

# The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

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

Volume XXXIV, Issue 11

Dedicated To Preserving The Marque Since 1973

November 2007

## MARQUE TIME

The very first thing I need to do as your new president is to thank Alan Watson for an *outstanding* job throughout the preceding two years of his administration. I am proud to be associated with TMGC and all of the great people who make it a vibrant organization. I will do all I can to maintain Alan’s high standards. (And yours, too!)

Thanks to Becky and Chuck Hassler for hosting an enjoyable October meeting at their impeccable home. The beer selection was excellent, the garage was probably the best organized I’ve ever seen, and the meeting was a blast. But tearing into Becky’s apple pie definitely put the evening over the top!

Some background on me.... I first got the British sports car “bug” back in high school in Freehold, New Jersey. My big brother was the envy of our small town because he drove an Austin Healey 3000. Recalling the exhaust note of that Healey still brings a smile after nearly 40 years. I didn’t have the cash flow to support such a habit, but swore I’d have my own LBC one day....

After a series of earlier projects and false starts, I found my current MGB covered up in a crowded garage and sporting a dead battery and tires with serious dry rot. After getting her home without too much trouble, I networked my way to Mark Childers, TMGC’s vaunted Technical leader. Mark has been good enough to answer my seemingly endless string of LBC questions over the years, and to turn a wrench whenever I am really in a tight spot, which is fairly often. I guess he figured that he’d “spread the wealth” if I would just join TMGC and gain access to dozens of other consultants. The result has been that my 1965-ish MGB has never failed to start when I turn the key and it’s never stranded me anywhere. I owe that to the many club members who’ve eagerly offered advice and suggestions, whether at a tech session, on a winery tour, or at a monthly meeting. With such a wide membership base, I’ve never lacked for expertise whenever I needed it.

I refer to my car as “1965-ish” because the only components that can be definitively pegged from that year are the body shell and the commission number. You see, it’s not the kind of MG that appeals to purists, because a previous owner (Texas, circa 1984) concocted it from cast-off portions of several other “Bs”. It’s got a full synchro gearbox, slightly newer 5-main bearing power plant, tube-type rear axle, flared fenders over 6X14 alloy wheels, and a single Weber sidedraught carburetor setup. The seats and door mirrors look to be vintage 1974 and some of the switches aren’t exactly correct. But she sounds great and the handling is precise, even on wet roads. (Thanks to Mr. Childers’ suspension hints.) Plus, it has the same quality that is shared with all of the MGs in the club – an outstanding “fun to dollar” ratio. I love to compare my ride to the

high-tech and high-powered vehicles that pass for sports cars on today’s roads. There’s something about a car with a real sporting history, decent fuel economy, and an electrical system that uses just two fuses that I will always find appealing.

See you at our place for the November meeting. I’m not sure that Kathy and I can compete with Hasslers’ Apple Pie Emporium, but we’ll give it a shot!

Cheers,  
Mark Davidoski

## UPCOMING ACTIVITIES

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

- Nov. 6 Tuesday meeting at Mark & Kathy Davidoski’s (see back page)
- Nov. 12 Dipstick Deadline (send articles to Peggy at [balloon1@cox.net](mailto:balloon1@cox.net))
- Nov. 11 Tech session at Susan & Terry Bond’s (see page 3)
- Dec. 14 Holiday party at Betty & Jim Villers’ (see page 4)



# OCTOBER MINUTES

Michele Peters

We began our October meeting at 8:12pm at Chuck and Becky Hassler's home in Yorktown. Everyone at the meeting was actually more than usually anxious for the end of the meeting, so that we could get to the *eating part* of the meeting and sink our teeth into Becky's famous apple pies – ahhh, the *applie pies* – they were *soooo delicious!* (actually, the “applie” was a typo, but in considering the word, I thought it applied quite nicely to the pies...and if you think I am taking unusual liberties as your Secretary, I will remind you that you did have the opportunity at the October meeting to unseat me, but no one voiced such an outrageous and awful proposition, so...be quiet and resign yourself to another year of my cleverness!). It was rather curious, however, that El Presidente Alan had to ask *more than once* that the September Minutes be approved...no one, not even one person, offered a vigorous affirmation of my latest work of art – I mean reporting - I don't know what has happened to those adoring fans of mine....

