

The Dipstick



"The Newsletter of the Tidewater MG Classics Car Club"

www.mg.org

Volume XXIX, Issue 6

Dedicated To Preserving The Marque Since 1973

July 2001

MARQUE TIME

Thanks to John Jones for hosting the June meeting "outback". I heard it was a near "electrifying" experience. Thanks also to Mike Haag for "subbing" while I was away at school at Ft. Belvoir. I hope the turnout was great and the evening was fun. Also, rumor has it that the turn out was good for the June, Ice Cream Social and everyone had a great time. And if you missed all the fun I think there is another Ice Cream social scheduled for Thursday evening, July 19 th. Check the web site www.mg.org for details.

It seems that MG's "ruled" in the month of June. MG's "ruled" both in the numbers that turned out and some of the special MG's that turned out at the Brits on the Bay British Car Show sponsored by the local Tidewater Triumph Register Club. In particular the MGF that showed up attracted much attention. Several of our club members received awards at the Brits on the Bay British Car Show. **James Simpson** was awarded a 1st place for his 1974 green MG midget. **Mike Studley** was awarded 1st place for his black 1952 MGTD in the early MG class. **Bill Hoggard** was awarded a 1st place for his 1968 green MGB in the early MGB class. **Vince Groover** was awarded a 2nd place for his black YA tourer in the British closed sedan class. The Brits on the Bay had a nice turn out, well organized and was considered a success.

And if you watch the **24 Hours at Le Mans race**, MG's ruled, well sorted of. Although the two MG Lola's didn't finish the race, they along with the Bentley's were much talked about cars and that is what the newly reorganized MG Car Company needs. One of the MG's went out of the race, early with electrical problems ("Prince

of Darkness" perhaps) and the other one, which was holding a first in its class third over all at one time, finally succumbed to oil pressure failure, cracked oil pan I think. One of the commentators described the MG Lola as a well designed car, with a future. There was talk that these cars may be entered in the Petite LeMans series here in the U.S. The petite LeMans series will be shown on Speedvision. I visited a web site, under one of the links on our club web site and found that they plan to enter their new MG sports sedan in the European Touring Car Championship and their new MG coupe in the World Rally Championship. Race on Sunday, sell cars on Monday. I know these cars other than the MGF are probably rebadged Rovers. But if you think about it that is how Cecil Kimber and MG got it's start. MG has never been beyond being practical about some things. By the way the new MG racing colors are, the letters, MG in the octagon logo in a bright green on a black or dark charcoal background. Also, some accents on the cars are in the same bright green. It is a new, modern and distinctive look. Ok, ok, they didn't win and they didn't finish. But they were there and they were talked about and that is encouraging that our marque, the MG, is noticed and still respected as being representative of a fine sports car tradition. The MG name lives on in the hearts of many sport car enthusiasts all over the world. Hopefully, this is the beginning of a new era for MG. A little disclaimer here: I am not receiving compensation from the MG Car Company nor am I on a waiting list for a MG Dealership (hum, I wonder).

By the time you read this article, me and Mike should be on our way to MG 2001, in Minneapolis, in our MG's. As Mike said, when he brought some maps over, hopefully on the road to MG 2001 and not on the side of the road. That means neither the President

nor the Vice-President will be at the July meeting. After careful examination of the club By-Laws it appears that next in the line of succession was the Secretary. So Doug Kennedy graciously volunteered (as he said, let me have that gavel) to multi tasked as President, Secretary and host the July meeting. It should make for an interesting evening.

I would also like to again 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. So get those Pulitzer Prize winning articles in.

Safely Fast! Barry

June Minutes

The meeting opened promptly at 8:07 as we all amassed behind John Jones's home-stead under the late spring sky, it's clouds drifting overhead slowly like silver tufts of cotton batting. Potential thunderstorms laughed at, we got down to business.

With a thunderous rap of the gavel Mike Haag brought the meeting to order in Barry's absence. His first order of business was to initiate a coup d'etat but we all convinced him to lay low until the next election.

John Moscoe was here visiting and wants to join the club bringing his 76 1/2 B. Jim New is a potential MG owner and was brought here by Jimm Villers. Bob Howell found us after attending the weekends show with his 77B.

