

# The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

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

Volume XXXVII, Issue 1

Dedicated To Preserving The Marque Since 1973

January 2010

## MARQUE TIME

Greetings! I hope you enjoyed the holidays with family and friends and offer best wishes for a happy, healthy and prosperous 2010.

Jim and Betty Villers have outdone themselves, again. The Christmas party was the five star event of the season. It seems that every year the party becomes a greater undertaking. This year we had 85 RSVP's. Parking in itself was a challenge. I mistook Jim, standing in front of their house, as a parking valet and was quickly corrected. The Villers' beautiful waterfront home was filled with outstanding delicacies, a wonderful holiday spirit and the absolute 'cream of the crop' of Tidewater residents, the Tidewater MG Classics Car Club.

In this hectic environment and shaky economy, we showed the heart of the club with a generous collection of gifts for the Children's Hospital of the Kings Daughters, our chosen charity for 2009. The club charity had a special meaning. CHKD is the designated recipient of donations in memory of Vince Groover. We miss you Vince.

Thank you again to all that made 2009 such a great year for MG enthusiasts in Tidewater, Virginia. The Dipstick contributors, meeting and tech session hosts, an active board and well attended meetings all come together to make a great club.

As we step into the new year, the future is exciting. TMGC membership is at an all time high with enthusiastic participation in events--keep the ideas coming Tad. We love them!

Safety Fast,

Bill Olcheski



## UPCOMING ACTIVITIES

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

**Jan. 6 Wednesday Club Meeting – Eastside Pizza – 5618 Portsmouth Blvd., Portsmouth  
Dinner 6:45, Kick Tyres 7:30, Meeting 8:00**

Jan. 12 *Dipstick* inputs due.

**Feb. 2 Tuesday Club Meeting – Williamsburg  
Hosted by Joyce & Craig Cummings  
Happy Groundhog Day - Do we have 6 more weeks with the top up?**

*Mar. 1 Have you applied for your passport yet for MG-2010?*

**Mar. 3 Wednesday Club Meeting – Norfolk  
Hosted by Cynthia Faschini & Andy Wallach**

Mar. 13 Tentative Date – Moss Motors Drive-out  
Petersburg, VA

**Spring Tech Session – Virginia Beach  
Hosted by Betty & Jim Villers**

# Happy New Year!

## Upcoming Activities (continued)

Date & Time - TBD

**Apr. 6 Tuesday Club Meeting – Virginia Beach**  
Hosted by Renee & Bill Olcheski

Apr. 9-11 GOF South – Jekyll Island, GA  
[www.MGclassics.org](http://www.MGclassics.org)

Apr. 30 – May 2 Tentative Dates for 2010 Wine Tour to Loudon County, VA

**May 5 Wednesday Club Meeting – Virginia Beach**  
Hosted by Kathy & Mark Davidoski

**June 1 Tuesday Club Meeting – Virginia Beach**  
Hosted by Issie & Bill Yoshida

June 23-27 MG 2010 – Belleville, Ontario  
[www.mg2010.com](http://www.mg2010.com)

Sep.24-26 Southeast British Car Festival, Dillard, GA,  
[www.PeachtreeMG.com](http://www.PeachtreeMG.com)



## A Remembrance

This remembrance about Vince Groover was inadvertently left out of last month's collection.

I'm 48 this year and it occurred to me that I can split my life into three 16-year stages; childhood, becoming an adult, and dealing with Vince Groover. You see, I met Vince 16 years ago on a chilly night at my first MG club meeting. Having rescued a beat up 1969 B from the scrap heap I got it running and proudly took it to my first meeting where I met what seemed at the time to be the "MG Repair Mafia." This trio consisted of Vince, Frank Linse, and Tom Sawyer. I was instantly intimidated as they looked at my B curbside, felt around the rockers, fiddled with the carbs, and repeatedly looked at each other and said, "Hmmmmm... you see this?" After 10 minutes Vince looked up with a smile and said, "Well, with what needs to be done, I don't see anything here that four or five thousand dollars can't fix." I was crestfallen. I politely thanked them, felt the blood drain from my head, and drove home wondering if I'd ever have the courage to take my B back for more scrutiny. I didn't have long to worry. The next morning the phone rang. When I picked it up all I heard was Vince saying, "Well young

fella, are we going to work on that car today?" After a couple minutes it was obvious that he wouldn't take no for an answer. Over the next year he and Frank held my hand with the restoration, laughed at my mistakes, produced parts from a seemingly bottomless pit, and tolerated a million stupid questions. Throughout, their sense of passing on the glory of MGs to a next generation was always evident. I cherish the photos of the restoration where we're holding cleaned-up engine and body parts like we just landed a citation tuna.