**New Members and Guests:** We did have a guest with us; one Josh Roberts or Robertson (now do I *really* have to remind you of my weaknesses?) who owns a 1978B (what color, he did not say; Miss Green B would like to know...) Anyway, if you do join us, Josh, just get used to my massacre of names, places, and technical stuff; well, just about everything, really....

**Vice-President:** Our soon-to-be Ex-Vice-Presidente had “nada” to add tonight (that's “nothing” for those of you who are unfamiliar with the Spanish language. Just remember that your Secretary tries hard not only *inform you*, but also to advise and *EDUCATE*...what's that? Did I hear someone *snicker*? ...Well, I *do* take umbrage; that's simply NOT NICE! And after all my efforts, too!).

**Treasurer:** Jim Villers (who does an absolutely wonderful job as Treasurer, by the way, notwithstanding my kidding in the last issue), provided us with a report of our financial situation. However, during the meeting, I was advised that I should not report actual distributions and receipts because The Dipstick is now an on-line newsletter and just *anybody* who wanted to could view how much money we took in from our raffles and regalia sales, or how much we paid out for printing or to our host-of-the-month. I was assured that this matter of whether or not we should include our financials in the Minutes would be discussed during the meeting, but it wasn't. So, NOW, I don't know what to do....maybe I'll just tell you that our current balance is \$3,070.74, and wait until next month to clear up this confusion. I don't want to leak any confidential information and have Homeland Security (or Jim) come down on me....

**Activities:** The Waynesboro Show is October 6-7 this year – hoping no scuba gear is necessary. Sue and Terry, Chuck and Becky, JD (and Lara?), Alan and Beckey, and unnamed others are planning to attend.

Rendezvous 2007 is in Tallahassee, FL on October 12-14.

Our next MG Club meeting is at Mark and Kathy Davidoski's home in Virginia Beach on November 6. Oh, goodie! We get to check out our new President's digs (and,

perhaps, more to the point, his car – still got that '65 B, Mark?)

Our last Tech Session of the year will be at Sue and Terry Bond's on November 11. Yes, there will be lots of red, white and blue, and, more importantly, a great volume and variety of beer.

The Holiday Party on December 14 will be held at Jim and Betty Villers' house again this year. I'm looking forward to seeing all those Santas again, and hearing some *rockin'* Jerry Lee Lewis...

**Clubs:** Mike and Jennifer didn't make it to this meeting, so no report.

**History:** Susan reported that she is collecting it...

**Newsletter:** The October Dipstick was Ron Struewing's first foray into Susan's old job as co-editor with Peggy, and *what a fine job he did, eh?*...(Sue told me that Ron really *did* do a wonderful job...but, *even if he hadn't*, she would have stuck to that story, no matter what....)

**Membership:** Robin reported that we now have 92 actual, dues-paying members (as opposed to virtual members). The Directory will be coming out shortly, but Robin wanted to hold off on the printing to try to get as many new members on the roll as possible, as well as list the new officers. Thanks, Robin. P.S., in the Directory, don't forget to title me “Princess Michele.” (*Smile...I'm smiling, I'm smiling...just kidding, all you new people... “the regulars” are all well aware, very well aware, painfully well-aware, of my proclivity for joshing!*)

**Technical:** Mark was absent again...I believe this is the month we decided to send out a search party...

**Old Business:** none

**New Business:** *We elected our officers for the 2007-08 year!* They are as follows: President – Mark Davidoski; Vice-President – Bill Olcheski; Secretary – Yours truly; Treasurer – Jim Villers. Congrats to all! I thought that our meeting was rather bittersweet, though, knowing that we were losing Alan and JD as the fantastic fearless leaders they have been for the past two years, but still looking forward to Mark and Bill's leadership in the coming year. I thought it was rather odd, however, that both Alan and JD seemed *extraordinarily jovial* – one might even say, *maniacally happy*, after the elections were over and Mark and Bill were elected to their positions as President and Vice-President. In fact, I don't think I ever saw Alan or JD break a smile the entire night, and Alan practically *skipped* out of the door at the end of the evening...I'm sure *some* of his joviality may have been his happiness at sampling Becky's apple pies, but still....

**Marque Time:** Peggy and George have moved... again. Oh, yeah, and her B is leaking transmission fluid and she needs help. Our resident mechanic, Robin, kindly offered up his services to check out Peggy's transmission...I mean, *the MG's* transmission. Isn't that nice of Robin? Robin, you are a scholar and a gentleman. We so appreciate you. See, you are one of the reasons it's so great to be a member of this club. But for all you new folk, Robin is just *one* of the kind and helpful people that populate our club.

