

The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

www.mg.org

Volume XXXV, Issue 9

Dedicated To Preserving The Marque Since 1973

September 2008

MARQUE TIME

It Could Happen To You.....or....The Tale of the \$500 MGA

We've all seen the stories in car magazines over the years – you know the ones – where an unsuspecting auto aficionado stumbles onto the perfect “barn find” and acquires his or her dream ride for peanuts. It's always a desirable collector car, complete, with an engine that turns freely after decades at rest. The barn is surprisingly weather tight, so the car is remarkably well-preserved. The barn's owner has no particular attachment to the gem in question. He just wants it gone so that he'll have room for his other tractor. A bit of cash changes hands and the unintended project car finds a new (motivated) sponsor.....

Well, I'm here to tell you that such things do, in fact, occur in real life. Case in point – the 1962 MGA 1600 Mk II roadster that is now resting comfortably beside our 1965 MGB. Long story short, I received a phone call late one recent evening from a gentleman looking to sell some MGA parts. I agreed to meet him at his garage the next day to survey the situation. It seems that I received his call because he had Googled the TMGC website and seen my phone number. (Thank you Mr. Webmaster!)

The next day, I arrived at an older home in Portsmouth that had an old detached garage out back. The house was sold, with closing a few weeks away. The owner was motivated to clear the garage, because he needed to demolish it prior to closing. Termites and a fallen tree had rendered the structure unsound. Well, the parts turned out to be two MGA doors and two re-upholstered seats. However, there was also a complete MGA in there, along with scads of NOS parts that had been accumulated about 15 years ago. For whatever reason, the project had stopped in 1996. \$500 later, the entire contents of the garage were mine.

The A is almost roadworthy, just as soon as the

brakes are bled and NOS calipers are installed in front. (The calipers came with the car.) Everything electrical worked from the get go, after installation of a fresh battery. The starter was balky, but after cleaning all the leads (with Richard Hall's assistance) and connecting the fuel pump to a jerry can of clean fuel, the old A fired right up. 60 psi at idle – not too shabby after 12 years in suspended animation.

The real point of this tale – when it's time for TMGC Officer Nominations and the Nominating Committee asks you to stand for an office, my advice is to give an emphatic “YES!” That way, the next time some fellow calls to practically give an MG away, you might be the lucky recipient of that fateful phone call!

Safety Fast!
Mark Davidoski



UPCOMING ACTIVITIES

Check www.mg.org for the latest info!

- Sept. 3 **Wednesday meeting at Mark & Kathy Davidoski's** (see back page)
- Sept. 12 **Dipstick Deadline**
- Sept. 13-14 **Classics on the James, Richmond**
www.britishcarclub.com
- Sept. 13 **Horsepower Show, Colonial Downs,**
www.horsepowershows.com
- Sept. 20 **TRAACA Antique Car Show at Virginia Beach Airport**

Upcoming Activities (continued)

www.aaca.org/tidewater

- Sept. 27 Wings and Wheels, Topping VA
www.fly.to/wingsandwheels
- Sept. 27-28 Sportscar Vintage Racing Association at VIR,
www.virclub.com
- Sept. 27 MGs on the Rocks, Bel Air, MD,
www.mgsofbaltimore.com
- Sept. 27 Dragon's Lair, SCCA Roadrally,
www.odr-scca.org
- Sept. 29 Classics at Lee Hall, www.leehall.org
- Oct. 3-5 Waynesboro BCS
www.svbcc.net
- Oct. 4 Brits and Battleship, Wilmington NC,
www.bmccf.org
- Oct. 7 Tuesday meeting at Chuck & Becky Hassler's**
- Oct. 12 Dipstick Deadline**
- Oct. 12 Hunt Country Classic, Middleburg, VA,
www.mgcarclubdc.com
- Oct. 17-19 Euro Auto Festival at BMW plant, Spartanburg
NC, www.euroautofestival.com
- Oct. 18 Brits by the Bay, Pasadena, MD
www.tractld.org
- Oct. 24-26 Virginia Fall Classic, Newport News,
www.vafallclassic.org
- Oct. 25-26 Driver Days, www.drivervillage.com
- Oct. 25 Autumn's Fire, SCCA Roadrally,
www.odr-scca.org



AUGUST MINUTES

Michele Peters

We began our August meeting at 8:05 PM poolside at the Yoshida home in Virginia Beach. It was a relaxing venue for a fun evening. Thanks Yoshidas!

