief designer of the B, and Paul Kern who worked at the MG plant in Abingdon. The unofficial highlight was a trip down the "Tail of the Dragon" in my B — both ways. 318 turns in 11 miles times 2! We didn't count the turns on 58 between Galax and Damascus, or the turns on TN32 south of Cosby that Vince took us up, down and around on the way home, but we sure got in some great driving. And saw some great cars, ones I had only read about. And met some very nice people. And yes, both cars performed flawlessly, despite a couple of driver errors.

MG Sightings

Submitted by Barry Tyson

<http://www.cmcgraphics.co.uk/rml/ex264.htm>

This is a link to the MG that won at Le Mans this year in the LMP2 class. Notice it uses the traditional experimental model designation EX 264. I am sure there will be some controversy in the club about the legitimacy of the car. It does carry the "Octagon". I have not researched it, but it appears to be using the 2.0 liter turbo engine of the original factory car. I believe this team has also campaigned a car successfully in the Petite Le Mans series in the US.

IS YOUR MG GOOD LOOKING ENOUGH TO BE A COVER GIRL?

MGB Driver is looking for a cover shot for its **November/December 2006** issue.

PHOTO MUST CONTAIN . . .

- An MGB, MGB-GT, MG Midget, MG 1100 or MG 1300.
- The photo must be interesting with an interesting background. No limits as to where it can be, city, country, water, cliff . . . The image cannot be altered like cutting out the MG and balancing atop the Empire State Building. Preferred images will be the ones as natural in taste, and beauty as possible. The prettiest MG in a great setting is not the only consideration. The ugliest MG in a bad situation will be considered as well.
- This contest is limited to NAMGBR members only, no purchase necessary.
- All entries must include name, address, phone number, NAMGBR Member number and a short bio of your car.

If your image is selected, your MG image will be on the front cover of the MGB Driver Magazine.

Front cover winner will receive one year free of NAMGBR membership.

The 4 runners up share prestige on the back cover.

Entries must be in by September 1st, 2006.

Winners to be announced to local participating MG clubs nationwide.

All entries become property of NAMGBR and may be used in the MGB Driver in future issues.

Officers and Coordinators of NAMGBR AND MGB Driver Magazine and their family members are ineligible for top prize, but may be considered for runner up citations.

Please send your high resolution images to:
Robert Rushing Editor of MGB Driver Magazine
5444 Sutherland Avenue
St. Louis, MO 63109 or email them to
mgslime@swbell.net

UP TO THE CHALLENGE!?!?

New MGs

Alan beat me to the news about Nanjing producing MGTf's in Oklahoma. I was in Asheville NC at an AACA car show and got e-mails from lots of people. In case you haven't seen them, here are few links that were sent to me. If you would like me to e-mail them to you to save typing, just let me know. sue007@infionline.net.

abcnews.go.com/Business/IndustryInfo/story?id=2189201&page=1

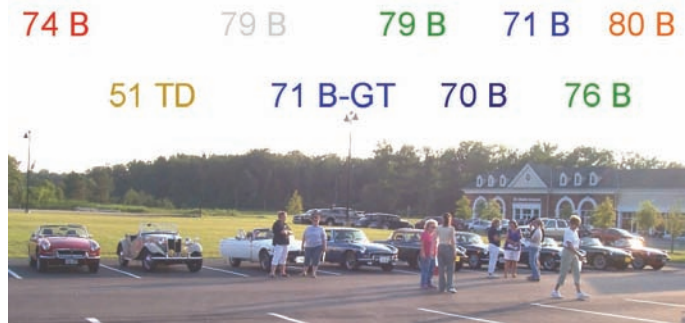
news.bbc.co.uk/2/hi/uk_news/england/west_midlands/5173028.stm

www.detnews.com/apps/pbcs.dll/article?AID=/20060712/AUTO01/607120418/418/1148

July Ice Cream Run

Michele Peters

Photos by Robin Watson



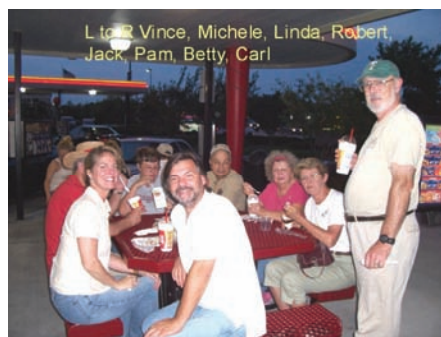
A number of us met for our first ice cream run of the season in the Harris Teeter parking lot near the Virginia Beach courthouse complex. It was a beautiful night,

with a slight breeze and pretty blue sky. Present were Jim and Betty Villers, Mike