Richard Hall called Terry Bond and informed him that, with Jack's help, his GT is now running for the first time in quite a while. Sue was the last one to drive it before it went down for the count, and she swears she had nothing to do with it; she actually test drove it to see if she even *liked*

# Tech Session

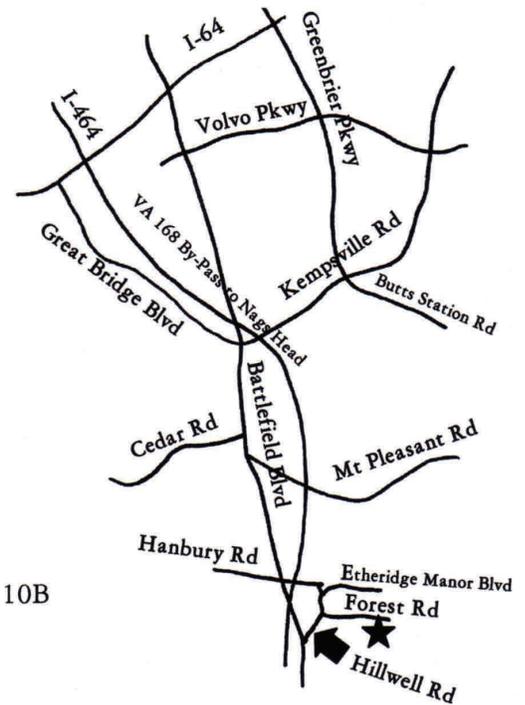
Sunday, Nov 11th, 10am

Sue & Terry Bond

541 Forest Rd

Chesapeake

482-5222



Take exit 291B off I-64

Going south toward Nags Head on  
I68/Great Bridge By-Pass:

Take Hanbury Rd East, Exit 10B

Turn right on Hillwell Rd

Turn left on Forest Rd

GTs...well, I guess she did, 'cuz she's got *two* now...

Chuck told us all about StarTron (I am certain that I am not spelling this correctly, Chuck, but you know, as well as everyone else, that I encourage my readers to be proactive in finding out about things *on their own*, and not to rely on their Secretary for *correct* information...). StarTron goes into the fuel tank of fishing boats and helps to counteract the effects of our ethanol-based gasoline. StarTron eliminates the water vapor pressure and encapsulates all the "crud" in the fuel tank (I am quoting here), thereby increasing the octane of the gasoline a bit. As my readers are aware, ethanol collects water and can destroy fiberglass. All the boat people seem to like this product, and Chuck said that all commercial boat operators use StarTron (now, whether he actually *knows* that ALL the boat people like this product and ALL the commercial boat operators use this product is not for me to say; I just *report* the news, I don't analyze it... much). Chuck noted that his "C" is now getting 21-22.5 miles to the gallon. It seems to have cleared up the knocking in his engine...I mean in the "C's" engine. He intends to take his "B" to Waynesboro, using StarTron on the way, and will let us know if it makes any difference in his gas mileage and knocking. StarTron is \$11 / 16 ounces, and it is used in a ratio of one ounce/8 gallons of gasoline. You can only purchase StarTron at a Marine boat shop, not an auto parts store. You can, however, get it over the internet.

Alan drove the restored '63 Midget that he gave to Matt, and he reports that it is beautiful. It was towed to Alan and Beckey's house originally from a weed patch. When Matt mentioned that he was out of projects, Alan suggested that he take the poor little Midget. The result of a lot of work and a lot of money is it's current Concourse-like condition. Matt is taking it to Waynesboro and would like to take it to the Hershey auction to put it up for sale.

Vince offered up some Midget side-curtains, and Robert hopped on that one.

Terry mentioned that the suspension work has been completed on their B, and it is perfect.

**Raffle and Regalia:** Becky H. reminded us that if we want clothing or anything for the holidays embroidered, we need to have our orders in by the end of October. She needs one more item to place an embroidering order, so let's go, folks. She has a catalogue if you want to look through it.

I have no idea who the winners of the raffle from this month were because I have to admit, it was getting toward the end of the meeting and I was becoming very distracted, contemplating the apple pies that were awaiting my palate...I simply can't figure out what I scribbled, so you will have to live with a little mystery this month. However, I do know that Beckey W. made a motion to eat, which was unanimously supported, and the meeting was adjourned at 8:57pm. Did I hear you say you have a problem with my failure to report the winners of the raffle? Well, certainly by this time you know what you can do about that...no need to be redundant.



