

The Dipstick



"The Newsletter of the Tidewater MG Classics Car Club"

www.mg.org

Volume XXVIII, Issue 9

Dedicated To Preserving The Marque Since 1973

October 2000

MARQUE TIME

It was a cool, cloudy and breezy evening as I arrived for the for the September meeting. Surprise, I was there after telling every one that I would be away for training. The thing that I hadn't considered was that there was going to be a short fall in the training money at the end of the fiscal year. When you work for the government, you learn to accept the unexpected. Well any way thanks to Bill Seib and Leslie Paul for hosting the September; "I didn't step on a pop top or blew out my flip flop" meeting. So which Jimmy Buffett song did he store the beer in the washing machine or was that the idea of a resourceful MG owner. A great time was had by

Just to recap and comment on a few things that we talked about at the meeting. Write a letter or contact:

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About the lack of coverage of local car events, local people, local clubs and the hobby in general in the Automobile Section of the Friday Virginian – Pilot. There has been a gradual decline to syndicated filler stories in this section of the paper. Of course I was particularly upset with the August 18th Pilot illustration of a 1974 MG Midget used with a Washington Post, filler article on road rage. A pretty lame, patch work use of an image of a MG by connecting it to a story to which there was no logical connection. It wasn't until this article that it dawned on me that I wasn't seeing much worth reading in this section, a section that in the past I had looked forward to reading each Friday. There are more than enough local stories to write about if they assigned someone to the car scene in our local area. The Daily Press has been doing a series in their paper on people and the cars they restore. The Car Club Council of Hampton Roads is also backing a letter writing campaign about this issue.

Also, if you get a chance, pick up a copy of **British Car Magazine**, Oct.-Nov. issue. It should be available at Barnes and Nobles. In that issue
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Upcoming Club Activities

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|-----------|---|
| Oct 4th | Wednesday Meeting at Paul Thiergardt's 497-0455. |
| Oct 6-8th | Shenandoah Valley British Car Club 20th Annual Festival
www.cstone.net/~svbcc/carshow.htm |
| Oct 22nd | Pig Roast at Alan & Becky Watson's. No Rain Date. |
| Nov 8th | Wednesday Meeting at John Jones 426-6240. |
| Nov ?? | Sunday Fall Tech Session at the Bond's |
| Dec 8th | Christmas Party at Jim & Betty Viller's 481-6398. |

MARQUE TIME cont.

is an article on "The Race At The Base", an article on Hank and Ryan Giffin and the rare racing MG variants in the Giffin racing stable and a MGB buyers and price guide. Sort of puts us on the map indirectly by coverage of an event in our area and members of our club. Maybe the Pilot could take a hint if they think there are no stories to be written of local origin.

I apologize, if we got a little bogged down at the last meeting over the Saturday Night Cruise'n put on by the Car Club Council of Hampton Roads. I have been attending the CCCHR meetings and I wanted to be sure that I had not misgauged some things they are promoting heavily that club members might be interested in and that my personal judgement might have been biased against. At best this organization is an eclectic collection car clubs ranging from hot rods to classic and antiques, probably leaning more to the American "heavy metal". I am not sure they understand the British car thing. I have pretty much been screening out a lot of things (mostly events and request for support) that just don't seem to fit the British car environment.

Our interest in our MG's and their restoration and maintenance is under a constant scrutiny by people who evidently see it as threat to the environment, aesthetics of the neighborhoods or that it is some kind of hobby for the rich and famous with no value to the community. It has become very difficult to work on cars in some cities (Norfolk is the worst) due to the restrictive inoperative vehicle ordinances, as indicated in the inoperative vehicle over view published in last months Dipstick. I believe our MG interest preserves a part of our automotive history and culture. It contributes to the quality of life in our community as much any other cultural activity. Our MG's are an excellent teaching tool to understand how things work in the physical world. They are great father- son even father- daughter projects. Knowing how things work is becoming increasing difficult for the average person to understand in this high tech world we live in. MG restores the confidence that it is possible to understand how something works. Well most of the time. Craftsmanship and being able to repair things is becoming a lost art in our society.

I support being a member of the CCCHR because pretty much the way our government works is that those who makes the laws and ordinances listens to the people who have the largest lobby or make the most noise or both. The CCCHR is our local lobby group for government issues. The CCCHR is very involved in government issues affecting I also believe that everyone should be affiliate with the appropriate register for the model of their car (s). Not only are you supporting and giving strength to the lobbying effort to protect our interest in cars but you get much more enjoyment from your car through the publications and events that the registers sponsors for your car. I didn't understand this when I first purchased my MGB. But after I joined the North American MGB Register attended a few events and start receiving their bi-monthly magazine with really interesting and informative articles that I wasn't seeing in commercial publications. At the events I met new MG friends, attended informative lectures and had interesting MG adventures. In the publications I found articles written about real world MG's and written by real world MG owners. I also support organizations like the Antique Automobile Club of America another strong lobby group protecting the rights of antique and collector car rights. I know this starting to sound like some kind of sales pitch, but it is just something to think about.

