

The

Dipstick



"The Newsletter of the Tidewater MG Classics Car Club"

www.mg.org

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Dedicated To Preserving The Marque Since 1973

September 2000

MARQUE TIME

If you missed the August meeting you missed a warm and friendly gathering of MG enthusiasts. There were so many faces we have not seen in a long time and quite a few new faces too. It is really nice to know that we still have returning long time members and even generations of long time members still participating in a club that was started 27 years ago. It was also nice to see John Severin, the founder of our now near legendary web site. This gathering of friends with the love of the MG in common speaks again of the richness, tradition and enduring qualities that our club and marque has to offer. There were many interesting tales of MG told around the hearth there. We thank David and Mary Shepard for providing this warm and homey setting complete with two large, gentle, furry dogs, that greeted everyone with their large brown eyes, wagging tails and smiling faces. Yea, yea, I know dogs don't smile but they looked like they are smiling. Maybe it was those Nissan truck commercials, again. I have them on tape. And yes I have a tapestry of dogs' playing cards in my house right next to the one of the King, Elvis.

I don't know you have noticed but I have been suffering from post MG or vehicle break down trauma. I am using my AAA plus card more than my Visa Gold card. Thank goodness for that 100-mile free towing. It sure helps to get you back home.

I left the house for that August meeting after I packed everything MG in to my only running transportation, a sports car, a model I would rather not drive to a MG meeting. This sports car owes its existence to the MG, but it doesn't quite have the "panache" or is that "panic" (I mean adventure) of an MG. As I backed out of the garage, I was sad to see my MG still up on jack stands after its noble but near fatal encounter with Afton Mountain, which ended in a long and painful ride on the back of a roll back tow truck. You learn a lot about a person when you ride four hours in a tow truck with them. The driver told me of his near death accident when he rolled his Triumph Spitfire. He said he would have been decapitated if he had not been thrown clear of the car as it skidded down the road upside down. He said he spent weeks in the hospital. I learned that I would rather tow a MG than drive a Triumph Spitfire (that rear swing axle is a killer). As the miles pass by and the drone of the diesel engine of the tow truck lulled me into a semiconscious state and my mind wandered. I remembered the Virginia State Trooper saying, "Sure is a pretty car", when he stopped to see if I needed assistance, as it sat dead on the side of the road. It was one of three other vehicles littering the intersection. The others were spewing forth various clouds of steam and chemicals after incurring the wrath of the mighty Afton Mountain. I began to think, how could this happen after six years of faithful reliability: several trips up Afton Mountain, trips to numerous car shows, two sessions at Summit Point Raceway at full tilt and just back from a 1300 mile trip to Cleveland and back. I guess this is the adventure of driving a MG. And when it came to me, Lucas, the legendary Prince of Darkness, that's what it had to be as we rolled into my driveway at home at midnight.

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Upcoming Club Activities

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| Sep 5th | Tuesday Meeting at Bill Seib & Leslie Paul's 420-9523. |
| Sep 24th | Richmond 17th Annual British Car Show Browns Island |
| Sep 30th | Wings & Wheels Car & Air Event at Hummel Air Field in Topping, Virginia |
| Oct 4th | Wednesday Meeting at Paul Thiergardt's 497-0455. |
| Oct 6-8th | Shenandoah Valley British Car Club 20th Annual Festival |
| Oct 22nd | Pig Roast at Alan & Becky Watson's. No Rain Date. |
| Nov 8th | Wednesday Meeting at John Jones 426-6240. |
| Dec 8th | Christmas Party at Jim & Betty Viller's 481-6398. |

MARQUE TIME CONT:

Although it took quite a few days to figure it all out, it turned out the two major problems were a faulty distributor (Lucas) and a blown ("holey") manifold welch plug, probably from the distributor misfiring. And the welch plug (that's what the Victoria British parts catalog called it) I didn't even know it existed until this happened. Oh well, at least the problems were relatively small compared to something like a blown engine. Soon my MG will be mended, scampering around country roads and providing that special MG feeling.

And parked beside my MG was my Jeep. It had been brought home on a roll back twice in a month from Newport News, where I work. It's wiring ravaged in the engine compartment while I was in Cleveland at the MG 2000 convention, by a little rodent, one of Mickey Mouse's relatives, in search of a cheap antifreeze high from anti freeze splattered on some of the components and wiring. I wish I could say that the Jeep was going to be as easy to diagnose, with its intermittent electrical/electronics problem. When the second tow truck driver that brought the Jeep home, saw the five old cars in my garage, I think he saw dollar signs. He gave me his name and phone number and told me to call him any time anywhere.

