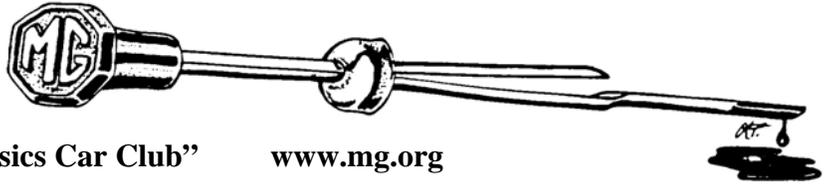


The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

www.mg.org

Volume XXXII, Issue 5

Dedicated To Preserving The Marque Since 1973

May 2004

MARQUE TIME

A thanks to Doug Wilson for his great story, “The Beast and the British Car”, which appeared in the April Dipstick. These stories about our car experiences are fun to read. Also, thanks to Cynthia Faschini for hosting the April meeting. Think of lucky me... I get to enjoy Cynthia’s great hospitality every day. Still need more hosts/hostesses for our monthly meetings; contact Beckey Watson, our Activities Coordinator, at 426-2600 or beach723@aol.com.

Hope you have been working on or driving your cars during our monsoon season. My son, Josh, worked on his MGA during his spring break from teaching. Don’t know if more is coming apart or more is going together at this stage. He assembled the front-end suspension. I helped by “machining” the stay tubes so that they would fit into new link bushes. No, I do not have a machine shop, and yes, I know that you are supposed to ream the bushes instead of turning down the stay tubes. Only had two to do and it seemed to be too much of a bother to go to a machine shop. Also, the new stay tubes Josh purchased were a tad short. So used a drill and sandpaper to turn down the old, slightly corroded ones. While Josh worked on the “A”, I decided to fix the two power window switches for the passenger side (use of right and left may confuse drivers of British cars) of the Porsche. Thought that it would be prudent, considering all the rain we were getting, to be able to raise the window which is stuck partially open. Also was anticipating the summer heat. (The air conditioning is inoperable to the tune of about \$1500). I had fixed the rocker switches previously by taking them apart and cleaning the contacts. Well after working on the passenger switch with negative results, I worked on the driver’s side switch, also with negative results. Then when I tried the driver’s window switch, which had previously worked, I found out that now it didn’t. So, to the fuse box under the dash on the driver’s side. Of course I had not taken the car out of the garage and due to the proximity of the garage wall, I could not open the driver’s door wide enough to get under the dash from that side, so I contorted myself from the passenger side. Yes, I had blown a fuse. As I extradited myself from under the dash, I hit the rear view mirror and knocked it off the windshield. The negatives: Neither window operates and no inside rear view mirror. The posi-

(Continued on page 2)

UPCOMING ACTIVITIES

Check www.mg.org for the latest info!

- May 2 Boulders Car Show
www.richmondtriumphregister.com/
(leave from Cosmos at 8:30)
- May 2 SCCA Solo II, Pungo Airfield
www.odr-scca.org
- May 5 **Wednesday meeting at Robin & Olive Watson’s**
(see map on back page)
- May 8 **Tech Session at Abacus Racing**
(see page 3)
- May 15 **Dipstick Deadline**
- May 16 **Ice Cream Social Run to Hope Haven** (see page 3)
- May 21-23 Carlisle Import and Kit Car show
www.carsatcarlisle.com
- May 22-30 Drive Your British Car Week
www.britishcarweek.org
- June 1 **meeting at the Bier Garden German Restaurant and Tavern in Olde Towne Portsmouth** (details next month)
- June 5 Brits on the Bay
www.tidewatertriumphs.org
- 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
(Continued on page 3)

tives: Impetus to finally replace the rear view mirror which is so deteriorated after 21 years that it is almost useless. Working on cars can be so rewarding!

Safety Fast! Andy



APRIL MINUTES

Wendy Hiby

The meeting started a bit late at 8:15.

Minutes were approved from the March meeting.

