

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

August 2001

MARQUE TIME

Thanks to Doug and Betsy Kennedy for hosting the July meeting and thanks to Vince and Pam Groover for assisting with the hosting duties. Thanks also to Doug Kennedy for "subbing" while Mike and I was away at MG 2001 in St. Paul. I hope the turnout was great and the evening was fun.

Wow, MG 2001 ended up being the biggest MG adventure I have ever undertaken. Here is a very brief synopsis of the trip. Susan and Mike, hopefully will submit articles that tell all, well almost all, in this month's Dipstick. Note: I have borrowed a format from a current auto commercial now playing on TV.

Saturday, June 30th, Mike arrived at my house. As usual I was running late. The previous two days and evenings I had been trying to sort out problems with my MG. *Zoom ZoomZoom-Zoom Sputter*. On the first leg, my car suffers the first of a mysterious electrical problem, with alternator light flashing and ignition sputtering. We think we fix the problem in a parking lot. *ZoomZoomZoom-Zoom*. Rain storm hits and my three wiper arms have a fight on my windshield. The middle one, came loose, got out of sync and damaging the driver's side and entangling the other. We arrive at Nitro WV.

We depart the next morning, July 1st. *ZoomZoomZoom-Zoom*. Passing through Louisville, KY (Louieville Slugger) and headed to Indianapolis, IN. *ZoomZoomZoom-Zoom*. A dark, thick, lines of storm clouds are coming. Heavy wind, rain, grab Toto, we are going to be blown to Kansas. *Zoooom. Sputter. Zoom. Sputter*. The electrical problem is back. We finally arrive at Bloomington,

ton, ILL. (Bloomington Gold) Mike is ecstatic; there is a restaurant next door to our hotel that serves cuisine from India and TajMah Hall beer. We depart next morning, July 2nd, after I added coolant to the radiator, small leak. *ZoomZoomZoom-Zoooom, Sputter*. The electrical problem is still there. At a rest stop in a corn field in Iowa the electrical problem is solved. *ZoomZoomZoom-Zoooom*. What a relief. We are on our way to St. Paul. Susan has arrived by air, *ZOOOOOM!* and is manning the Tidewater MG Classics Rally Control Central at the MGB host hotel in St. Paul, with her cell phone. Mike makes contact with her 2 hours out and the MG's are almost on schedule. 10 hours on the road that day. *ZoomZoomZoom-Zoom*. We arrive at MG 2001 in St. Paul.

At MG 2001, "You Betcha", lots of MG's, new 2001 MG's, old MG's, historic racing MG's, food, vendors, tech session, parties, old friends and new friends. Of note was several of the racing MG's on track day, Friday: 1925 MG Double Twelve, Mark Donohue's racing MGB, a Group 44 MGB champion racer, 2 MGA SCCA champion racers. You must read Susan's article in the Dipstick. The sounds were wonderful and afterwards you could go down and talk to the drivers on the track and get a close look at their cars.

Saturday, July 7th, Susan's flight leaves (*Zoooom*) and she returns her rental car, which we made much use of to car pool in, and we greatly appreciate it. It was nice to have a real car available with air conditioning. Mike and I stay over Saturday, July 7th, to make the MG's ready for the next leg of the trip. We searched for the now scarce 20w-50 Caster oil with so many MG's in town. I repair my radiator with "miracle" epoxy.

Sunday morning, July 8th we de-

part for the Michigan upper peninsula. *ZoomZoomZoom-Zoom*. Monday, July 9th we depart from Escanaba, Mich. after spending the night. *ZoomZoom-ZoomZoom*. Crossed the Mackinac Bridge, and proceeded down the coast of Lake Huron and then it happened. MG in tow, MG on the racks (racks of a repair shop). See Mike's article for the whole story or what ever he is willing to tell. All I will say is we very familiar with Alpena, Mich. now. Back on the road on Wednesday, July 11th, to Dearborn, Mich. *ZoomZoom-ZoomZoom*. We arrive at the Fairfield inn in Dearborn, the décor is Victorian and the halls are full of historical automobile illustrations. Thursday, July 12th, and Friday July 13th, we tour

July Minutes

The July meeting opened promptly at 8:04 as President-for-a-day Doug Kennedy, in the absence of the real President and Vice-President who were at MG2001, herded the massive throng into his backyard. Actually, it was a very disappointing group size, and perhaps an all-time low, of only 14 members and five MGs in attendance. The hope is that the Independence Holiday the next day produced the low numbers and not the rumor that Governor Gilmore had signed a bill making July 3rd "Mandatory Drive your MG Nude Day." At any rate, Doug thanked Vince and Pam Groover for assisting he and Betsy with the hosting duties. Between gourmet courses of chilled summer peach soup, petite filet mignon, and a crab and shrimp torte we zipped through the following business:

Marque Time cont:

the Henry Ford Museum and Fairfield Village, very impressive.

