

The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

www.mg.org

Volume XXXII, Issue 10

Dedicated To Preserving The Marque Since 1973

October 2005

MARQUE TIME

Tidewater MG Classics Car Club Survives the two-year tenure of office of President Wallach! As my administration fades into history, I write my last “Marque Time”. My successor will have the pleasure of writing November’s article. Due to the efforts of many fine club members, the past two years were enjoyable and calm. We had lots of activities, lots of fun, and no crises. May the next president be so blessed. I sincerely thank all of you for your contributions to this Club.

Thank you Cynthia Faschini for hosting the September meeting. I must apologize for the appearance of the garage ...I’ll see what I can do about finishing the ceiling so that its condition conforms with the walls and the floor. While I may not have a car lift, I am more comfortable lying on plastic tiles than a hard concrete floor.

I am still looking for the drive of my youth ... the dedication/motivation and energy to work on a project from 0600 in the morning till 2000 in the evening, day after day till the job is done. I could finish restoring one of my MG TDs in about two weeks if What’s the objective ...relax and enjoy or work hard and accomplish ... or is it relax and enjoy after working hard and accomplishing? Maybe I’ll figure this all out over the next 40 years of my life. Hmm, only have to finish a TD every 10 years and all 4 will be finished before the crusher comes for me.

Enough of this philosophic thinking. Safety fast. That’s the way to live. Have fun wisely.

Come to the October meeting, enjoy camaraderie and elect my successor.

Andy Wallach



UPCOMING ACTIVITIES

Check www.mg.org for the latest info!

Sept.29-Oct. 2 Sportscar Vintage Racing Association at VIR, www.virclub.com

Sept. 30-Oct.2 Waynesboro BCS, [ww.svbcc.net](http://www.svbcc.net)

Oct. 2 SCCA Solo II, www.odr-scca.org

Oct.5 Wednesday meeting at Becky & Chuck Hassler’s (see back page)

Oct. 6-9 MGT GOF, Hiawasse, GA

Oct. 8-9 SCCA Solo II, www.odr-scca.org

Oct. 9 Hunt Country Classic, Middleburg, VA, mgcarclubdc.com

Oct. 15 Dipstick Deadline

Oct. 22 SCCA TSD Tour, www.odr-scca.org

Oct. 22 Driver Days, www.driverva.com

Oct. 29 Wine Tour to Williamsburg (see page 3)

Nov. 1 Tuesday meeting at Doug and Betsy Kennedy’s

Nov. 6 SCCA Solo II, www.odr-scca.org

Nov. 15 Dipstick Deadline

Nov.20 Tech Session at Susan & Terry Bond’s



SEPTEMBER MINUTES

Doug Kennedy

The meeting started promptly at 8:11 Lucas Standard Time. El Presidente' Andy thanked everyone and thanked himself as well as his first lady, Cynthia, for their hospitality. Of special note was Andy and Cynthia's gorgeous weather as the first whiff of cool fall air was delightful.

Guests/potential members: John Watts was here having purchased a 79B for \$700 (and it drives)! Andy's son Josh was here to support his father. His '59 MGA is up and running with some kinks to work out.

Minutes: Approved as written.

Vice President: Speechless.

Treasurer's Report: In: \$509; Out: \$299.17; Left: \$2776.70

Secretary: Nada.

Newsletter: Peggy has a new e-mail address: balloon1@cox.net. Remember, submit to Peggy and she will forward it on to Sue.

Membership: Robin "The Enforcer" Watson deleted 15 non-payers. We're at 101 members including 15 new members so we're about even with last year. Geoff Wheatley also gets a complimentary membership because he contributes a lot of material to us. This is in addition to the organizations attached to MG marques.

Activities: Brown's Island 9/18. A meeting place was discussed and Alan Watson succumbed to the pressure from his wife to write about it. Actually, the fine man he is, he stepped forward gladly. Waynesboro 9/30-10/2. Meet at Cosmos at 9 for the departure. Mike Haag was volunteered to write about it. Next meeting 10/5 at the Hasslers'. One-day Winery Tour 10/29 to the Williamsburg Winery. Limited to 20 people. Day-light savings starts that night so your burned out electrical system won't mind. Ah, the Holiday Party came up for discussion and Andy made some noises about hosting it. Cynthia was not part of this discussion so the offer is not binding.

Historian: Susan has been working on the albums. She has 2004 and almost 2005 completed.

Old Business:

By-Laws, Old Business, change from last time: The Pres, VP, Secretary, and Treasurer were previously not

allowed to be re-elected for more than two consecutive years. Alan's proposal was for this to be amended so that the Secretary and Treasurer were not included in this article of the by-laws. The motion passed so now only the President and Vice-President are limited to two consecutive terms.

Nominations, Old Business: President: Alan Watson, Vice-President: J .D Hawthorne, Secretary: Cynthia and other Subs (Tuesday Meetings) and Doug (Wednesday Meetings), Treasurer: Jim Villers. (Secretary's Note: This time around I tried to step down from being the Secretary because I attend my two sons' Cub Scout meetings every Tuesday night. I felt it wasn't fair to the club to have a part-time officer. Well, after much cajoling the throng has decided that I can share the office with other lucky souls that will fill in during my every other month absence. My sincere thanks for your showing of appreciation. I wish I could be at every meeting, and will do what I can when I am.)

