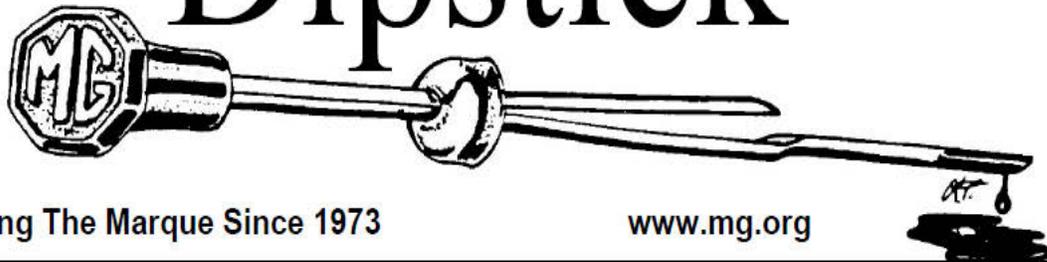




The Dipstick



Dedicated To Preserving The Marque Since 1973

www.mg.org

Volume 46 Issue 6

June 2019

California Dreamin'...

...Spring Tour 2019!



Enroute to California, MD



Tour team arrival at Meadow Farm:
Secretariat's birthplace

2019 Spring Tour; First Day by Jim Villers

The Southside contingent began TMGC 17th annual Spring Tour at Lake Wright with Tad leading the departure at exactly 8:01 for an un-eventful drive up I-64. We gathered up the peninsula members at the rest stop and proceeded up I-64/I-95 to Ashland to meet up with the Watsons at a new Sheets gas station in "downtown Ashland". A comment was made that this was the first time that the MGs had driven all of the way up I-64 without a mechanical issue along the way; hopefully this will be an omen. It was also the first time in 17 years that all of the sixteen tour vehicles were MGs.

It was good to see Allen's parents, Ollie and Robin, in Ashland as we took a break, Beckey gave out goodie bags and Alan had a short Drivers Meeting. This tour was identified as the "Horse Power Tour" because of our visit to a horse farm. In our goodie bag was a burlap "Feed Bag" which contained a pair of homemade cookies. Then it was off for a brief driving tour of the Randolph Macon College before heading down the country roads, passing the very interesting "Squished A Penny Junction" antique shop, toward Doswell for our first stop, the Meadows Horse Farm, the birthplace of Triple Crown Winner, Secretariat.



“Earthshaker” – one of Secretariat’s many granddaughters

This was a fun stop, interesting tour of old wooden buildings, with the history and stories that reached back fifty years when this farm was the nation's center of horse breeding. We of course paused for a group picture; our "In Love Picture" and then explored the beautiful mansion, built after the original house had burned to the ground. Beckey had arranged for box lunches to be delivered to the farm; an excellent lunch with too much desert (pie or cake). The highlight was petting and feeding cookies to a real horse.

On the road again, heading down US-301 towards the Potomac River Bridge. As we approached the bridge, there was a dark sky and then we began driving through a thick fog. The fog changed to rain, a downpour and finally a full thunderstorm. Fortunately we had a planned stop at the nearby Maryland Welcome Center where we let the worst of the rain pass by. Up popped Don's hood for a quick determination that his windshield wipers did not work because of a corroded fuse which was quickly fixed. Susan pumped some air in her right rear tire and we were on our way towards the Port of Leonard Town Winery.

If there is something that this group does well it is wineries. But this winery had only one white wine and a couple of other wines to taste so we just bought individual bottles and headed to the covered patio to drink wine until the rain stopped once again.

Then it was on to the hotel, check-in to the Country Inn in California, MD and then head to the Pax River Ale House for dinner. Several members ordered the "House Specialty Crab Cake" from the menu which was excellent, contrary to the "Award Winning Crab Cakes" that we had for lunch the next day in a fancy seafood restaurant.

We ended the day in the hotel conference room in our normal routine; Betty had snacks, Terry shared some of his most excellent Scotch Whisky and Robert shared some very unusual Bourbon whisky. The hours slid gracefully by until we were off to our rooms to prepare for another day of touring.

Spring Tour '19; Second Day by Robert Perrone

As I often have done before, I wonder how many people actually read this. But for those of you who do, I'll try to make it worth your time. OK, perhaps if you have a serving of your favorite adult beverage first, you'll enjoy this more. Or at least tolerate it better.