After I finished my B I would stop by Vince's garage on a regular basis. Every time I entered there was a cold beer and fine conversation waiting. Vince and I couldn't have been more different but he always was welcoming. Some of Vince's finest qualities were his honesty, openness, and non-stop willingness to lend a hand. Stopping by often turned into an impromptu tune-up, political debate, and gift of his wisdom. You needed a thick skin however. I remember well my asking him, "How tight does this bolt need to be?" just before he heard the unmistakable sound of it snapping. Vince's response, "Just a little less tight than that." Or the time I managed to spray liquid wrench on the kerosene heater keeping us warm one winter. The ensuing fireball I hurled out in the street was followed by his yelling, "Did you catch a case of the dumb-ass on your way over here?" Or my son asking, "Uncle Vince did you teach my father everything he knows about MGs?" To which he responded, "No Sam, your father knows a lot about MGs, most of it wrong. I taught him the stuff that's right." Vince's advice wasn't confined to the garage however. One afternoon Vince called up to tell me we had to play golf. This happened periodically and understand that Vince loved golf and was pretty good at it while I hate it and count lost balls the way others count their handicap. At any rate after my 10th ball was shanked into the woods Vince asked, "How much did you pay for those clubs?" I figured that he was asking so he could make me feel better when I told him that my crummy K-Mart blue-light special clubs were the cause of my troubles. Instead I received, "You paid \$200 for all those clubs and the bag? Your game's so bad you paid too much. You really need to take up another hobby." You just couldn't argue with his honesty.

His knowledge of all things MG was legendary and for good reason. Calls from strangers to him looking for advice arrived all the time. People stopped by the garage constantly and were always treated with great respect, even on the day when one self-proclaimed expert commented, "I knew these Bs came in GTs and convertibles, I didn't know they also came as a roadster." I looked at Vince waiting for him to skewer the guy but he winked at me knowingly and let it pass. If he ever gave you a hard time you know you had become his friend.

Over the years there were plenty of stories we'd retell. There was the time we tried to replace a windshield in an old frame after the previous owner had used six tubes of silicone sealant. This was completed after a bottle of Greek Metaxa, a hammer, and a lot of band aids. Or the annual Clubhouse Christmas Party in Frank's garage where somehow I ended up driving after Vince would say, "I drove last year, it's your turn." There was the B we restored and sold on EBay after Vince picked out the "Red" which turned out to be a hideous orange and only later did he finally admit that he wanted to see how it looked on another B since he was thinking of painting his next B that color and didn't want to make the same mistake. And of course there was the day my B died on Haygood Road while I was on the way to work dressed in a suit. I ran to Vince's garage with my tie flying and sweat pouring off of me. Describing the symptoms Vince looked up from the engine he was rebuilding, pointed at the tool chest, and offered, "I've got a special tool for that. It's in the third drawer." Opening it I found eight hammers of various sizes. "Vince, there's nothing but hammers in here." "I know, pick one you think is pretty enough for your car and go beat the hell out of the fuel pump for a bit. That should do it." I know more about MGs now than I thought I ever would. Long ago I realized that there was no way I could repay Vince for all his help. Instead, I'm always on the lookout for the broken-down B or the rusted project sitting in a driveway. Not to buy, but to offer a hand. I'd like to think Vince would appreciate passing along his gift.

