

# The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

[www.mg.org](http://www.mg.org)

Volume XXX, Issue 6

Dedicated To Preserving The Marque Since 1973

June 2002

## MARQUE TIME

Thanks to Andy and Cynthia for hosting the May meeting. What used to be their rear deck is now a beautiful, spacious, 2-story living space. Hmm, if they replaced one of the sliding doors with a garage door, they could probably get three MGs and associated spare parts in there. Probably not a good idea though, as the dripping oil would spoil the new tile floor.

Ed Kehrig has been the Dipstick Editor for the past three years, longer than anyone else that I can remember since I have been a member. It's a job that can require a lot of effort to assemble the articles, put it all together in a newsletter format, get it printed and mailed out, all in a week's span. As some of you may or may not know, Ed has also been fighting a painful and debilitating neurological disease these past 2 years, which makes everyday life difficult. Despite this, he kept on performing these duties. Because his condition is not improving, Ed has recently asked to be released as the Dipstick Editor. I'd like to take this opportunity to officially thank Ed on behalf of our club for all his efforts in supporting us these past three years, and wish him the best as he fights his medical battle, and hope that he has a speedy recovery!

Sue Bond and Peggy Craig have volunteered to take over as co-editors of the Dipstick, thus sharing some of the workload. Robin Watson has volunteered to help out by taking over responsibility for the address labels and mailing out the newsletter. I hear that Dan Kirby has volunteered to take over the important job of Activities Chairperson.

Please help Sue and Peggy by submitting articles to be published. I know there are plenty of interesting MG stories out there to be told and that our members would enjoy reading them, so put pen to paper, or fingers to keyboard. Also, please support Dan by providing ideas for activities and volunteering to help out at various events. A club such as ours will only be as strong as the members who give their time and effort. I know, I'm preaching to the choir here, so enough said.

## UPCOMING ACTIVITIES

Check [www.mg.org](http://www.mg.org) for the latest info!

- June 1 Brits on the Bay, Virginia Beach  
(see page 3)  
[www.tidewatertriumphs.org/](http://www.tidewatertriumphs.org/)
- June 4 **Tuesday Meeting** at  
Charlie & Ellen Smith's  
(see back cover for details)
- June 8 Gold Cup Car Show and Moss  
Motors British Invasion at Vir-  
ginia International Raceway  
[www.virclub.com](http://www.virclub.com)
- June 16 Original British Car Day at  
Gaithersburg MD  
(formerly held at Bowie MD)  
[hometown.aol.com/britishcarday](http://hometown.aol.com/britishcarday)
- June 19 **Ice Cream Social Run**  
7:00 at Kellum High School  
(see page 3 for details)
- July 3-6 NAMGBR, Grapevine, TX  
[www.mg2002.com/](http://www.mg2002.com/)
- July 10 **Wednesday Meeting** at  
Ragazzi's in Kempsville (This is a  
week later than usual)
- July 17-21 NAMGAR GT 27  
(see page 3)
- July 24 **Ice Cream Social Run**  
(details next month)

# MAY MINUTES

Sue, Barry, and I drove our MGs up to northern VA for the Britain on the Green car show during the last weekend in April. Unfortunately the car show was pretty much a washout, but it was fun none the less. See Barry's article in this issue. This was the first time I had driven my B on a trip in a few months. I had forgotten how nimble these cars are, and how much fun it is. On the other hand, driving 65 mph on I-95 and being passed by semi-trucks and SUVs like we were sitting still makes you realize how vulnerable we are in these little cars. Like the motto says, "Safety Fast".

This past Sunday I needed to run an errand to the local "big box" hardware store for a few small items for yet another home project. It was such a nice day out that I decided to take the B. Like any other time I decide to take the B for a short drive, I always seem to put more miles on it than intended, since I usually just want to keep on driving. This trip was no different, as a 4-mile round trip turned into a 50-mile jaunt through the roads of Virginia Beach.

