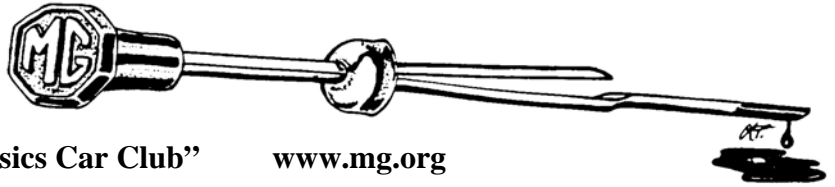


The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

www.mg.org

Volume XXXII, Issue 6

Dedicated To Preserving The Marque Since 1973

June 2004

MARQUE TIME

We had lots of MGs sprouting up out of the grass at the May meeting at Robin and Olive Watson's home in rural Virginia Beach. Olive has a large garden with a great variety of vegetables growing ... if only she could grow MGs. But there is a future MGB that husband Robin is assisting son Alan in re-birthing. The freshly painted naked body gleamed outside the garage. Speaking of paint jobs, Vince Groover showed off his beautiful, newly painted green MGB. Then there was Frank Linse's Best Bonnet award winning B with an engine compartment cleaner than my kitchen counters. What is happening to us? We used to be mostly concerned about the heart and not the body. As long as the car ran, who cared how it looked. Are we becoming shallow? Are we into the “extreme makeovers” of appearance but not function? Thanks Robin and Olive for hosting a great meeting.

I towed my TD with the peeling lacquer paint job that I excruciatingly attempted over ten years ago to a professional body shop. Still find it hard to pay more for a paint job than I paid for a car. Now must debate whether to buy new chrome or have the existing chrome re-plated. But at least there is progress in the garage.

I ordered a five-speed gearbox conversion kit for my TF. (Or maybe I'll put it in the TD that I am having painted?) The gearing on the five-speed that I ordered is basically the same for first through fourth gears as the TD/TF transmission. The fifth gear ratio is 0.82. This compares to 1.0 for TD/TF fourth gear. So using fifth gear on the highway will allow me to cruise at lower engine revolutions (less wear and tear on both the engine and the driver). The car should be able to go 65 mph at about 3500 engine rpm vice 4300 revolutions required for a standard four-speed transmission. Cynthia and I plan on driving the TF to the New England MG 'T' Register Gathering of the Faithful (GOF) in Strasburg, Pennsylvania in July and I dread doing it with the existing gear/rear axle ratios.

As a follow-on to last month's article, I installed new power window switches in the Porsche and now the passenger-side window is no longer stuck halfway up/down. Have the new rear-view mirror to install and also splurged and bought new front hood (bonnet) and rear hatch shocks so that I will not need to prop them up when open. If only I could get the heat to turn off.

Safety Fast! Andy

UPCOMING ACTIVITIES

Check www.mg.org for the latest info!

- June 1 Meeting at the Bier Garden German Restaurant and Tavern in Olde Towne Portsmouth (see back page)**
- June 5 Brits on the Bay has been cancelled, see www.tidewatertriumphs.org for alternative event
- June 6 SCCA Solo II, Pungo Airfield www.odr-scca.org
- June 11-13 Moss Motors Gold Cup Car Show at Virginia International Raceway www.virclub.com
- June 17 Ice Cream Social Run (see page 3)**
- June 23 Dipstick Deadline**
- June 24-27 MG2004, Parsippany, NJ, www.mg2004.com
- June 25-27 Virginia Festival of Speed at VIR www.virclub.com
- June 27 Original British Car Day, Lilypons Water Garden, Buckeystown, MD 301-831-5300, tokarj@erols.com
- July 4 SCCA Solo II, Pungo Airfield www.odr-scca.org
- July 7 Wednesday meeting at KateFisher's**
- July 7-11 NEMGTR GOF MK 76, Strasburg, PA Charlie Searles, cseales@rochester.rr.com

(continued on page 3)

MAY MINUTES

Doug Kennedy

The meeting opened promptly at 8:14pm as El Presidente Andy was good enough to wait for the Secretary to arrive after a circuitous journey. Robin and Olive were thanked and applauded for their fine hosting. The weather was perfect for an evening of tire kicking.

Minutes: Approved as written.

