

The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

www.mg.org

Volume XXXIV, Issue 7

Dedicated To Preserving The Marque Since 1973

July 2007

MARQUE TIME

As always, I start Marque Time with a thank you to the hosts of last month's meeting for their hospitality. This month my thanks go to Anita and Ron and their wonderful dessert table. It was a beautiful evening, and we had a large turnout of MGs. Speaking of hosts, it was decided at the meeting to raise the club's contribution to \$50 for refreshments when you host one of our monthly meetings at your house.

I made mention in last month's Marque Time about how I liked sharing in other members' hobbies. With that said, it is surprising how often I see other members in unexpected venues. This past month I received a phone call from an old, and I do mean old, friend of mine from high school. He travels with various bands selling their t-shirts and music CDs, and whenever they are in town he always calls Beckey and I to get together for a couple of hours. This usually results in a couple of hours of catching up, followed by great seats at a concert. (Last time was Trans-Siberian Orchestra -- what a treat!) This time Don was traveling with Huey Lewis at a free concert at the oceanfront. And who do you think the opening act was? None other than our very own Hank Giffin! (and the Navy band). The next weekend Beckey and I headed off to see the Magna Carta before it returns to England, and was surprised to see that the star of the introductory video was Kate Fisher! What a well-rounded, cultural group we are.

Father's Day. A time for Fathers to get together with their children and do Fatherly things. Mine was no exception. My son Colin drove down from Richmond, ostensibly to visit his dad on Father's Day, but he did wonder since he was here, if his Grandfather might take a look at the loss of coolant on his 1990 Firebird. Sheer coincidence I'm sure. Anyway, Colin set off in his MG (conveniently stored at our house) as I followed in the Firebird to deliver it to our mechanic. Half-way there the MG veers off into a stranger's driveway and stops. I follow suit. The fuel pump had quit on the 'B so we started troubleshooting. I called our mechanic (Robin, of course) to tell him we would be late, and the next thing I know he is also pulling into the stranger's driveway too. Good thing they have long driveways in Pungo. And there we were. Three generations with their heads under a bonnet. We found the result of the fuel pump failure was a broken wire somewhere, so we ran an eight foot jumper down the outside of the MG, delivered the Firebird to Robin's and all ended up at my house for supper. What a great Father's Day.

So it's July -- a patriotic time for some; picnic and family time for many. I hope that you get the chance to take a picnic basket and your LBC out for a spin -- or join us on an Ice Cream Run -- to enjoy the summer!

Safety Fast,
Alan

UPCOMING ACTIVITIES

Check www.mg.org for the latest info!

July 3 Tuesday meeting at Paul and Carmen Thiergardts (see back page)

July 11 Ice Cream Social Run (see page 3)

July 12 Dipstick Deadline (send articles to Peggy at balloon1@cox.net)

July 13-15 Roadster Factory Summer Party
www.the-roadster-factory.com

July 14 Horsepower Show, Colonial Downs,
www.HorsePowerShows.com

July 16-20 MG2007, www.mg2007.com

July 23-27, NAMGAR GT32, Whistler, British Columbia, www.gt32.com

July 27-29, American MGC Register CBA 27, Staunton VA, clemmer@intelos.net

July 28 SCCA TSD, Blackwater Brew, Suffolk, VA, www.odr-scca.org

July 28 Brits by the Bay, Pasadena, MD
www.tracldt.org

Aug. 1 Wednesday meeting at Alan and Beckey Watson's

Aug. 9-12 University Motors MG Summer Party
www.universitymotorsltd.com

Aug. 12 Dipstick Deadline

Aug. 18 Khedive Show (see Auto Weekly in the *Virginian-Pilot*)

Upcoming Activities (continued)

Aug 25 SCCA TSD, Dragon's Lair, Surry, VA
www.odr-scca.org

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	mikehmg@cox.net

JUNE MINUTES

Michele Peters

We began our June meeting at 8:08 PM at Ron and Anita (Edwards-) Struewing's home in Virginia Beach. Thank you again, guys, for stepping up to the plate with your hospitality and exceptionally fine victuals. And those little dogs are cute, I don't care what your mother-in-law says...

New Members and Guests: Bill Austin (we have another Bill this month) has joined our club. Bill has an 80 MGB. Welcome!