New Members and Guests: Roosevelt Moseley brought a guest, and although I wasn't able to catch his name, I did hear that he had no MG... We do have a

new member: Bob Murphy from Urbanna. I thought I heard Mark say something about being a race car driver...

Vice-President: Bill O was absent, so no report.

Treasurer: Jim was absent, too. But El Presidente reported that we have quite a stash. Goody!

Activities: We still have no Activities Coordinator, so El Prez is taking on the job in the interim. We are getting desperate at this point: the only qualifications for this position are (1) pulse (2) basic internet knowledge (3) alcohol consuming (oh, wait, the Prez reminded me that this is actually NOT a requirement... (well, maybe not for HIM...) (4) deep understanding of how to party (someone mentioned that this would, therefore, make Bernie uniquely qualified...)

Aug 17 is the Sunday Tech Session at the Freeh's home in Chesapeake. See this issue for details.

The next Ice Cream Run, coordinated by Jim Villers will happen on **August 20** in Virginia Beach. We will begin at Princess Anne H.S., but check this issue for additional details.

The Sept. meeting will be on Wed., **Sept 3** at El Prez and Mrs. Prez' house.

The Brown's Island show in Richmond will take place on **Sept. 13-14** this year. It's always fun. And not to take away from my devotion to MGs, but those Jag XKEs... WOW, just WOW.

HorsePower at Colonial Downs on **Sept 13** will feature British cars (I think)

On **Sept 20**, Wings and Wheels will take place. Call Terry Bond for more details.

The Waynesboro Show is scheduled for **Oct 3-5**.

We are penciled in for a tech session at Abicuss on Sat, **Oct. 11**. We will need an RSVP list.... Stay tuned.

Alan and Beckey are planning the annual Pig Roast, probably as a Drive-Out in October to their new home near Richmond. **TBA**.

Clubs: Nothing to report.

History: We've got albums...

Newsletter: Ron Struewing asked for volunteers to write articles for *The Dipstick*. He also asks that those who do write should submit their articles as soon as they can, articles and pictures to be submitted no later than the 12th of every month. All *Dipsticks* are now in PDF form, thanks very much to Donald Ladd....

Membership: Bill Yoshida reports that we have a total of 81 members. The four new members since the last meeting are: Ed Glass of Hampton, with a '70 B Roadster, Rob and Kasha Lang of Newport News, with a '79 MG B, Ray and Betty Hicks of Portsmouth, with a "61-ish" MGA, and Steve and Mitzi LaPaugh of Newport News, with a '77 MG B Roadster.

Welcome everyone (and God Bless you, Bill, for typing your report out for me. You should see the way I massacrred their names in my notes....)

Technical: Mark Childers was absent.

Old Business: Paul Jolly will handle the rest of the selling-off of the shop. Call El Prez for further details.

New Business: There's a guy... (don't you love those intros – it's so mysterious...) in Florida who can make clocks with our logo on the face for about \$8-9. See El Prez for more info.

There are brand new, knock-off, hubs for sale (I think for Sprites and Midgets) somewhere from someone...see El Prez (I TOLD you that you talk too fast...)

Marque Time: El Presidente got a call from a guy in Newport News who has MGA parts for sale...yes, that's all I know. Somewhere there may be a 1962 Mark II MGA for sale, which runs great, and which was worked on by Vince (and Richard?). (Hey, it's hard trying to get down the details from somebody who is talking way too fast across the width of a pool...). Again, call our Prez for actual information.

There are (were) two cars for sale in the Richmond area: MGC Roadster and MGA coupe, both of which have been in storage for about 10 years. They don't look too bad and the guy needs to sell and is willing to talk. Call Terry.

There is also a MG A for sale in Eden, NC if anyone is interested – See El Prez.

Tad brought an example of Karen's artistic talents for us to croon over; his Father's Day quilt that commemorated the most recent MG Club Wine Tour 2008. Wow, it was beautiful and inventive and wonderfully crafted. He is a lucky guy to be married to such a talented lady. And, by the way, that lady creates quilts as a business, so if you are interested, talk with Tad.