Saturday, July 14 th, we depart for the return home. ZoomZoomZoom Zoom. Lewisburg, WV was our final stopover point but after finding no room at the inns in Charleston and Beckely , WV due to flood relief personnel we ended up in Lewisberg, WV. One more departure on Sunday July 15 th and we were home. Zoom zoom.

A 16-day trip (10 days on the road covering approximately 3,200 miles. Three of the most invaluable tools on the road where: an AAA Plus card, a cell phone, a pair of FRS radios. The forth most valuable item was some epoxy compound for patching my radiator.

I would also like to note that the Dipstick's deadline is the 20th of the month for any articles or notices to be sent to our hard working Dipstick Editor, Ed Kehrig at his email address ekehrig@exis.net .

Safely Fast! Barry

Minutes cont:

Visitors: None.

Minutes: Approved as written.

Treasurer: \$0 receipts, \$142.60 Disbursements, \$1912.98 Balance

Newsletter: There was some confusion over the evening's meeting date which appeared as both Tuesday and Wednesday in the Dipstick. Get your articles to Ed.

Activities: Peggy reported that the last Ice Cream Driveout went very well with great attendance. Next event is a driveout on 7/20. The Watsons want to change the September meeting to Wednesday because of a Tuesday evening commitment. All agreed that this was no big deal. A NOVEMBER MEETING HOST IS NEEDED. A PIG PICK HOST IS NEEDED FOR SEPTEMBER OR OCTOBER. Check www.britishcarauction.com for brit car events and items. The Wings and Wheels show is 9/29 in Topping Virginia.

Minutes cont:

Clubs: Nothing

Spares: Nothing

Old Business: None

New Business: None

Marque Time: Andy Wallach is retiring, again. This time on 8/17 at 3:00 at the SACLANT Building on the CINCLANT Fleet Compound. Vince and Cynthia then argued about why he's still storing prizes she won quite some time ago. Pam reported a successful first trip in Vince's restored 1952 MGTD Mark II.

Raffle: None

Adjournment: 15 minutes after we started.

Lets try to make it out to the meeting at Paul and Carment Thiergardt's.

--- Doug Kennedy

1978 MG Midget soft-top.

- Complete except for upper steering column and alternator.
- Professionally rebuilt engine needs re-assembly; 1500cc.
- Body has some rust on rear quarter panels. 49K original miles, last time on road was 1997.
- \$750.00
- Call Marty 523-9408 or VM 939-0835.

Ridgeway's Printing Services

A special thanks to Ridgeway's for their dedicated services towards the printing of The Dipstick. I have had the occasion to use their services and their services are better, faster and less expensive then other companies.

Ed Kehrig "The Editor"

Khedive Auto Show

Aug 18th, Chesapeake. Va. 12-4PM at the Khedive Temple. Randy told us at the meeting that they set a Triumph class in all years apart from all other classes. He will set-up a MG class by itself if he can get at least 6 mg's to notify him. Randy is a member and wants to set this up with them but time is short. He had little notice so I'm passing this on to the MG Classic Car Club and HOPEFULLY you will be able to spread the word to others for this event. There are 50 classes listed already and need confirmation from at least 6 MG owners by Monday the 9th if interested. His e-mail is "randbrac@webtv.net" or phone him at 721-6732.

Please pass this on.
LFC-Tino

1959 MGA Parts or Entire Car

Started restoration, but don't have time to finish.

- Will sell whole car (is apart) or will part out.
- Car is complete.
- Fenders have typical rust at the bottom
- Bonnet and boot in great shape
- Doors have a few dings.
- Frame is about half restored (welded)
- Wire wheels.

Please call for additional information.

Call after 7:00 pm, telephone
757-566-2065 (Williamsburg, Virginia), or
e-mail kgrant3736@aol.com.