I returned home last week from a trip and my wife met me in the garage with the news of Vince's passing. My boys were in tears because their "Uncle Vince" was gone. We talked and they now understand that he'll never be gone as long as we have our memories of him and the magical visits to his garage where every tool and part came with a story and there was always a cold soda in the refrigerator. I last saw Vince shortly before he returned to the hospital for the last time. We sat outside the garage, had a beer, caught up, and made more plans for the beat-up MGA not yet found but that's been on my wish-list for quite some time. When it was time to go he patted me on the back and said, "Thanks for coming by young fella. Bring those boys of yours next time." As I pulled away I could see him in the rear view mirror waving goodbye. His passing hurts and is a loss to our club. But if it had to happen I feel so lucky knowing that like the last time I saw him he's as close as our memories and will always be right behind us, in our rear view mirrors, as we watch over our MGs and continue his legacy.

Doug Kennedy

## Thank You

My family and I would like to express our heartfelt gratitude for the support expressed during the last few months by the members of the Tidewater MG Classics. Your prayers, cards, phone calls and visits just emphasized the love and camaraderie that we felt. It has been so comforting to know that so many people thought so highly of Vince. We were thrilled to see all of the MGs at the cemetery for Vince's last road trip. That was something that we will never forget.

Love, Pam and Family



## Officers and Committees

President	Bill Olcheski	467-4046
Vice President	Russ Ripp	393-9908
Secretary	Michele Peters	482-1012
Treasurer	Jim Villers	481-6398
Editors	Ron Struewing	479-0084
	Peggy Craig	226-7755
Membership	Bill Yoshida	554-0402
Activities	Donald Ladd	721-2934
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>

# Fall Tech Session

by Anita Edwards-Struewing  
photographs by Susan Bond and  
Anita Edwards-Struewing

Thanks to Sue and Terry Bond for again hosting a successful Fall Tech Session at their home in Chesapeake! The morning was a bit chilly, but Ron and I ventured out with the top still down and fared well

now that my LE has its heater flowing – some of you may know that we haven't had heat since we



got her in 2006; this was even a topic at the Spring Tech Session in April. Being a California car, her former owners plugged the heater hose with a wooden dowel that we discovered earlier this year.

When we arrived, shortly after 10AM, there members were kicking tyres, having coffee and donuts, and even beginning a bit of tinkering – Andy had Cynthia's TD in the garage and was already working on it. In a short amount of time, the driveway was filled with MGs and members were all having a good time – Mitzi and I even became Facebook "friends!" The tempera-



ture was brisk but not bad for a late November day, as compared to last year's when it seemed much colder! I

apologize in advance if I don't remember all that was being done but can provide some highlights.

As already mentioned, Andy was working on Cynthia's TD. I believe it was something to do with the generator/alternator not charging. This was fixed, and then there was the project of getting the headlights to work correctly. They were adjusted for proper alignment as well as the switch being adjusted to display high beam when the switch indicated high beam, etc.

There were many heads around or under the bonnet and even more bystanders observing/learning. Andy kept remarking "Frank laid his hands on it and it worked," whenever Frank (Linse) was able to fix a problem!

Pete Olsen brought his B close to the garage doors and commenced to pull off his B's right rear wheel and work on the brakes. There were a couple of times I know Terry Bond and/or Donald Ladd provided a necessary tool for the



task at hand. Besides the learning experience for those of us who don't know that much or have the mechanical expertise, SOMEONE has the tool or know-how for a given problem and assists at these great functions. We have a great time socializing but there is work being done and skills are being developed and/or honed!

As with all other projects, many observed, assisted, or just took in the experience. I would be remiss



if I didn't mention some even if not all. John Terschak drove his B up to the doors, went in to get the compressor hose and attachment, and removed his wheels as

well. I don't know all that he did but he was hard at work for some time. Russ Ripp's B got a lot of attention as the carburetor was adjusted and then there was a distributor adjustment. Ron Struewing was taking it all in and Mark Childers, among others, had his head and



hands beneath the bonnet for some time. There was some discussion of a vacuum leak and much WD-40 was sprayed on the hoses. When the car was fired up and the WD-40 got hot enough, the cloud of white “smoke” resembled a barbecue being lit! All was well but it did provide an interesting picture. At some point, Ron mentioned our “little problem” on the LE – there really is little “wrong” with her except some minor quirks. It seems that the reverse lights come on whenever I shift to or from first and second gears. It was suggested that the switch mechanism – whatever it’s called – that’s on the transmission has probably loosened and there’s merely an adjustment and tightening of the screw in order to fix it. The location was pointed out on the Bonds’ black GT’s transmission which is currently removed, while the GT is being redone from the frame out. It was easier to see where this mechanism is located on a transmission that’s sitting on the floor; in order to get to mine, we’ll need to lift the car, have it in gear, and adjust it so that the reverse lights only come on when in reverse. That may be a project that waits for a while - until we can get it off the ground and have a few hands involved.