Raffle and Regalia: Terry and Sue won two tickets to the Chrysler Museum, Bill won the license plate holder, Vince won the Classic Car magazine, Russ won MG note cards, Tad won the "historic" Moss Motors drinking glass, El Prez won the refrigerator magnet, and Jennifer was first in line for eats.

Someone motioned to eat, so we were quickly adjourned at 8:39 (see, another one of those lightning speed meetings...). And BTW, no one took me up on my challenge from last month, to identify the court from which the baliff's famous line, "don't take matters into your own hands, take 'em to court!" came from.... I can't believe I stumped you guys on that one (or was it that no one actually *cared* enough to bother? Oh, *rue the day*!!!!)



Membership and New Members

Bill Yoshida

The update to my report at the August meeting is that I have received 6 more renewals and the total is now 87 memberships as of the writing of this article. Thanks to all who responded to my membership renewal e-mail blitz and/or phone calls during August. I anticipate that I will be seeing 5 more renewals from current members who responded that they intend to renew for next year and the "check is in the mail".

There were only 10 members that did not respond, and regrettably will be dropped from the rolls and not be listed in the Directory for next year. We do hope they all decide to re-join the club at some time in the near future.

Three previous members did respond by e-mail that they have decided not to renew their memberships. They are:

Robert Stein; Mike & Penny Marcialis; and Bill & Karen Austin.

On the positive side, there were four new memberships in August. Please welcome:

Ed Glass in Newport News with a 1970 B Roadster

Rob & Kasha Lang in Newport News with a 1979 B

Steve & Mitzi LaPaugh in Newport News with a 1977 B

Ray and Betty Hicks in Portsmouth with a 1961 MGA

If any of you are wondering why your dues checks have not been cashed, it is my fault for not yet passing them to our Treasurer, Jim Villers, to deposit. I had hoped to see Jim and Betty at the 5 August meeting to hand the checks over to him, but they were on vacation at the Outer Banks that week. With the large number of checks involved, I did not want to mail them as a group and take a chance they could all be lost in the mail. I was able to drop the checks and cash off with him this evening, so he can get them deposited. You should see the transaction on your next bank statement.

In closing, I am about ready to attack in earnest the building of the new Directory and hope to get it to the printer by the end of August in time for mailing by late September.



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	Bill Yoshida	554-0402
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	mikehmg@cox.net

Link of the Month

(Reprinted in its entirety from the August issue)

As we begin to remove pieces from Susan's black 72 GT to prep for patch panels and paint, we "fondly" recall the difficulty installing and adjusting new bumpers. While removing the bumpers from the black GT we noted that over the years, they had taken some hits. The result - a few "changes" inadvertently made to brackets, mounts, and front valence. A quick search of the MGB Experience <http://www.mgexperience.net> discussion forum told us we were not alone in assigning a high level of difficulty to this task. Even Harry Watson and I talked about it at our last meeting!

There are some helpful hints just a mouse click away however.

<http://www.mossmotors.com/Shop/ViewProducts.aspx?PlateIndexID=43218>

will lead you directly to the Moss Motors catalog page for a chrome bumper conversion kit. Wait - you say you don't want or need a conversion? Sure, we already have chrome bumper cars, so what the heck? Well, the PDF instruction sheet is also available there and it is full of great tips on installing and aligning a replacement front valence, and getting your bumpers to look great. The tips there are really solid and will be a great help if you are (or ever need to) tackle bumper or valence replacement. So, even if you don't have any

interest in a chrome bumper conversion, you can still make good use of the free tech advice Moss has to offer. Be sure to thank them once you get a chance to visit their new shop here in VA when they do eventually move.

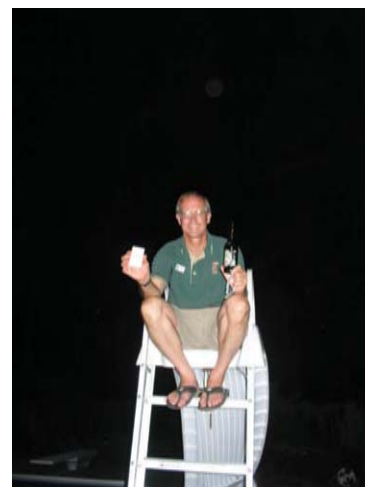
Terry Bond

Pictures From the August Meeting



Club President

Mark Davidoski



MG 2008

by Becky Hassler

The Philadelphia MG Club did an outstanding job of hosting MG 2008 in Valley Forge, PA this year from 25-29 June. From parking at the hotel to registration, they made it look so easy to host an event.

