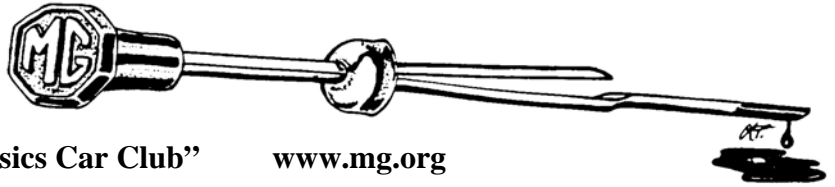


The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

www.mg.org

Volume XXXII, Issue 11

Dedicated To Preserving The Marque Since 1973

November 2004

MARQUE TIME

I wish I could tell you about all the MG progress I made over the last month but... I did finish getting my Ocean View condo ready for sale and it is sold. Now I need to get my 83 Porsche 944 ready for sale. Yes, after 21 years and an estimated 250,000 miles (the odometer quit at 87,000 in 1987) we will part. The new car bug hit my wife, Cynthia. Seeing all those newspaper ads which seemed to give away new cars and a couple minor irritations with her 97 Camry, which is just broken-in at 106,000 miles, she decided on a 2005 Acura TL (instant love with the 0 to 60 in 6.7 seconds and the voice navigation system). After over 16 years of me telling her where to go ... I'm replaced by a machine. While I got through another summer without air conditioning in the Porsche (one of several maladies), the comfort, reliability, and much lower potential repair costs of the hand-me-down Camry is overriding the acceleration and smooth shifting of the Porsche. And if I want the acceleration ... Cynthia may let me drive the TL which is faster than the Porsche! So if you know of someone who desires a slightly used, one-owner classic Porsche (1983 was the first year for the 944) send them my way.

Thanks to Alan and Beckey Watson for hosting the October meeting. Beckey's desserts were scrumptious. We had a great turnout of MGs. Hope to see you all on the other side of the river for our November meeting.

Andy Wallach



UPCOMING ACTIVITIES

Check www.mg.org for the latest info!

- Nov. 3** Wednesday meeting at Chuck & Becky Hassler's (see map on back page)
- Nov. 7 SCCA Solo II, Pungo Airfield, www.odr-scca.org
- Nov. 21** Tech Session at Susan & Terry Bond's (see page 3)
- Nov. 15** Dipstick Deadline
- Dec. ??** Holiday party Andy & Cynthia's

Membership & New Members

Robin Watson
Total membership 96

Since the October Dipstick, we have had 1 new membership and 1 late renewal for '96. The new membership:

Lew & Largo Faxon
1820 Lafayette Drive, Hampton.
(757) 850-1673, largomgb50@yahoo.com
They have 2 Bs, TD and a Midget.

I have also attached a picture of new members Carl & Anne Godwin with their 79 B who joined the TMGC in August and met up with us at the Virginia Wine Festival.



OCTOBER MINUTES

Susan Bond

The meeting was called to order at 8:06 by President Andy Wallach. He thanked the Watsons for hosting and welcomed Pete Limoges, who joined about 8 months ago, lives in Suffolk and has an MGA. Also Lew and Margo Faxon, new members, who have B's and Midgets, a TD (work in progress) and also Triumphs. But we let them stay anyway.

Minutes: September minutes were approved as published in the Dipstick

Treasurer report: In \$209 (regalia and dues), Out \$131.10 (Dipstick and host), Balance \$2,336.95. Andy asked, "When do we pay dues again?"

Newsletter: Writers volunteered to fill the pages of the next one. Thank you!

Membership: 96 members. New ones: James and Talley Powell in Virginia Beach, and Bob West, who lives near Robin.

Activities: Virginia Wine Festival at Town Point Park, October 17. Beckey must turn in names of drivers to Festivents so they will get in free, so sign up now. She will e-mail to make sure all who want to go hear about it. 12-15 cars. Meet at 9:00 at Harbor Park lot, we'll be there till no later than 5:00. No food available (Wine without food??) so pack a picnic or go into Waterside. We will take turns car-watching to have someone there all the time.

Moonrise Bay drive-out, October 24. Meet at Kellum High School on Holland Road at 2:00. New NC law says the winery has to charge \$5.00. We will be in the pavilion or, if the weather is bad (can it be any worse than last year?), we will be in the Timber room. Bring fruit, crackers or cheese.