Jim gave the treasurer report: Balance brought forward from March 2004 was \$1,547.43. The club made \$45.00 in raffle and dues and spent \$115.75 for the printing, mailing and hosting the meeting. Final balance is \$1,476.68

Vice President Alan decided that due to last month when he opened his mouth and volunteered his wife to be the activities chair, he would be better off keeping his mouth shut this time.

Sue report on the newsletter: If you have something to contribute to the newsletter, please send it in. Sue is in need of people to write about events they attend. Robin did volunteer to write about the Basket, Bonnet and Boot or what ever the name is of the event is I can't keep it straight on April 25 at Alan and Beckey Watson's.

There will be a tech session at Frank's on April 18.

Robin's report on membership: 2 new members, John and Bobbi Suponski. They acquired a Midget recently. They found out about us from our ad in the paper. Membership is now at 104. Dues are due on July 1.

A very warm welcome was given to Beckey Watson, our new activities chair. Beckey is planning some great things for the coming months (not too much pressure Beckey).

History: There was some talk about a CD.

Mark Childers suggested getting Wisdom 5 piece left handed drill bits. He claims they are great for extracting stuck screws. Mark also has about 10 MGB steering rack rebuild kits for sale for \$12 each.

Regalia: Frank has a trunk full of stuff and the winner of the raffle gets to pick. It was decided that we need blue MG shirts.

Mike Ash reported on other club's events. Remember to register for other club events. The B is in NJ in June, T in July, A in July and the T & A at Watkins Glen in the fall.

No old business was discussed.

New Business: the Brits on the Bay is June 5. April 24 is the Walsingham Williamsburg event. This will be 99% British cars. There will be a drive out leaving at 9:00 am from Cosmos going up by the ferry. This event will also be a food drive for the Humane Society of Williamsburg. Your minute taker, Wendy, reminded everyone that she is a member of the Chesapeake Humane Society and is always willing to accept food for the Chesapeake Animal Control. Message from Faye, enjoyed the Christmas Party and had a great time. Mike gave an extra copy of a classic MG magazine to the new members, Jon and Bobbi. Moss Motors will be increasing prices. This lead to a recommendation of Bob at Little British Car Company for parts. <http://www.lbcarco.com> They are good and cheaper than Moss. Alan was pleased to report he sold his 76 B for \$50. Beckey was happy it was no longer in the yard. The raffle was won by Mike.

Marque Time: Andy's TDs are now facing north and south and much happier. Alan is very grateful to have a retired father when owning British cars. Terry was following a MGBGT on ebay for over 8,500. It didn't meet reserve price. The legislative item SB204 did pass and is waiting for the Governor's signature. Vince had his MG repainted by Teddy Williams at On The Spot in Greenbrier and they did a great job.

The May meeting will be at Robin and Olive Watson's home in Pungo on May 5.

Meeting was adjourned at 9:01.

Submitted by minute taker,
Wendy Hiby
Wanting to know when does the real minute taker come back?





Get a glimpse of life in the fast lane

at

Abacus Racing

1370 Baker Road

Here's your chance to go behind the scenes,
meet the mechanics, and ask questions!

Saturday, May 8th
from 9:30 - 11:00 a.m.



Exit 64 at Route 13 N. (Northampton Blvd.)

At the traffic light at Hardee's, turn left onto Baker Road
Abacus Racing will be a one-story building on the right side

Thank you Chuck Hudson for arranging this opportunity!

Upcoming Events (continued from page 1)

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
Buckeystown, MD



Join us for the first

Ice Cream Social

of the summer!

Cars and drivers meet at Sears side of Greenbriar Mall on Sunday, May 16th,
2:00 departure time. Directions will be given for the drive to Hope Haven Children's
Home (this is not a rallye with clues, etc.)

Ice Cream sundaes will be ready and waiting for us provided by TMGC! (indoor
facility available if it's raining.)