John was thanked for his hospitality and

June Minutes cont.

hosting our return to this fine meeting spot adjacent to Red Mill Park

Treasurer's Report: Jim reported receipts of \$36.00, Disbursements of \$50.00 for a balance of \$2055.58.

The minutes were approved as written. The attendance from here on out will always be deemed excellent.

Newsletter: Get Ed your articles!

Activities: Ice Cream Social on June 14. Dan gave a full preview but by the time you read this it will be over so I'm moving on. However, discussion ensued regarding making these socials the second Thursday rather than third Thursday from here on out. Keep your eyes open for more info. The next meeting will be at the Kennedy's. Be sure to attend this social event of the season. The SCCA is putting on a TSD July 21. The Brits on the Bay show was also discussed. It was a great show for a first time effort. Several of our members were award winners and a good time was had by all.

Clubs: The Ashe's, Barry, and Mike are attending MG 2001. Two are flying, two are driving. Identification has been withheld to protect the effected from embarassment.

Old Business: We had discussed having a car show at some point. We've now officially dropped the idea until someone wants to run with this ball.

New Business: None.

Marque Time: Dan discussed an MGB-GT that competed on a rally. Check www.rhybudd.com for the details.

24 Hours of LeMans with a return of an MG is upcoming.

Alan has now completed phase two of the home renovation and the initiation of phase one of the MG restoration.

Mike Ashe showed the new MG Classic magazine.

There was no raffle so we all adjourned the meeting and ran inside before the lightning hit like....heck, no time to get creative here.....bzzzzzzzzzzzz...waaaaaappppppppp

Williamsburg 2001

by Susan Bond

For the run to the second annual car show of the Colonial Vintage British Car Club on the 19th of June, we met at Cosmos in Portsmouth (breakfast optional). Bob Stein, Mike Haag and I were joined by Barry Tyson, who had stopped to put gas in the MG and had a run-in with a bump on the way out — the exhaust had suffered, the middle hanger in particular. Since he had just put a rebuilt engine in the B and was running it in, he led us on back roads no one else had ever been on to

get to the Monitor-Merrimac tunnel, then went through Hilton Village and some more back roads till he realized we were running a bit late and got on 64 for the last stretch. There is no direct route from 64 to New Quarter Park and the show field, so it was back to the back roads for the final miles. The directional arrow said straight ahead so we sailed past the show field, made the loop and arrived to applause, the last of the expected guests to arrive.

Once checked in and parked, Bob proceeded to restore his car — he even bought a new grill from a vendor and installed it. All the B's

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Williamsburg cont.

were together and we found Frank Linse, Bill and Rosa Hoggard, Jerry Johnson and Bob McClaren (with Peggy Pickle) already there. In the early MG area were Frank Hurley and Doug Wilson's TD's. There may have been more members, but I didn't get pictures of them so I don't remember. After pondering the situation, Barry decided to tackle the exhaust problem. Several tool boxes were produced, and a rather large hammer became the tool of choice, as the exhaust is not stock and had a peculiar hanger which had broken. But MG drivers are resourceful — and strong — and the hammer did its job. It is a good thing he fixed it, the speed bumps we went over later would have taken it off completely.

The day was overcast, so not as hot as last year, but the no-see-ems were out in full force. I was very popular, I had some Skin-so-soft in the car! The Boy Scouts had pizza imported for lunch and sold peanuts and candy bars. They are resourceful too, they fed us without actually cooking. Since my son was a scout I was quite happy to support them.

Doug Wilson and friends counted all the ballots and awarded Frank Linse a second in the B class. We wondered about that, he was parked right behind the first place winner which was painted the same color. Both red, tho not fire engine red this time. All the festivities were over much earlier than we expected, and the host club was quick to clean up the field while everyone left. Except us.