## Car Joke

Why does a chicken coop have 2 doors?

If it had 4 doors it would be a chicken sedan.

# Membership and New Members

Robin Watson

**Total Membership 94**

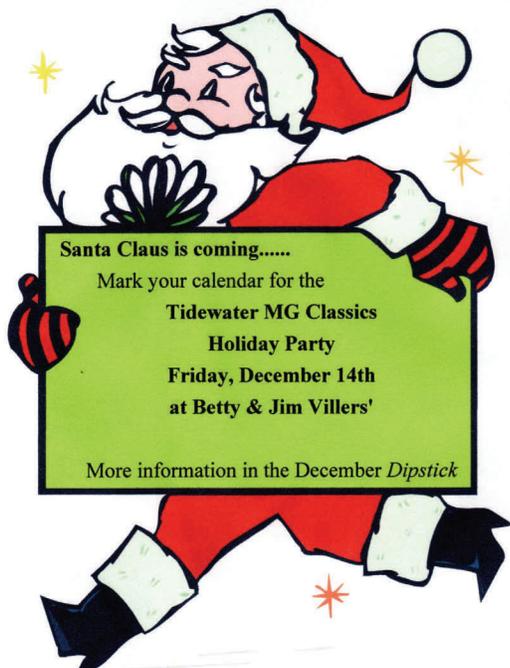
Membership is up by four new members and one renewal since last month's report:

John Blandin, Parksley, VA with a 1974 B and a 1972 B (in parts)  
Bob Pietrasanta, Smithfield, VA with a 1979 B  
Russell Ripp, Portsmouth, VA with a 1973 B. and  
Joshua Robertson, Newport News, VA with a 1978 B



## Officers and Committees

President	Mark Davidoski	499-4647
Vice President	Bill Olcheski	467-4046
Secretary	Michele Peters	482-1012
Treasurer	Jim Villers	481-6398
Editors	Peggy Craig	226-7755
	Ronald Struewing	479-0084
Membership	Robin Watson	721-9277
Activities	Beckey Watson	426-2600
Historian	Susan Bond	482-5222
Technical	Mark Childers	432-9155
Regalia	Becky Hassler	874-1477
Clubs	Mike Ash	495-0307
Webmaster	Mike Haag	<a href="mailto:mikehmg@cox.net">mikehmg@cox.net</a>



## Pictures from the October Meeting

at the Hasslers'



Hecklers Vince and Andy (above) bear a very striking resemblance to the two fellows below, don't you think?





## Brown's Island Show in Richmond

September 16, 2007

By Mike Haag

Before starting to write this article, I checked and yes, I did write the article for last year's Brown's Island show too. Now, before you think I just changed the date and a few names (believe me, I was tempted since I put off writing this for too long), there was enough of a difference between the two shows that I would have been "outed" by anyone attending the show this year. Now that this is settled, on with the real article.

Ok, was the suggested 8am departure time just too early for some of you? When Denise and I arrived at Cosmo's Diner a little before 8:00am, there was only one MG and a Triumph there to greet us. And the Triumph was Terry's motorcycle in the back of their minivan! After some much-needed coffee and a quick bite to eat, we were ready to push off. Unfortunately, one of the club members who was going to lead this caravan along a different route to Richmond "called in sick" and wouldn't be making the trip. After some deliberation, we agreed to stick to the original plan and drive up Route 10 and then Route 5 into Richmond. Although none of us had been that way into Richmond, we figured how hard could it be to find downtown Richmond and get over to Brown's Island? Turns out, not hard at all! In fact, I think we found a new way to drive to Richmond and avoid the busy roads. We pushed off about 8:20am and our little caravan of three headed up familiar roads to Smithfield, then Route 10 to Surrey and beyond. What a perfect drive it turned out to be, with the warm sunshine and the road almost to ourselves, we made very good time. We crossed the James River over the Benjamin Harrison Bridge and turned left onto Route 5 going west. Again, very little traffic and a very relaxing drive. Soon the Richmond skyline appeared up ahead on our left. We kept going for a few more miles until we came to a stoplight. We guessed to turn left, followed the road around for a bit, and then were surprised to find we were on Main Street at about 30<sup>th</sup> Street, heading downtown. The traffic light gods were with us, and before long we were turning left onto 5<sup>th</sup> Street heading down towards the show.