I am hoping that my MG will finally be road worthy to finally make an appearance at the tech session at Frank's on August the 20th for final inspections and tweaks by the experts. Then it will be on to the Central Virginia British Car show at Brown's Island (formerly Berkley), an event of tradition that we should give our full support. Then there will be the Wings and Wheels Car & Air show on September. 30th and last but not least the very enjoyable Shenandoah Valley British Car Club 20th Annual Festival on October 6th - 8th. It looks like I will not be making September meeting, the government has decided to send me to school for a month to become a certified contract agent. I plan to be home on weekends. We will revert to the Al Haig plan of succession in my absence, I mean the Mike Haag plan of succession, who will conduct the September Meeting. *Safety Fast! Barry*

August Minutes:

Barry opened the meeting on time at 8:03PM Lucas Standard Time. Dave Sheppard and his wife Mary were welcomed for their fine hospitality. Steve Cochran and his wife who own a 52 TD was welcomed as a visitor. Another visitor Norm Shafer who's looking for an MG was welcomed as well. It was a fine evening with over 30 MGiphiles present.

Clubs: Mike and Jenniger Ashe attended the NAMGAR show and had a great time. They even met a couple from Norway who are forming a club.

Membership: Alan waited patiently to remind us that dues requests were sent out and DUE DUE DUE. Send us your money if you owe it. Don't make us come looking for you as part of our next rally!

Newsletter: Ed had some extra available. Barry and Mike were complemented for their contributions and encouraged to add more.

Regalia: Frank has some new collared shirts available. Do your holiday shopping now. Sorry, there's no pink.

Treasurer's Report: Jim was off at a Mercedes function (all together now, boooooooo) so we had no report. We aren't broke as far as we know.

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MINUTES CONT:

Minutes: They were outstanding as always so after much praise and throwing of money they were approved.

Spares: Mark had spare tire info. You can use for an MGB a Saab 9000 donut and a few more. He also discussed alternator swaps but it was over the Secretary's head.

Activities: We need a host for the November meeting. Pig Roast will be October 22. No rain date so suck it up. This just in, John Jones will host the November meeting. Thanks! AACA is having its show on September 16 at Chesapeake park.

Archives. Keep that old info coming to Sue Bond.

Old Business: He claimed he didn't need discussing.

New Business: None. We were hungry.

Marque Time: Mark had leads on two 68GTs for sale.

Sue Bond received a cleaning kit for her car from a friendly AACA colleague at the last meet she attended. It was appropriately sized for a B!

Chuck Hudson has five years of Safety Fast magazines available. Hank Giffin's got like 25 years available!

MG Magazine is history. A shame.

The website is doing well and we're receiving plenty of hits. Some may well be from people other than Mike!

Barry's MGB is up and running again after dying on Afton Mountain. The intake manifold welch plug and flux capacitors were the problem. No, I have no idea what a welch plug is. John Severin thinks it may be "welsh plug" and some sort of Scottish part. This was his third tow in a month for his vehicles so he's a bit beat up. One was even due to a mouse feasting on his wires and hoses. That's his story and he's sticking to it.

Raffle: The raffle was held and since the Secretary again didn't win he wasn't paying attention to who did. We then adjourned and flew to the chow like a presidential candidate to a lobbyist with a big expense account.

August Tech Session was a huge success. Just what the doctor ordered! There were vacuum problems, a speed odometer was removed (and put back), there was a beautifully restored white 'B' that wouldn't come back to life after it's 'reconstructive' surgery, other wiring problems were being seen to in several cars (there were 17 MG's at today's event), and as Alice could no longer see through the 'looking glass' there was a windscreen replacement on my (Ed Kehrig) 74B.

Which brings me to the next part. If you haven't been to or have missed a tech session, you really need to be at the next one and all of them actually. If you keep an ear 'tuned' to the various happenings you'll learn some really great tricks of the trade, and if not that - then you'll pick up some useful information you may not have known before. Did you know that not all screws that look like phillips head screws are actually not phillips head screws! Dah-h-h-h. And you'll never guess how many hands it takes to screw in one screw on a windshield. Besides all this, the chow was great . . . bar-b-q a-la-Coors.