Bob Stein left before Mike, Barry and I could figure out how to get to the English Pub in Williamsburg. Finally Frank Hurley gave us directions and we were off. We found it without trouble, but it didn't open till 5 and it was only 3:30. So we thumbed through the literature in the packet we had gotten at the show and found an ad for the Williamsburg Winery

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“The best-laid schemes o’ mice an’ men...” (Hey Dan, who wrote that?)

by Susan Bond

Dan Kirby thought it would be a good idea to have short, during-the-week runs which ended up at an ice cream store (I still say the only reason we have the cars is to get to restaurants) and from which we could be home before the Prince of Darkness could cause problems. Little did he know that the chosen destination of this run (Bergey's) would be closed for graduation. He had to come up with a new destination, a new route and new questions at the last minute. He works well under pressure.

We met at the now-closed Brewer's East restaurant parking lot. This time there were more MG's than TR's, 7 to 2 by my count, and a crowd of 30 (no, they were not all crammed in the LBC's). Dan handed out the sheet with the rules (the rally master is always right!), the directions, and the obscure questions we had to answer to win a “fabulous prize” - none of the answers were to be found on the route.

We took winding back roads through Virginia Beach while trying to remember why Brewer's East is called Brewer's East, who George Mason was, who Princess Anne was, who John Galt was, and what kind of business used to be where Pungo Pizza and Ice Cream is now. We went past the Watson's house, scene of great pig pickins, and ended up in beautiful downtown Pungo at Pungo Pizza. We swamped the place and it was busier than Dan had ever seen it to begin with. But the porch was empty, not even any bugs, so we sat at picnic tables and ate ice cream and nattered. Dan “graded” the answers to his questions and read the best ones to us, some serious and some hilarious (if you really want to know ask Dan, and don't miss the next run). For 3 right answers and 2 twisted ones, Terry and I won the “fabulous”

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Williamsburg cont.

which none of us had ever been to. Off we went again, back over a speed bump in the

parking lot that was not constructed with LBC's in mind.

Hungry by now, we first dined in the winery tavern. Gourmet sandwiches and wine, what could be better? We were there til it closed and then some. Next was the winery tour. We wandered around the gift shop before it started, then got to see a video, the largest wine cellar in Virginia, the barrels and tanks, and the new hall which can be rented for events. Then the important part, the tasting. For the \$6 fee we got a souvenir wine glass and lots of samples, and cheese and crackers for palate cleansing. Not being a connoisseur of red wines I stopped when they came out, which is probably just as well since we still had to drive home. We were in the last tour and by the time we got back to the cars the parking lot was empty so we lined up the cars in front of the new hall for a Kodak moment.

Since we were only a few miles away from it, we decided to take the Jamestown-Scotland ferry home. While waiting on the causeway we watched ospreys on their nests. The ferryman let us park together and we enjoyed the beautiful evening and talked to another passenger who used to own LBC's. For the first time that day, we were not the last ones

as we drove off the ferry and took back roads home. We were home before dark, but just barely.

Mice & Men cont.

Johnny Lightning model MGB. Alan and Becki Watson won a "fabulous" model MGF.

We were reluctant to leave, but darkness was closing in and I still don't have any turn indicators, so we headed for home. Thanks Dan! We had a great time!

Driving MG's were:

Alan and Beckey Watson

Mike and Jennifer Ash

Frank Linse

Paul and Carmon

Thiergardt

Beth, Dan, Stephanie and Curtis Kirby (he drove the van so the whole family could attend)

Ivan Joslin (the president of the TR club drove his MG!)

Susan and Terry Bond

Driving TR's were:

Randy Brackett and

Carolyn Grimes

Marty Rutkowitz

Not driving LBC's (see the title of this article)

Mike Haag

Tino, Beth and Sarah

Vander Haeghe

Jack, Becky and Lauren

Dawson

Robin and Olive Watson

Peggy and George Craig

Jim and Betty Villiers

(I didn't notice if he had the octagon on the front of the Mercedes this time)

You scream, I scream, We all scream for....