The weekend was packed with fun, food and



adventure. I went with Joyce Cummings to the tour of Philly, which included being picked up at the host hotel and taken to pick up an historic guide in period costume.

Part of the tour was driving and part was a walking tour with a break for lunch. We saw the Liberty Bell and spoke with Ben Franklin before we ran up the steps of the Philadelphia Museum of Art and posed



with Rocky Balboa at the bottom of the steps.

Oyes. The car show was on Saturday. We ladies, Joyce Cummings, Dana Riese and I, drove to the car show later in our truck so as not to contribute to the mass exodus from the hotel to the car show. The triumph club had placed members along the route with

arrows to get to the field – a very nice touch. We arrived at the car show field, found our spouses, and walked around the field a little bit.



I was on a quest to find car club patches for Marco in Italy. I decided to make up a sign to advertise what I was looking for and walked around the field. I stopped and spoke with a group of Civil War reenactors for a while. We noticed that the sky was turning very dark and promptly at 1pm the skies opened up and poured rain on our heads. That was a sign that nearly everyone took as time to leave on a mass exodus back to the hotel.

Three members ended up winning in their categories as was announced at the dinner that night: Craig Cummings, Bob Riese, and Frank Worrell. The trophies were great Liberty Bell mementos of a great event in an area surrounded by history.



Trailer for sale

Any one interested in a custom trailer made for a MG – or similar size car? I have one, but since we moved house I am pushed for space to keep it. Has front screen to protect the cars from stones etc. It has transported various T Types and MGB's, also a TR6. Nice condition throughout, \$2,500 or a decent offer. If anyone is interested contact me.

Geoff Wheatley
Email MDGIGEOFFREY@AOL.COM or Phone
843 341 6155

NAMGAR GT-33

by Mike Ash

Jennifer and I went to the North American MGA Register GT-33 in Seven Springs, Pennsylvania in July. The Seven Springs Resort was an excellent location and with great facilities for a GT, and the nearby Laurel Hill State Park was a fabulous venue for a car show. When we made our reservations last year, I had every intention of taking our 1957 MGA 1500 Coupe but, as was becoming apparent in the months leading up to the event, it was not finished in time; the new interior panels arrived the day we left! So, we drove our recently-acquired Mini Cooper S Clubman.



British Car Day - Charlottetown

We left early to visit family in Prince Edward Island, Canada, before returning to Pennsylvania for the GT. Coincidentally, we were in Prince Edward Island for the annual British Car Day in Charlottetown on the Saturday. Since we were driving our Mini Cooper, we entered it in the show and parked it next to a real Mini of late 60s vintage. It was an excellent show at an ideal downtown waterfront location. There was a good showing of MGs from the TC through the late MGB. We had to leave the show in the afternoon to get on our way to Pennsylvania, because we wanted to arrive at the GT, over 1000 miles away, by noon on Monday.

GT-33 was a Monday (July 14) to Friday event, with most of the Monday dedicated to the celebration of the 50th anniversary of the introduction of the MGA Twin Cam. This event was staged by the MGA Twin Cam Group with a driving re-enactment in the morning (which



MGA Twin Cam Display

we missed), and a display of cars in the afternoon. We arrived shortly after noon, and went directly to the indoor display of cars. What a fantastic sight! Over 30 MGA Twin Cams assembled in one room, including many historic Sebring cars. Later in the afternoon, the Twin Cams assembled on the on the slope overlooking the hotel to spell-out a big “five-O”.



Tuesday was a day of tech sessions and vendor sales, and optional tours to the nearby Frank Lloyd Wright home – Fallingwater. Early evening was a very lively First-timers Reception, followed by a Pennsylvania Barbeque. Wednesday was the day of the car show in an ideal show location just two miles from the hotel. The show field was a terraced, grassy parking area; plenty of room for the approximately 100 MGAs, with each show class on a separate terrace. Once the show cars were lined up on the field, the MGA Twin Cams made a grand entrance, with two laps of the show field before taking up their places in the show. We en-



tered the Mini Cooper in the show in the “Other British” class, in the company of MG Ts, MGBs, and a Morris Minor. It did not win the class, of course, the Minor did. However, afterwards, three guys came up to me individually and said: “Thanks for bringing your

Mini, now my wife wants one!” The afternoon was more tech sessions followed by a NAMGAR Member Appreciation Dinner.