Vice-President: J.D. had nothing to report. It may be because he was delayed, but after he arrived, I only heard him say that he was having a lot of trouble restoring his Bugeye. See Robert, J.D. He has had his Bugeye for over 30 years, has rebuilt the engine and done all manner of other things with that cute and happy LBC ...he knows Bugeyes.

Treasurer: Jim Villers provided the following information: Balance forward from April was \$1,543.31. Receipts included \$213 from Raffle and Regalia. Disbursements included \$40.00 to Ron and Anita (Edwards-) Struewing as our hosts of the month, and \$150 to Becky Hassler for regalia. Our current balance is \$1,566.31.

Activities: Becky Watson reported as follows: The Colonial British Car Show was held on April 22 at the Williamsburg Winery. I reported last month that Harry Watson won First in Class. I figured I would miss someone's achievements, and of course, I did. I hear that Chuck and Becky Hassler won first prize in their MGB and Doug Wilson won (first?) for his TD.

The Brits on the Bay car show (June 2) was another opportunity for Chuck and Becky H. to win first place. And I think I heard someone say that Frank Worrell won "Best Modified" for the late model Bs. Congrats, guys!

The TMGC 5th Annual Winery Tour happened May 18-20 this year in Warrenton (northern Virginia) at a number of vineyards and was a resounding success. There is an extended report for your perusal and enjoyment (hopefully, or do I presume too much?) in this edition of *The Dipstick*. Let me just say that this was Robert's & my first Wine Tour, and we are completely hooked... we will go anywhere, anytime, with the great group of folks we were lucky enough to join on the tour (it is actually likely that we would go anywhere, anytime with *anybody* who was on a wine tour; just kidding....). It was a blast (and I never knew you could get so tipsy drinking such little, tiny drips of wine over and over and over....)

Our first Ice Cream run of the year will be coordinated by Cynthia on June 27 (of course, it will be good). We are going to meet at the Pizza Hut on Hampton Blvd. at 7pm, drive around Norfolk, ending at Doumar's at 8pm. We will be the beneficiaries of a special demonstration of the ice cream cone-making type. You are aware, of course, that the Doumar brothers (or was it an uncle?) were the original creators of the ice cream cone way back inwell, a long time ago. Or so the legend goes. So, hopefully, by the time you are reading this in *The Dipstick*, you would have joined us on the 27th and now know the *actual* facts about ice cream cones and Doumar's, instead of my creative imaginings...

On June 30 there will be a Hampton Days Block Party at 2pm. We are planning on joining up with the Mini club at the Hampton Convention Center. You can get a Day Pass for discounts if you have a car on display, so maybe you should plan to go. There is apparently a British Goods Shoppe somewhere there that you might be able to get some discounts on. I really don't know whether that is actually correct, but it sounds like it should be (note my British spelling of "shop." Cute, eh? - Actually, I don't even know if it is correct, and with real Brits in the membership, I think it is rather cheeky of me to presume...) Someone needs to know if you are going to display by June 15. Actually, I believe Becky sent everyone who has email a notice about this event. Just remember that you certainly wouldn't be wise to rely *only* (or *even*) upon what you read in the Minutes alone.... (LOL).

Don't forget that the Waynesboro Show is October 6-7 this year.

Rendezvous 2007 is in Tallahassee, FL on October 12-14. The creators and promoters of this event have thoughtfully provided an "MG Rescue Squad," the members of which have created an "MG Parts List"

July Ice Cream Run

Wednesday, July 11th - 7pm



We'll leave Kellam High School located in the 2300 block at the east end of Holland Rd. If the weather is good a picture will be taken at a stopping place en route and finish up for ice cream at The Dairy Queen at the corner of Holland Rd (3700 block) and Governors Way.



This will be in the open seating area. If it is raining we will take the 2nd choice starting at the same place and finish up for ice cream or eats at The Sonic on Nimmo Pkwy.



Driving time is 45-60 minutes.

Contact Robin on the night of the run via cell phone if there is a question: 615-9300

available at local retailers, and a veritable feast of local tow trucks and flat bed outfits available for our use, should we need them (yeah, right!) and break down within 100 miles of the show. Now, not only was this thoughtful, it was also commercially wise, because by coordinating this ahead of time, it encourages folks to participate, without the worry that they will be stranded reasonably close to the venue.