As everyone that went with us on this weekend knows, for the first time in many years, each and every car in our caravan was an MG. And each of them made it back without the assistance of a tow truck. Unfortunately, one of the MGs belonged to Fred who had to leave early on Saturday morning.



As most of you know, Fred has had his share of, um, let's just say "adventures" while on these drives and has rarely made it back without the assistance of AAA or whoever it is he has to call. But this time, although his car was fine, Fred "broke down" and had to be brought back early because he wasn't feeling well. But I have faith in you Fred, and I believe that one of these days both you and your car will make it for the entire weekend!

And speaking of breakdowns, there was a little glitch on the weekend when Russ discovered that his brakes weren't working like they should. So as a result, Russ ended up with Tad "*who am I riding with today?*" Carter. Last year Tad spent riding with Sue Bond, and this year spend the day with Russ. Don't worry Tad, one of these days you'll be able to ride with your own wife for the entire weekend.

But we had a great day ahead of us on Saturday. After a short ride we arrived for our boat ride at the Calvert Marine and Museum. Sure everyone there agrees that it was a great fortune for us to have that scheduled for Saturday since the weather was greatly improved over Friday. It might've been something of a breezy boat tour, but it was very enjoyable. And I wasn't



even worried when Bruce took over at the helm. Well, maybe I was worried a little bit, but the real captain was standing right behind him, so I figured he would stop us before we hit anything. Not to say that Bruce would ever hit anything because that has never happened... oh wait... never mind. Well, we still love you Bruce.

Harbor cruise view of yesterday's route

After the boat tour it was off to the Ruddy Duck for lunch. Bob McKenna told me that I would appreciate his choice for a lunch stuff, and he was right. Any place that brews their own beer and Service “award-winning crabcakes” is OK in my book. And the crabcakes were not bad, but I’m not sure what award they won. Maybe it was for “*Least Likely to Need Pepto*” but it was still OK.

Then on to the Historic Saint Mary's City Walking Tour. As I’ll bet the sharp reader can figure out, it was at Historic Saint Mary's City. Very interesting, especially for any history buffs, and the weather was absolutely perfect for a walking tour.

All that walking worked up an appetite which was perfect, since the plan for the evening was pizza back at the hotel. We did find out the results of the poker hands from the game that Beckey set up for us. Sad to say, the best I could muster was one of a kind. Yes, no prizes for that.

But there were “fabulous prizes”, as always as well as the mementos that Beckey always makes for all of us. I know that everyone will agree with me when I say how much we appreciate everything that Alan and Beckey have done for us all these years, and I also appreciate the great work that Missy and Bob did in setting up this weekend drive. Thank you all again.

There was one part of the weekend that we all missed. The past two years we all were able to enjoy the music of Kerry “*Piano Man*” Brunner. As most of you know, Kerry was not able to join us because of issues he had at work. I know that many of you were concerned that it might be health related, since Kerry had a serious heart attack last year with an angioplasty. On the bright side, Kerry is determined to be able to come with us on our next drive. That should definitely liven things up on our Saturday night.



Maryland Dove replica – one of two “ships” that brought the first colonists to Maryland



Crewmember explains life aboard the Dove

Sunday marked the third and final day of Spring Tour '19. by Mark Davidoski

Following a hearty hotel breakfast, we were underway at 9 a.m. with Alan and Beckey leading our now 14 MG convoy. First stop was the Thomas Stone home in Port Tobacco, MD. Stone was a prominent lawyer/gentleman farmer/political figure in mid 18th century Maryland. He built his unique five – part house in the early 1770's after purchasing an older plantation that he dubbed "Haberdeventure." Stone signed the Declaration of Independence for Maryland as well as participated in the Constitutional Convention that followed the War of Independence.

Haberdeventure's soil was exhausted following a century of tobacco cultivation, so Mr. Stone converted the land to grain production. The farm supported up to 25 persons at a time, including extended family, indentured servants and slaves. The tour of the house and surrounding grounds was led by a knowledgeable National Park Service ranger. He provided numerous interesting details about the Stone family, their neighbors and the surrounding countryside.

Our next stop was Captain Billy's Crabhouse in Newburg, home of "World Famous Crabcakes." We enjoyed a delicious lunch while gazing at the Potomac River and engaging in stimulating mid – day conversations. In keeping with our British motoring theme, it was good to behold a late model Bentley coupe pulling away from Captain Billy's as our convoy departed. (note: the crabcakes WERE awesome!)