As we were stopped at a light before turning right on Tredegar Street, the show field was in front of us. What a sight to see. With the James River in the background, the island was full of gleaming British and European cars sparkling in the sunshine. It was good that we left early. Even though we got there before 10:30am, the field was nearly full.

Besides Susan and Terry Bond (who brought along granddaughter Taylor and grandson Jack) and Denise and myself, other TMGC members who made their own



trek to Richmond for the show included Robin Watson, Alan and Beckey Watson, Frank Worrell & son Morris, Doug & Eiko Wilson, Craig & Joyce Cummings, Bernie Imdahl, Philip Ford, Bob Pellerin, Bob Stein, and of course, Bruce and Carol Woodson of Richmond. Colin Watson stopped by the show with his girlfriend and her mother, no doubt impressing them to no end with our assortment of MGs. You mean there were other cars to look at?

Actually, this is the third year that the show was opened to all European makes, and the sheer number and quality of show cars reflected it. The field of cars on display began at one end of the island near the



amphitheater with early Jaguar sedans and ended at the opposite end of the grounds with a "Stop in Italy", featuring Ferrari's, Lamborghini's, and Maserati's. Some Aston Martins were thrown into the British mix for good measure. Truly a "field of dreams" for some of us car nuts! If you've ever dreamt of owning a Ferrari, you had to be pleased with the approximately 50 or so cars on display, ranging from 250 & 356 sedans from the 50's to the \$1M+ Enzo. I read about these cars in Road & Track magazine, never imagining that I would actually see not one, but two! Many other European cars were on display as well, spanning the continent from Italy to Sweden, including a neat Renault Alpine A110, some Fiats, Alfa Romeo's, a Lancia, De Tomaso Pantera, some later BMWs and Porsches, along with some other odds & ends.



Not to be outdone by their continental cousins, the British contingent had a good representation at the show. And which marque took center stage? Why, MG of course!



The MGs were split on either side of the main tent, in front of the steps to the bridge over the canal. MGAs and late model MGBs and Midgets on one side, with chrome bumper MGBs and

two GTs on the other side. One of the more interesting British cars on display was a 1929 Austin Swallow, very original looking. This car was based on the Austin Seven and was the first model to be manufactured by William Lyons before he founded Jaguar. Another unusual car was the 1953 Nash Healey, a collaboration between Nash Motors and Geoffrey Healey of Austin Healey fame. Terry displayed his 1912 Triumph motorcycle, drawing many an admiring glance and no doubt answering many questions.

Awards were given out around 3:00pm, and several members took away trophies. Frank Worrell won 1<sup>st</sup> place in the late model MGB class. Terry Bond took a 1<sup>st</sup> place in the Motorcycle class, and Doug Wilson took a 2<sup>nd</sup> place in the Vintage MG class. After the awards ceremony, some of us gathered around the Ferrari's as their owners or drivers started them up and, with a police escort, drove away. What a sight! Soon thereafter we all spit up and went our separate ways home via I-64,



Route 460, or back down Routes 5 & 10. The weather for this year's show was perfect, sunny and warm but not hot! A perfect way to spend a late summer Sunday afternoon, driving and showing our MGs. Thanks and congratulations to the Central Virginia British Car Club for putting on such a nice show!

PS – After church on the following Sunday, I was talking to one of the members about the show who also has several British cars. In fact, Barry bought an MGB GT from him several years ago.



Tim mentioned that he had also been at the show but didn't bring any of his cars to display and unfortunately we missed seeing each other. He did say that in the past he has made a weekend of it, staying

at the host hotel. He added it is very convenient, because if your British car won't start on Sunday morning, you just have to give it a little push and coast it down the hill to the show field! Ah, spoken like an experienced owner of LBCs!



## Are These Really Antique Cars?

September 22, 2007

By Terry Bond

We don't often think of our LBCs as really being "antique" but in the right setting, they'll fit in nicely with Dusenburgs and Model T's with no trouble!

That's what we did at the recent Tidewater Region AACA (Antique Automobile Club of America) annual show at Chesapeake City Park.

That show is the only one around that is strictly for mostly original vehicles. That means the way they came from the factory, either restored back to original or well preserved. There were a few "updated" cars on the field of course, but the vast majority were some of the finest examples of original machinery this side of the Smithsonian Museum! Everything from a 1908 Maxwell up to an 80's Corvette could be viewed up-close and personal.