Now, I got so carried away with the cleverness of the promoters that I completely forgot to get information about exactly WHAT Rendezvous 2007 actually is....go figure! That's your Secretary, hard at work! So anyway, you'll have to call someone *else* up in the Club who might *actually know* what this activity is, if you really do want to know. Remember (as I just told you; this is MY disclaimer clause) not to rely upon anything that you read in the Minutes (LOL) ...(uh, Hello...L-O-L; that's your cue to LAUGH OUT LOUD ...oh, never mind!)

Clubs: Mike was here, but had nothing to report.

Historian: Susan was absent, and likewise, had nothing to report.

Newsletter: To reiterate from last month, since this aspect of the newsletter is sort of new; *The Dipstick* has gone electronic and because of this, we have had a nice reduction in printing costs. If you want a paper copy mailed to you, please contact Robin Watson. Also, please note that since *The Dipstick* is now

on the internet, if you need addresses or phone numbers for the new members, for privacy purposes we have chosen not to post them, so please contact Robin Watson. Please email changes in the directory to Robin, perhaps on a quarterly basis, as a "Directory Update". Mike Haag asked that if you have any problems with the electronic version of our newsletter, please let him know. Mike's email address is mikehmg@cox.net. (Still waiting on my HotMGChick email address, Mike!)

Of further and significant interest is that Susan would like to resign her position as one of the newsletter editors. Peggy will continue to edit and do the graphics, but we are searching for someone to take Susan's place after her five years of volunteering for the job. The primary duties, as I understand them, would be to do the layout and email the rag to Mike. Susan will continue to work on the newsletter until someone antes up, so let's give her a break, membership, and let me hear those offers of assistance and commitment rolling in... Anyone out there in *Dipstick* Land can offer their services, as long as they are *good*, of course. You will have big shoes to fill. Of course, this is not to *discourage* anyone from trying their hand at the layout and editing our *premiere, award-winning* newsletter ...

Membership: Robin reported that we now have 104 members, since Bill #2 joined (as opposed to Bill #1 from last month). Also, everyone **dues are now**

Minutes (continued)

due (well, actually, July 1), so do the dues, guys, as soon as possible, and make Robin's job easier so that he doesn't have to remind you... They are still a bargain at \$20/year.

Technical: Mark was absent. An update: apparently Sue's leaking gas sending unit is cured. OK then; sounds like it's better for us all.

Old Business: None

New Business: Mike Ash reports that our club could obtain liability insurance for events (and officers) if we wish. Since we are not incorporated, our officers may be liable as individuals for liability in some circumstances (don't you love the way I hedge everything; years of lawyer-practice to blame). And, well, I DID hear someone say, much to my horror and chagrin, that maybe we need it in case someone sues *the Secretary* for slander....HUMPH! The very idea; well, it's just too much! I know it wasn't one of my loyal readers who blurted that out...

El Presidente suggested that because the club is saving about \$100/month by NOT printing and mailing *The Dipstick* anymore, perhaps we should increase the amount of money given to members for hosting the club meetings. He then made a motion to increase the disbursement from \$40 to \$50, which was adopted unanimously by the membership present.

Marque Time: Peggy updated the membership on former members Derrick and Beth Straw. Beth has esophageal cancer and went through tough treatment for it. The couple stayed in Brussels for her treatment where she has been on temporary duty working for the European Union. She has decided to retire back at their home in England. We wish them the best, of course.

Andy and Cynthia's son Josh and his wife Diane are the proud parents of a new baby named Evan David Wallach. Congrats to all the family! Robin, I think we are actually at 105 for membership...

Raffle and Regalia: We actually had an impromptu auction for a framed poster of a 1948 MGTC. Jim V. was the big winner, offering \$30 for it. Betty was wondering where they would put it, and Jim suggested that they take down one poster they already had and replace it with the new one. Betty is OK with *replacing...* Robert and I actually won a binder of *World MG* magazine which Robert had been lustfully eyeing (yes, the curse is definitely off; well, really you know, what curse could stand the likes of sweet, wonderful *me?*); Andy won the license place holder; Craig Cooper won the MGOC magazine; Mike Haag won the refrigerator magnet; Bill O. also won a T-shirt; Bill Austin won the TD necklace (beginner's luck); Anita won the silver MG earrings that Sue made; Chuck won the other binder of *World MG* magazine; and Jim and Betty (according to Jim, mainly Betty) won first in line for

the food.