We enjoyed some rural bends in the road enroute to US 301 and back over the Governor Nice Memorial Bridge to the Dahlgren Museum. Our enthusiastic docent provided fascinating details of the history of Naval Weapons Station Dahlgren, named for the developer of the Navy's Civil War era Dahlgren gun. The base continues as a test range for all manner of naval guns. Of note, one of the resident scientist/engineers between the wars was Dr. Carl Norden, who came up with the famous Norden bombsight that was used in most Navy and Army Air Force bombers from WW 2 through the Vietnam War era. Norden also pioneered the use of drone aircraft, with the experimental use of a Navy floatplane operated by radio control during the early 1920's. Drone-related R&D work continues to the present day at Dahlgren.

Following our end of tour farewells in the museum parking lot, we headed out to US 17S (also known as Tidewater Trail.) Our co-leaders (Alan and Beckey) peeled off at US 301 enroute to Beaverdam, while our other co-leaders (Bob and Missy) bore right at US 360. The rest of the pack continued south to Hampton Roads with individual cars taking fuel and rest breaks along the way, including a quick pitstop to deal with Robert's flat tire. A three vehicle mishap (non – MG!) on the HRBT approach caused a minor delay for us, but later cars either got stuck for 30 minutes or swung over to the Monitor Merrimac tunnel as an alternate. We arrived with 476 miles elapsed at a respectable 25 MPG. All MGs made it home intact.

Our thanks go out to the Watson – McKenna team for leading us on a most excellent adventure! Life is good; it's even better when you can share it with MG friends.



Marque Time

Greetings MG Enthusiasts, It is always a pleasure to share the experience of an MG meeting at the palatial dwelling of Cynthia and Andy. Our May meeting was no exception. Thank you. It was an informative meeting with superb cuisine and beverage. Although I am sure that many of you know this, I have recently become aware of the stature of the pull-handle MGB. There were 57,885 of these sports cars produced. I found an article from 2010 and am including a portion of it beginning on the next page...

Dipstick Calendar – June 2019

June 4 – (Tue) Monthly Meeting – Seaford
Hosted by Jayne & Brice Easley

June 7-8 – Moss MotorFest 2019 – Petersburg, VA
www.MossMotors.com/Motorfest

June 24 – Tides Baseball – Norfolk - Harbor Park
Tides vs. Stripers – First Pitch – 7:05PM

June 23 – 26 – NAMGBR – Traverse City, MI

July 10 – (Wed) Monthly Meeting – Chesapeake
Hosted by Ashley & Billy Stutz

July 10 – 14 - NAMGAR – Dubuque, IA

July 28 – Barksdale Theater – Hanover
Forever Plaid - 10am – 6pm

Aug 7 – (Tue) Monthly Meeting – Virginia Beach
Hosted by Kathy & Mark Davidoski

Aug TBA – Summer Tech Session – Virginia Beach
Hosted by Rachel & Mathieu Huovinen

Sept TBA – Wings & Wheels – Virginia Beach

Sept 3 – (Wed) Monthly Meeting – Norfolk
Ocean View Fishing Pier

Oct 4-5 – British Car Festival – Waynesboro
www.SVBCC.net

Oct 10 – Monthly Meeting – Virginia Beach
Hosted by Renee & Bill Olcheski

Nov 5 – (Wed) Monthly Meeting –
Hosted by Jack Speight

Nov TBA – Fall Tech Session
Hosted by Susan & Terry Bond

Dec TBA – Holiday Party – Hampton
Hosted by Faith & PJ Peterson

Bold-Faced Items are TMGC Events

PULL-HANDLE MGBs: THE PUREST FORM OF AN MGB

JUNE 28, 2010

To gush enthusiasm and express affection for MGBs, which held the record as the world's top-selling sports car for decades, we should really go back to the original model that debuted to the public in 1963. That's when car enthusiasts first fell in love with them.

MG designers Syd Enever and Don Hayter must have been channeling the goodwill of the automotive Gods when they started work on the successor to the popular MGA. They wanted a more comfortable, practical and powerful machine. The DNA developed for the MGB was so perfect in inception that the car was a huge hit from the start and was produced for 18 years with few major changes.