Chuck Hassler had driven his LE, with the hard top installed; my LE was not lonely since they were parked next

to each other. I believe Donald Ladd was in the sole Midget that morning. All total, there



were about 17 MGs in attendance, including three MGB GTs, Frank Linse’s class MGA Coupe, and Bob Ross’s TVR 2500. I would be

remiss if I didn’t also mention Robert Perrone’s Bugeye Sprite – it really WANTS to be an MG!

Terry was always willing to provide a tour of the



upstairs to the garage – there are so many neat things to see! Lunch was provided and we all enjoyed the fare. The day was still mild enough that eating on the back deck was comfortable – yummy barbecue, desserts, plenty of beer! It was also a treat getting to see the progress on all the renovation work being done in the house. Though it’s not yet finished, the work thus far was fantastic! I know Sue and Terry will be glad when it’s finished and they can return furniture to its rightful place as well as getting out things that have been packed away for so long. Can’t wait until next time and seeing the finished product!

Attendees included our hosts Terry and Sue Bond, Stephen Daniel, Andy Wallach, Russ Ripp, Ron Struewing, Anita Edwards-Struewing, Craig Cummings, Rob Reisse, Chuck Hassler, John Terschak, Steve & Mitzi LaPaugh, Jack Dawson, Doug Wilson, Mike Knepler, Barb Taychert, Al Hazlett, Bob Ross, Roosevelt Moseley, Roy Wiley, Bob McKenna, Frank & Morris Worrell, Bill Olcheski, Jack Pavlidis, Jim Freeh, Bruce Easley, Robert Perrone, Pete Olson, Doug & Max Kennedy, Frank Linse, Barry Tyson and BJ (with little Bella deck-out in the latest British fashion for pooches), Donald Ladd, Philip Ford, Paul Thiergardt, Mark Childers, and Frank Hurley. If I failed to include you, sorry but you must have neglected to sign the sheet and then I didn’t catch you in any of the pictures. Please remember to do so at future sessions!



Thanks again to the Bonds for hosting this session – it was a great turn-out; many were able to get much-needed work done!

# Black Friday Drive-out to Mathews County

by Becky Hassler

When Black Friday comes, you hop in your Little British Car and join your friends on a drive. Chuck and I had the shortest drive to the first meeting place at the Yorktown Battlefield Visitor's Center. Tad and Karen Carter

were already there.

Doug and Eiko Wilson, Terry and Sue Bond, and Bernie and Nancy

were there also, kicking

tires, discussing our previous day's Thanksgiving feast and preparing for our journey through Mathews County.



Bernie, Susan, Karen, and Tad



Tad handed us our info packet which included a map, his cell phone number and some great info about things we were going to see along the way. The purpose of our trip was to take the "Made in Mathews" tour. We would visit 3 artists' studios/open houses, then have lunch at an old historic home and then tour 3 more artists' studios. This was the 5<sup>th</sup> year that the artists in Mathews had opened their homes to sell their wares on the weekend after Thanksgiving. To learn more about the artists and the tour visit [www.madeinmathews.com](http://www.madeinmathews.com)

We exited the visitors center and got onto US 17 and headed north over the Coleman Bridge toward Gloucester. We turned right on Route 14 & 3. If anyone has ever been to the Wings and Wheels show at Topping, this is the same direction you go for that

show. Shortly after we crossed the Piankatank River on Route 3, Elko and I both spotted snow on the side of the road and we discussed it when we got out at our first stop. A nasty storm had blown through early that morning and had even dropped some snow in Hampton, we heard reported.

Our first stop was Lipnicki Design Studios. Kevin Lipnicki is a woodworker who makes fine furniture. You have to visit his website [www.lipnickidesignstudios.com](http://www.lipnickidesignstudios.com) to appreciate what he can do. He had a beautiful table that was sold and some oven spatulas for lifting out bread or pizzas out of a fire oven for sale. Chuck and I bought a beautiful large cutting board that we are already using every day.