A few helpful hints on replacing a windscreen.

- First - have lots of people around. It helps to have others to share in the misery when things don't go right.
- Second - don't feel bad if you find yourself up against something you don't understand. Probably there are others there who haven't the slightest idea what you're up to and are just amazed at your talents. Besides somewhere amongst the group you'll find at least one person who'll be able to help
- Third - have plenty of spare 'little things' because the smaller the item - the quicker it'll be lost - even on a driveway or pavement. (you wouldn't believe how many screws are laying in the grass around Frank's picnic table)
- Fourth - big things can go into little holes if you just grease them up enough. And if that doesn't do the job completely, get help (someone large - thanks Bob). And if it still won't go together - then get a large rubber mallet. Then things are sure to fit. But they didn't so we resorted to the last line of defense against failure; Bob & I asked Mark Childers for help. Between our six hands we were able to screw together the windshield frame against the windshield glass. (I pity the person who has to take that windshield apart the next time - it'll probably come apart flying like a cocked spring in all directions.
- Fifth - make sure you examine your work. It isn't good if you can see daylight between the seals and the edge of the windshield glass.
- Sixth - now the *easy* part of the entire mess (oops) make that - skilled procedure. Taking out the old windshield frame and glass. There are only six bolts holding it to your treasured antique. Two on each wing, and two at the centre post. (that's not a spelling error - we're talking British cars here). Careful of the centre bolts. Whereas the side wings bolt into the windshield frame itself, the centre bolts have nuts under the dash. And these nuts are encased in a wire basket. If your nuts come loose like mine did - Vince might start talking about crushing the wire basket around your nuts to keep them from moving! (that almost sounds like something French and hideous) By removing the side wing bolts first you can get two innocent bystanders to exert upward pressure / force on the side wings thus creating pressure on the centre bolts and they just might come off - mine did. Phew-w-w-w!
- Seventh - clean the area previously hidden by your windscreen. A wooden stir stick (the kind you get when you buy a gallon of paint) works great for this (chiseling up the gunk left behind). Save the stick to smooth out the new seal when installing the new windshield.
- Eighth - set the new windscreen in place and use the paint stick to push the front bottom seal forward. Then just replace the bolts and you're in business. No problem mahn. You just need to be a little patient mahn.
- Tools needed - anything and everything as long as it works! Frank was wondering where all his tools went. My passenger side of the 'B' was noticeably sagging somewhat from the weight. (of course that could have been me - remember I told you it was a bar-b-q)

Well, it was a great shin-dig and everyone had a great time; and that's the whole purpose of the club isn't it! Having a great time with great people! If you weren't there - then you really missed it. Thanks to Frank Linse and Bob McClaren who hosted today's event.

by Ed Kehrig

Municipality's Inoperative Vehicle Codes

Chesapeake (Code statute 74-278) - requires inop vehicles to be kept in a fully enclosed building or structure or "otherwise shielded or screened from view". No limit on the number of vehicles. Does declare that a vehicle that has been partially or totally disassembled for a period of 60 days or longer to be an inoperable vehicle for purposes of the code.

Newport News (Code statute 13-186) - Unlawful for individual to keep inop vehicle except within a fully enclosed building or structure. No limit on the number of inop vehicles.

Norfolk (Code statute 29-58) - Very restrictive to say the least. (Can seize inop vehicle with 48 hours notice and won't release unless vehicle is returned to full service or transported to repair shop.) Again, unlawful for individual to keep inop vehicle except within a fully enclosed building or structure. No limit on the number of inop vehicles.

Portsmouth (Code statute 23-46) - Similar to Chesapeake's. Requires inop vehicles to be kept in a fully enclosed building or structure or "otherwise shielded or screened from view". Allows owner to use tarps, covers, etc. to completely shield or screen the inop vehicle, but imposes a limit of one (1) inop vehicle per property outside a fully enclosed building.

Virginia Beach (Code statute 21-377) - Requires inop vehicles to be kept in a fully enclosed building or structure or "otherwise shielded or screened from view". Does not allow the use of tarps, covers, etc. to comply with requirement to screen the inop vehicle. No limit on number of inop vehicles.