Treasurer's Report: In \$89.00, Out \$128.05, Left \$1442.13

Newsletter: Sue needs reporters! Come on you dead-beats (secretary's words not Sue's), volunteer to cover an event. Anyway, some members stepped forward to offer their literary genius to the newsletter. What we always need are your articles, photos, dirty jokes, whatever. Editor's note: "Dirty Jokes" refers to grease or oil and not what you thought. Nice try.

Membership: Greg Coogan renewed so we're at 107 members. We debated who from the Triumph Club to send the newsletter to.

Activities: Saturday tech session at Abacus Racing featuring food! We might even get to see Chuck's car there in pieces. Ice Cream Social to Hope Haven also coming up. Next month's meeting is at the Bier Garden in Portsmouth! Get there early to sample some of the cornucopia of beers from around the world. Come out everyone and join in these great events. Please, also check our website, www.mg.org for more info and pictures. The winery tour is also being planned for July 10. A ton of tours, education, and fun is expected so add it to your schedule and call Becky Watson.

Historian: Keep them cards and letters coming. Remember, as the philosopher, George Santayana, said, "Those who do not study the mistakes of the past are condemned to repeat them". So get us your history so we don't make the same mistakes!

Technical: Mark showed a 35 amp fuse that he pulled out of a car. It was NOT a typical 35 amp fuse. It was a slow blow fuse. Do NOT use new fuses when the old type are suggested. You can also use a new type 15 AMP fuse.

Regalia: Frank was flogging his wares and had a bottle of Merlot and a glass as a prize for the raffle.

Old Business: Zip

New Business: Zero

Monkey Business: Nada

Marque Time: Andy was in the garage today and started a little work on his TDs. Cynthia told us that he was adding a new transmission. This was news to Andy. Actually, he's adding a Ford tranny from England to preserve the heritage.

Mark Childers has 10 doors, 8 wheels, radiators, calipers, and a partridge in a pear tree he wants to get rid of. Give him a buck and the parts are yours.

Mark took the MG to work today for a good charity cleaning!

Alan Watson got his car back from the paint shop today. He paid a grand for a bare metal spray and it turned out excellent.

Frank has a 1978 MGB that he's trying to sell. This is according to his sales agent, Vince Groover. Asking price is around \$5,000.

Vince, speaking on his own behalf, showed his newly completed green and gold MGB. He's willing to liquidate his other cars for more than they are worth. You may want to contact HIS sales agent, Pam, for more information.

The raffle was taken, someone other than the Secretary won (for the 74th straight month) and we adjourned to the chow like IRS agents storming my house after seeing my tax return.



Officers and Committees

President	Andy Wallach	622-8315
Vice President	Alan Watson	426-2600
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	Becky Watson	426-2600
Historian	Susan Bond	482-5222
Technical	Mark Childers	432-9155
Regalia	Frank Linse	461-7783
Clubs	Mike Ash	495-0307

June Ice Cream Run

Thursday, June 17th - 7pm



Meet at Kellam High School parking lot. Destination is the Dairy Queen on Holland Road for those who show up late or don't want to participate in the drive there.

For information contact Alan at beach723@aol.com

Upcoming activities (continued)

July 9-11 Historic Sportscar Racing at VIR
www.virclub.com

July 10-11 Wine Tour Weekend (see below)

July 12-16 GOF Central, Ohio Chapter, Dayton, OH, Greg Garnett, garnett-gl@muohio.edu

July 14-18 NAMGAR GT-29, Cromwell, CT

July 21 Dipstick Deadline

July 22 Ice Cream Social Run

July 31 Brits by the Bay, Pasadena, MD
www.tracitd.org

Aug. 8 Drive out to Eastern Shore (details next month)

TMGC's 2004 Winery Trip

July 10th & 11th

Alan & Beckey Watson head for Charlottesville this year with a dozen or so brave MG enthusiasts that care to follow! An overnight stay at a hotel in the mountains is planned, along with visits to several wineries. Plan to add about 400 miles to your odometer as we see Barboursville, the largest winery on our route, and Blenheim Vineyards, which is only open by private arrangements. Of special interest is a wine and glass comparative tasting we'll do at Burnley Winery -- maybe discover why we shouldn't drink fine wine in plastic cups! Two other wineries are also included.

A block of rooms is being held at a special price for our group **until June 10th**. Request information from Alan or Beckey at beach723@aol.com (or phone 426-2600).