What made the drive extra special was something that happened while driving down General Booth Blvd. I had noticed a big white sedan on my left out of the corner of my eye, which seemed to be keeping pace for the longest time. I finally looked over, and noticed a young boy of about 12 or 13, hanging his head out the rear passenger side window, just staring at my car and smiling. I looked him in the face, and he gave me a thumbs up, which brought a big smile on my face. A future MG owner? I certainly hope that he has already started pestering his father to buy him an MG. Here's hoping that driving your MG puts a smile on your face too!

*Safety Fast!* Mike

## Officers and Committees

President	Mike Haag	496-7348
V. President	Barry Tyson	488-7304
Secretary	Doug Kennedy	460-5037
Treasurer	Jim Villers	481-6398
Editors	Peggy Craig	382-7547
	Susan Bond	482-5222
Membership	Robin Watson	721-9277
Activities	Dan Kirby	430-9591
Historian	Susan Bond	482-5222
Technical	Mark Childers	432-9155
Regalia	Frank Linse	461-7783

Mike opened the meeting promptly at 8:04 Lucas Standard Time. Cynthia and Andy were thanked for hosting us at their ever growing home. Michael Penacost is moving here from St. Louis and found us via the internet. He owns a 1970 B. Harry Watson learned of us via the Triumph club and is working on a B-GT. Also attending his first monthly meeting was future leader of the free world and bon vivant Sam Kennedy.

Membership: Donald Price is a new member. Welcome Donald! Robin reported that we have 98 members and 143 cars. The new directory went out and it looks great.

Treasurer's Report: In: \$20 Out: \$184.28 Balance: \$2,283.39

Minutes: Approved as written.

Newsletter: Ed Kehrig did a masterful job due to his hard work and the work of others who have made contributions. Unfortunately, Ed has asked to step down. Peggy Craig and Sue Bond have agreed to take over. They would like submissions from all chairs and officers to let everyone know what's going on. PLEASE, send Sue your submissions at whenever you find a newsletterworthy piece of information. Sue and Peggy are also looking at a new printer so we can get a higher quality print and be able to do more graphics. Oh, deadline is the 20<sup>th</sup> of each month. Everyone also agreed that Ed is truly to be thanked for his work longer than most other editors have ever served. Thanks Ed.

Regalia: Frank Linse announced the raffle would be a fender mirror and a coffee cup. He is also looking at ordering glassware and clothing in the future. Much debate regarding soft versus hard fronted baseball hats ensued. T-shirts in medium are also still available. Frank has also discussed new grille badges with his regalia source.

Activities: The tech session at Frank's house went well and Frank was thanked. The spring tour was also a success with thanks to the Kirbys for their work. All agreed that it was a wonderful time. Mike, Sue, and Barry traveled up to DC for a small show but Sue came away with a second place award. Way to go Sue. Brits on the Bay is June 1 in Virginia Beach. Ice Cream Socials are on the schedule for this summer. Look elsewhere for info for June ice cream social.

The July 10 will be the July meeting at Ragazzi's Restaurant.

Sue spoke about the Virginia International Raceway. June 8<sup>th</sup> is their British Invasion 10-5 with Vintage racing, British music circa the 60's, and other festivities.

Archives: Sue added the spring tour to this year's album. She is always looking for photos and materials from the past.

Clubs: Mike reported that the T Register is in July, the A register in Charlottesville, and the B register is meeting in Texas. He and Jennifer hope to attend two.

Old Business: None

New Business: Still none.

Marque Time: Chuck reported that MG Rover will be supplying engines in 2003 for the CART series. Let's hope the series isn't plagued with oil leaks.

Barry noted that the MG Car Company turned a profit last year!

Bill Keeler got a call from a neighbor with a 74 GT for sale for \$1500. Call him if you're in the market.

Robin has his car on the road at last, his Webber was giving him fits but is now fixed. Still he's looking for Webber parts locally. Jim Villers helped out with some spare parts and a website that may be of use. Several members also commented that they had used the "Little British Car Company" via the web and were very pleased with the experience.

The raffle was held. The Secretary lost yet again.



The Official Greeter at our May meeting was Herm Wallach!