Visit this web site for more information (<http://www.municode.com>). It has all the local municipal codes in searchable HTML. You will be able to look up each localities inoperable vehicle storage code without having to go the library and pour through the code books.





I never knew a windshield could look so large without all those city, state, and Government stickers on it. (how'd they see the haze through all the stickers)

**Getting it to work the old fashion way—
Intimidation !**



All their hard work did pay off—they really did get it running !

**Some of the 'Local' Talent
At the August
Tech Session**

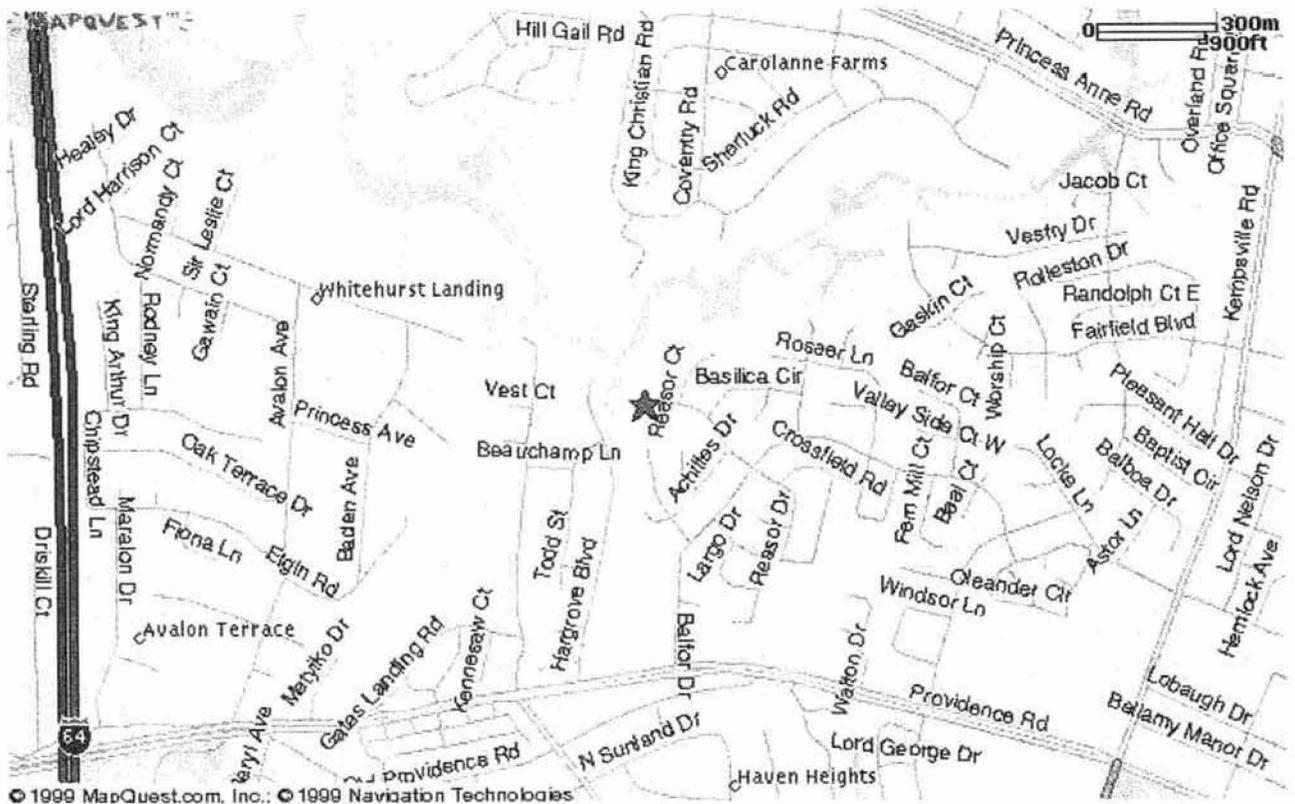


Tuesday September 5th Meeting at

**Bill Seib & Leslie Paul's
617 Reasor Drive
Virginia Beach 23464
420-9523**

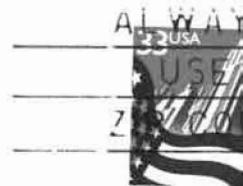
Kick Tyres 7:30

Meeting 8:00



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Tuesday Meeting September 5th At Bill Seib & Leslie Paul's

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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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