Next meeting is November 3 at Chuck and Becky Haslers on the Peninsula.

November 21, Tech Session at Bonds.

Holiday party will be at Andy and Cynthia's, no date yet.

January meeting will be at Frankie's Place for Ribs. There will be a sign-up sheet for next year's meetings.

Archives: Slide show is available on the laptop taking these minutes if you want to see where we've been.

Technical: Jim Villers had a couple things. Starter gear drive, (one way clutch). If your starter turns but the engine doesn't, you need to replace it. Buy one from Moss, \$50, or Brownings Starters on Independence, \$25 – they can get it in one day. Jim will demonstrate the swap-out at the November tech session.

Rear flexible brake hose. When it gets old the inside swells so no fluid can get thru, and it can also develop cracks and leak. Same thing happens to the front brake lines, and the brakes lock up. **REPLACE THEM** at least every 10 years. Flush them occasionally, too. Winter is good time to do this.

Regalia: no Frank.

Clubs: no Mike

New business: We have a great new banner, but we need someone to take it to shows. We also need some way to display it. A canopy would be nice, too. Must be small (fit in MG). Vince has one. Vince will take banner.

Marque time: Frank Worrell reported custom exhaust work at Moyock, weekends and after hours at Carquest, Frank has cards. Very reasonable.

Alan Watson had a phone call offering 2 MGs for sale: '79 w/overdrive, 100,000 miles, \$7000. TD kit car with Chevette drive train. If you really want to know more, call Alan.

Beckey Watson has an article in latest *Classic MG*, "My MG Drove Me to Drink", about our wine tour last year. There is a picture of Jim's B. There are also 2 typos she is not responsible for.

Vince Groover still has '78 B for sale, new tires and top, Weber carb.

Waynesboro - Great weekend, 9 cars from our club and no tow trucks were involved.

Brown's Island - we took home 4 firsts, a third and a fourth.

Hunt Country Classic is this weekend.

Kate watched a movie called "Jump Tomorrow" and wants to know what the small car was.

Frank Hurley just bought a Daimler in Roanoke on the way home from Waynesboro.

Alan Watson had a phone call from Robin this week, Colin's car was running for the first time! Robin spent

Tech Session

Sunday, Nov 21st, 10am

Sue & Terry Bond

541 Forest Rd
Chesapeake
482-5222



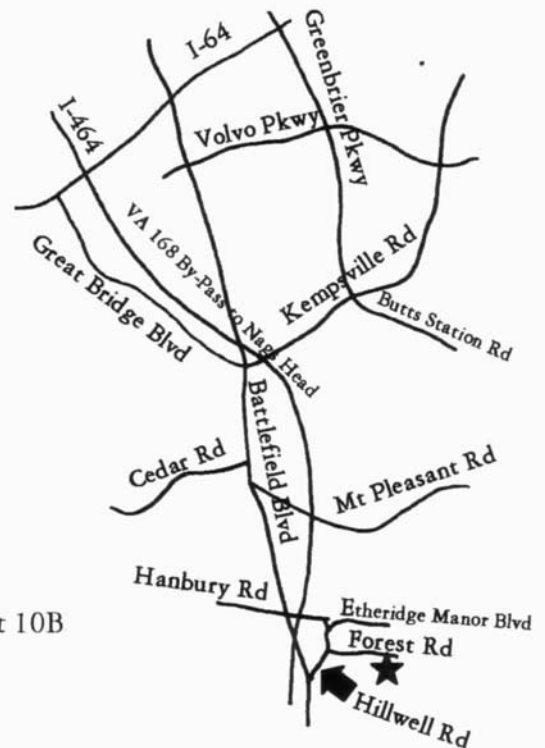
Take exit 291B off I-64

Going south toward Nags Head on
I-68/Great Bridge By-Pass:

Take Hanbury Rd East, Exit 10B

Turn right on Hillwell Rd

Turn left on Forest Rd



2 days trying to keep Zenith carb from flooding and finally put 2 SUs on it. Jim says there is a spring in it. J.D. had same problem with HIFs but it was a bit of wear in the float assembly. Worked on bench but not on car. Robin's works when apart, not when assembled.