For purists, the first model, sold from the 1963 model year until April 1965, is the best expression of what the designers—and the Gods—intended and envisioned. Sure, various model changes followed over the years, but the original model reserves a special place of respect and honor in the heart of MG fans everywhere. Those first cars are easily identified by their unique door handles. Simply pull the entire handle to open the door.

A Revolutionary Launch

Production started on the MGB in May 1962 at the Abingdon factory. The car was considered revolutionary when it was launched in September at the London Motor Show due to the monocoque chassis combining body shell and frame, making it light yet stiff.

Designers got rid of the MGA's long curves and gave the new car an understated straight styling line from headlight to taillight, plus a demeanor that seems cheerful in every color. The roll-up windows were also a marked improvement. The model is lightweight (1,920 lbs.), quick handling and peppy in power. It originally featured 90 bhp at 5500 rpm with 97 lb.-ft. of torque at 4000 rpm, top speed of 105 mph, and a zero-to-60 mph time of 12 seconds. It could keep pace with Triumph's TR4, which launched a year earlier.

A three-main-bearing engine—1798cc inline four-cylinder overhead-valve—powered the car for the first two years, and was switched to a five-main-bearing engine for the 1965 model year. Since the door pull handles weren't switched to push-button until April 1965, there were some pull-handle MGBs originally fitted with five-main-bearing.



The car's suspension system consisted of independent wishbones, anti-roll bar, coil springs and lever shocks in the front, and rigid axle, semi-elliptic leaf springs and lever shocks in the rear. It also had disc brakes on the front, drum brakes on the rear, and solid steel wheels, although wire wheels were optional.

The car also received a generator, positive-ground electrical system, non-synchronized first gear, mechanical cable tachometer, dual SU carburetors and a manual choke. The comfortable interior had leather seats with contrasting piping and a black crackle-finish dashboard.

Prior to reading this article I thought that MGB's fell into two categories, rubber or chrome bumper. Now I know and so do you.

I look forward to seeing everyone at the Ice Cream drive and June (yes June) meeting.

Safety Fast,
BillO

Spring Tech Session out takes. May 19th, 2019



Six MGA's were in attendance!



Fred obviously up to something!



Conferring with Frank Linse, MGD
(Doctor of MG)

Officers and Committees

| | | |
|----------------|--------------------------|-----------------|
| President | Bill Olcheski | 390-9354 |
| Vice President | Faith Peterson | 218-4026 |
| Secretary | Cynthia Faschini | 408-2032 |
| Treasurer | Jim Villers | 822-9182 |
| Editors | Mark and Kathy Davidoski | 499-4647 |
| Membership | Andy Wallach | 408-4497 |
| Webmaster | Mike Haag | Mikehmg@cox.net |
| Historian | Susan Bond | 403-1169 |
| Technical | Currently vacant | |
| Activities | Tad Carter | 496-9847 |
| Clubs | Mike Ash | 678-0963 |
| Regalia | David Kinsey | 233-0029 |

May 2019 Meeting Minutes

recorded by Robert Perrone

Once again, I was asked to fill in and serve as Secretary for another TMGC meeting. Yes, they obviously were not thinking clearly.

Our TMGC Secretary, Cynthia, was our hostess for the evening, and I know that we would all rather have her devote her time and attention to the delicious food she was preparing rather than her duties as a Secretary.



And while I'm on the subject, thank you to Cynthia and Andy for opening up their home again to us for another meeting.

Our President, Bill Olcheski, called the meeting to order and got things underway. I was offered a pad to use for my notes, but opted for a single sheet of paper that I held against my leg instead. And now that I tried to read my notes, I realize I should've used the pad. I would warn you that it might make my minutes seem like gibberish, but they usually do anyway, so never mind.

I believe we had two guests, although it is possible they may be new members. What I did write down was that one gentleman was named Russ Pierce (I think) who said that he had a 70 B. The other new face (at least to me) was Tim Hunt. Maybe it was Tim Pierce and Russ Hunt, or maybe I got it wrong all together. Either way, we were glad to have them join us.

Vice-President's Report: Faith Peterson did a fine job of show-and-tell for us to try to recruit someone to host the November meeting, which was still open. As a matter of fact, she did such a good job of that she was able to get someone to volunteer. I know this much, the young man's name is Jack, and he seemed genuinely happy about the idea of hosting a meeting. I hope he

Treasurer: Jim Villers gave his report on our finances. Our current balance was \$893.64, but we will be renewing our annual memberships soon, so that will be increasing soon.