We will join approximately 20 children in foster care and 20 senior citizens.
We'll get a chance to show off our cars, visit with the families and staff at Hope
Haven, and eat ice cream!!

Please R.S.V.P. so I will bring enough ice cream!

Beckey Watson
beach723@aol.com
phone: 426-2600



TECH STUFF

by Mark Childers

How to read a Haynes Manual... as purloined and revised from various and sundry grinders and groaners...

Haynes: Applicable to all models

Translation: Except yours

Haynes: Press and rotate to remove bulb...

Translation: Once the glass bit shears off, fetch needle-nose molegrips to remove bayonet part

Haynes: Lightly tap

Translation: Begin with screwdriver handle and progress to sledge

Haynes: Carefully...

Translation: Either you, a freshly painted wing, or both, are about to suffer a deep and permanent scar

Haynes: Retaining nut...

Translation: Large, formerly hexagonal blob of rust.

Haynes: Obtain assistant...

Translation: Prepare to humiliate yourself in front of someone who thinks you know what you are doing

Haynes: Retain tiny spring...

Translation: Inquire of assistant: "I trust you saw precisely where that landed...."

Haynes: Refitting is the reverse sequence to removal

Translation: Swearing will also be in reverse order

Haynes: Remove swarf with compressed air

Translation: prepare to flush affected eye, seek medical assistance if necessary.

“When the only tool in your box is a hammer, everything starts looking like a nail.”

Haynes: Press-fit

Translation: Clamp with molegrips then beat repeatedly with ever-larger hammers

Haynes: Prise

Translation: Using molegrips, hammer blade into convenient crack, then apply vertical force to handle of screwdriver. Lever with molegrips or use length of iron pipe as force multiplier if necessary.

Haynes: Carefully remove non-repairable locating tab

Translation: Using mole grips, tear tab away from mounting flange

Haynes: Using a suitable drift...

Translation: Clamp screwdriver with molegrips then beat repeatedly with hammer

Haynes: Special tool

Translation: Combination Molegrip/hammer/screwdriver. You will need at least three in the event you need to perform certain of the previous tasks.

Membership & New Members

Robin Watson

Total membership 106

Membership is now 106; we have two new members since the printing of April's Dipstick. Jon & Bobbi Suponski who we met at the April meeting have a 67-68? Midget:

Jon & Bobbi Suponski
4848 Manning Rd.
Suffolk, VA 23437
(757) 986-4926
dutchpole2@aol.com

Also, I have just received an application from:

Sam & Karyl Kern
4536 Good Adams Lane
Virginia Beach, VA 23455
(757) 464-3754
samykern@cox.net

Sam & Karyl have a 1953 TD. Welcome to the TMGC and hope you can make it to some, if not all, of our meetings and runs that are being scheduled for this year.

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

Notes from the Editors....

Susan Bond

Wow! Top down weather and then some! Hope you have been able to enjoy it and the pollen hasn't bothered you too much -- A/C does have its advantages when you have allergies.

Many thanks to Chuck Hudson for his contribution this month. He also found out about the Virginia Beach "Community Roots" project and we will be filling out a form with info on TMGC.

I keep forgetting to mention the notoriety of Alan Watson's Cadillac-enhanced MGB. You may remember hearing of the accident several months ago in which the B came out the loser. Robin Watson has been corresponding with an MG Owners Club member in Coventry, England and sent him a picture of the result which appeared in the January 2004 issue of *Enjoying MG*, not once but twice, in the table of contents and in the Regional Roundup. Here's the scoop from the Regional Roundup:

After a writeup about the Coventry Run... "We had many visitors to our stand that day including Robin and Olive Watson from the Tidewater MG Classics Car Club, Virginia, USA. Robin gave me some back copies of their excellent Club newsletter 'The Dipstick', and subsequently we have exchanged newsletters by post and email. He sent a picture of his son Alan's MGB 1972 Roadster that was recently hit by a Cadillac at an



intersection, fortunately without injury. They have a new body and some suspension parts and rebuilding the car is their winter project, that is after repairing all the damage to their property caused by Hurricane Isabella in October."