DECEMBER

?? **Christmas Party**
Host: **Paul & Carmon**
Thiergardt

AUGUST

1 (Wed) Monthly Meeting

Host: **Paul & Carmen**
Thiergardt

16 (Thu) Ice Cream Social
7:30pm and Drive Out

20 (Sun) Summer Tech

SEPTEMBER

4 (Tue) Monthly
Meeting

Alan & Beckey

Watson

19-23 NEMGTR GOF, New
York

OCTOBER

3 (Wed) Monthly
Meeting

Host: **Jim & Betty**
Villers

?? **"Pig Pick'n &**
Rally"

NOVEMBER

6 (Tue)
Monthly Meeting

Host: **NEEDED**

19 (Sat) Lucas Nite

GOT PROBLEMS???

Bring them to the Tech Session

WHEN: Sunday, Aug 20th

TIME: Noon to 5pm

WHERE: Bob McClaren's garage

5612 Susquehanna Dr

Va. Beach

490-2114



Are you ready for another Ice Cream Rally?

DATE: Thu, Aug 16th

TIME: Caravan leaving at 7:30pm

PLACE: D.E. Kirby, Inc

3921 Garwood Ave, Portsmouth

DIRECTIONS: I-264 to Greenwood North/West exit #2

Cross RR Tracks

Right at light - Garwood Ave

Second building on Right, White Brick

(Hint -- Well end at a secret diner known only to those who began the April Fools' Tour there...)

MG2001, An MG Odyssey. You Betcha!



By Mike Haag and Sue Bond

Before we knew it, and before we were really ready for it, it was time for the long road trip to St. Paul MN for MG2001. Barry had spent most of June away from home on travel, and had very little time to finish up all the little details associated with installing a new engine and properly breaking it in. After some last minute timing and carb adjustments, and a head gasket seepage that appeared to be drying up, he decided to go for it. For myself, I had spent most of the previous month or so working on the house in Virginia Beach I had just bought, trying to get it ready to move into. My car would turn over the 100,000-mile mark during the trip, and with a front-end suspension that squeaked and groaned I had my doubts as well. I performed the usual fluid and filter changes, greased the suspension, checked this and that, and after a last minute right side rear axle seal replacement, determined that the car was about as good as it was going to get for this trip. We'll have plenty of time to attend to all those other things later when we get back (yeah, right!). With our boots full of tools and spare parts, we were ready and determined to drive to St Paul.

The Trip to St. Paul

We figured that if we could average a little over 400 miles a day, it would take 3 days to reach the Minneapolis/St. Paul area. We left on the morning of June 30th. With only about 350 miles on his new engine, Barry wanted to drive up Rt. 460 before getting on the Interstate to help break it in further. About 35 miles into the trip, my speedometer quit working. Great! Just what you want to happen at the beginning of a 3000 mile trip! This happened before, and I fixed it by removing the right angle speedometer drive (although it seemed to work fine) and installing the longer overdrive speedometer cable. So, I drove by the tach and kept pace with Barry, as he was leading. After we had stopped for lunch, it started working again, for 6 miles. Once we got on I-81, Barry radioed back that his car was running rough at higher RPMs, and his tachometer needle was doing somersaults and the charging light was flickering. After getting back on I-64 past Lexington, we pulled off at the first exit to have a look. We couldn't see anything obvious. We cleaned and re-installed the connector to the alternator, and re-dressed the spark plug wires away from the alternator. This seemed to help some, so we pushed on. Soon after entering West Virginia, we encountered a thunderstorm, but thankfully it didn't last too long. We pushed on until we got a little west of Charleston WV, where we booked the last 2 rooms at a Comfort Inn in Nitro WV.

Before leaving the hotel, I pulled out the inner speedometer cable and inspected it, which looked fine. I suspect that the inner shaft of the speedometer drive gear (NLA) which accepts the drive cable is slightly worn, so any wear on the drive cable causes intermittent or no readings. I crimped the end of the cable with a pair of pliers to flatten it and elongate the edges to help engage the drive gear better. This seemed to work, as the speedometer began working and worked just fine for the rest of the trip.