The MGs fit right in – we do restore them so well you know. Our LBCs were nestled right into the Sports Car classes, with separate groups for open/closed and by year groupings. There were some really nice Jags and Triumphs there too, and many of them had received national first place awards at other events.



Richard and Sandy Hall had the 52 TD on the field along with Matt Gresalfi's freshly restored '63 Midget, Alan Swenson was there with his very nice butterscotch B roadster (79, I think), and Bob & Linda Pellerin had their 80 B parked

alongside our 74 MGBGT. Jack Pavlidas was there with USA iron, and Pete Olson dropped in to look things over and chat.



It was a brutally hot humid day but a steady breeze kept things reasonable and helped dry all the moisture from constant drooling over the fantastic machinery on exhibit.

Teams of judges roamed the field and selected the



winners – and Matt's Midget was honored with a 1<sup>st</sup>. Special recognition awards were given out also for cars that have previously received national 1<sup>st</sup> place awards at AACA National events so they are not competing with the other vehicles. It's a nice way to open up the competition.

It was a fine relaxing day among some fantastic

vehicles. An even larger contingent of Tidewater MG folks would be welcome next time – we could bring our own shade and refreshments as an enticement!



## Wings and Wheels

September 29, 2007

Bob Ross

Susan and Terry Bond with Grandkids, met Harry Watson at Cosmos, Portsmouth Blvd., leaving by 8am for a full day which included a trip to Jamestown later on. The Triumph Register group was to leave from the 4th View exit Elementary School off I-64 at a later time (9:30am) which suited my schedule. Chuck Hassler was able to show Becky's beautiful, well done 68 MGC arriving early in the day.

This year's event produced more spectators, attendees and vehicles than previous years. In addition to Hot Rods, American Classics, Foreign cars, British



cars, British cars, Exotics and Airplanes they had farm tractors, various antique fire engines and equipment, military vehicles including a helicopter, craft show vendors, food vendors and much more. The County Animal Control also had a display with 6 or 8 Beagles up for adoption, strays or runaways that needed a good home...very tempting...and right before hunting season.

For Sale items included a TR 4 frame, painted and ready for a new home, a well used MGTD for \$20k...restoration. Craft vendors were in abundance as well as food vendors.

Last year the organizers selected the best displayed

vehicles, however this year the car show entrants had the responsibility to cast ballots, voting for Best Car in various categories: American Classic, Hot Rod, British, Foreign and Exotic, additionally Best of Show. I have not seen such a variety of cars on display, both old and new. A 2007 Porsche 911 Carrera, Ferrari 308, Cord Roadster, many MGs, Triumphs, Packards, Studebakers, Fords, on and on.... The cars are displayed as they arrive at the show. Seems disorganized, but it provides for a more stimulating display, constantly looking for your favorite vehicle. I stopped by the



administration tent to see how the balloting was proceeding. Two over worked ladies were dutifully attempting to tally the votes for the hundreds of cars that participated. Regrettably, we left at 3pm and have not heard the winners of the trophies.

Each year the friends of Hummel Air Field have a number of aircraft providing rides during the day. There is a constant taking off and landing as the car show is taking place in the adjoining field. Particularly of interest was an early brightly painted yellow Stearman Bi-Plane. I attempted to sign up for a ride...long list of people waiting to do the same thing. I passed not willing to wait around a few more hours. Next year if you want to view the car show from the air sign-up when you arrive, more than likely you will be able to schedule one.





## DMV Forms

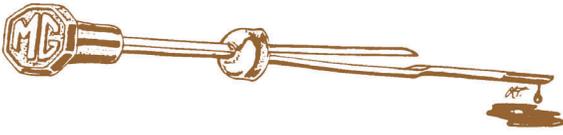
Becky Watson

Many of you have antique license plates on your car, and have received a letter in the mail from DMV with a form called "Antique License Plate Applicant Certification" that needs to be notarized. I am a Notary for the Commonwealth of Virginia, and will bring my seal to the November meeting. If you bring your form with you, I will be available to notarize it.

Becky



# The Dipstick



## The Tidewater MG Classics

Ronald Struewing

5483 Doon St.

Virginia Beach, VA 23464-7732

Affiliated with



North American MGB Register

North American MGB Register

“Newsletter of the Year”

## FIRST CLASS



7:30 - Kick Tyres  
8:00 - Meeting

Monthly Meeting

Tuesday, Nov 6th

Kathy & Mark Davidoski

4733 Red Coat Rd

Virginia Beach

499-4647