We adjourned at 8:55pm, with everybody happy; not even the suggestion of a lawsuit in sight!



Membership and New Members

Robin Watson

Total Membership 104

It is that time of year again to pay our yearly dues; now that we are not mailing the Dipstick to all members I will be mailing a renewal form to those that have not yet renewed. Membership is up one since last month's newsletter, Karen & Bill Austin from Virginia Beach with an 80 B joined after meeting us at the Brits on the Bay Show and we got to meet Bill at the June meeting. Again I would like to repeat that because the Dipstick is now on line it was decided at the May meeting not to include all personal information in the membership report. For those of you that like to keep the Directory up to date I will be sending out a listing of new members that can be printed, folded and placed inside your 2007 Directory.

Notes from the Editors

Susan Bond

Next month is MG2007 in California. Can't wait! Since I will be making a side trip to Montana to visit my cousin, Robin Watson has volunteered to put the August *Dipstick* together. Peggy will still do the editing, so please send all your articles to her at balloon1@cox.net.

Many thanks to Michele Peters for her contributions this month! We had a blast on the Winery Tour and her article lets us enjoy it all over again. These cars certainly have personalities, and I am sure most have names (besides what you call them when they refuse to run). Do you have a good story about how your LBC earned its name? We want to know!



Tools

Found in the Octagon Magazine, May 2007, and sent in by Chuck Hudson, these are additions to the list of tools printed in the February 2007 Dipstick.

TIMING LIGHT: A stroboscopic instrument for illuminating grease build-up.

BATTERY ELECTROLYTE TESTER: A handy tool for transferring sulfuric acid from a car battery to the inside of your toolbox after determining that your battery is dead as a doornail, just as you thought.

“MISS B” GOES ON HOLIDAY

PART ONE

BY: MISS GREEN MGB 1976

Ed. Note: This is Part One in a Three-Part installment series covering the TMGC 5th Annual Winery Tour from May 2007.

Photos by Michele Peters, Beckey Watson,
Susan & Terry Bond



Miss B with her friends, Robert Perrone and Michele Peters

CHAPTER THE FIRST

My name is Miss Green MGB 1976. I am a re-painted green MGB of the rubber bumper style, born in England in 1976. Not much is known of my early years, or when I immigrated to the United States. However, I can tell you that I am proud number 393,052 of the Roadster G series. At sometime since my birth, my original engine was removed and a very nice 1972 engine and parts installed, complete with twin SU carburetors, although I am now told that my engine is due for a re-build as I am exhibiting rather worrisome-sounding conditions such as piston-slap, rod-knock, and excessive oil leakage (more about that later). I am not a beauty and have won no awards for my restoration. I have a dent in my left side in front of my rear wheel, a chip in my windscreen, and some very minor rusting along my floorboards and sill panels. Small areas of partially chipping paint reveal a formerly blue body, and my engine compartment has never been steam cleaned or repainted. But I believe my people love me, despite that fact that I am showing my age and experience. I can feel it when they lovingly put my hood down, slide into my seats, get be-

hind my wheel, and drive, especially those midnight drives in the countryside. I can feel their pleasure at how my engine purrs as I cruise down the blacktop, giving them the unique and wonderful experience of having nothing between the cool air and starry night sky, and their smiling faces. And even in my older age, the ride I can give to them is a joy that I love to share.

I have had a lot of experiences in my 31 years, but few to rival my most recent trip to the beautiful rolling hills of western Virginia on holiday with my friends. It was an experience I shall not soon forget, and I would like to share it with you, gentle readers.

In order to understand my experience with more particularity, I should tell you about some of the recent events that had transpired, prior to the commencement of my holiday. I had been having mechanical concerns, which, for the sake of modesty, I will only say that they involved some blow-by gas issues and general oil spewing under the bonnet and smoking into the cabin, causing quite an annoyance to my master and mistress, Robert and Michele. In anticipation of our holiday venture, Robert had worked long into the night (until 2:30am, actually when a final test-run was done), making certain that my oil-spewing, smoke-generating problems were resolved, or so he thought. He had also thoughtfully completed other, non-essential repairs, such as plugging the hole in my window-washer fluid reservoir, attaching brand new sun visors (which, as it turned out, were not all that necessary), and replacing a mended kick-panel. I felt good; I felt ready for my adventure with my fellow MGs into Virginia's famous wine country.