One of the other things the CCCHR has been asking for was an accounting of how

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MARQUE TIME cont (again) . . .

much we donate to charities. They would like to use it to promote how much car clubs help the community. We do donate to charities annually in probably a more direct and real sense than other car clubs. But I can see this becoming a “bragging rights” issue between the CCCHR clubs. You can show large charity contributions if you put on large car shows. But I don’t think the premise of the car shows is to raise money for charities. The premise is to have a car show because you want to have a car show. The charity thing turns out to be a by-product. I am just not sure this area can support many more car shows when you see how many shows are on the CCCHR calendar. I guess I am wondering how much time and energy we want to devote to fund raising for charities. I am open to any suggestions or comments. The purpose of our club as written in the by-laws is for the preservation, appreciation and maintenance of the MG automobile and the fellowship of the club members. When I was discussing this topic with Mike Haag, we came up with, that in simple terms what our real objective is to enjoy the MG experience. Enjoy our MG’s in our own individual ways, driving them, restoring them or admiring them. I am not sure we want to be overly involved any activity not related to our club’s purpose. Our club is about fellowship; it’s about having fun with our MG’s.

Remember October 22nd is our annual “neither rain, flood nor storm, crash helmet optional rally and simulated pig roast (side dish required)” at the “Watson Estate”.

Safety Fast! Barry

September Minutes

Despite the non-ideal top-down motoring (i.e. crummy) weather, the evening saw a good turnout of members and even some MGs for the Sep meeting. Some “kicking of tyres” and huddling around warm engine bays took place until we heeded the call to move inside. The gavel was dropped at 8:05, and Barry opened the meeting by thanking Bill and Leslie for their hospitality and for hosting the meeting.

Guests: Several guests were welcomed (my apologies to any corrupted names, I’m having a difficult time deciphering my “chicken scratching” a week later). Jerry Johnson was there to update us on the progress of his very nice white ‘76B that was worked on at the last Tech Session. Jack Dawson inherited a ‘51TD from his father, OD Dawson, a long-time member of TMGC. We also welcomed Marty Fetterly who owns a ‘78 Midget. Bill Blain, who owns a TC, joined the club tonight. Frank brought along a friend of his from Boston.

Membership: Alan reported that we had 65 paid up members, 30 past due members, who received late notices Aug 31st, and 1 honorary member, Dave & Helen Barrows. 99 newsletters are being mailed out, including 3 complimentary issues to LFCS, Lorraine Jackson, and Geoff Wheatley.

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SEPTEMBER MINUTES cont.

Treasurer: Jim Villers reported the club brought forward \$1,827.49 from July, took in \$0.00, disbursed \$441.60, with a balance carried forward of \$1,385.89.

Minutes: The August minutes were approved as is. Someone mentioned that it was a “true record of the meeting”.

Newsletter: Ed wasn't at the meeting, someone reported that he was on vacation. Barry asked, no pleaded, for articles from members for the newsletter. Don't worry if you haven't won the Pulitzer Prize lately, just write about what you know. There are folks who can help smooth out your article if needed. We know there are plenty of MG stories just waiting to be told.

Regalia: Frank reported there was a still a good selection of golf shirts, hats, license plate frames, and patches but running low on coffee mugs. Before the meeting, Frank was selling his wares out of the boot of his beautiful Jag MKII. Is that class or what?

Activities: Chuck mentioned the British Car show in Richmond on Sunday the 24th, and bought up the question of whether we want to caravan up there or not. Vince gave directions, but then said he wasn't going. Hmm, better check that map! After some debate, it was decided that a caravan will leave the 4th View Visitor Center at 8:15 that Sunday morning and proceed up I-64 to Richmond, where I'm sure we'll generate a little bit of road rage behind us, more about that later. Chuck also mentioned the car show on the 30th at Topping. Check out the website for info and links to these shows.

Alan talked about the Pig Roast in October. The club will provide the food and refreshments, and members are encouraged to bring a dessert and/or a side dish. A sign-up sheet will be passed around at the next meeting. The road rally begins at 1:00 PM at Kellam High School. If you're bringing food and want to run the rally too, Alan will pick up any food brought to the rally and take it to his house.