Sunday morning we continued west on I-64 into Kentucky, past Lexington, on towards Louisville where we picked up I-65 North towards Indianapolis IN. At a construction scene in southern IN, we encountered a long delay and lots of stop and go driving. This was a good opportunity to test out the new electric fan I installed prior to the trip. It has more airflow than the 2 original fans and consumes about 1/3 the normal current. Thankfully it kept the temperature gauge at a comfortable mid-point between normal and Hot when standing still in hot weather. About 30 miles or so south of Indianapolis, the sky turned very dark and threatening. We half expected a funnel cloud to drop down out of the sky at any minute. What did fall down though was rain, torrential rain! Many cars, and even some SUVs, were pulling off the side of the road. We kept on motoring, dodging the leaks from our tops and wiping the inside of the windshield with towels. Actually, we were too afraid to stop. Afraid we would get even wetter inside just sitting there, or not being able to re-start the engines. Once we got on the bypass around Indianapolis it let up, and west of the city it stopped. The sky turned blue again, and we had a great drive through western IN and into IL. Except that Barry radioed back saying his car was now running even worse. We continued on, stopping in Bloomington IL for the evening where we dined at an Indian restaurant eating "who knows what?" and drinking Taj Mahal beer.

Monday morning we headed northwest towards Peoria IL (isn't there a song or joke about Peoria?). At a rest stop in western IL, we decided to take another look at Barry's electrical problem. After re-cleaning and re-connecting

the alternator plug, and moving wires around and much head scratching to no avail, we didn't have a clue. While the engine was running, I happened to see some arcing around one of the starter solenoid connectors. Finally putting my BSEE to good use, I commented "Gee, that isn't supposed to be doing that!" Barry crawled under the car, and sure enough, the spade lug connection on the big brown wire that feeds the alternator was loose and barely making contact. After removing the female connector, cleaning, tightening, and re-connecting it, the problem disappeared. Much relieved, and considering ourselves near geniuses for fixing it (actually, it was just dumb luck), we motored on into Iowa, where near Iowa City we picked up I-380N towards Cedar Rapids.

After stopping for lunch in Waterloo IA, we got on Rt. 63, a two-lane road that would take us north into MN for the final leg of our trip there. We stopped for gas in northern Iowa, as Barry was running on fumes since he didn't fill up earlier when I did. Now, we had been traveling for 2 ½ days and hadn't seen any other MGs along the way. As we were about to leave, 3 MGs pulled into the gas station: an MGA roadster, a BGT, and a LE. We stopped and talked to them for awhile. They had left that morning from St. Louis, so we decided to caravan together. The "safety in numbers" thing. North of Rochester MN, they decided to stop for a rest break and get something to eat. I told Barry I wanted to press on so we can get to the host hotel before dark, as I noticed the voltmeter (I installed one year ago in place of the rusty old cigarette lighter) was reading below normal, and I didn't want to have to use the lights in case there was some kind of charging problem developing. We arrived at the Four Points Sheraton around 7:30 Monday evening, where we "high fived" each other for actually making it there. What a feeling of relief! Before too long, out comes a familiar face heading our way in the parking lot. Sue saw us out a window and came down to greet us. It was great seeing someone we know there. After some initial unloading of the cars, the three of us headed down to the bar for some food and a microbrew or two.

The Convention

Minneapolis is beautiful in the summer. After 90-degree weather at home it was marvelous to get off the plane to 68 degrees, sunny and breezy. Since Lucas was not involved in my trip, everything went smoothly and the rental car was waiting. I found registration at the Fairground but Mike and Barry had not checked in yet. When I finally got them on the cell phone, they were in Rochester only 1-½ hours away - they made it in 3 days! Not wanting to get back in a car, we had dinner and tried some local brews in the motel restaurant.

Tuesday was a seminar day in Kimber Hall. Our own Mike Ash did the "Tuning SU Carbs" seminar and did an excellent job explaining what to do and why. He emphasized making sure everything else (points, plugs, timing, hoses, etc.) was perfect before messing with the carbs because they are very seldom the cause of the problem and really don't need to be adjusted unless you have rebuilt them or changed something else. This was the third in a series he has done on SU's, and it is great to have so much knowledge in our own club.

After so many encounters of the Lucas kind, "Troubleshooting Electrical Problems" was a great seminar. The presenter had a sheet of pegboard with a '74 harness attached, including all the lights and grounds, just like the car. He could detach a ground and show all the weird stuff that happens when you turn on an indicator or hit the brakes. He even had a dashboard that folded down so you could see all the wiring behind it, a real improvement over scrunching into the real thing. The only thing missing was a chance to play with the board and find out if those 3 white wires in one disintegrating connector caused my non-starting problem on the April Fool Tour.