Activities: Tad has several activities planned. As always, check for the details in Tad's own contribution to the Dipstick.

History: Sue had some TMGC memories with her for everyone's viewing enjoyment.



Technical / Marque Time / New and Old Business: I lumped these together because it would appear that there was little to report other than the status of our good friend Mark Childers. Apparently, several people were under the impression that Mark had broken his leg, yet other people said that those reports were not true and that he simply had a bad fall but wasn't injured severely. Either way, I'm sure we all hope that Mark is doing well. However, Mark is not continuing on with our club and therefore someone else may need to step up and take over for the duties for our Technical department.



Dipstick: Mark Davidoski was available to remind me that all submissions to The Dipstick are due by the 20th of the month. And so, of course, both my contributions to this month's Dipstick were late. Sorry Mark and Kathy.

Membership: Andy said that we had a lot of members, but I was not quite clear on the details. At least we all know that next month Cynthia will straighten that out and give us the info that we need.

Regalia: Rose once again handled the 50-50 raffle as well as showing all of the items that were to be given away that evening. I'm not sure how much the raffle winner netted, but I am sad to report that it was not me.

There were several motions to adjourn, seconded by about everyone else. Thank you for your attention. Now, back to you Cynthia.



DUES ARE DUE!

The Tidewater MG Classics' membership year is July 1st through June 30th. Andy Wallach, the membership chair, is now accepting renewals for the 2019-2020 year. Dues are remaining at \$20. Such a deal! Please fill out the form below and send it along with your check to Andy. If your contact/car data is unchanged, you do not need to send in a form; just send money. Failure to pay by the end of August results in ostracization.

TMGC ANNUAL RENEWAL

Please fill out the form below and return it to Bill Yoshida with a check made out to TMGC for \$20.00 at the next meeting or mail to:

TMGC
c/o Andy Wallach
545 Mayflower Road
Norfolk, VA 23508

(757) 408-4497 (cell)
wallach@whro.net

Names: _____ & _____

Address: _____

Phone # _____ Cell # _____ E-mail: _____

Do we have your permission to publish your home phone and e-mail address in a member's directory for club use only? _____

MG's owned? _____

Are you affiliated with any National Auto Clubs? If yes, please list below:

Brevity is key with this month's report. With the Dipstick deadline looming, I am on the way out the door and headed to Charlottesville, where we are welcoming a new grandson. In lieu of the usual report, we have a couple of Oh, MG moments and a rehash of info presented in May.

Oh, MG #1 – Colonial Downs (10/2009) has closed and been reopened as Rosie's Gaming Emporium. Live horse racing is slated to return for 15 days in August, culminating with the Virginia Oaks and Virginia Derby on the 31st. If you were bitten by the racing bug on our trip to Louisville (6/2016), or at The Meadows (4/2019), you may be interested in a revisit to New Kent.

Oh, MG # 2 – (courtesy of Bob McKenna)

Watch *The Golden Age of the British Sports Car* <https://vimeo.com/133823247>

Sign-up began at the April meeting for **Tides Baseball and Turn-Back-the Clock Night on Monday, June 24th**. At this writing, 20 seats out of our block have been reserved. There is still time to sign up, and more tickets are almost always available. It is a fun evening, and great viewing from behind home plate. We are also conveniently located to cold beer, hot dogs, and just about any other ballpark delicacy you have seen – deep-fried Twinkies, anyone? I hope you will join us.

We also began sign-up for the **July 28th drive to Hanover** for the matinee presentation of *Forever Plaid*. At the moment, 19 of our 20 seats have been reserved. This venue always sells out, so our one extra seat may be the only one available this side of Skyline Drive. If you have signed up, and your plans have changed, please let me know as early as possible so we can make those seats available to someone else.

The **Williamsburg British Car Club** is holding their 20th annual **British & European Car Show on Saturday, May 4th**. This show has been at several different venues, but with the success of the 2018 event, they will be back at the same venue for 2019. Lots of covered parking, and many food choices for your dining pleasure. Pre-registration ends on 4/26, but there is open registration on the day of the show. And if that isn't enough, this show benefits Arc of Greater Williamsburg. Look it up – you'll want to help out.