## STUFF TO DO

### **Brits on the Bay**

TMGC will have a club table at this show, with our banner and photo albums on display. Please stop by, it will be a great place to meet members and maybe even convince other MG enthusiasts to join the club!

### **Ice Cream Social Run**

Here is another chance to win "fabulous prizes!" Be sure to reserve June 19 for our Ice Cream Social Run. Explore beautiful downtown Pungo on a route devised by Alan Watson that starts at Kellum High School at 7 pm. and ends at the Dairy Queen near Holland and Rosemont Roads. It should take about 35 minutes and, since this is close to the longest day of the year, you should have plenty of time to eat ice cream and still be home before dark.

### **NAMGAR GT 27**

The Central Virginia British Car Club is hosting GT 27 in Charlottesville July 17-21. Even if you don't have an A it will be a fun event. Bruce Woodson says help is always appreciated on the day of the show so if you want can lend a hand, let him know at [cvmga@aol.com](mailto:cvmga@aol.com). For details log onto to [www.namgar.com](http://www.namgar.com) or [www.britishcarclub.com](http://www.britishcarclub.com)

## MG STUFF

Alan Watson

It was the first Monday in May, a warm 75 degree day with no rain in the forecast, so I decided to drive my MG to work. It was about 10:30 when I got the call to make a delivery to Sentara Leigh, so I scurried out to my MG, lowered the hood, and was on my way. I hadn't gone far when, sitting at a traffic light, a gentleman in his sixties, pulled up along side and starting asking questions about my car. It turns out his first car was a MGA. We talked for a minute or two, whilst waiting for one of Virginia Beach's many traffic lights to change, and then we were off. Shortly thereafter, I pulled into the parking lot of Sentara Leigh and found a parking spot. As I was getting out, another man (this one about 70) strolled up to get into the car next to mine. He stopped, looked at my MG and told me, "I've always wanted a red MG convertible. Never had one though. Always wanted one since I saw my first when I was about nine. One of these days I'll have one..."

So for a brief moment, I realized that my LBC had touched two strangers' lives, allowing them to fondly remember days gone by, possibly simpler times, and yes, on that first Monday in May, even my faded, dented, torn and tattered '72 B shone like a bright star.

# TECHNICAL STUFF

Mark Childers

Who wants to make their MG run stronger? You can do it one of several ways. Go with one or more of the "stage" kits from any number of suppliers, or pick and choose from tried and true testimonials on the web. So, you've added a fast road cam, an efficient exhaust system, and a new point-less distributor that's curved to match the potential of the newfound power band. Now that it's loud and quick, better go for some handling mods like a bigger swaybar and maybe fatter tires and fresh shocks and springs and V-8 bushings. Okay. I'm impressed. Your combo is a screamer. It's quick and nimble, turns flat as a pancake, and you say you still have a little money left over for a paint job and seat covers.

Well, what about the brakes? Are you still sporting binders from the horse and buggy days? Well, BEFORE you start bolting on the go fast stuff, get the brakes right. All MGB's from 63-80 had good brakes from the factory. With today's technology, you can have near-great brakes. They won't make you a better driver, but excellent brakes can compensate for aging reflexes, and might even help ease your passenger's pucker factor. Start by inspecting the brake lines, especially in the rear along the differential tubes.

Rollback drivers are notorious for wrapping chains around the axles, which can crush brake lines. Rubber bumper cars that have weak springs, are prone to crushing the lines when the shock links bottom out. If only one side is crushed, you could find yourself doing a donut on a rain slicked stretch of interstate when all you wanted was a panic stop. And crushed lines are more common than you might think. Better take a look just to be sure you're ok under there. Brake lines are in stock at all area Pep Boys. The "brown label" lines have the right flare, thread, and pre-assembled lengths. Reposition new lines at the top of the tube for safety.

Inspect the rubber hose for signs of cracking, and have someone stab the brake pedal while you watch for signs of ballooning. Stainless steel flex lines are cool but costly, and for street applications they don't offer much over a brand new \$12 rubber line.