ICE CREAM

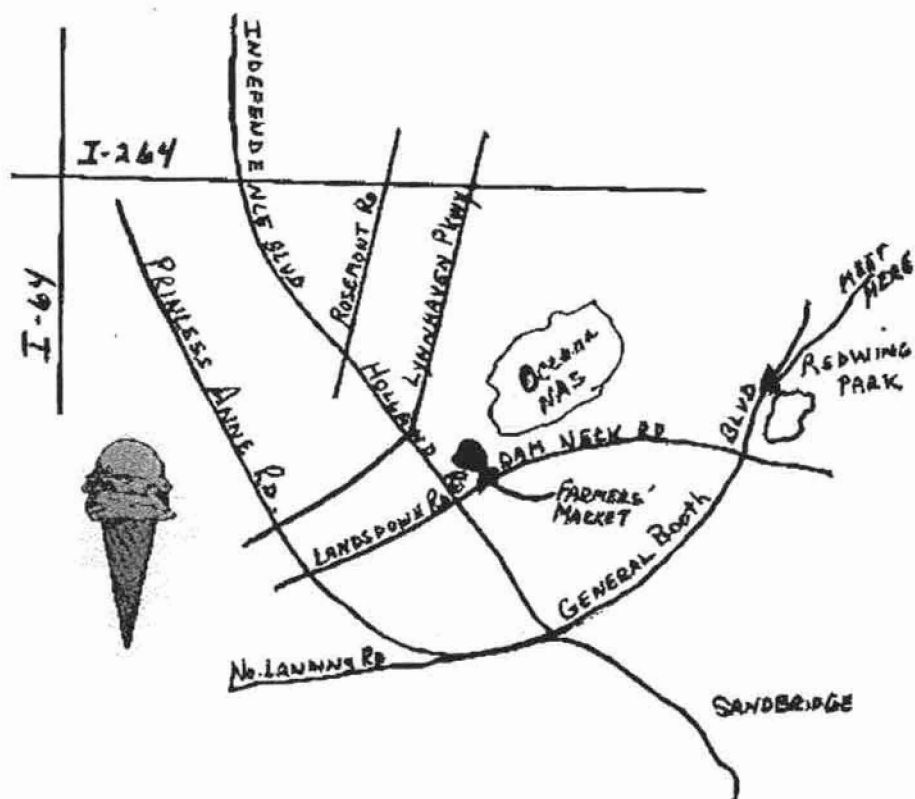


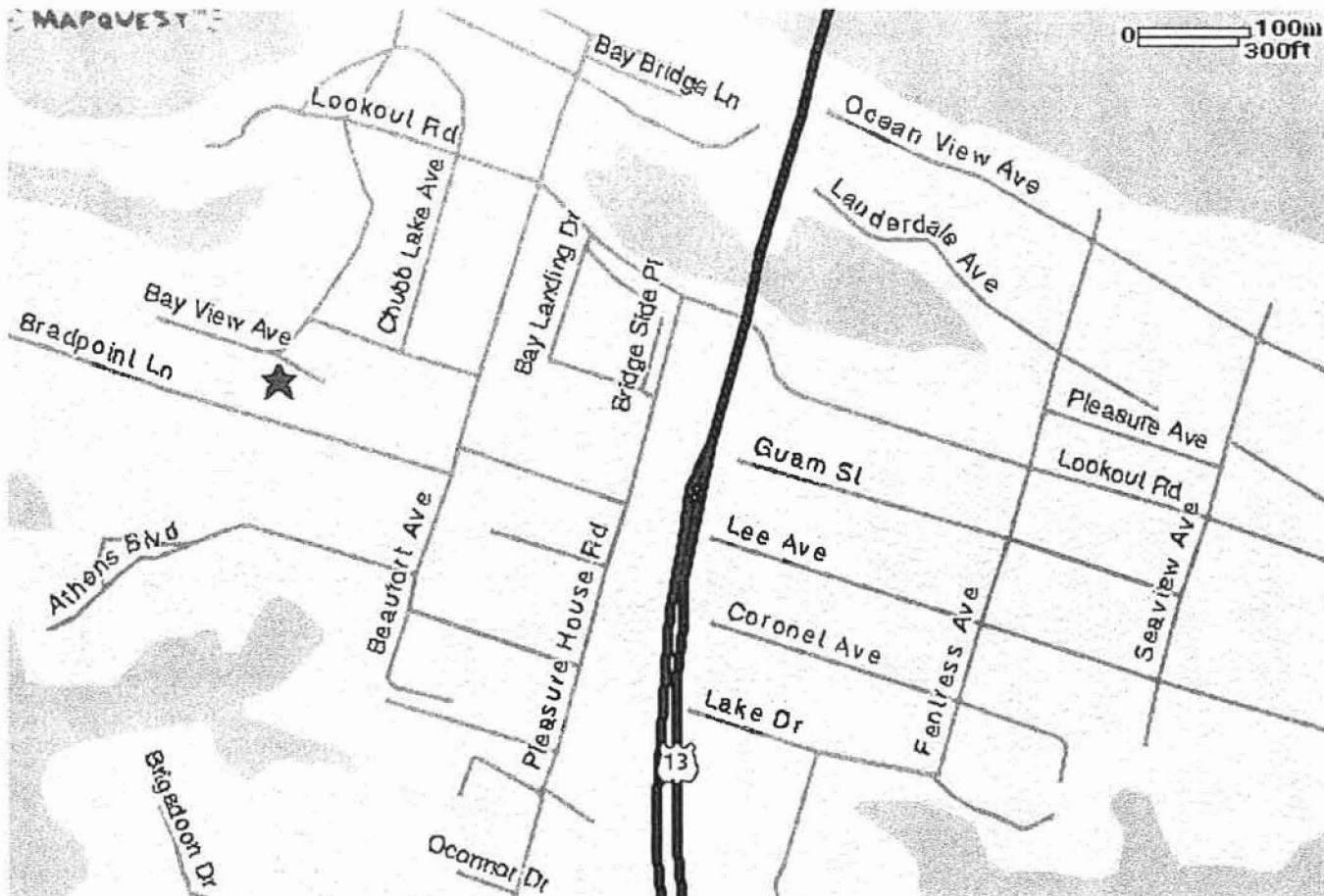
Grab your cowboy boots and hat and tie the kids on the back bumper of the MG and join us on a short drive out to end at Farmers' Market where we'll enjoy delicious ice cream and a genuine **HOE DOWN**.