Thursday was a rally through the Laurel Highlands, taking in covered bridges, quaint towns and beautiful rolling hills. We participated, but not competitively; preferring to take our time and enjoy the scenery. There were more tech sessions during the day, with the Awards Banquet in the evening. A fitting finale for a well-run event! We had a great time meeting old friends, and making new. There was a hospitality suite open every evening for which, unless you were a real



Former TMGC Member, Ron Eaton, in Sebring MGA

lush, there were more than enough free beer and wine coupons provided in the registration package. Many of the donated items were distributed through a daily silent auction, which eliminated the need for an eternal and boring raffle at the banquet. Friday, after a free coffee and doughnut send-off we drove home, arriving late afternoon, with more fond memories to carry us through to GT-34 in Hot Springs, Arkansas, next year.



Sent in by Michele Peters

Goodwood UK

by Geoff Wheatley
December 2007

In the post-war years when Britain was struggling to pay off its war debts and bring a little excitement to a war weary population, a new Motor Racetrack was opened near the ancient town of Chichester. Although gasoline was still scarce for public use and many other comforts of life were either in short supply or rationed, the public supported this venture and by the mid-1950s Goodwood had become a Motor Racing Center for most of Britain's fast post-war vehicles. Sterling Moss, Gardener, Stewart and many others cut their teeth on the Goodwood track and the first D-Type Jaguar showed its stuff against European competitors and eventually led to the creation of the famous E-Type Jaguar. However, like many other ventures Goodwood support declined over the years and the track was closed but was still maintained as a test track for new vehicles and the police in company with other service operations that often made use of the facility.

A few years ago a group of motor enthusiasts got together and suggested that they rent Goodwood for a weekend in the summer and invite all the past supporters and drivers to recreate a race weekend that mirrored the spectacular years of the 1950s. The support was simply overwhelming. On the first opening day over thirty thousand people arrived at the gates, many in period costume, others in period cars and motor cycles.

The next day, Sunday, even more people arrived and old racecars were taken out from under their dust covers to experience the thrill of the Goodwood track once again. The media covered the event with pictures of virtually every aspect of the weekend. In short, an outstanding success in every sense of the word.

Since that date the Goodwood Revival has taken place every year and the support increases year by year. If you want to visit Goodwood you had better purchase your ticket at least six months in advance or you won't get past the tollgates. Last year, 2007, 116,000 people attended. They experienced fantastic racing, and an equally legendary air display of vintage aircraft including a fly past of a Lancaster Bomber and two Spitfires
f r o m W W I I .

The cherished "SPIRIT OF GOODWOOD" award was presented to Bill Murray and Larry Miller for their determination to put their Shelby Daytona Cobra on the track. After flying the car over from the US they managed to blow up the engine in a pre-race test. They located a replacement engine in the UK, hired a helicopter to bring it to the Goodwood paddock and changed the V-8 the night before the race. The next day their efforts were rewarded with an impressive display of performance.

After ten years the Goodwood Revival seems to be firmly established, shame we don't have a similar event in the USA that we old guys and girls could attend if only to revive our memories and/or get out that 1950s outfit that some of us still have in the attic. (The only question is will it still fit?).



MG 2008 Thursday – Simeone Museum by Terry Bond

Philadelphia often hides its jewels. The best restaurants hide around corners in unexpected places. Historic homes nestle in non-descript alleys, and a world class car museum resides in an unlikely neighborhood.

Thursday, a contingent of MG 2008 participants motored through the edges of a rougher part of town to visit the newly opened Fred Simeone Race Car Museum. Located near the airport, our route took us through a scary area where junkyards and auto parts strippers do their work in the middle of the road! The area quickly evolves into a host of new car dealerships, and then – a large warehouse housing the unexpected.

Inside the door, we're met with a sign that sums it all up nicely – "Auto racing was born the day the second car was built."