Membership & New Members

Robin Watson

Total membership 107

Membership is now 107, up one from last month. However it is really a renewal. Last year while Gregg was making a move he and I did not get together and he missed the renewal. His name was not in last years Directory and if you keep yours up to date with new members this is Gregg new address.

Gregg Coogan
915 Newell Ave.
Norfolk, VA. 23518
He has 1967 B-GT, 1972 Midget and a 1974.5 B-GT.

MEMBERSHIP RENEWAL

Last year, because it was the TMGC 30th year anniversary, I held back printing the Directory because of a large number of late renewals. I did not want to leave anyone out of the anniversary Directory Listing. I now realize this was a mistake because you can never catch up on time lost, and those members that did renew on time did not get their Directory until Feb. Also, last year as well as putting a renewal form in the July Dipstick I also sent out two mailings to those that did not renew on time. This year I am going to put a renewal form in the July newsletter and at the end of August I will make the listing to have the Directory printed and any late renewals by the end of August will not be listed in the 2005 Directory.

Notes from the Editors....

Susan Bond

We tried something different this issue. At the April meeting we asked for volunteers to write about the events they were planning to attend. That way they knew ahead of time and could take notes or pictures. It worked out great! And we didn't have to run around at the events trying to draft authors. We did the same thing at the May meeting and you will see those results next month. I can't remember whose idea it was, but I think it is a great one. Many thanks to this months writers, we wouldn't have a *Dipstick* without you! And remember, any events you go to are worth writing about!

Becky has been hard at work on activities for you to enjoy. Summer Ice Cream Social Runs are on the calendar, along with the Winery Tour, and a drive out to the Eastern Shore in August. Her Basket, Boot and Bonnet picnic was a lot of fun — did you get a look at the prizes? All were appropriately dressed! Thanks, Becky!

A Lovely Day for a Picnic

By Becky Hassler

The air was cool and crisp in this part of southeast Virginia. It was a lovely day for a spring picnic. The setting was picturesque at Alan and Beckey Watson's acreage where their dog, Abbey, kept us company. A total of 9 MGs of various ages and their owners showed up competing for the best boot, bonnet or basket.

I mentioned that it was a cool day, yet Paul Thiergart was using his British air conditioning system in his 54 TF. It was a simple system of ice cubes in a green Tupperware bowl on the



passenger side floor board.

Carl and Norma Nagle brought their 80 MGB LE but forgot to bring chairs. Norma sat in an extra chair and it was wonderful to see Carl sit at his bride's feet on a borrowed tartan blanket. This love has lasted for over 50 years of marriage!



Sue Bond was the event's shutterbug. She was busy capturing the event on film for the memory books.

Mike Haag's basket consisted of a complete set of Old Speckled Hen regalia, including beer, glasses, and tray. It looked as if it had come straight from an old English pub. By the way, the beer was not just for display purposes. Some of the beer cans were empty by the time the competition rolled around!



Mike Haag & Denise Starke



Chuck and Becky Hassler came without an MG for the entry for boot or bonnet, but their basket was adorned with silk tulips and MGB emblems. A taillight was flashing on a tartan blanket mixed amongst the fruit inside their basket.



Alan and Beckey's bonnet entry in the competition was a tribute to their red and black 72B "In Memory of Morris" that was killed in a collision with a Cadillac (not the fault of Morris OR his driver). The bonnet was adorned with flowers and a scrapbook to remind the owners of the good ol' times they shared together. A red and

black model car had a special place inside their basket.

The best boot went to Robin and Olive Watson who could have entered their boot and won in the cleanest boot contest, too.



The best bonnet went to Frank Linse, whose 74B had an engine compartment clean enough to eat off of.

The best basket award went to Kate and Carl Fisher who had a beautiful wicker table and matching folding wicker chairs and completed their ensemble with a potted miniature rose bush. They really looked comfortable while they dined.



The winners of the best boot, bonnet, and basket were awarded wine bottles with the appropriate toppings (miniature boot, bonnet, and basket) affixed to their tops. These wines were samples from wineries we will visit

on the wine tour coming up in July.