Frank Worrell says MG is being pursued by a Chinese company. Saw a Healey run 158 mph at Dinwiddie on Sunday. Vince once saw a new Mini do 147 at Fentress.

Vince sold his Y type to a retired Army guy in Easton, MD. His wife named it Maggie. Vince had it 27 years.

Robin dropped his screwdriver while tuning the car and when he went to find it, found a puddle on the floor – melted screwdriver handle, it had landed on the exhaust pipe.

Meeting was adjourned at 8:45 and we tramped into the kitchen for dessert.

For Sale

1976 MGB, Maroon paint, 78112 miles as of 10/11/04. New top, new clutch assembly, has O/D (not working) wire wheels, front end and shocks have been rebuilt. The lower half of the engine bay has been cleaned and painted, wiring is in great shape, new alternator. This is an excellent running car for a daily driver or a weekend fun vehicle. \$6550.00.

Note from the Editors

Susan Bond

Many thanks to all our volunteer writers!!! We have been a busy club this month and our writers have captured the enthusiasm. Now that fall is here and the heat from the engine is welcome on cool mornings, we can drive in comfort and really enjoy the trips. Wheels up!

Thanks to Jim Villers for the last Ice Cream Run of the season. It's a good thing he had us going in circles at times. Driving solo and last in line I missed a turn and, by the time I got back on track, the rest were completing a loop and I was able to turn right instead of left and get back into the pack. Slick!

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

Tech Stuff

Mark Childers

I always seem to wait until it's nearly too late to make Sue's deadline when inspiration strikes. Well, I couldn't think of a single subject to cover for November, until yesterday afternoon when I found a pint of water in the oil of an engine that I had just installed. Now, it wasn't as if I just pulled this motor out of a junkyard and tossed it in without second thought. Some weeks ago I built an engine test stand to run the four untested engines that were taking up space in the corner of my garage. It's a very simple affair, made from a Northern hand truck fitted with a pair of pneumatic tires from a hospital cart, and casters from an old engine stand. A dual Oil/Temp gage, a fuel pump with a one gallon fuel can, and ignition and starter switches all neatly taped together round out the control panel. A milk box containing an exhaust manifold, downpipe and muffler, Weber carb/manifold combo, starter, water pump and alternator round out the remaining accessories, and a spare radiator with hoses completes the package. All it takes is a battery, and an engine hoist to get the motor mounted on the stand. The whole package will fit in the trunk of my Cutlass. If anyone would like to borrow it to check out an engine (or an over-drive trans) before it gets installed, just give me a call, or an email.

Back to the engine. This motor ran great until the day the donor car got t-boned, and it ran quite nicely on the stand. With 135 pounds of compression across the board, it was more than adequate for a good running MGB. The gage showed 75 pounds of oil pressure at 2000 rpm and just under 50 at idle when the engine was warm. I let it cool, set the valves, sprayed on a fresh coat of black paint and three hours later, with everything bolted down and coolant in the radiator, it fired up and once all the oil from the old tired engine burned out of the exhaust system, this puppy was smooth, quiet and smoke-free. No odd noises, good power, no bad manners. Test drive over, I left it idling for 15 minutes while I chatted with my neighbor, then drove back into the garage for a final check out. When I looked at the bottom side of the oil cap as I usually do after a test drive, I noticed a little milk on the inside. I thought the oil on the dipstick showed some moisture, too, so I pulled the valve cover for a better look-see. Sure enough there was water everywhere in the head. Figuring that either the head or the headgasket had given up, I drained the radiator, and pulled the head. Alas, there was no obvious damage to head or gasket, no wet plug, no water in a cylinder, and only a trace of milky residue on the bottom of the pushrods. I replaced the head and gasket with a freshly rebuilt spare, and as I torqued the last head nut, I realized that there was probably nothing wrong with the head, or the head