One of the highlights of the event was 2 brand new MGs imported just for us to see, a 4-door saloon and an estate. Impressive. We all filled out surveys on what we would like to see in the way of MGs in the US and, in return, received a pen with the MG logo on it. At least some of us did. They discovered that most of the pens were marking their territory right on the table. They didn't issue a recall, but substituted key fobs for the late comers. That evening we attended the official opening of the show at Piccadilly Circus, with the usual speeches by the executive director and all the register chairs. But then it got interesting, a talent show. We were introduced to the local lingo and were encouraged to incorporate "Uff dah", "You betcha" and "JA, sure" into our everyday language, which we did enthusiastically, though Uff dah was a bit obscure and we ended up asking a barmaid what it really meant. The Old Speckled Hen club did - what else - the chicken dance. The Minnesota Moosepoopers Scandinavian Rap introduced more new words. According to the state trooper from Oregon (who drove a B), "Two beers" is the standard answer when pulled over for erratic driving, though he may ask you how big they were.

Jimmy Stewart – yes, that is his real name - sang big band hits, and a Magnette-driving family did a tableau on the finer things in life. We heard Ole and Lena jokes, and decided they were universal, only the names had been changed to protect the guilty. When we got back to the hotel it was still light so we cleaned the cars and enjoyed the late sunset and some local brews we had found - 150 choices and so little time!

Wednesday was car show day. Mike parked right in front of Kimber Hall but Barry was way across the way, by the non-MG cars - the field layout guy must own a rubber bumper. The fairground had paved streets wide enough for us to back in to the curb on both sides and shade trees to keep us cool, though we never did sit down, there was just too much to do. With 796 cars on the field, we saw everything from 1930 to 1980, including a Double Twelve, Tickfords, racers and more GT's than I have ever seen in one place, including rubber bumpers and a British spec '75 Jubilee. We shopped in The Works and the autojumble, buying parts and souvenirs and talking to friends - we saw the Woodsons and Ashes and Alan Betchelder from New Castle, whom we see in Waynesboro every year. We caught the end of the "Power Tune Your MG" seminar and learned some neat ways to increase HP without spending a bundle.

The evening entertainment was labeled "British Invasion" so I expected rock bands. What we got was a pipe band and Highland dancers. Didn't have us dancing in the streets like the guard who wouldn't let my rental car in said we would, but it was fun to watch. We were supposed to get in the cars and drive to the fireworks, but that seemed a little too much like work. The Ashes had invited us to the hospitality suite of the A register at the Ramada Inn that "looks like it's closed" but was undergoing renovations. We met the owner of the Jubilee GT (who also happens to be the owner of Scarborough Faire) and got the story of its arrival in the states. Besides, they had free beer.

Thursday morning the car show trophies were awarded. We arrived just in time for the B's. I was glad to see the Jubilee GT got a first, but didn't recognize anyone else. The Woodson's won with their A. All of the first place winners were displayed at Piccadilly Circus for best-of-show voting. Norm Ewing, from South Africa, showed slides of his trip from SA to Norway, done in an MGA in the early seventies. His wife is a real trooper, she had a baby while they were on the road! We sat in on the power tune and electrical sessions again, picking up a few more tips. Mike and Barry went to the wire feed welding session, but were unimpressed. We also listened to John Twist and I bought his technical book, I need all the help I can get. He even signed it!

The evening's entertainment was an auction, but we got back to the motel so late we didn't have time to eat and return to the fairground, so we headed for the Rock Bottom Brewery downtown. The state trooper from Oregon heard us discussing it and said it was a chain that started in Portland and the beer was good. He was right. Good food, too. When we got back to the motel it was too early to turn in so we took our chairs and coolers to the central patio. It would have been nice to have a hospitality suite in the motel, or a gathering in the parking lot in the evenings, socializing is half the fun.

Friday was panorama picture day. It was sort of cloudy and a bit cooler, so standing around in the fairground parking lot while the cars arrived wasn't as bad as it would have been the day before. The brand new cars were centered and the racecars arranged around them. Everyone else's place depended on when they got there. We timed it right and ended up right behind the old MGs in the center. The photographer used a 1933 camera to take 3 pictures, with several kids running around behind him to get in both ends of the picture.