If your brake shoes aren't up to snuff, try a set of performance linings from Brit-tek. Have the drums turned only enough to true. Shallow scratches are less concerning than loss of mass when it comes to brake fade. Replace any weak or rusted return or anti rattle springs, add a tiny dab of high temp grease on each spring rub point and where the shoe hits the backing plate, then wipe down the drum and linings with painters alcohol before buttoning up. Adjust the rear brakes until they stop turning then back off a click, pump the emerg brake and try the adjuster again. Repeat at least twice on each wheel. If the E-brake won't lock the wheels in 5 clicks, then, and only then, take some slack out of the E-brake cable. Don't get it too tight.

Moving to the front, inspect brake lines and rubber hoses, and check the rotors for gouges and thickness. A 9 mm rotor (one which has been turned to the limit) loses nearly half it's stopping capability. New rotors are a very inexpensive upgrade, and one of the few changes that will

produce a measurable performance gain. Calipers HARDLY ever go bad, but if there is no chrome left on the pistons, then there isn't much holding back the brake fluid... Advance Auto has the best price around. Replace pads with softer compounds rather than rock-hard metallics. I prefer Ferodo, but it's a bit costly compared to the \$15 stock at BAP Geon. Softer pads are gentle on the rotors; they wear faster, and stop just fine in daily driving. Admittedly, they grind to dust on the track, but for the occasional back road boogaloo you'll feel safe and secure with a firm pedal.

At least once every five years, replace the brake fluid (DOT4) and bleed the system until all air is purged. Lastly, check the pedal to master cylinder connection for a worn pin or pinhole, and check the pedal bushes for wear. Repair as necessary. Now, you're ready to stop as well as you go. Safety Faster!

## EDITOR STUFF

Peggy Craig and Susan Bond

This month Ed Kehrig has stepped down as Dipstick editor. He graciously took over the job three years ago when we were in dire need of an editor and has served us well during this time. The newsletter is the one thing that keeps us all together as a club--year in and year out. It's the most demanding job and sometimes the most unappreciated so we all owe Ed a BIG "Thank You" for providing this valuable service to us for all those years.

We were both interested in the Dipstick and are going to try something a little different and share the job of editor. The marvels of e-mail and electronic publishing make this possible so you can send articles and information to either of us. The printer prefers to get his copy on a disk so we are going to try a few pictures and see how they turn out. Robin Watson has volunteered his services so we will hand it off to him for stamps, labels and the trip to the Post Office.

We would like to make the Dipstick an audience participation sport. We are looking for contributions from members who wish to tell the story of how you got your first MG or what got you interested in your first car or just an interesting MG story to share. If you're a little shy about writing, you don't have to do it all. Just contact one of us and give us details and you'll have help telling your story. If you attend an activity that would interest members - anything that has to do with British cars - please consider writing a short report and submitting it. Digital pictures can be e-mailed to Mike Haag, whose address is on the web site ([www.mg.org](http://www.mg.org)) and we can pick them up from there. The success of the newsletter (and the club) depends on contributions and suggestions from all members. We'd love to hear from you!!

Peggy balloon@exis.net  
Susan sue007@infi.net



# STUFF WE DID

## Walsingham Means Spring! Susan Bond

Spring has been teasing us for weeks, balmy one day and freezing the next, but we were lucky on the 16<sup>th</sup> of March, a beautiful day for a run in LBC's! 6 of us met at Cosmos and took back roads to the ferry for a delightful crossing of the James River. Walsingham Academy was only a few miles from the ferry, with buildings arranged around an open grassy area where the show cars were parked. The Colonial Virginia British Car Club organized this 5-year-old show for the first time and welcomed us with their usual enthusiasm and 4 classes for MGs. We enjoyed visiting with friends, looking at some gorgeous cars, touring the antique show and sampling the cafe offerings. Voting was closed at noon and prizes were awarded by 1:30, just in time to avoid a shower that the weatherman said wasn't supposed to appear until 5. TMGC walked off with a lot of silverware!