15 minutes of International Fame!



TECH SESSION, APRIL 18

Robin Watson

Wow! What another good turn out for the Tech Session at Frank Linse's home -- thank you Frank and Vince for your support and help. Also thanks to the other 16 members that turned up to talk and help; we had a total of 14 MG's turn up and 3 more parked in Frank's garage. This turned out to be one of the longest tech sessions for me, even though I left before it was all over. I do like to be early if I can but this time I knew I was running a little late and arrived at 10:15. When I turned on to Mc Clure Rd. and headed for Frank's driveway there was not an MG in sight and my heart sank as I thought this may be a Tech session without MG's. After checking at the garage door and finding it locked I decided to look at this month's *Dipstick* for the date of the Tech Session and found out I was 23 hours 45 minutes early.



Although we had a good number of MG's turn up (on the right day) we had work going on with 6 of them.



Bob McClaren worked on his 71 B, putting new bushes in the front suspension. Vince Groover put a hose on his anti - run on valve to manifold on his new B and then did some work on the carburetor on Carl Nagle's

80 B LE for him. Harry Watson was working on his GT gearbox (his car was at home). He had done a little seal job on the gearbox at home and now had it locked up in top gear. He showed us how, when he put it into reverse, it locked up completely (which would be expected being that it was locked in a forward gear). Although he did not get it fixed, Mark Childers came up with a good answer telling him that he had many good gearboxes at home. Jerry Johnson drained the oil from



his braking system to change to a synthetic oil; he was working on the master cylinder on the bench and brought it over to Vince to show him a part that did not want to come out. Vince looked at it with a troubled look on his face and then used what must be one of his favorite tools (concrete floor). He turned it over in his hands and dropped it on the floor, removing the part. The results and humor around him should have been caught on video. I was, however, able to get a picture



of Vince having just cleaned up the mess of oil from the concrete.

Tom Sawyer, a friend of Franks from Canada (and a friend of many more members), had himself a project stripping down a 77 B. He had just bought it locally and was putting the parts in boxes ready for a trip back home where, if I heard right, he has 8 more MG's. Amongst the many parts he also came up with a fist full of coins he found in the car. If he had found much more I am sure that it would have meant that he had

been paid to take the car away. Now to beat it all and surprise many members and Tom, he wanted to know if



the engine would turn over and asked Frank if he had a battery he could try. (Myself, I would have put a spanner on the crank bolt and turned it). Well! When he spun it over it sounded like it fired on at least one cylinder, so now many members took a great interest in the engine compartment. After a bit of cleaning around the carburetor and hitting the choke lever with a hammer (big enough to break house bricks) it ran for a few seconds. A little more work, retard the ignition a bit, some more cleaning around the jets and off it went. Quite a cloud of smoke to start with and flames coming out the exhaust. Tom then shut it down and checked the water and oil and off it went again.

Now the other big event of the day was the arrival of Deborah with lunch. Thank you Deborah, you did a



great job with the chicken and fixings! Other members at the session were Chuck Hassler, Frank Hurley, Ed Solomon, Doug Wilson, Craig Cummings, Jim Villers, Susan Bond, Mike Haag, Barry Tyson, Lee Kimble and Robin Watson. I hope I did not miss anyone's name from the list -- if I did please let me know at wof101@aol.com.

Also I would like to apologize for having to ask members what their names were. Being the membership chairman, I feel I should know our members but that is not one of my best assets. Here is a little story that hap-

pened to me at a foundry convention a few years ago. As the engineer for a British moulding machine company in North America it was my job to install the equipment at the convention and then stay on the booth until removing the equipment at the end of the show. During the show days I got to meet many of our customers that I would normally see about three times a year. One man in a group of four came up to me hand out and greeted me like a long lost brother. It took me about 2 minutes to move around and read his name tag. When the time came I said, "Well Bill, it was good to see you again." He said, "I'm not Bill. I borrowed this name tag to get into the show."