Paul Thiergardt



John Jones & Debbie Klages

Andy Wallach & Cynthia Faschini



Walsingham

Frank Linse

Friday 23 April

Having survived the traffic, the tunnel and the washboard surface of I-64, Deb and I finally arrived at our destination. The outlet malls at Lightfoot. Sure was glad that I'd just replaced the front shocks on the B-GT. I braced myself for a shopping frenzy but was pleasantly surprised when Deb quickly satisfied herself with a new handbag from the Coach. We then leisurely drove back to Williamsburg by way of Route 60. The Days Inn on Richmond Road, just four blocks from Merchants Square, was the perfect place for the evening's plans. Having planned a dinner at the Trellis Restaurant, we walked down at about five. We couldn't be seated until eight so went across to the Fat Canary for a drink. The menu there enticed us to stay for dinner and we were not disappointed. Being fully satiated but encountering some ominous looking weather, we walked back to the hotel by way of the tree-covered walks of the college.



Frank Linse & Debbie Eisenbath

Saturday, 24 April

We awoke the next morning to a rather cool, cloudy and damp day, but the weather report was encouraging. Arriving at the show field at the Walsingham Academy we were greeted by Frank Hurley and other members of the Williamsburg club. As the cars arrived the weather improved and we met many friends from previous shows. Eventually the contingent of cars from our club arrived having taken



Chuck & Becky Hassler



Jim & Emily Simpson

Williamsburg club. As the cars arrived the weather improved and we met many friends from previous shows. Eventually the contingent of cars from our club arrived having taken

the scenic route and ferry crossing. Vince and Paul led in with Vince's recently restored and 2nd place show winner. Mike Haig, Barry Tyson, Robin Watson, and Sue Bond, with long lost cousins from Montana, were close behind. Jim Simpson and daughter won a \$100 gift certificate



Bobbi & Jon Suponski



Craig Cummings

also present. During the day emcee Doug Wilson was calling out door prizes and Paul won a \$25 gift certificate from Moss Motors. Doug also won First Place in the rubber bumper Bs. Frank Hurley won First in the chrome bumper class and Craig Cummings won First in the GTs. Ed Dotson won best of show with the XK-150. All in all, it was an excellent weekend. My highest recommendations for this show are in order. These guys do it right and the surroundings are ideal. I would encourage all club members to attend this one next year, and don't for-



Kerry & Frank Hurley



Vince Groover, Frank Worrell, Jim & Emily Simpson get to pre-register. Wish you were there, Frank Linse.

Joyce Cummings with an adoptable kitten from the local Humane Society which will benefit from the pet food donated at the show.



A Trip on the Ferry

Robin Watson

What a nice day for the drive to the Williamsburg Show. Eight members in five MGs and one MG



badged GEO along with Susan Bond's cousin and wife, Gary & Mary Seelmeyer from Montana, met at Cosmos Diner to take the ferry over to the CVBCC Show in Williamsburg. Vince Groover



was in his restored B and took Paul Barry Tyson



Thiergardt as passenger. It looked great Vince and we know how it must have felt after all that work you have put into it. Mike

Haag was in his B, Susan Bond in her B-GT, Barry Tyson was in his B. Jon & Bobbi Suponski were in a GEO with a MG badge taped to the bonnet and I was along in my B which, having just



Robin Watson

changed a tire that had a bulge on it, ran the smoothest ever (more about that in another article to come). The weather was great and the traffic was so light I even managed to get a couple of pictures



Susan Bond

along the road. We headed down to the ferry and no sooner shut the engine off then it was time to start and board. The crossing was very pleasant and the landing was within five miles of the



Chuck & Becky Hassler drove the Hurleys B

location of the Show. When the show was slowing down, I started to talk about which way I was heading back and said I was thinking of going back down I-64. I wanted to



stop at the British Shop in Hampton and pick up some Pickled Onions for the picnic on Sunday, but after talking to friends and being reminded of the traffic, I decided I would go back the ferry way with some of the other members.

On the return trip we met up with Gregg Coogan who had been to the show and some of us decided to stop off at *Smith's Fort Plantation* in Surry.

Built sometime between 1751 and 1765, the story-and-a-half brick house was home to a family. A gabled roof is centered with dormer windows. The interior has much of the original woodwork; Jacob Faulcon and his wife gave his new son-in-law, John Rolfe, a grant of land as a dowry on the occasion of his marriage to Pocahontas. The APVA acquired Smith's Fort Plantation in 1933. It has been fully restored and has a fine collection of English and American furnishings. Today, you can see the site of the retreat fort, the house, and its small herb garden.