The next meeting will be Weds, Oct 4th at Paul Theirgardt's house.

Spares: Is your T-Type running hot? Mark talked about a product, Evans coolant that has a higher boiling point to help alleviate overheating problems. Contact Mark for more info.

Clubs: Nothing to report.

Archives: Sue wasn't there, but a couple of members said they had a lot of old newsletters they could donate to the archives.

Old Business: The website was discussed. Mike reported that he is working on a classifieds page, to include an on-line form for submitting ads. Also, we want to include a “Members and their Cars” page, so send those pictures of yourself and your car.

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SEPTEMBER MINUTES cont (again) . . .

Alan suggested a calendar for 2001 to include pictures of members and their cars. Send ideas to Alan. No swimsuit photos, please.

New Business: Vince talked about retaining the current slate of club officers for next year, and asked if there were any nominations for new officers. None were brought up, so voting to retain the current leadership will take place at the Oct meeting.

Barry talked about the last Hampton Roads Car Club Council meeting he went to. Several issues were discussed, which he relayed to us. The first issue concerned the infamous road rage article in the local newspaper which featured the '74 Midget in the associated graphic and that the HRCCC is concerned about the lack of local car club articles, and wants to initiate a letter writing campaign to the newspaper. This was discussed, and it was decided to hold off on writing letters until more info is supplied in the newsletter or discussed at the Oct meeting. Barry stated that the HRCCC is looking for clubs to host the Sat night car shows at Giant Square on Independence Blvd. Some discussion ensued, such as "Is this something we want to do?" and "Do we want to get involved?" Since no one said yes, the idea was shelved until later. The last issue was the HRCCC's insistence on charity events, and the reporting by clubs of their accomplishments. This was met by even less enthusiasm.

Barry talked a little more about the inoperative car laws that appeared in the last newsletter.

Marque time: Barry mentioned that the Oct/Nov issue of British Car magazine had an article about the "Race at the Base" and an article about uncommon racing MGs, which included cars raced by Hank Giffin and his daughter Ryan.

ARTICLE VIII Chairman

Section 1. All Chairmen will be appointed by the President.

Section 2. The Spares Chairman shall be responsible for maintaining a list of parts sources for the membership. He will also advise the membership of the best sources for various parts based on price, quality, turnaround, etc.

Section 3. The Technical Chairman shall be responsible for maintaining a library of technical publications and articles pertaining to MG cars. He shall also maintain an awareness of additional publications owned by members of the Club.



DRIVER DAYS 4th ANNUAL CAR SHOW

SATURDAY OCTOBER 28th, RAIN OR SHINE

Open to All Cars & Trucks 1975 and Older

**Free to First 150 Pre-registered - DASH PLAQUE, T SHIRT,
GRAB BAG**

ACTIVITIES DAY OF SHOW

**Poker Run, 50/50, Cowboy Reinactors, Civil War Reinactors,
Medieval Reinactors, Mash Unit, Arts & Crafts, Yard Sale,
Live Bands, Play Areas for Kids, Face Painting-GREAT FOOD!**

Tour Driver by Donkey Cart

GROUNDS OPEN AT 8:00 AM

ALL VEHICLES MUST BE ON THE SHOW FIELD BY 10:00 AM

Door Prizes and Awards Will Be Presented at 3:00 PM

Poker Run will Begin at 4:00 PM

NO REFUNDS, NO TRAILERS OR DISPLAYS

NO BURNOUTS, LOUD MUSIC OR ALCOHOL WILL BE PERMITTED

**Directions: Take I-664 to exit 11A, go 5 miles to Driver,
turn right on Route 125, go one block and turn left on
Driver Lane. Show Field is on right at BEREA CHURCH.**

FOR INFO: CONTACT RON AT RIO GRANDE TRADERS 1-757-538-3512

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Mail to: P.O. Box 7066, Portsmouth, VA 23707- Please Print

NAME _____ PHONE _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

VEHICLE _____ YEAR _____
_____ \$15.00 Before Oct. 14th _____ \$20.00 After Oct. 14th

**I agree not to hold any sponsor, Berea Church, or any persons connected
with this event responsible for any loss, damage or injury to guests
property or myself. Signed _____**