May 18, 2007 dawned with an ominous dampness in the air. The worry of MGs forever and everywhere, cold and rainy weather, was made manifest with a cloudy sky and misty rain, the temperature hovering in the mid-50s (temperature not a problem for my fellows and me, actually, but certainly one for our drivers and passengers, especially those in the TF).

We were to meet our fellows at the Lake Wright Quality Suites at 8:45am, gassed up and ready to go. Robert and Michele and I left a teeny bit late, and about a mile or two down the road, I began to smoke into the cabin with considerable enthusiasm. Not that I *wished* to do so, you must understand. But I had considerably deeper problems than anyone had considered, and although I was doing my best, the wear of 31 years on certain of my parts was getting the better of me. I remember Robert remarking that it was a good thing it wasn't pouring down rain, as he & Michele had to roll all the windows down, including unzipping my rear window, in order to successfully breathe. This caused me considerable embarrassment, as my rear window flapped unceremoniously, and my people were required to wrap their knees in sweatshirts, not,

after all, very thoughtful of me. The entire result was quite unsatisfactory, and most particularly unsightly and annoying to those behind me, who were forced to endure the black, oily smoke emanating from my behind. At any rate, it was rather undignified for a lady such as myself to proceed down the motorway in such a manner, as I am sure you can imagine.

We finally arrived, smoking and spewing, at the rendezvous point (after Robert made the joke that I was much too young to smoke). Several of the other drivers came over to offer their suggestions about what to do about my smoking, oil-spewing dilemma. Problems with a possible blown head gasket, loose oil filler cap, and loose rocker (valve) cover gasket were theo-



ried. Michele was obviously nervous about my capabilities (oh, ye of little faith!) as I heard her suggest that I be returned home and her *other* vehicle used for the trip. I must admit, dear reader, that hearing such a suggestion hurt my feelings; I have never, after all, broken down on her in the nearly two years she has been lucky enough to have me. Of course, those having more experience with my kind immediately, and correctly, rejected her suggestion. In fact, my old friend Vince Groover said, "Ah, just pour some oil into her and let's head out!" A fine suggestion if I ever heard one. So, after a bit of delay, and some additional misting, all of my friends and family took off, in grand MG style.

I should tell you that I was lucky enough to have the following fellows part of my trip: White 1972 B (newly repaired from an unfortunate event, painted



and quite proud of himself), joined by his people, Alan & Becky Watson; White 1979 B (who, I am

sure, could not enjoy the extended drive behind me, trying to duck oily smoke) joined by Mike Haag & Denise Starke; "Toyota" Green (never to take away, of course, it's a beautiful green; a color I would be happy to sport) 1979 B, joined by Vince & Pam Groover; Red/Orange 1972 B, joined by Bernie Imhadl (Betty Villers joining Bernie on the drive up; I will forbear from discussing Jim's whereabouts for now); White 1975 B (very well-mannered throughout), joined



by Tom & Marie Early; Cream over Gray 1954 TF (who had a leaking rear wheel cylinder issue, but was quite willing to forge ahead – as any good MG would be – and entirely co-operative with respect to his hand-brake), joined by Andy Wallach and Cynthia Faschini; and Black 1972 B-GT (quietly reliable, and warmer, as always), joined by Sue and Terry Bond. A finer group I couldn't have conceived of myself. And I heard Alan Watson remark that eight of the nine cars setting off on the wine tour adventure this year had been on previous tours with the group, a recommendation for the trip that encouraged me, being brand-new to the adventure, even with my oil issue.

We finally left Lake Wright at 9:10am, nearly ½ hour late, I am afraid, due mostly to myself. How-



ever, one can always count on MGs to be an agreeable lot, and nary a word was spoken about the fact that I caused the unfortunate delay, for which I was exceedingly grateful. We headed straight onto the motorway, through the Hampton Roads Bridge Tunnel, and made our first stop at the New Kent County rest area.