Haag and Denise Starke, Vince and Pam Groover, Robin Watson (our fearless leader for the night), Richard and Sandy

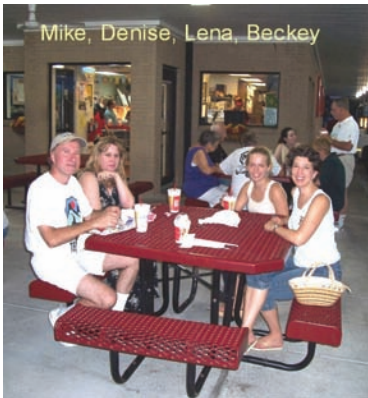
Hall, Barb Taychert (who came out to cheer us on but didn't participate in the drive), Jack and Linda Pavlidis, Carl and Kate Fisher, Bob

JULY 2006 ICE CREAM RUN
Jim & Betty 6th MG to arrive



and Barbara Ross, and Robert and I. Becky Watson and Lena met us at our final destination, Sonic.

Robin had mapped out a winding 45-minute drive through the tree-lined backroads of Virginia



Beach on our way to banana splits, hot fudge brownie blast sundaes and other delectable treats. Jim was put in charge of getting us out of the parking lot in timed order. And no matter how much Betty pleaded and cajoled at Jim, or yelled to the other drivers to “Just Go!” Jim remained on

his post, sending off the drivers in uniformly timed order, unmoved by Betty’s protestations to “Get on with it!”

On the way, Robert spotted 2 GTs (probably

parts cars) sitting on the side of someone’s barn. Vince told us they belonged to the house-mover brothers (Matika?). “Eleanor”, Kate’s MG, began having issues by shuddering in all gears, and conked out just as she and her dad



pulled into Sonic. Carl asked Vince what they should do, and Vince replied, “Call for a tow.” He said it was probably carburetor trouble, but what happened after that, I cannot tell (‘cuz I do not know).

It was a beautiful night to consume sweets in the company of sweet folks all driving our sweet cars. Sweet! Thanks, Robin for planning it for us.



Brits on the Bay Show

Mike Haag

Photos by Mike Haag

For the second year in a row the Tidewater Triumph Register (TTR) held their annual “Brits on the Bay” British car show on the grounds of Virginia Wesleyan College in Virginia Beach. By arranging the cars around a circular parking lot, this car show runs circles around other shows, no pun intended (ok, maybe a little one). Actually this arrangement seems to work well, making it easy to park the cars, get in and



GT’s of Susan Bond, Harry Watson, out, and allow everyone enough room to kick tires and set up chairs, tables, and umbrellas in the grassy inner court. Access to nearby shade when it gets too hot and “real bathrooms” certainly adds to the appeal of this location.

TMGC members showing their cars included



Mike Haag’s B

(in no particular order) Mike Haag, Susan Bond with granddaughter Taylor, Harry Watson, Frank Linse,

Vince Groover, Frank Worrell & son Morris, Doug & Eiko Wilson, Frank & Kerry Hurley, Craig & Joyce Cummings, Chuck & Becky Hassler, Judy Acord, Jack Pavlidas, Mike & Penny Marcial, Richard Leal, Lou & Largo Faxom and Bob Ross showing a Morgan. Members who attended but didn’t show cars were Roy



Bob Ross’s Morgan on the right

Wiley, Barry Tyson, Robin Watson, and Robert Perrone & Michele Peters, although I saw them drive up in Rob’s Bug-eye Sprite. Former member Greg Coogan stopped by while in town preparing his MGs for the long trek to Florida.

There was a good turnout of club members to support our friends and fellow members who



Cummings and Hasslers in the shade

belong to the TTR.

Near the end of the show I happened to look up and noticed a former co-worker and his wife walking towards me. He said they were driving by, saw the Brit-

ish cars and wondered if I was there. Dave and I worked together for over 12 years. He retired 3 months



Vince Groover's TD

ago, and after catching him up on all the things going on at work I asked him how retirement was. He smiled and said "Great!"

He and Margie

are travelling, and now he has time to pursue his hobbies. Retirement is looking better!