### Winners!

GT class	Second	Ed Adams
	Third	Susan Bond
Early B	First	Frank Linse & Vince Groover
	Third	Charlie & Ellen Smith
Late B	First	Doug & Eiko Wilson
TD	First	Doug & Eiko Wilson

### Attendees:

Barry Tyson (MGB)  
Frank and Kerry Hurley (MGB and TD)  
Frank, Anna & Morris Worrell  
Mike Haag  
Terry Bond (1912 Triumph motorcycle)

We never go home by a direct route, especially when a show is over this early. (Barry says he's all for an adventure as long as it doesn't involve a tow truck.) We took a drizzly ferry ride back to the Southside and arrived at Bacon's Castle just as the rain quit. We had a great tour and then wandered around Smithfield looking for a place to eat. We ended up at Ken's Bar-b-que and almost made it home before dark. If every show is as enjoyable as this one, we are in for a great summer!

## Britain on the Green

### "Did George Washington Really Sleep Here?"

Barry Tyson

This is the continuing saga of MG enthusiasts gone off to search for America and to answer the question: "Did George Washington really sleep here?". The pretense of this adventure was attending a British car show, "Britain on the Green" at Woodlawn Plantation, Mount Vernon, Virginia on Sunday, April 28th. Like many adventures before, it began with a hazy, cool, Saturday morning meeting, 9 o'clock, at the now famous gathering place for the start of many an MG adventure, Cosmo's Diner. As I entered the Diner I found Susan (Bond) and Mike (Haag) at the counter finishing their breakfast and their final cups of hot tea and coffee as I have arrived my customary few minutes late. My excuse was I could not find my tire gauge that was supposed to be in my MG. It is amazing how many things my MG has swallowed up this year, 2 tire gauges, a small digital multi-meter, several screwdrivers and a scribe. How can you lose things in such a small car? I think David Copperfield might be interested in using my MG to make the Washington Monument disappear. After some discussion we decided to take I-64 to I-95 to make better time to have more time for our visit to Mount Vernon, the home of George Washington.

It was a great day for a drive in the MGs. The sun had burned off the haze and the air was cool. The passage through the gauntlet of Jersey walls on I-64 in Hampton passed without incident. I find the mixture of Jersey walls, tractor-trailers and much traffic merging in construction areas very intimidating in my MG. Our next hurdle was the run down I-95. I should note that we are not opposed to checking out each rest stop that the state has graciously built for us along the interstate highways. They are all there, well except for the one on the other side of Williamsburg, which will reopen in the spring of 2002. Well that is what the sign said. Hmm, April is spring and this is 2002... Finally we reached the dreaded I-95. So put on those string back driving gloves and crank up those RPMs, we're going in. I-95 between Richmond and Washington is the closest thing we have in this country to the Autobahn. It has a speed limit but I guess no one knows what it is. You keep up or you get run over. Mike used our inspection of the rest stops along I-95 to add oil to his MG and fine tune his recently restored original Stromberg carburetor. We made record time and decided to stop at the Gunston Corner Comfort Inn to ensure we have rooms before proceeding to Mount Vernon. I don't think George Washington slept here. I was well aquatinted with this Comfort Inn. I spent three weeks of my life there last year while attending school at Fort Belvoir.

We arrived at Mount Vernon a little after 1 o'clock. Some how in the shuffle of looking for parking in the lot Mike ended up out in the field in front of the entrance, by himself. It was much closer than where we parked. There is a lot to see and do at Mount Vernon and a lot of walking. This was the second time I visited. Well, really the third, but the first time I was three years old so I don't really remember the first visit. I am amazed at how much more I learned this time. George was really into farming. He practiced crop rotation, composting and natural fertilizing. He built a unique 16-sided barn for wheat thrashing by trained horses. And if you live in the south and have grain, what would you have? A distillery. I am sure for medicinal purposes only. Let's see, how many thousands of gallons of whiskey a year did it produce? (hint: 10,000)

Some more interesting facts: There are some impressive trees still living which he planted and are now being cloned. His house is wood made to look like stone. And I guess it is safe to say that George Washington really did sleep there. Susan said the flying stairway in the center hall really needed support column with all those visitors on it. The presenter talking about George's office said that the clutter in the office was the way George kept it. Clutter is good. Just what I like to hear. So I don't have feel guilty anymore, I have modeled myself after George Washington without knowing it. Some other interesting facts are: He and Martha entertained 688 guest over the course of a year and they only ate dinner alone on two evenings that year. I guess it beats watching TV. He never owned a set of wooden false teeth; they were bone or ivory. He probably ruined his teeth when he was younger by entertaining people by cracking open walnuts with his teeth. What a tough guy image. As the sun began to set we left Mount Vernon and headed back to the Gunston Corner Comfort Inn.