I managed to keep up with my fellows to that point, but as no one had correctly diagnosed my main problem with oil leakage, I suffered a near-fatal oil loss shortly after we got back on the road, headed toward I-295 and beyond, to Route 54. Not long after leaving the rest area, I heard Robert, who I know to be a cool and collected type, at least as far as MGs are concerned, comment to Michele that I was losing oil pressure at an alarming rate. While Michele stared, wide-eyed and unblinkingly at my oil pressure gauge, Robert made attempts at reassurance, but there was little reassurance in his tone, and Michele and I both recognized it. When my gauge showed under 10 pounds of pressure, Robert pulled over to the side of the motorway, jumped out and poured the quart of oil he had wisely stored in my boot into my engine, noting that I had already lost about 3 quarts of oil in the span of the distance between home and I-295.

Driving directly behind, I noticed that Red/Orange 1972 B was wrinkling his mudguard at me. I heard Betty V. remark later that even though they were the unfortunate beneficiaries of my smoking rear end, especially when I was on load, they chose to stay behind us, in case the worse happened, and I actually did break down. I must add, that I do not think Red/Orange 1972 B (apparently concerned about his finish and the cleanliness of his windscreen) concurred in that decision, a selfishness that I will try hard to forget. Toyota Green 1979 B politely stopped behind us when Robert added the quart of oil, and Cream over Gray 1954 TF, and Black 1972 B-GT pulled off the road ahead of us, all to make sure I was OK and wouldn't leave my people stranded. I should mention here, gentle reader, that the drivers and passengers of MGs are a wonderfully good lot, as you can plainly see. At any rate, the quart of oil that Robert was able to add along the side of the road, along with another emergency donation from Cream over Gray 1954 TF, while waiting for the train to cross the tracks in Ashland, while not sufficient to



top me off, was enough to raise my oil pressure enough to get Robert, Michele & I into Ashland, and to lunch at a quaint little café known as Homemade by Suzanne, just past the railroad tracks and the Henry Clay Inn.



I can tell you, the Friday lunchtime from 11:00 to 12:20, was a very welcomed rest for me, after the harrowing morning I had experienced. There was a moment that I thought my life, as I had known it, might truly be at an end, pulled over on the side of a motorway (not even a winding, country road, as I had always imagined) like some spent and useless hunk of metal and tyres. The homemade sandwiches and soups consumed by the drivers and passengers at the cafe, and the 4 quarts of oil that Robert and Alan found for me after luncheon, were most welcomed. I did hear tell that upon Robert's questions about what brand and what weight of oil might be best to buy for me, Alan remarked it could hardly make any significant difference after all, as the oil was certainly not likely to stay in my engine very long as things were. I did not, however, take the remark personally, as I recognized and appreciated the efforts all were making on my behalf. It would have been exceedingly childish of me to take umbrage with either that remark, or the fact that I heard several drivers quietly arguing about who would drive behind me. And in uncharacteristically quick fashion, every MG was in gear and on the road, quite well ahead of me. I can only presume, but certainly not criticize, that their decisions to drive in front of me was based upon my unfortunate spewing. A lady does not really like to admit these things, but, after all, I do believe in honestly assessing situations and meeting the issues head-on, so to speak. We British have never been ones to puss-foot about, after all.

Well, enough about my woes...to get on with my story, after all. We left Ashland and drove on to Cuckoo (I love that name, don't you?) and then past Mineral, through what looked to be beautiful, hilly countryside. It was quite impossible to tell, however, as we were in a downpour for most of the day.



Cynthia bundled up in the TF



Shortly after crossing the Rapidan River, we followed the leader, MG-style, into Belmont Farm Distillery, and, as I understand it, a first for the TMGC Wine Tour. Belmont Distillery is the home of “Virginia Lightning Whiskey;”

legal moonshine. While the 9 of us MGs were parked



on the lawn outside in the drenching rain, the folks



went in for a tour of the distillery, which has been featured on the



History Channel and the National Geographic Channel. I hear it was all very interesting, with some of the once

illegal moonshine-producing equipment which belonged to the current owner’s father, still being



Becky Watson gets closer to the brew

used, albeit modified. I heard Vince remarked later that he tried the moonshine and it was “horrible”. I

know Robert bought some “Kopper Kettle Virginia Whiskey,” but I don’t know if he has yet to try it. I suppose if it was bad enough, the moonshine or the whiskey might still be of some use, cleaning carburetors, perhaps.