Can you spot the essential tool?



It's a Small Ad, After All...

Submitted by Chuck Hudson, found in the Octagon Car Club's *The Octagon Bulletin*, March 2004, # 406

The fascinating articles, the illuminating Technical Torque, the alluring photographs...No, the first thing I turn to in my Bulletin each month is the Cars for Sale. There is something exciting – vaguely erotic, even – about these small ads. Enticingly available PA's, TC's, J2's, described in almost lascivious detail. Only a lack of funds standing in the way of possession! Collectors of those little cards found in telephone boxes, in less salubrious neighbourhoods will know what I mean.

But one thing has always intrigued me: What constitutes a "Genuine reason for sale"? I sold my first car, a Volvo 1800, because I really wanted something with a soft-top. Did that qualify as a "genuine" reason? My next car was a Peugeot 304 convertible, bought from the lady who'd had it 20 years from new. I guess the encroaching arthritis, which was making it increasingly difficult for her to cope with the recalcitrant steering and spongy gearbox was sadly genuine. Three years later, there was nothing phoney or artificial about my reason for selling – it was never going to pass the next MOT, and I couldn't afford the restoration. Surely any car is being sold because a particular sum of money is preferable at that time?

It can be interesting why someone wants to be shot of a vehicle - although I find it hard to believe that it will swing a sale. "Hmmm, it's overpriced, unreliable and looks like it was painted with a roller... But hey, since your wife is having another baby...okay, I'll take it!"

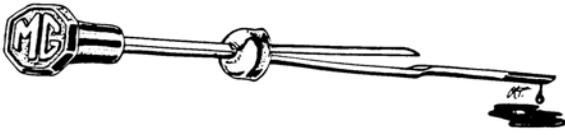
Scanning through a half dozen recent issues of the Bulletin reveals a range of motivations for wanting to dispose of one's erstwhile pride and joy. The age profile of our membership is unfortunately reflected in ads giving illness, operations, or bereavement as explanations for a cherished member of the family being put up for adoption.

One vendor cites "divorce settlement" – some workshop-widows might suggest that if the car had hit the small ads sooner, the divorce might have been averted. Perhaps that was the hidden meaning behind "Only for sale due to house move and change of plans"? Which leads to the car that is "Only for sale as owner mainly living abroad" – I understand that many happy relationships continue intact in just such circumstances. At least with a car he might just loan it to a friend until his return! The seller blaming "Two large dogs and a restored YA" for the disposal of his "For sale due to a change of circumstances" is cryptic, and "Reason for selling: change of attitude" only marginally less so. How many MG's have passed to more loving homes from vendors such as the one offering "Unfinished rebuild – more or less untouched for the last five years due to lack of time, money and inclination"? "New project forces sale" has the familiar ring of insufficient funds or garage space for compiling a proper collection. So we naturally assume the new project's an MG – but it could be anything, not just from an Amilcar to a Zil, but even the building of an orphanage in Bulgaria, the construction of a 1/12 scale model of the Taj Mahal out of matchsticks, or perhaps just a new conservatory. On the other hand, the J2 seller citing "Space required to restore another J2" is hardly likely to provoke much sympathy. Is "I've got another '46 TC and can't drive two at a time!" marketing or just gloating?

Perhaps the genuine reasons for sale aren't to convince the potential buyer, but to justify the decision to the seller. These aren't mere "things" that are being advertised, after all. So if you've recognized your own authorship in any of these excerpts, it's okay...we understand.

By Gilly Filsner

The Dipstick



The Tidewater MG Classics

Susan Bond
541 Forest Road
Chesapeake, VA 23322

Affiliated with



North American MGB Register

FIRST CLASS

Monthly Meeting
Wed, May 5th
Robin & Olive Watson's
4300 Charity Neck Rd
Virginia Beach
721-9277

7:30 - Kick Tyres
8:00 - Meeting