gasket. It wasn't until I took a hard, deductive look at the head on the workbench, and dabbed at the beads of moisture with a white Kleenex, it occurred to me that I had flushed the cooling system with the garden hose while turning the water pump with a pneumatic high speed butterfly impact, then drained virtually all the standing water out using an air ejector, and filled the system with the new premixed "orangeade" GM coolant because I didn't have any of the green stuff on hand. The water lying inside the head was just that: water, not coolant. It was clear and clean, and left no deposits or stains on the Kleenex, and tasted only slightly of Castrol Syntec, without a hint of ethylene glycol. If the head had been leaking, that Kleenex would have been stained orange. And as the last couple of intake nuts got tightened, it struck me like a dopeslap that water had gotten inside the engine when I pressure washed it at the car wash in Moyock the night before the installation. I thought I had all the holes closed tight, but I suspect that the ultra high pressure wand (which, incidentally, had earlier peeled a big chunk of clear coat right off my Trooper) injected a cup of water into the crankcase. I jacked the car until the plug was at the low point of the sump, gently loosened the oil drain plug and four ounces of crystal clear water slithered out before the oil started flowing. A simple oil change followed by a 1200 rpm idle with the oil cap off and a piece of newspaper covering half the radiator to bring the engine temp up between 190 and 200 for 20 minutes would have raised the oil temp high enough to evaporate any remaining water from the crankcase and everything would have been hunky-dory.

In retrospect, I should have approached the problem far more methodically, and eliminated all the suspects before pointing a finger at the wrong one. You can bet that I would have dug really deep if there hadn't been a fresh head warming the bench in the parts dugout. I could have pressurized the cooling system to 12 psi using a tubeless tire valve clamped into a heater hose, then listened inside the dipstick tube and valve cover for leakage. I even did a show and tell at a meeting this spring on just that subject. And, I could have dabbed a Kleenex on the water *before* I pulled the head. I would have scratched *my* head and thought "Hmmm it's not orange (or green) what gives...?" Well, I didn't. I will next time. Hope you do, too.

Safety Fast!



October meeting

O.D. Dawson was a founding member of TMGC and the first Technical Chairman, appointed at the second meeting held on June 6, 1973. On June 17, a “Hot Dog Roast” was held at their home — some things never change!

Remembering O.D.

Roosevelt M. Moseley



I have fond memories of O. D. Dawson. He lived on Stumpy Lake Lane, down the street from my mother’s house. We spent hours talking together as we carpooled back and forth to MG meetings. O.D. was like a mentor or big brother to me (some club members used to jokingly say we were sharecroppers).

I remember clearly one evening he came by to pick me up for a meeting, and I told him I had decided not to go because I was troubled by some past events. O.D. said, “I don’t know what is wrong but, if you go to the meeting with me, I will guarantee you will laugh and joke with the club members and feel better.” He was right. I will never forget our friendship. I saddened me when he and his family moved to Delaware. However, it hurt me even more to know he had passed.



O.D. and Jonnye on their 50th anniversary



Jonnye and O.D. Dawson in their TD, which Jack is now restoring



September’s Ice Cream Social Run

Frank D’Angelo



The last Ice Cream run of the season was a very good one. Turn out was 9 cars in all. No one broke down, got lost, no accidents, etc... Attendees: Vince & Pam Groover, Frank Worrell and son Morris, Olive & Robin Watson, Mike Haag and Denise Starke, Jim & Linda Freeh, Jim & Betty Villers, Peggy & George Craig, Sue Bond, and myself.

Jim Villers organized the run, creating a unique path, starting at the Lake Wright driving range, and eventually bringing us all



over to the Shore Drive, Chicks Beach, “area“. I say “area” because I wasn’t exactly sure where we were at times... which was exactly the reason for this route. Jim designed it to give many of the members a look at

portions of Va. Beach that apparently not too many of us get to see that often, and certainly not at a leisurely pace with our tops down (most of us). I also say this because between me being a solo driver, and having horrible sight for reading while driving, I pretty much ditched the directions and followed the leader, at third in line. We were treated to several glimpses of the



Chesapeake Bay towards the end of the run, as well as some VERY unique homes. Especially the red and white one on the corner with all the gardening tools as decorations. LOVED IT! Well done Jim!

The run started the same time as all others, 6:30 pm I think, the loss of daylight was a bit accelerated due to the upcoming seasonal change. At the end of the run, Pam Groover asked me if she missed the issuing of night vision goggles. OK, I suppose it got a bit dark early, as compared to the other runs. **Note to self:** next year start the Sept. run a 1/2 hour earlier. Jim V. actually did think of this earlier but was unable to get the word out to all, so we worked with what we had.