We'll meet at Redwing Park on General Booth Blvd on Friday, July 20th at 7:00pm. If you're running late or miss the caravan, meet us at Farmers' Market at the corner of Princess Anne and Landsdown Roads in Virginia Beach.

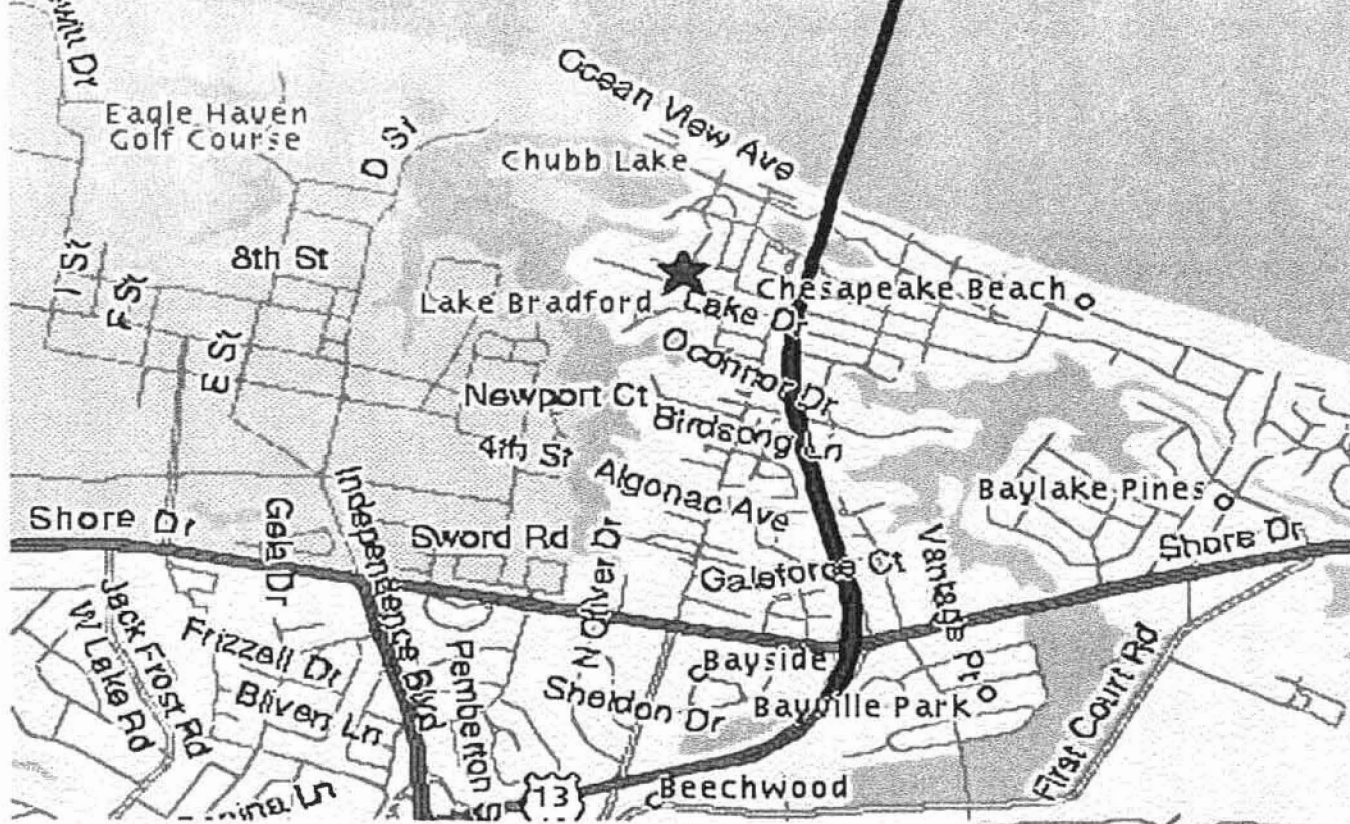
Study up if you think you can second guess what off-the-wall questions Dan will be asking this time to win **FABULOUS PRIZES**. If not, any wild guess will probably still keep you in the running. POC: Dan Kirby, 430-9591