Then it was race time. We all migrated to the grand stand to watch the old cars do about 5 laps each. First off was a B (Group 44) that had been parked since it was a national winner 18 years ago. The local club had talked the owner into getting it back on the road, and helped out. He made it around the regular track, but when he hit a speed bump on the pit road - taken to avoid a stage set up on the track - it died. So he did the rest of the narrating while his friends worked on the car. It did finally make its 5 laps. I was never a race fan, but watching these old cars was neat. Some were newer, very loud, A's and B's. The older ones like the Double 12 were quiet. But it sure looked like fun. I especially like the purple one driven by the lady who owns it. She had a blast. The last lap everyone hit the track, led by the 2001 models. Then they parked and we could talk to the drivers and look at the cars up close. What a great finale!

We all had bus tickets to go to the Mall of America on Thursday, but didn't want to miss any of the action at the fairground. So we hopped in the rental car on Friday afternoon and had no problem finding it. It is everything we

had heard about and then some. Three floors around a court that held amusement park rides - indoors! We stopped in all the shops offering Minnesota souvenirs - can't go home without a T-shirt - and the Lake Wobegon store. With 3 of us to remember where the car was parked, we found it easily and made it back in time to change for the closing banquet, which was held in the unairconditioned Works building. There were cars in the hall, one of which was celebrating its 50th birthday, complete with cake. A big neon MG sign was the backdrop for the speakers who announced the best of show and the raffle winners (no, we didn't win the trip to England). Old Speckled Hen was on tap and the owner of the Jubilee GT and her mother and daughter sat at our table so the conversation was lively. Too soon it was over and we headed back to the motel. Had to call it an early night so I could get to the plane on time in the morning. What a week!

The Journey Home

While Sue flew home on Saturday, Barry and I decided to spend one more night at the host hotel, and relax and check our cars out before hitting the road again. Barry's car still had a slight seeping of the head gasket on the right side, and his radiator had a pinhole leak at a solder joint. On the way up, he put in some Bars Stop Leak to stop it, but it didn't. In fact, it developed the unsightly habit of "throwing up" (it literally looked like, well, you know what) out of the overflow tube every time he cut the engine off. He developed the procedure of idling his engine for a minute or two before cutting it off which seemed to curtail the regurgitations of foamy looking coolant. We applied some radiator sealer/solder seal stuff to the offending area and this seemed to stop the radiator leak. I replaced the valve cover gasket on my car, as it began leaking on the way up. I tightened the fan belt slightly, but the voltmeter still showed a lower than normal reading after being driven for awhile, but, since the ignition light didn't come on while it was being driven, I left it alone. It worked like that all the way home, another thing I'll have to fix later. I noticed a little bit of coolant near the base of the thermostat housing, but decided not to bother with it and put a little gasket sealant around it instead. Mistake. The next morning after breakfast, I checked and the leak was a little bigger. So, we spent an hour at the McDonald's parking lot replacing the gasket, luckily I had a spare. We were finally on our way late Sunday morning, heading east on I-94 into Wisconsin. We basically drove straight across WI, through mostly farmland, to north of Green Bay. There we headed north up into the Upper Peninsula of Michigan, where we stopped in Escanaba for the night. Since the only restaurant in town that served beer had just closed, we walked over to a family diner and had a seafood dinner of locally caught fish. A couple of days later, we heard a warning on the radio cautioning parents about letting their children eat fish from the Great Lakes. Oh well, it's been a longtime since either one of us was a kid!

Monday morning we continued driving east on Rt 2, hugging the Lake Michigan coastline. In some parts it looked just like the Outer Banks, with sandy beaches and large sand dunes next to the road. We crossed over the Mackinac Bridge into the Lower Peninsula and decided to take Rt 23 south, hugging the Lake Huron shoreline where, about halfway down the state it would intersect with I-75 South.