The studio space was shared with Scuti Handbags and Accessories. Jennifer Zemanek creates beautiful bags with great designs. We made our purchases and headed to the next studio.

After we parked our cars it took us a while to actually go inside the house. Captain's Cove Art studio and house overlooks the Piankatank River with fantastic views of the Chesapeake Bay. Inside the house you could see the artist's inspiration for his paintings. More purchases were made and then we were off again.

Parking was a little tricky at Summer Haze Pottery so we had to circle the driveway a couple of times until a parking spot opened up. We passengers got out and got a head-start shopping and looking at all the things that could be made with pottery. By the time the cars were parked, the potters were having a raku demonstration out back and a few folks went to watch it--and more purchases were made. All this purchasing was making us hungry! Good thing our next stop was the White Dog Inn for some lunch.

Lunch was delicious in this 150-year-old structure in downtown Mathews. It is also a bed and breakfast and has quite a history behind it, including scenes in a 1933 movie.

After lunch we agreed that we would love to go to a lookout point to see the Old Point Com-



fort lighthouse.



Tad guided us to a better viewing point than was on the map. We stood under a covered pavilion, taking shelter from the rain. We thought we saw dolphins, but I think it was just the wind making whitecaps on the water. Looking straight down into the water, I saw what looked like a sewing machine. I wondered aloud what kind it was. Tad offered up that it was probably a “Sinkers” sewing machine. And away we go to visit a couple of hookers...

The studio is called Primitively Hooked. The artist featured hooked rugs and glass art. We stood in the warm studio watching a demonstration by a hooker who used a stripper to make strips of wool for her creations. Stained glass art work hung outside and was available for purchase. A couple of us bought some small pins from the hook-work and we were off to another studio called the Hallelujah House.

It was raining pretty well by the time we reached this house and we all quickly dashed up to the porch. This studio was a husband and wife couple with the wife working in acrylics painting animals and the husband working in wood. As we were getting ready to leave the rain had let up. We were ready for our last studio on the tour.

Bentwaters Farm was down a long driveway with

llamas on one side and goats on the other. I was engaged with the weaver for a while and he showed me



three different kinds of looms they used to make various items. I didn't realize how the time had flown and it was time to leave already. As we were pulling into reverse, it felt like we landed in a ditch. It was actually much worse. We landed on top of a concrete culvert and could not move. The U-bolt to the rear spring axle snapped off in the process. It took 5 guys to lift the car up while I drove the car forward to get us un-stuck.

Whew! We all needed a cup of hot chocolate after that.

We drove back to downtown Mathews to what looked like the original corner drug store and had a cup of hot chocolate and said our goodbyes there. The Bonds followed us home and we enjoyed Thanksgiving leftovers and pleasant company. It was a wonderful day start to finish.