Compared to the other runs I've been on, where homeowners and pedestrians were out, enjoying our display of fun, affordable, and still unique motor cars, most were in there homes this time around. I thought this effect allowed us to better take in the sights around us, slipping through the neighborhoods discreetly, and appreciating the many different and unusual neighborhoods and homes around us. I also felt a little more connected to my car with the activity level around me being minimal. I quite enjoyed it. And the ice cream selection at Ben and Jerry's was excellent, almost as good as conversation with members and their guests I haven't met before.

I was very impressed with the turnout for the last run as well. Only having been on two, I'm not sure what would attract or detract members from attending, so I thought I'd share what I've found keeps me wanting to participate.

1. I very much like being associated with an organized group. It keeps me thinking about my car (at least once a month) when I am inundated with other, seemingly important things.

2. I like interacting with the public. When they smile and wave, it makes me smile and feel good too. As I get older, the importance of smiling as often as I can becomes more and more important.

3. As much as we all think we know about our cars, I am able to learn more about mine most every time I talk to a member or owner. P.S. to Frank Worrell's son Morris... tell him all Bs are supposed to make that sound every now and then, especially when downshifting...or tell him that I have a special, experimental exhaust system...or tell him to get used to follow directly behind me.



4. I love Ice Cream! A lot!!!

Whatever the reason, feel good about attending these runs when you can next year. They're good for the club, the public, our cars and ourselves...OK, maybe not for our waistlines...but what the heck...we own British cars, a few extra pounds don't scare us!



Jim Villers, Denise Starke, Betty Villers, Vince & Pam Groover, Peggy Craig, Olive & Robin Watson, Mike Haag

Richmond British Car Days Brown's Island - September 19, 2004

Alan & Beckey Watson

This year was the 20th anniversary for Central Virginia British Car Club's show, held for the last few years on Brown's Island in Richmond. You may recall that Richmond had some terrible flooding at the beginning of



Robin Watson

September. Because the ground was still soggy, this year's event was held

in a large parking lot across from Brown's Island, for fear the beautiful park-like setting would be ruined if our LBCs drove all over it.



Gregg Coogan



Mike Haag

The usual suspects gathered at Cosmo's early Sunday morning. Sue Bond, Mike Haag and Vince Groover greased up their stomachs before taking the scenic route to Richmond.

At the car show they joined the Watsons, the Hurleys, the Cummings, Robin Watson, Gregg Coogan, Frank Worrell and Jim Simpson. Two other club members visited the show "sans MGs": Frank DeAngelo and Colin Watson. As it turned out, the weather was perfect for a car show. The rain held off, in fact the sun actually came out and it was a great day to be outdoors.

Also, the MG was the featured marque this year and there was a



nice display of several variations of MGs located in center field, in an area entitled Reflections."



As a club, Tidewater MG Classics had a good showing with four First Place vehicles and a couple of other awards too. Congratulations to club members for

the following awards:

Craig and Joyce Cummins ('69 MGB-GT)- First Place



Frank & Kerry Hurley ('71 MGB) - First Place Early MGB

Jim Simpson ('74 Midget) - First Place



Frank & Morris Worrell ('78 MGB) - First Place Late MGB

Vince Groover ('79 MGB) - Third Place Late MGB



Alan, Colin & Beckey Watson ('72 MGB) - Fourth Place Early MGB



Meet chairman Bruce Woodson and Carol



Robert Davis was there with his Land Rover

Wings & Wheels at Hummel Field

Becky Hassler

On the 25th of September, Chuck and I followed Frank and Kerry Hurley and their friends to a neck of Virginia we had never been before. We attended the Wings & Wheels show at Hummel Field in Topping, Virginia. We entered our 1980 MGB LE in the show. This was another first for us. But like Sue Bond said, "You pay to enter



Kerry & Frank Hurley

your car to ensure you get a good parking spot".

I had never seen a car show like this one. Besides having 9 MGBs, TDs,

T C s , MGAs, an MGC GT and one MGB GT (our very own Sue Bond), there were tractors, tractor engines, all sorts of model airplanes, helicopters and a flying lawnmower.



Craig Cummings & Susan Bond



Yes, I said a flying lawnmower. What a riot! The announcer asked for the

maintenance people to come out and mow a patch of grass and when the lawnmower came out to take care of business it took off in flight. It was the most aerodynamic lawnmower I had ever seen.