Since the show was little more than a week before heading down to Gatlinburg TN for MG 2006, and since quite a few TMGC members were planning on going, there was a lot of discussion among members about the upcoming trip. "Are you going? When are you leaving? Are you driving down with anyone? Which route are



Frank Linse's A

you taking?" These and many other questions were asked, and plans tentatively set. Sue, Barry and myself sat down and opened our maps and tour books trying to decide which road to take, what to see along the way, and how long did we think it would take? Did we finish our plan? No, but we had a general idea of what we were going to do and when we were going to leave. As we all know with these little British cars, sometimes the drive itself is the true adventure, and the destination just a stop along the way.

One of the highlights of the show for me was seeing a car that I had previously seen only in British car magazines.



That car was an '85 Marcos, a very sleek looking coupe popular in racing circles in Britain. According to the owner, the car

was brought over by the factory as a demonstrator, and ended in CA where it was used as a pace car for Riverside Raceway. The car has a Rover 3.9L V8 and 5-speed. It went through a succession of owners, and the present owner bought it from a guy who parked it in a garage for 10 years after having some engine problems.

The problem turned out to be rather easy to fix, and



now he is enjoying a very rare car for the US. I asked him how he got antique tags on it, and he said it was registered as a '68 since it had a few older parts on it!

The TTR emcee did a good job keeping things moving along with music, announcements and handing out a lot of nice door prizes. I think everyone who registered won something. I came away with a new drill bit set, worth the price of registration alone! Awards were given out a little after 2:30PM, and several members took away trophies. Vince took a 1st place for his MG TD in the British Open class, and Frank Linse took a 1st place for his MGA coupe in the British Closed class. Doug Wilson took a 3rd place and Frank Worrell took a 2nd place in the MGB class. Harry Watson took a 1st place for his '73 MGB GT in that class. Bob Ross took a 1st place for his Morgan in Class 9. Hats off to our friends in the TTR for putting on this show that is so close and convenient for our members! If you haven't attended in the past, please mark this show on your calendars for next year.

MG 2006 – Gatlinburg, Tennessee

By Jennifer Ash, Photos by Mike Haag, Terry Bond, Susan Bond, Doug Wilson

Mike and I went to MG 2006, as did a number of other Tidewater MGers. The event was the once-every-five-years joint gathering of all of the major MG registers – MGA, MGB, MGC, MG T-series and MMM. All of the registers had their own individual events in addition to the joint car show, Mike took this at the top of the chair lift awards banquet



and tech sessions. The event was held in Gatlinburg, Tennessee, a place that about 15 years ago we had sworn we would never go back to because it is some-

thing like Atlantic City without the attraction of the ocean. However, if you are into tourist attractions like outlet malls, all-you-can-eat-buffets, wax and “believe it or not” museums, cotton candy and cable car rides, plus crowds and bumper-to-bumper traffic, then it is the place for you. The MG Council, sponsors of the event, had selected Gatlinburg as a geographical location likely to attract the maximum number of MGs, and they were rewarded with a pre-registration of over 1000 cars!

We had hoped to drive out in our MGA Coupe to participate with the MGA Register events, but the Coupe was not ready in time; so we drove the 2003 Mini Cooper S. Vince Groover, Mike Haag and Barry Tyson drove out in their MGB roadsters, and Sue and Terry Bond each drove out in their MGB GTs. Frank Worrell and son, Morris, were there with the MGB, and Richard and Sandy Hall with their TD. Andy Wallach and Cynthia Faschini made it a family affair with their son, Josh and his wife Diane and baby Eleanor; their daughter Jenny with husband Chad and baby Andrew; they also had an MG with them but I am not sure if it was Andy’s TF or Josh’s MGA. (Note from Andy via e-mail: “We did take a “T” series but it was an Acura TL. Were planning on trailering Josh’s MGA but only got it three-fourth’s the way on the trailer and the transmission got stuck in gear. So we had a very relaxing time just visiting with children, grandchildren, and looking at some beautiful MGs.)

We were staying at the Glenstone Lodge,



Flea market

which was the headquarters hotel and the location of a quite extensive MG flea market and all of

the tech sessions. So there was a lot going on most of the time. We arrived on the Wednesday (June 20) in time for the meet-and-greet cookout in the evening at the hotel. Thursday, during the day, we met up with some old friends from Washington and elsewhere. On Thursday evening there were the

various individual register events. We went to the MGA Register First-Timers’ cocktail party and the MGA Register buffet dinner



Seminars: Don Hayter, chief designer of the MGB. Ron Ingram holds plans.

at a location in town. Unfortunately, the weather did not cooperate, and the planned outside seating was rained out by a serious downpour. I do not know how the other register events fared; the MGB Register had snacks and sodas in a nearby park and the T Register were at the pavilion at the hotel. The smaller MGC and MMM Registers probably had their events at one of the other hotels. As it was still pouring with rain when the event was over, and a 10-minute walk back to the hotel, the restaurant was good enough to provide trash-bags for some of us to wear!