## Holiday Party

December 11, 2009

At the home of

Jim and Betty Villers

Photos by Susan Bond



Betty & Jim Villers



Bill Olcheski, Mark Davidoski

Andy Wal-  
lach, Peggy  
& George  
Craig





Becky & Alan  
Watson



Becky Watson,  
Marie Early,  
Denise Haag



Cynthia  
Faschini,  
Linda Pellerin,  
Dana Reisse



Bill Yoshida,  
Pete Olsen



Bob Pellerin,  
Terry Bond



Bob Reisse,  
Craig Cummings



Charlie Rice, Betty  
Davis, Tad Carter



Donald  
Ladd, Andy  
Wallach,  
Stephen  
Daniel,  
Mike Ash



Doug Wilson





Karen & Tad Carter,  
Mike Haag,  
Jack Pavlidis



Issie Yoshida,  
Kathy Davidoski,  
Shirley Westhoff



Jack Pavlidis,  
Harry Watson,  
Lara Hawthorne,  
Terry Bond



Jim Freeh,  
Jim Villers,  
Roy Wiley,  
Richard Leal, J.D. Hawthorne



Linda Pavlidis,  
Marilyn Wiley,  
Sandy Hall, Pam Wiley,  
Mike Ash



Kathy Davidoski,  
Rose Ladd



Karen Carter,  
Eiko Wilson,  
Joyce Cummings



Kennie & Harry Watson



Liz Cohen,  
Frank Worrell

*Happy New Year  
from Your Editors!*





Mark & Debbie Childers, Andrew



Mark Childers, Bernie Indahl, Nancy



Robert Perrone, Kennie Watson, Joan Leal, Karen Carter



Linda Pellerin, Dana Reisse, Missy McKenna



Ron Struewing & Anita Edwards-Struewing

Mark & Kathy Davidoski



Roy Wiley, Beckey Watson



Sandy Hall, Pam Wiley



Ron Struewing, Russ Ripp, Alison Ashcroft.

Richard Hall, Kay Fisher



Walter & Shirley Westhoff



## The 2009 Dipstick Award

The annual *Dipstick Award* was first awarded in 2003 and is given by the *Dipstick* editors to recognize one member's outstanding contributions to the newsletter for the year. Your editors could not produce such an excellent publication without the photographs, articles and other items contributed by the club members. The content of this newsletter is by you, for you, and about you, the Tidewater MG Classics Car Club members.

Two members in particular have significantly impacted our newsletter this year. While taking a five-month trek in the western region of the United States, Chuck and Becky submitted five monthly articles describing, in great detail, their adventure as it unfolded, giving us the feeling we were actually with them on their journey. Their contributions and continued dedication to our newsletter continue to make *The Dipstick* an award-winning publication and a valuable source of information and entertainment for our members.

Chuck and Becky, we editors thank you for your continued support which enables us to keep our newsletter pages full and our readers informed!



Peggy Craig, Chuck & Becky Hassler, Ron Struewing



Tom Early, Bill Olcheski, Marie Early

## THE PRESIDENT'S AWARD 2009



Tad Carter & Bill Olcheski

The annual Tidewater MG Classics President's Award is presented to a member whose contributions to the club are consistently 'above and beyond'. This year we recognize an individual whose actions have had significant impact on the success of TMGC in a number of areas.

Tad Carter 'stepped up to the plate' to fill the empty position of activities chairperson. Tad, your enthusiasm and energy have brought our Tidewater MG Club to new levels. Your ideas including "an evening at the races", the artists studio tour and the Barksdale Theater trip have enabled old cars to go new places.

It is rumored that in 1980 you purchased your MGB brand new off the lot. This gives you the distinction of owning one of the few cars in the club not previously owned by Vince.

Tad, for all that you do for the TMGC, on behalf of the club, we thank you.

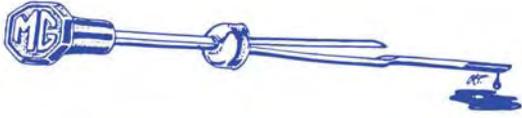
Bill Olcheski  
TMGC Club President

### DIPSTICK Certificate of Appreciation Awardees

Mark Davidoski, Bill Yoshida, Geoff Wheatley, Susan Bond, Michele Peters, Tadd Carter, Jim Villers, Beckey Watson, Tom Grigsby, Steve LaPaugh, Stephen Daniel Mark Childers, Donald Ladd, Chuck Hassler, Betty Villers, Anita Edwards-Struewing, Becky Hassler, Bob Stein, Doug Wilson, Mike Ash, Laurel Swenson, Terry Bond, Bill Olcheski, Bob Ross, Allen Hazlett, David Kinsey, Craig Cummings, Andy Wallach, Joyce Cummings



# The Dipstick



## The Tidewater MG Classics

Ronald Struewing, (Editor)

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Virginia Beach, VA 23464-7732

## FIRST CLASS

Affiliated with



**Monthly Meeting**  
**Wednesday, January 6th**  
**Eastside Pizza**  
5618 Portsmouth Blvd  
Portsmouth  
488-3113



**Dinner: 6:45**  
**Kick Tyres: 7:30**  
**Meeting: 8:00**

From Downtown Tunnel/Norfolk

Frederick Blvd  
I-264  
Portsmouth Blvd  
I-264  
Victory Blvd  
Hayson St  
Elmhurst Lane