With beautiful blue skies and white puffy marshmallow clouds, it was a great day



Doug & Eiko Wilson

fight, listening to a bluegrass band and sharing car stories with friends. I highly recommend this event to anyone.



Oh, By the Way . . .

Craig Cummings reports that Doug Wilson took second place in the British class at Wings and Wheels — way to go Doug! — and Craig took first in European, even tho his GT had been left at the breakfast stop due to burning way too much oil. Huh? Turns out he rode in with Stacy in his 356 Porsche Speedster (replica). Since Craig was preregistered, they just substituted vehicles but did not change the name. A winner by any other name....



Waynesboro Barb Taychert



Good weather, good wine and no breakdowns were the highlights of the trip to Waynesboro for the Shenandoah Valley British Car Club's 23rd Annual British Car show. On the Southside, Sue Bond headed a caravan of two cars, hers and Barb Taychert's, since Greg Coogan and Vince and Pam Groover decided to drive up by themselves, and Barry Tyson and Mike Haag had unexpected delays. "I don't usually lead," said Sue, who nevertheless drove unerringly to the site following scenic back roads.



Susan Bond



Denise Starke & Mike Haag

Mike needed new tires and an alignment at the last minute, and Barry was pressed into service by his dad, but their tardiness hit the big time when Friday auto accidents near

Richmond tied up traf-fics for hours. Barry got a cramp in his driving leg, and Mike's two separate traffic jams lasted 4 hours. Luckily, the reception at the Holi-



Barry Tyson

day Inn in Staunton was still going on when they arrived. The Ryegrass Rollers, a British/Irish group, provided music, and when the social ended, late-nighters decamped to the motel bar. The British flag had been hoisted over the inn, which reserved its back parking lot for little British cars. Car show chairman, Mike Brittingham, said more than 128 cars had pre-



Barb Taychert & Mike Knepler

registered.

On Saturday morning early risers Barb Taychert and her husband, Mike Knepler, followed the caravan to Waynesboro



Kerry & Frank Hurley

and Ridgeview Park. Despite

flooding in other parts of the state, the site along the river was high and dry. Sue, Barry, Mike and Denise, and Vince and Pam breakfasted at Mrs. Rowe's and then motored over. The Peninsula contingent



Craig & Joyce Cummings



Doug & Eiko Wilson

and Kerry Hurley, Craig and Joyce Cummings, and Eiko and Doug Wilson.

The day was sunny despite threats of rain, and everyone had a good time looking at all the beautiful cars on display, examining

the wares of vendors, taking van rides into town and, of course, voting for their



Gregg Coogan

favorite cars. Afterward, Barry led the Southsiders over a picturesque course to horticulturist Andre Viette's farm, where folks moseyed around and examined plants in a light mist. Then the group took in an antique mall before cleaning up and heading for the banquet.



Vince & Pam Groover



Frank and Kerry were busy Sunday picking up a new MG. Vince and

Pam sped homeward with Barb and Mike in pursuit before stopping for dinner at Smithfield Station in Smithfield. Gregg moseyed home on his own. Sue, Barry and Mike stayed over in Charlottesville, returning on Monday without incident, stopping at the Surry House for dinner, parking next to a beautiful 1929 Buick that was out for a tour.



The local group filled up two tables. Craig Cummings won 3rd place in MGB GT class, and Doug Wilson won 3rd place in MGB rubber bumper division. Bill Krzastek was the usual funny emcee.



The Southsiders traveled to Charlottesville on Sunday for a wine festival on the grounds of the Boar's Head Inn. It was a pleasant day to stroll about, look at crafts and jewelry, sample organic food and drink wine, of course. Blenheim winery, which the club toured this summer, won Best in Show.



My Other Car is an MG!

Submitted by J.D. Hawthorne

This picture was taken this year by Henry Christoff at the Concorso Italiano. This is one of the car events held in conjunction with the Pebble Beach Concourse d'Elegance. There are over 600 Italian automobiles and motorcycles at this event.

Found among these Italian thoroughbreds was a spotless classic 12 cylinder Ferrari whose owner proudly proclaims "his other car is an MG"

(In case you can't read it, the license plate frame reads "LONG BEACH MG CLUB.")