From Belmont Farms, we were off to a large vineyard and winery west of Culpepper known as Prince Michel. I understand that Brian, the General Manager, was most hospitable and helpful, and gave the folks an excellent tour of the



winery, bottling room, the tanks (some of which held



5,000 gallons of vino – whew!) and instructed on a number of matters, including just what “ageable wine” actually meant. Our people were treated to a wine tasting of six

different varieties; 2 whites, 3 reds, and a rose - and, as



Michele, Robert, Vince, Mike and Denise



Alan & Beckey Watson, Mike Haag, Robert Perrone, Denise Starke, Michele Peters, Marie Early, Betty Villers, Susan Bond, Tom Early, Cynthia Faschini, Terry Bond, Andy Wallach, Vince Groover, Bernie Imdahl and Pam Groover at Café Torino

I heard Michele remark sometime later, so began the weekend's slow slide into alcoholic oblivion. After the wine tasting was completed, a few of the folks opted for more "tastes" at the wine bar, and some even signed up to receive shipments on a regular basis (if only they would sign up to receive regular shipments from Moss Motors for parts for us with such willingness!).

Our group finally left Prince Michel at about 6:00pm and drove west to the Comfort Inn in Warren-



ton where everyone was unloaded. After looking under my bonnet again, Robert decided to try using a box spanner to act as a distance piece in order to hold my valve gasket on more tightly and to work as a temporary fix for my spewing oil problem. By this time, on Day One of our adventure, I had consumed about 9 quarts of oil. Yes, I do realize that using this selfishly large amount of oil was completely bad mannered. I did, indeed, feel quite awful about it. But after Robert added the box spanner, things were much the better; quite splendid, really. That seemed to be the temporary and useful fix that I needed. My oil spewing and consumption drastically reduced afterwards.

That evening our people had dinner at a little Italian restaurant called Café Torino. The group was so

large, and the café so small, that they took up nearly half the place. Our people dined on Chicken Marsala or Chicken Parmigiana, calamari, penne arrabbiata, salad, and pastries. From outside, it sounded to us as if they were all having a marvelous time. And when their wonderful dinner was all over...the Café would not take separate checks. This caused a bit of alarm, especially in the waitress who was trying to accommodate 16 people, 9 different bills, and an owner on the phone who would not relent. In the end, only one check was taken, and Cream over Gray 1954 TF's driver Andy Wallach was re-named "Andy Wallet," as he paid the entire bill on his credit card and burdened his wallet with all the cash that each of the couples had been saving for "emergencies."

After checking on me for a final time before retiring, I was glad to see my people enjoying the "MG" cookies that Beckey had made for them. My first day on holiday had most certainly been eventful. I had suffered through some nervous moments, spewed much oil, and faced a lot of rain and cold weather. I had even borne the indignity of being doubted, if you can understand the shame of that, gentle reader. However, wine, camaraderie, friendship, and the indomitable MG spirit carried the day, and we all rested, tired but contented, looking forward to our next day's adventures with friends, winding country roads, and alcohol.

TO BE CONTINUED



Meeting

June 6, 2007

At the home of Ron and Anita (Edwards-) Streuwing
Photos by Robin Watson and Peggy Craig



What we REALLY came for--Anita's goodies!



Brits on the Bay

Robin Watson

Photos by Mike Haag and Susan Bond



What a great day we had! The weather was very nice to us, and a good turnout of cars for the show. There was a total of 17 MGs at noontime and 11 members had their cars and motorcycles in the show. Members' cars in the show, in order from the entrance, Mark Davidoski, Chuck Hassler, Robin Watson, Susan Bond, Harry Watson, Frank Worrell, Mike Haag, Pete Olson, Kent Lacy, Terry Bond and Bob Ross. Also,



Frank Linse, Chuck & Becky Hassler



Members visiting the show, Bill Olcheski, Roy Wiley, Frank Linse and our new member that met us at the show, Karen & Bill Austin.



Prize winners were: Chuck & Becky Hassler, first for Early MG B/C with his MGC, First in Late MGB; Barbara Theis 76 B who also won best daily driven, First in Austin Healy and best in show with his 1956 Austin Healy 100M, Kent Lacy. First in Motorcycle, Terry Bond, with his 1912 Triumph. Frank Worrell won best modified with his 78 B.