Friday was the day of the car show at a location about 20 miles outside of Gatlinburg. The show field probably looked pretty big during the planning stages



but with a thousand and twenty-four cars on the day, parking was pretty tight. We had registered the Mini in



the “other British” class which allowed us on the field. There were certainly a lot of beautiful cars there, from the pre-1939 MMM cars to 1980 MGBs, plus a number of historically significant

Sebring MGA race cars. However, the large number of cars packed quite tightly together made it difficult to get around to see them all and sort out the various classes for voting. I think the show was officially ended at three o’clock, but we left at about one o’clock to cruise around the countryside. Unfortunately, we ended up in



First MG in the USA



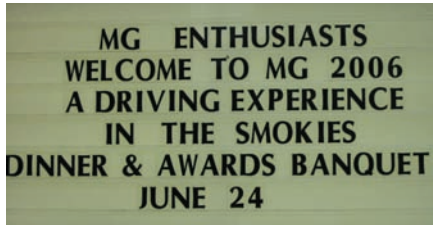
MGA number 100,000

bumper-to-bumper traffic on the six lane highway through the outlet malls of Pigeon Forge, and more bumper-to-bumper traffic on a single lane nature drive in the Smokies! There



were a number of other trips through the Smokey Mountains we could have made, but we have done most of them before when there were fewer tourists about.

However, I know Sue did the "Tail of the Dragon", a twisty, mountain road much favored by motor cyclists, and thoroughly enjoyed the experience.



Craig & Joyce Cummings, Doug & Eiko Wilson, Vince Groover, Robert Reisse

Saturday evening

was the awards banquet at the Gatlinburg Convention Center. The banquet was preceded by an interminable auction conducted at a volume that made socializing and conversation difficult, at least if you were near the front. We had signed up for the Southern Buffet, which was one of the four available buffets. I know one of the others was Chinese, but I am



Barry Tyson, Mike Haag, Jack Pavlidis, Vince Groover, Terry Bond, Jennifer & Mike Ash, Susan Bond



Frank & Morris Worrell

not sure now what the other two were. The Southern Buffet appeared to be the most popular but, no matter which line you went through, initially you had to join a line with the other thousand or more diners! We did not stay

for the awards, but we understand that two Tidewater MGers took trophies home – Frank and Morris Worrell with 3rd place in his MGB class and Robert and Dana Reisse with 3rd place in the MCGGT class.

We left Sunday morning for the 2-day drive home in somewhat mixed weather. (we spent the night in South Boston). Overall, we enjoyed the



Andy Wallace

weekend and had a good time with a lot of old friends. However, if there is an MG 2011 in five years' time, most likely we will not be there. MG 2006 was just too big and, in our opinion, the location was not very suitable for such a large event.



Chad, Andrew & Jenny, Diane, Eleanor & Josh

More pictures from MG2006

Susan Bond
Photos by Mike Haag, Doug Wilson, Terry Bond, Susan Bond



Newsletter editor meeting on Thursday, chaired by Dick and Beth Lunney and Ken and Barbie Smith. Most discussion was about publishing on the internet.



We were laughed at for being "cheap" and staying at the Microtel, but we were the only ones with covered parking. The Hens from Michigan were there, too.



Tickfords!!!
I counted 8 of them





Airline coupes!!! I counted 4, including this one under restoration.

A WA. Vince says this is the largest MG ever built.



RV8



Arnolt



4-door B!

The Y Vince used to own



Jubilee GT, only 751 built



MG 1 Sold recently for a huge amount because of the registration number



Richard & Sandy Hall on the way to the car show



Doug & Eiko Wilson

Chuck & Becky Hassler



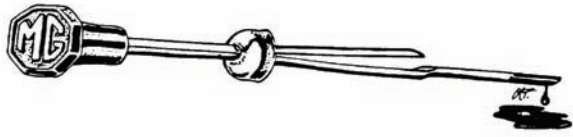
Jack Pavlidis



Mike Ash, Richard & Sandy Hall, Vince Groover, Terry Bond



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*
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FIRST CLASS