We arrived at the Comfort Inn and unpacked the MGs, became acquainted with our rooms and then met to go to dinner at the Polo Grill at the Gunston Corner Plaza shopping center. The Polo Grill was a pleasant place with an interesting and tasty menu and we sampled some of the local micro-brews that were offered. As we drove back to the Comfort Inn the rain began. When we parked the MGs we noticed that Mike was covering the interior of his MG with towels. He must have been expecting the worst.

I was awakened early the next morning by the sound of rain driving against the window. Peering out the window, in my room, which over looked the MGs, I could see the how dark and dreary it looked. The parking lot was standing in water. I think I saw a frog doing the breaststroke across the parking lot. The MGs really glistened from the rainwater. We took our time, hoping

the rain would let up, as we munched bagels and donuts and drank steaming coffee and tea and hoped for the break in the weather that the TV had predicted. We finally left in the rain for our second breakfast at McDonalds after bailing the water out of the MGs. We left the McDonalds after waiting as long as we could stand but there was no let up. In fact it was raining harder.

As we turned in to Woodlawn Plantation I was having trouble seeing and I was wondering if anyone had actually shown up. Then I saw someone in a rain poncho and boots to greet us and give us our show packets. As we drove up the muddy road, we were directed past several rutted entrances to the show field. I could see there was not a very large turnout as you could imagine. We were finally directed on to the show field, a manicured lawn, crisscrossed with graveled paths. Before one of the show field directors would let me park he checked the ground to see if it would support my car. He decided to park me next to the graveled path, much to my relief, to make my exit easier on the more solid and higher ground of the graveled path. I noticed a Land Rover and Range Rover parked nearby and joked to him about not letting them leave until we did, just in case we needed towing out. You know how much the Land and Range Rover people like to show off their capabilities in the mud.

Then Susan, Mike and I assembled under our umbrellas in the pouring rain to head off to tour the Woodlawn house after retrieving our free tickets from our show packets. We were among one of the early tour groups and it felt good to get out of the rain. The Woodlawn house, a beautiful brick structure, built in 1805, was a wedding gift from George Washington to his nephew, Major Lawrence Lewis, and Martha Washington's granddaughter, Eleanor "Nellie" Custis who was raised at Mount Vernon by the Washington's. I know this sounds complicated, but this is the South and everyone is related. The house sits on high ground and over looks the land below and at one time you could see the Potomac River and Mount Vernon. Now the only part of Mount Vernon you can see is the old growth trees that George Washington planted around the green, towering above the other trees that are of more recent growth. Although the house was a gift, George Washington never slept there. The house was built after his death.

After the house tour we returned to the show to collect our "show" shirts, and hear announcements saying the show was to end early and they had stopped allowing cars in. They also moved up the balloting deadline. We hurriedly voted for our favorite cars and turned in our ballots. The rain was still pouring. As we collected our box lunches, the rain finally stopped. We had an impromptu picnic lunch using a table Susan

had stashed in the GT. Isn't the GT's cargo space incredible! About the time we had finished eating the clouds parted and the sun finally came out, just in time for the awards ceremony where Susan won a second place. We packed up and, with mud on our tires and wheels, we gingerly drove through the now somewhat muddy field in the sun to head back down I-95.