We also had 4 MG owners show interest in the TMGC: Barbara Theis with a 76 B, Tracy Wilson Cox 79 B, Tad Carter 80 B and Billy Llewellyn 69 B.



MG in Russia

Received from Frank Worrell on 14 May. No source listed.

Russia's Avtotor car factory is in talks with Chinese Nanjing Automobile to set up an assembly line for MG cars in Kaliningrad in what could be Avtotor's second Chinese export project. The car maker has recently announced that its joint plant with China's Chery would be exporting half of its production to Europe.

A high-placed source of Kommersant in the car industry reported that a delegation of Nanjing Automobile and its president had visited Avtotor's facilities two weeks earlier and signed a memorandum, declaring intentions to set up a joint production in Kaliningrad. Details of the projects are to be settled by this fall when the business plan and market research are ready.

Avtotor's Executive Director Alexander Sorokin confirmed the reports, saying that Nanjing Automobile is extremely interested in exporting MGs to Europe. The official declined to give further comment.

A Kommersant source familiar with the situation said that the MG assembly at Avtotor would amount to at least 25,000 cars which would include MG7 hardtops. The project would see the CKD assembly.

British MG Rover, which owned MG and Rover trade marks, went bankrupt in 2005. Nanjing Automobile bought the company's production assets for \$86 million, keeping the right to use the MG brand and selling the Rover brand to Ford.

The MGB Driver, magazine of the North American MGB Register, will now be published in full-color.

For the first time in its 17 year history, the North American MGB Register is proud to announce that their club magazine, MGB Driver, will now be printed in full color. The magazine will continue publishing in its traditional size – 5 1/2" by 8 1/2" (so it can be carried in a glovebox) and will now have brilliant full color photos to accompany the great articles for which the MGB Driver is known.

The NORTH AMERICAN MGB REGISTER was formed in 1990 as the result of a strong demand for a non-profit, democratically ran organization which would be run by MG enthusiasts, for MG enthusiasts, wherein:

- Each and every member has a voice on policy
- The officers are elected by the membership and offer themselves for re-election at the Annual General Meeting.
- The finances of the Register are open to all members, at any time.
- The Register is dedicated to maintaining and expanding interest in Britain's most popular sports car – the MGB, as well as the MG Midget and the MG 1100/1300.
- Membership is open to all, with no restrictions. Ownership of an MG is not a condition of membership.
- ACTIVITY, ENTHUSIASM and DEDICATION are cherished.

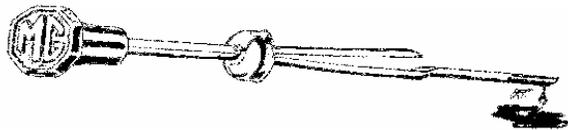
The North American MGB Register holds an annual convention with concours judging and popular vote awards. This year's convention, MG 2007, is being held July 16-20, 2007 in Sonoma, California. Information can be found at www.MG2007.org.

MG in the UK

Geoff Wheatley

I returned from the UK last night after a very interesting visit. I met the Chinese manager at Longbridge, also the two Brits who visited the Chinese operation at their invitation, and got most of the story on the MG situation. It seems it will not come here in the foreseeable future. However, in 2009 they plan a new model, assuming that the current model sells in China – they still have problems with the engine head but think they can solve it. The Chinese government have directed that they should join up with SAC to combine operations. This would make it the largest motor production structure in the world and backed by the Chinese government who are not short of a few bucks. The future of Longbridge is still up in the air but right now there are around 3000 MGTF models there, left by Phoenix, that they intend to offer this year to the UK market where the term MG is still known. Again, it would be fair to assume that there is no chance that any of these will ever get to the USA, either from Longbridge or China. In reality they seem to think that the US market is not a good potential as the competition is strong with a current line of sport vehicles that they could not compete with. Also there would be no dealers available unless they can do some sort of deal with a US manufacturer, which might happen.

The Dipstick



The Tidewater MG Classics

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Affiliated with



North American MGB Register

North American MGB Register
“Newsletter of the Year”

FIRST CLASS

Monthly Meeting
Tue, July 3rd
Paul & Carmen Thiergardt
5232 Fairfield Blvd
Va. Beach
497-0455

7:30 - Kick Tyres
8:00 - Meeting