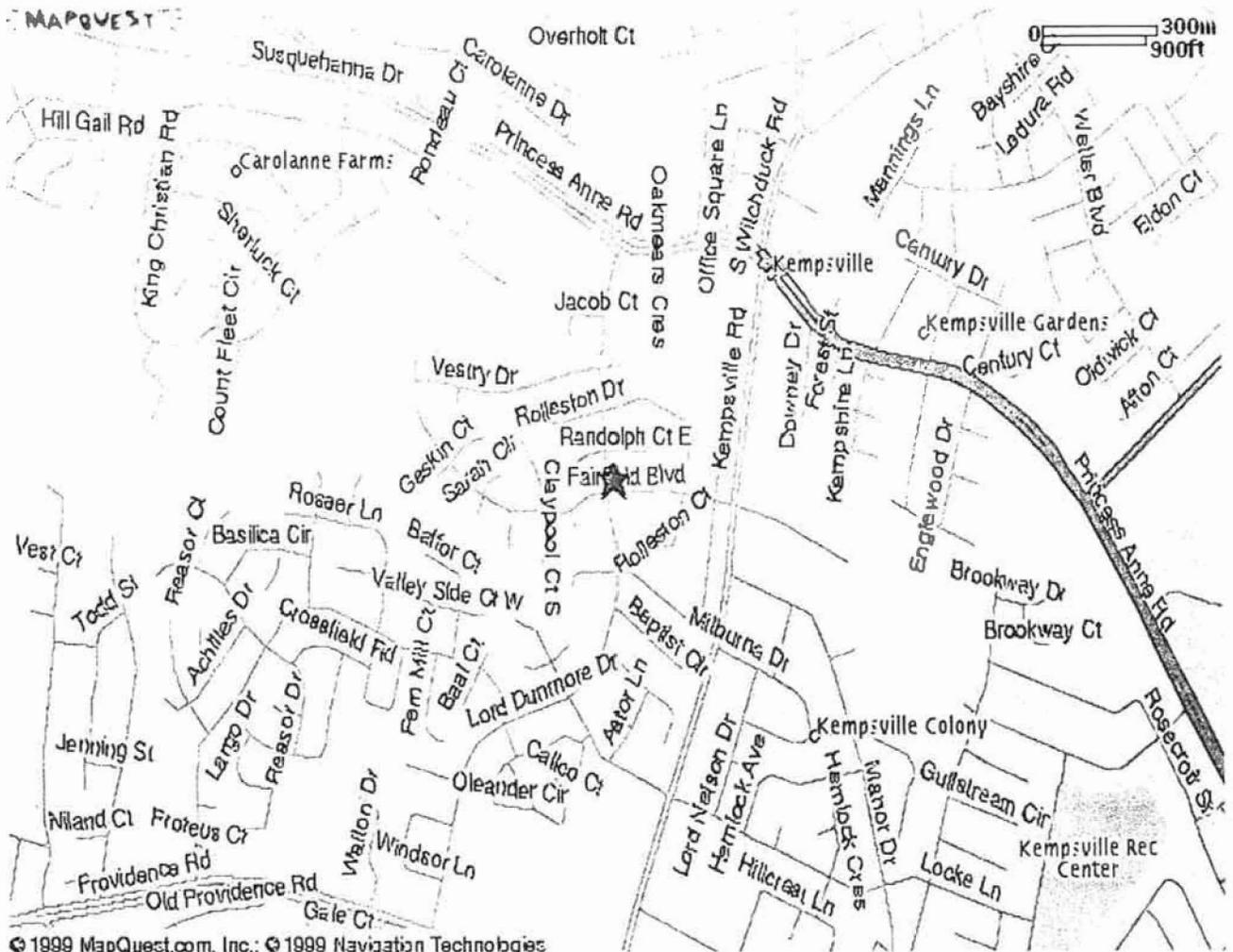
*Please Send your Application BACK A.S.A.P
TO get Express Registration
Send t-shirt size 6*

**Wednesday October 4th
Meeting at**

**Paul Thiergardt's
5232 Fairfield Blvd
Virginia Beach 23456
497-0455**

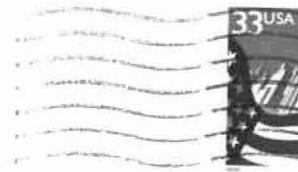
Kick Tyres 7:30

Meeting 8:00



The Tidewater MG Classics

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ADDRESS SERVICE REQUESTED

FIRST CLASS

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Wednesday Meeting October 4th At Paul Thiergardt's

Officers and Committees

President	Barry Tyson	488-7304
V.President	Mike Haag	393-6410
Secretary	Doug Kennedy	460-5037
Treasurer	Jim Villers	481-6398
Editor	Ed Kehrig	497-8073
Membership	Alan Watson	426-2600
Activities	Chuck Hudson	425-6882
Historian	Sue Bond	482-5222
Technical	Mark Childers	473-1757
Regalia	Frank Linse	461-7783
Clubs	Mike Ash	495-0307

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