About an hour into the drive, at an intersection just outside of Rogers City, I went to shift into 1st gear and CRUNCH, CRUNCH, CRUNCH. I couldn't get the transmission into any gear. UFF DAH! Big time! I put the flashers on, got out and pushed the car through the intersection to the side of the road. The unbelievable thing was that NO ONE blew their horn the whole time this went on. Maybe they saw the British car and took pity on me. I radioed to Barry that I was dead on the side of the road, and he came back. We checked the clutch hydraulics, all ok. The only thing to do was call AAA and wait. A guy in a jeep stopped and asked if he could help (actually he was the second person to offer help). He was retired, and I guess had plenty of time to kill as he hung around until we left. He had been stationed in Norfolk when he was in the Navy. The tow truck driver came about 20 minutes later, and said he knew of an import auto repair shop that specializes in European cars about 35 miles down the road in Alpena. He called the owner who said he could fix it and start on it right away. So, with the B loaded on a car trailer, we headed south to Alpena MI. When we pulled into the parking lot, I was a little relieved when we saw 2 Jags waiting to be worked on. The owner, a German named Jurgen, said they had just replaced a clutch on an MGB the previous week. We called up Moss, and got the parts shipped overnight. Since the engine/transmission had to come out, I told him to go ahead and replace the rear engine seal, the engine mounts, and fix an exhaust rattle. Barry and I headed into town and booked into the Comfort Inn, or was it a Days Inn? They all start to look alike after awhile. I called the next morning and Jurgen said the parts came in and they were working on it. Barry and I went to the local museum to kill some time where we met one of the volunteers who had owned a

Midget, and who has a late model B stashed in a barn somewhere in MI, or he thinks it's still there. We went down to the marina and looked around, walked around town, and basically goofed off. I called Jurgen and he said the car would be ready by noon on Weds.

Sure enough, we went to the shop at noon on Weds, and the car was done. I couldn't even tell the engine had been pulled! He showed me the old clutch disc where 2 of the springs had broken loose and jammed things up. I saved it as a memento/reminder of Alpena. Thank GOD for plastic, and we were on our way again. The car shifted smoothly now, better than it ever did.

We made it down to Dearborn MI late that afternoon and got rooms at the Best Western Greenfield, about 2 miles from the Henry Ford Museum and Greenfield Village, our next destination. We spent all day Thursday at the museum, it reminded us of the Smithsonian. I wish there had been more cars and a few less steam engines and vacuum cleaners, etc, but still it was an incredible display of mostly American technology. That evening we ate at a local German restaurant. Unfortunately, they didn't have any German beer (non-alcoholic doesn't count!) Ach du lieber! On Friday we went to Greenfield Village, Henry Fords recreated village of important Americana. Included were some of the buildings from Thomas Edison's labs at Menlo Park, homes from famous Americans such as Ford, Firestone, Daniel Webster and others. A plantation house from MD, several old homes from New England, a courthouse from IL where Abraham Lincoln practiced law, examples of sawmills, machine shops, an electrical power house, locomotive roundhouse and others were all open to the public. There were Model T and A's being driven around, along with old Ford trucks and buses. Quite a sight!

We left Dearborn on Saturday morning and headed south towards Toledo OH, then due south towards Columbus, where we got on Rt 33 heading southeast towards WV. This eventually turned into a 2 lane road, but the traffic wasn't bad, and the scenery was changing from flatland to hills the closer we got to WV. We crossed the Ohio River and got on I-77 South. Since it was only 5 PM when we got to Charleston, we pressed on to Beckley about 40 miles further east, where there were a lot of hotels to choose from. Unfortunately, there had been a flood in the area, and all of the hotels were booked up with FEMA and relief workers, and the usual summer hikers and white water rafters. We called and found 2 rooms in Lewisburg, 50 miles further east. Got there a little after 8PM, where we spent the last night on the road. We left Sunday morning for the final leg back home. We got back to Portsmouth around 3:30, I pressed on to Virginia Beach.

All in all, this was a wonderful MG adventure. The weather was great, we met old friends in new places, and made new friends along the way. We drove approximately 3200 miles in two weeks in our MGs through parts of the country we had never seen before. Some people thought we were crazy for doing this. Maybe we were, but it was a trip that the both of us will long remember and cherish.

Next year the NAMGBR convention will be held in Dallas TX. After watching the Weather Channel for 2 weeks and noticing how hot it was in that area (100 degrees), I think next year if we go, we'll fly down. We're not that crazy!