Moss Motors is hosting their 3rd **MotorFest** at their Petersburg facility on June 7-8. Registration is through the Moss website. You'll see all sorts of LBCs on the show field. Due to the overwhelming response for the Friday night event, it has been moved to the Moss warehouse. The original venue, Pamplin Historic Park, couldn't handle the crowd. However, if you are going out on Friday, this would be an interesting historical stop. It is also possible to go for just the show on Saturday, either with an entered vehicle or as a spectator. It's an easy drive out 460 from Tidewater, and a chance to pick up some parts you may need for your next project.

And the national shows are coming in June (**MG-2019 – NAMGBR in Traverse City, MI**) and July (**GT-44 – NAMGAR in Dubuque, IA**). Club member John Terschak, now living in Ohio, has offered some points of interest if you will be passing through his area on your way to either show. Among the possibilities are the Shawshank Prison, Schoepfle Gardens, Covered Bridges of Ashtabula County, and a speakeasy where Al Capone kept company with friends. If you are part of a convoy, get hooked up with John and he can provide a little more detail.

Thank you to Cynthia and Andy for hosting our May meeting at their home in Norfolk. Our June meeting (Membership Renewal Month) is being hosted by Jayne and Bruce at their home in Seaford on Tuesday, June 4th. I look forward to seeing you there.

Until we meet again, enjoy the ride!

2019 Williamsburg British Car Club 20th annual car show

May 4, 2019

*By PJ Peterson with additional photos
from Eric Fee*

The 20th annual Williamsburg British Car Club car show was held at High Street in Williamsburg. Over 157 total cars showed up with the MG's making an impressive show of 45 cars. We had 9 early model MGB's, 9 late model MGB's including Donald Ladd's complete with trailer. 6 MGC's, 2 MGC-GT's, 6 MGB-GT's including Terry Bonds, 2 MG Midgets, 6 MGA's including Eric Fee's, 2 MG-TD's, 1 MG-TD Midget, 1 MG-TF, and of course Sue Bonds' MG-TC.

The weather cleared up and it turned into a beautiful day. Though our club only won a second place trophy (Susan Bond's TC) and there was some difficulty with the computers crashing and delaying the final on voting, it was still a great day and superb car show.



Grown up LBC



Terry showing off Susan's trophy winner



Cruising through Calvert County, MD in force!

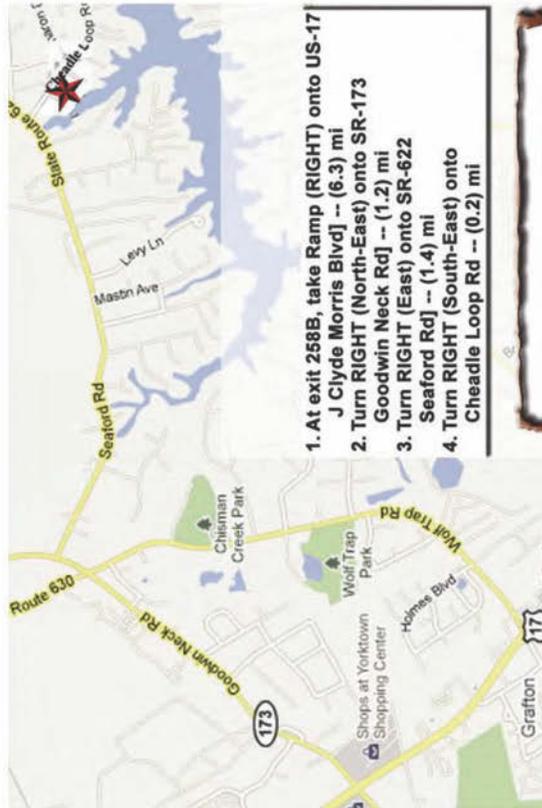


What we need more of: young people working on MG's!
Here we see Andy's granddaughter Eleanor tearing down a front end.



Monthly Meeting
 Tuesday, June 4th
 Bruce & Jayne Easley
 116 Cheadle Loop Rd.
 Seaford, VA
 757-897-8263

The meeting will be in the house at the end of the long driveway.



7:30 - 8:00 pm - Kick Tyres
8:00 Meeting



The Dipstick
 Tidewater MG Classics
 C/O Kathy & Mark Davidoski
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Affiliated with



North American MGB Register

FIRST CLASS