The MGC Story

Chuck Hassler

Norm and I had been in Yellowstone National Park for 3 days. The tent and sleeping bags, secured in a bag on my 69 MGC's luggage rack, were wet from a cold, overnight rain. It was 0700, 42 degrees, and the top was down. We were chilled and in a desperate search of hot coffee and a warm, filling breakfast. We headed from the north end of the park towards the park's western entrance where we would cut south to Hill Air Force Base, UT, for more flight training. The gun mettle gray MGC was humming.

The tourists were out early. Lots of Jeeps, station wagons, and Suburbans full of kids with sleepy eyes, all looking for the elk and moose who owned the place. Traffic was moving nicely at about 35 mph, just slow enough to take in the sights, but fast enough to make good time. Then something ahead stopped the traffic. We could only imagine what could cause the delay in our coffee quest; probably a fender bender or a middle of the road elk/truck meeting.

Then traffic began to move slowly. We were doing about 3 mph as we made a sharp left turn with traffic. Not more than a dozen cars ahead the tourists were feeding six very large bears through "barely" opened windows, shoving bread slices and cookies to the hungry beasts. Norm and I were simply "can-o-people" in the slow moving MGC. But little British cars have advantages. I pulled the car around traffic to the right, along the narrow strip of land between the pavement and the drop-off into the ravine, and passed the lead bear feeder. You see, Norm had no bread or cookies, and we were all that was in the MGC for bear food. We left the park, put the MGC in overdrive, and sped back to Utah.

How I miss that car. What MG owner hasn't said those words? I bought the MGC in Miami, FL, in 1970 from a used car dealer for \$3,200. The salesman couldn't get rid this "hybrid" fast enough. "Not a good car, a piece of junk" he said. The car had 22,000 miles on it and it was perfect. I sold a lemon yellow (really, it was a lemon) 1965 XKE Roadster to get the car I'd been looking for since the MGC hit the market. It was a good trade in my view. I drove that MGC for over

100,000 trouble-free miles. I changed the oil, plugs, and points, but never touched the carburetors, and the car never left me stranded. In 1979, I received orders to move from Florida to Utah. I had the MGC and a 1976 silver Corvette L-82. Oh, what to do? The Corvette won out and I reluctantly sold the MGC to a friend. Bummer!!

It took 25 years for Becky and me to finally have an MGC in the garage again. This one is not so perfect. It is very sound mechanically with only 37,000 original miles. It starts at the touch of the key, and the automatic transmission shifts smooth. The car was purchased in 1980 by the guy who sold it to me. He was the second owner. He also started a long (very long) cosmetic restoration. His heart was in the right place, but work and his family took priority. He just didn't have the time. He did have a desire to see the car completely restored. He was happy to sell the car to someone who had the technical support of a strong MG club. He really looked for the right buyer. He didn't need the money.

The car needs paint (it's now orange, white, brown, and gray), a new interior, a new dash, and a new windshield with all new seals. The car is rust free. The tires are

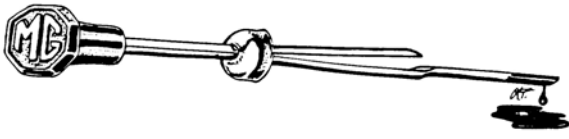


dry rotted from sitting in a garage for 24 years...a real shame since most of the tread is there. The car was originally white, but the first owner was an avid Tennessee Volunteer fan who painted the car Tennessee Volunteer Orange. That color has to go. The plan is to paint the car Riviera Silver Blue Metallic, a 1968-1971 MG color. The interior will be done with a Moss Light Tan Interior Kit.

You can bet that Becky and I will have many technical questions as we bring this car back to life. As always, any help or suggestions are gratefully accepted. We'll also provide some "Marque Time" updates at the monthly meetings as we progress.

Maybe next year, just maybe, I can talk Becky into a tent and sleeping bag trip to Yellowstone to meet the bear family. Norm is a good friend, but Becky is a lot more fun to have along.

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, Nov 3rd
Chuck & Becky Hassler's
125 Aberfeldy Way
Yorktown, VA
757-874-1477

Driving Directions
I-64 W to Victory Blvd
Left on Kiln Creek Pkwy
Right on Aberfeldy Way

7:30 - Kick Tyres
8:00 - Meeting