T.M.G.C. ANNUAL RENEWAL

Please fill out the form below and return it to Alan Watson with a check made out to T. M.G.C. for \$20.00 at the next meeting. Renewals may also be mailed to:

T.M.G.C.
c/o 1593 Flanagans Lane
Virginia Beach, VA. 23456

NAME'S: _____ & _____

ADDRESS (if different): _____

PHONE: _____ E-MAIL _____

ANY OTHER CHANGES TO ROSTER? _____

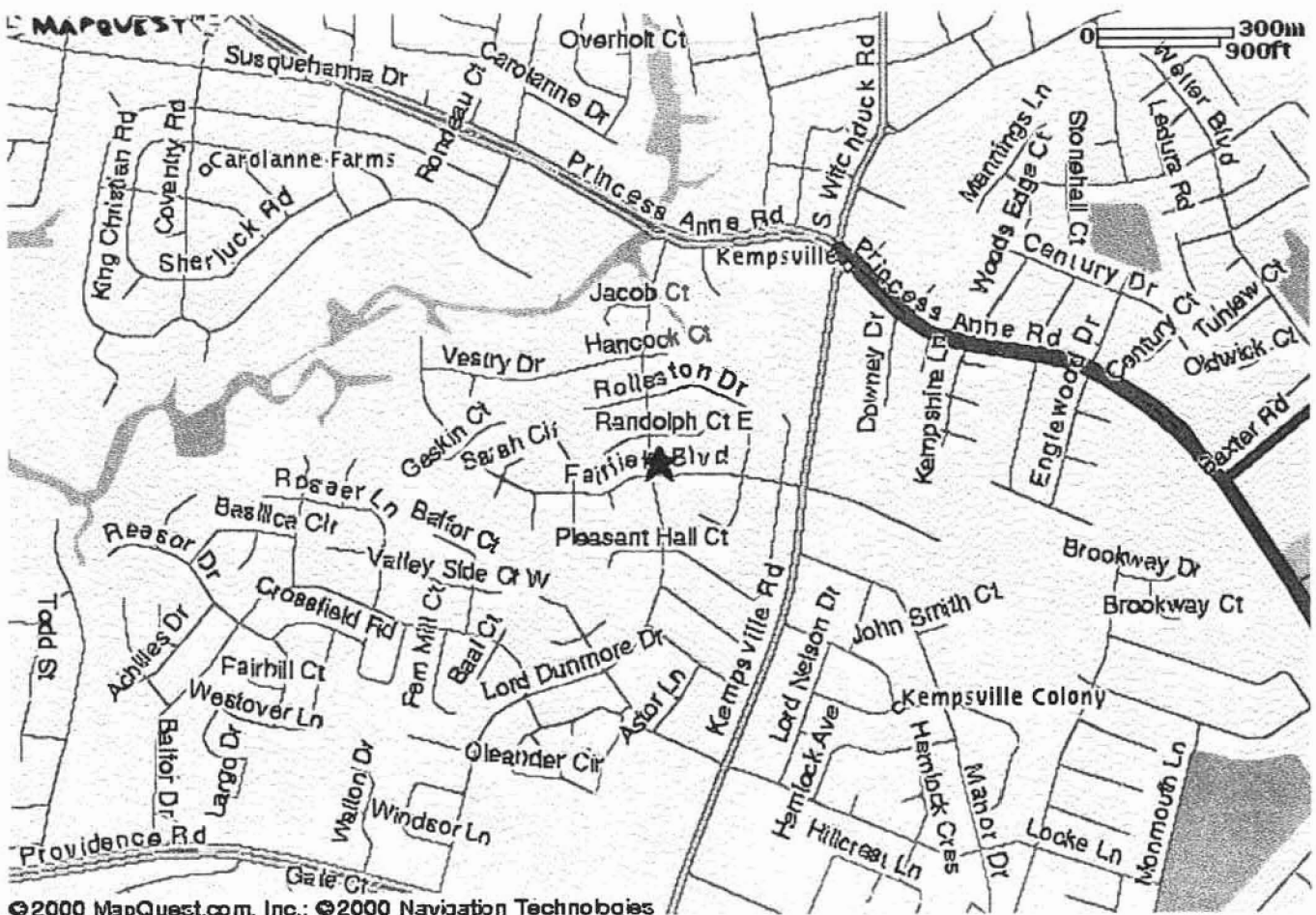
Monthly Meeting
Wednesday - August 1st, 2001

Paul & Carmon Thiergardt

5232 Fairfield Blvd
Virginia Beach 23464
497-0455

7:30-8:00 Kick Tyres

8:00 PM Meeting



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The Tidewater MG Classics

Ed Kehrig
5524 Hill Gail Road
Virginia Beach, VA 23462
Fax: 499-7320
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FIRST CLASS

**Club Meeting Wednesday August 1st
At
*Paul & Carmon Thiergardt's***

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