Although when we first arrived the sign said "open", the door was latched, but a lady came to the door to inform us that a tour was going on and we would like to wait in the garden so that we could make the tour as a group.



This we did and took a couple of pictures while we waited. After about ten minutes I made the comment

that I think I would carry on with the journey home and not wait for the tour. I would like to explain to those with me that I do enjoy stopping off and looking at things on these runs, but when I start to stand around I feel like John Wayne in the movie *Cowboys* when he told the young cowboys while they ate breakfast that they were burning daylight. When I am out in the MG, if my feet are not flying over the pedals I feel I am burning driving time. I have one sound that comes from the brake pedal that takes me back to the days of driving around England as a service engineer for many years. When my right foot *slides* off the brake onto the accelerator there is a metallic sound of the brake pedal coming back to it's resting place that has not changed in the years, and along with the sounds of that revving engine who needs a radio? Well, within a couple of minutes we did get our tour started and it was well



worth the wait. One thing that drew some comments was the fact that you could see through the cracks in the floor boarding. And to show we were there we took a picture of the MGs in front of the brick house. The rest of the trip proved a very pleasant ride--top down and feet flying.

Boulders

Kerry Hurley

Tidewater MG was well represented at the annual Boulders show on 2 May this year and came away with many awards, including best in show. The day started off a little rainy and that may



Barry Tyson



Denise Starke & Mike Haag

h a v e
s c a r e d
m a n y
p e o p l e
a w a y
s i n c e
t h e
s h o w



Frank & Kerry Hurley

Those club members who made the trek were: Barry Tyson, Mike Haag and Denise Starke, Susan Bond and Taylor Sumner, Frank and Kerry Hurley, Doug and Eiko Wilson, Craig and Joyce Cummings, Bruce and Carol Woodson and Gregg Coogan.



The eyes of everyone on the field turned as Bruce and Carol Woodson arrived with their 1924 Rolls Royce. They not only captured the British Open Class, but were voted Best in Show. I was impressed that they seem to have so much fun with it. Isn't that what these cars are all about?



Eiko & Doug Wilson

The Wilsons took first place with their 1952 MGTD, such a pretty car, and that two-toned paint job is always a hit! The

GTs were in the same class with

early MGs and Craig and Joyce Cummings once again took First Place with their fabulous 1969 MB - GT. That car is very hard to beat.



Craig & Joyce Cummings



Susan Bond & Taylor Sumner

With the threat of severe thunderstorms looming, the award ceremony

mony was moved up quite a bit so everyone could get home before bad weather. Those of us headed back to the peninsula made it, but the Southside group wasn't quite as fortunate. They opted to stop for dinner so they caught a little rain. Oh well, we are all wash and wear, aren't we?



Preservation of our Old Classics

Submitted by Chuck Hudson
Reprinted from *The Octagon Bulletin*, Dec '03

I was chatting to Harry the other day, whilst ordering some of the Club's excellent Christmas cards and we were sympathizing with each other about our various aches and pains. A thought occurred to us that in 'Technical Torque' answers to the various problems and malfunctions that arise with our cars are, usually, solved by members whose technical knowledge or similar experiences are shared with us, one of the great benefits of belonging to the Octagon Car Club.

My question is, what about us older owners? We seem, as we get older, to be beset with various malfunctions too! Whilst owners (spouses/partners) obviously carry out routine maintenance on us, inevitable, various bits and pieces do wear out but our answer from the gurus (doctors) is often, that's life, put up with it.

Now I know the younger models of our Club will say, it does not apply to them yet, but us classics do suffer through, misuse, abuse, general wear and tear and as a consequence do not have the performance and reliability that these younger models currently possess.

The major problem facing us is a lack of spare parts, although this situation is improving, new and used valves to repair old pumps are available, even complete assemblies can be fitted. In my case, severe damage was done to my offside suspension (hip) following an ill advised off road jaunt in the Pyrennes. Upon inspection it was found that damage was caused by lack of lubrication to a main bearing (hip joint). I am using a recommended additive in my fuel (food) formulated to prevent further wear but failing this the whole assembly can be replaced using a well engineered replica!

The same is available off the shelf for the small end (knee). In my view, modern fuels (food) may be a contributory factor, for instance high octane curries, I have found can lead to overheating and excessive back firing!