Entering the museum, we are confronted with the earliest essence of motor sport in a sporty 1909 American Underdlung roadster. As we move down the line, the history of motor sport unfolds. Stutz Bearcat, National, and Mercer are all there displayed in appropriate

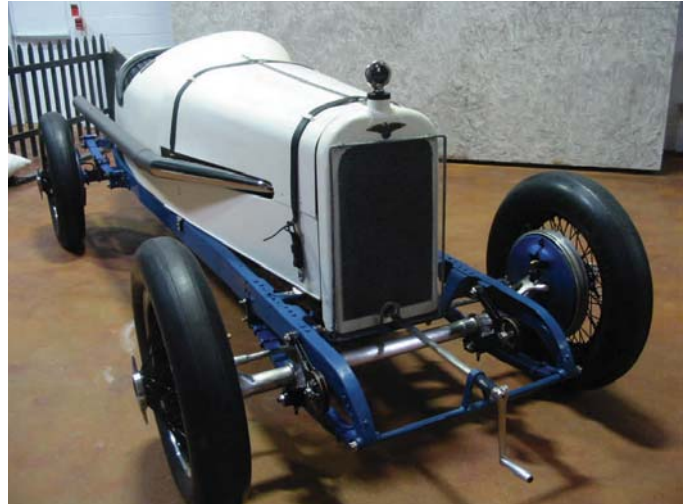


scenery. As we move through a time-line of road racing history we get rare looks at the earliest speed record holders including an original Cobra and two Gull-wing Mercedes.



Bugatti

We are rapidly transported across the pond to an authentic Brooklands paddock with supercharged Bentley poised for take-off. There are Alfas, Allards, Vauxhal, Jaguar, and Delahye race cars in scenes that



Dusenburg

take you back in time.

Rounding the corner, we see an old garage scene, nearby an alpine village and a slice of Sicily's Targa Florio. Yet another gallery represents the pit



MG K3 Magnette

area at Brooklands. The track at Watkins Glen is on our itinerary, as is Lemans and the Bonneville Salt Flats. Historic Bugattis, Jags, Ferraris, Healeys and MGs lunge towards us.



1913 Mercer Raceabout

The day's treat is a real K3 Magnett poised and ready. The garage doors open, and out into the Philadelphia sunshine it rolls. Completely authentic and in untouched original condition, this beast is fired up and to our amazement put through its paces in a large lot behind the museum. The skilled driver must remove the steering wheel to get in and has to drive "shoe-less" because of the closeness of the pedals. Yes, it still roars, squeals and jumps with each gear change. Ah-the wonderful smell of the superchargers oil smoking out the exhaust! It is a thrill. Our hearts throb in tune with the lope of the camshaft at idle. Cecil Kimber's signature is on the dashboard plaque. What a moment – surely worth the entire trip to Philly!



Alfa Racer

Still more cars, and endless stories. You see, our tour was personally conducted by Dr. Fred Simeone who assembled this wonderful collection. He is a passionate and fortunate enthusiast, not just a collector.



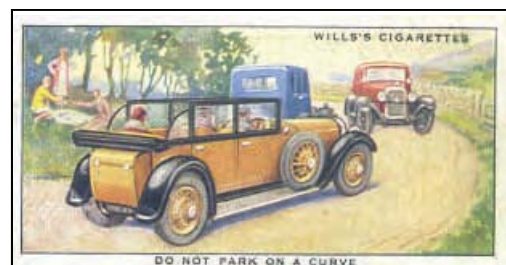
Vauxhall

He knows these cars intimately. He is not just hoarding cars, he is preserving each as a slice of history in its own moment, transported into this time and place for us to enjoy.

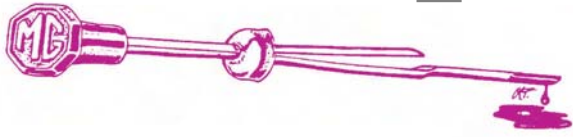


Mercedes

It is an amazing place-so amazing in fact that a week later none other than Jay Leno flew out just to see the collection. If you are ever within a thousand miles of Philly you must see this collection. It certainly was a highlight of our visit to MG-2008. For more info, <http://www.simeonefoundation.org/>



The Dipstick



The Tidewater MG Classics

Ronald Struewing
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Virginia Beach, VA 23464-7732

Affiliated with



North American MGB Register
“Newsletter of the Year”

FIRST CLASS

7:30 - Kick Tyres
8:00 - Meeting

Monthly Meeting
Wednesday, Sep 3
Kathy & Mark Davidoski
4733 Red Coat Rd
Virginia Beach
499-4647