Not to disappoint, we made one of our inspection stops at a rest stop on I-95 between Washington and Richmond. Mike made adjustments and checks to his MG. Susan took advantage of a photo op to record the MGs with mud on their tires and other places from "Britain on the Green in the Mud". One tense moment happened when Susan's pocket book decided not to cough up her MG keys (including the back up set of keys). After threats and coaxing the pocket book finally gave the keys back. I guess it was like my MG devouring my tire gauges. We continued our hectic drive down I-95 to a much quieter I-295 to 460 and one of our famous dinners at the "Virginia Diner". I think we deserve a frequent dining card with discount. Then it was a race home to beat the impending thunderstorms. Safely at home I reflected on the adventures and good times of the weekend and I began a search on Amazon.com for a copy of the 1942 movie with Jack Benny and Ann Sheridan, titled "George Washington Slept Here".



Mike Haag's B at Mt. Vernon.

**May Ice Cream Social/Drive-out**  
Mike Haag

We had discussed the possibility of having an Ice Cream Social/Drive-out at the May meeting to kick the season off, ending up in the Pembroke area of Va Beach. Nothing formal was set up, but we thought we would put it up on the web-site anyway, and see if anyone would show up. Sue Bond, Robin Watson, and Mike Haag met near the El Rodeo restaurant on Thursday May 16<sup>th</sup> on what turned out to be a beautiful evening for a drive. We waited until around 7:30, and deciding we were it, headed up Kempsville and Witchduck roads to Va Beach Blvd, and Pembroke Mall. Upon entering the rear parking lot, we saw rows and rows of parked cars, after forgetting that the new Star Wars movie had just opened. We found some spots in the "back 40", and began the hike back. As we approached the mall entrance, we met a mass of people coming towards us. Seems that the movie had just

ended. Figures, if we had waited a few minutes longer we probably could have found some parking spots near the entrance.

We decided to forgo the ice cream and head straight for the White Horse Pub. We got a table near the stage, and ordered a round of British ales. Since I hadn't had supper yet, I also got some traditional (or close to it) bangers and mash. Soon Lenahan started playing, which ended any hope of conversation. If you enjoy Irish and Scottish folk music, you should try listening to some Celtic rock. It's like the folk music, only amplified, i.e. loud, and a somewhat faster tempo. The band was excellent, playing a wide range of music, from traditional to rock to Celtic based blues and reggae.

After about an hour, Robin had to leave, and shortly thereafter Terry showed up. Another round was ordered, and we just sat back and relaxed, listening to this fine band. The music ended around 11, and we headed back to the MGs and went our separate ways.

During the drive from my house to the Providence shopping center, and from the mall back home, my car drove and idled great. However, the drive from the shopping center to the mall was somewhat frustrating, as my car simply didn't want to idle, and felt like it would cut out if I didn't give it some gas. Of course, we got stopped at almost every stoplight along the way, causing me to do some fancy footwork to stop the car yet keep the engine going. I guess it's times like this

that causes some of us to have a love-hate relationship with our MGs.

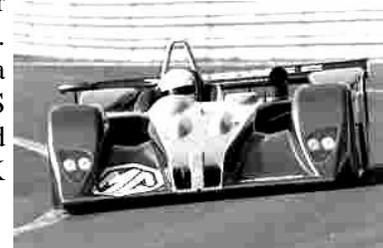


Mike Haag and Robin Watson

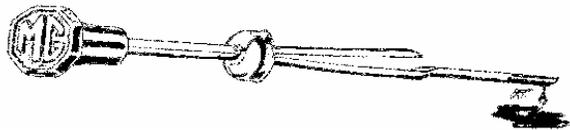
**MG STUFF**

Barry Tyson

The 24 hours at Le Mans will be shown June 15 and 16, Saturday and Sunday, on the Speed Channel. Coverage will be off and on, day and night, probably totaling 12 to 16 hours. On test day May 5th, one of the factory team MG Lola's ran the 5th fastest time overall and the other 8th over all. Pretty respectable. The third MG Lola belongs to the US KnightHawk team and was tested in the UK in April.



# The Dipstick



## The Tidewater MG Classics

Susan Bond  
541 Forest Road  
Chesapeake, VA 23322

## FIRST CLASS

Monthly Meeting

Tue, Jun 4th at

Charlie & Ellen Smith's

1788 Olympic Dr, Va Beach

(Lake Placid Subdivision)

430-0224



7:30-8:00 Kick Tyres

8:00 Meeting