Mark your calendar now: Friday, July 20th at 7:00pm





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Monthly Meeting

Wednesday - July 3rd, 2001

Doug & Betsy Kennedy's

**2441 Bayview Avenue
Virginia Beach 23455
426-6240**

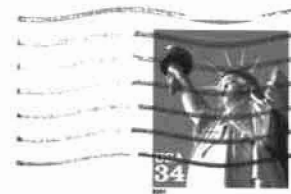
7:30-8:00 Kick Tyres

8:00 PM Meeting

JULY	AUGUST	SEPTEMBER
<p>3 (Tue) Monthly Meeting Host: Doug & Betsy Kennedy</p> <hr/> <p>2-6 "MG 2001", all Registers St. Paul, Minnesota</p> <p>20 (Fri) Club Ice Cream</p>	<p>1 (Wed) Monthly Meeting Host: Paul & Carmen Thiergardt</p> <hr/> <p>16 (Thu) Club Ice Cream Social/Drive Out</p> <p>20(?) (Sun) Summer Tech Session at the McClaren's</p>	<p>4 (Tue) Monthly Meeting Alan & Beckey</p> <hr/> <p>Watson</p> <p>19-23 NEMGTR GOF, New York</p> <p>23 (Sun) 17th Annual British Car Show</p>
OCTOBER	NOVEMBER	DECEMBER
<p>3 (Wed) Monthly Meeting Host: Jim & Betty Villers</p> <hr/> <p>?? "Pig Pick'n & Rally" Host: NEEDED</p>	<p>6 (Tue) Monthly Meeting Host: NEEDED</p> <hr/> <p>19 (Sat) Lucas Nite Rallye</p> <p>?? (Sun) Fall Tech Session</p>	<p>?? Christmas Party Host: Paul & Carmon Thiergardt</p> <hr/>

The Tidewater MG Classics

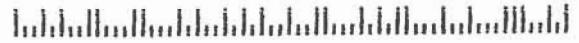
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Club Meeting Tuesday July 3rd
At
Doug & Betsy Kennedy's

Officers and Committees

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Secretary	Doug Kennedy	460-5037
Treasurer	Jim Villers	481-6398
Editor	Ed Kehrig	497-8073
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Activities	Peggy Craig	382-7547
Historian	Sue Bond	482-5222
Technical	Mark Childers	473-1757
Regalia	Frank Linse	461-7783
Clubs	Mike Ash	495-0307



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