Over-use of upper cylinder lubricants such as Whiskey can lead to directional instability and difficult steering, so care must be taken with dosage. I am reliably informed that add on performance packages such as the one marketed by Pfizer under the name of Viagra give good results, but as we are cautioned so many times in technical forums, when increasing performance, ensure that the rest of the vehicle is in tip top condition, so where does that leave us old classics?

When it comes to bodywork, we should have less concerns, as we possess classic lines, albeit, not always so appealing to the younger fraternity.

We are treasured by our owners as timeless, having a patina of age that harks back to another era. We also have a provenance and history that does not exist in the same degree in the newer models.

That is my excuse anyway and I am sticking to it. Well maybe the situation is not as bleak as I have described it but we need a Neil Cairns to start sorting out some of our problems, don't we Harry?

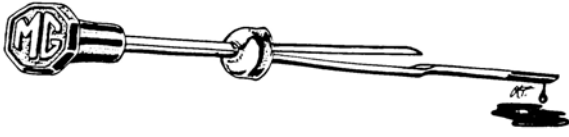
For my part, I am going to suggest that our owners consider that all we old classics need the sort of TLC and endless hours of love and devotion we show our MGs: fussed over, doted upon and every need attended to.

The danger is they will say "to hell with that", and send us for re-cycling.

As for me, it's pouring down outside so I am going into the workshop to polish the TB, even though it does not need it, then maybe I will sit behind the wheel and dream of Summer days, the wind in my hair (what's left of it!); and the open roads. The ultimate cure for old age. Think about it though, we are all Octogenarians anyway, are we not?

Chris Burton

The Dipstick



The Tidewater MG Classics

Susan Bond
541 Forest Road
Chesapeake, VA 23322

Affiliated with

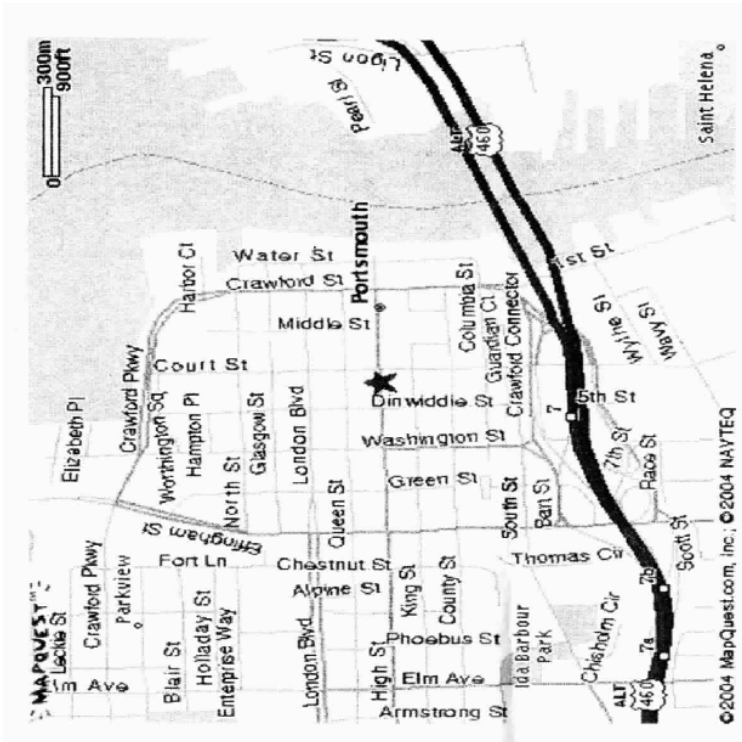


North American MGB Register

FIRST CLASS

Monthly Meeting
Tue, June 1st
The Bier Garden

434 High St., Portsmouth
757-393-7333



©2004 MapQuest.com, Inc.; ©2004 NAVTEQ
Merge onto I-264 W toward Norfolk

Take exit 7 - toward Downtown Portsmouth/Naval Hospital/Naval Shipyard

Merge onto Crawford Connector

Crawford Connector becomes Crawford St.

Turn left onto High St.

If no parking available on street, a parking garage is nearby.

The Bier Garden serves over 250 brands of beer, in stock, and many on-tap! Meeting starts at 8pm, but come early to kick tyres or eat. We'll meet in the tavern room and food can be ordered from the menu.