New Old Business: Vince was here (minus a whopping 25 pounds) but he still had no business.

New Business: Uh, None.

Marque Time:

An impassioned plea for a 76B Tonneau cover was made. Vince accepted the challenge.

Chuck Hudson found that Brownings is building an octagon-shaped building on Laskin Road.

Word from Ohio is that BMW will be producing some sort of Triumph.

MGBs for sale: '70 B-GT needs restoration. Has panels. Sitting for 5 years. Asking \$1200.

'77 B, Original except for tires and battery and master cylinder. Not sure of the asking price. Call Harry Watson if interested.

Alan Watson reported that his son's '79 B is entered at Brown's Island. As the proud father he reports that plenty of coeds want to ride in his car. (Insert gearshift knob joke here)

Peggy has relinquished her 52 TD to her son Scott and wife Nita.

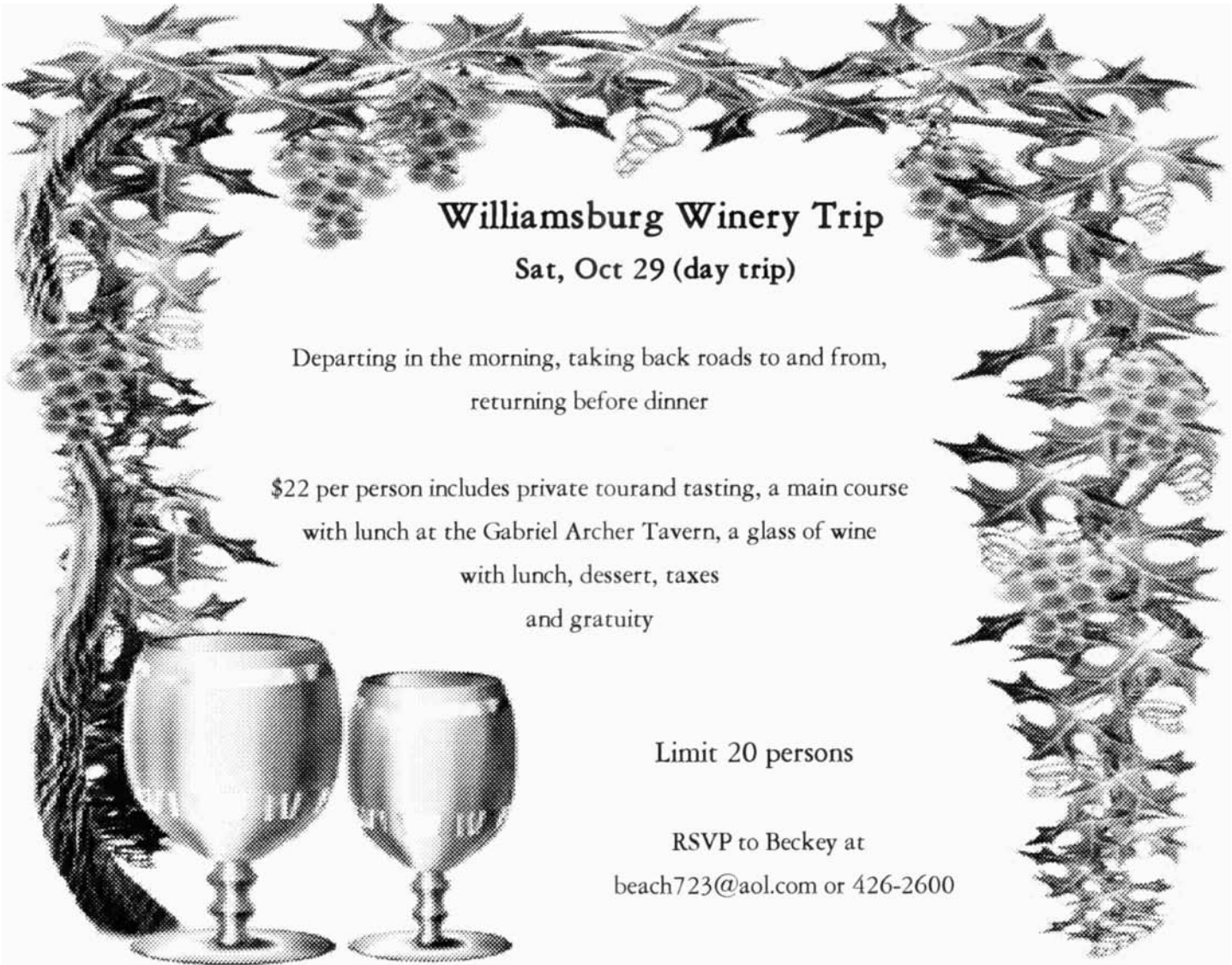
Doug managed to tear the front off of a neighbor's car with a boat he was trailering behind his non-MG.

Vince received his Sacred Octagon. Andy countered that he received his the same day. So there!

Technical: Mark is on vacation for the month of September. He did however remind us all to give generously to those who have been victims of Hurricane Katrina. As well, Andy will look to see if any clubs down that way need help.

Regalia: Becky showed a new windbreaker, stadium blan-

(continued on next page)



Williamsburg Winery Trip

Sat, Oct 29 (day trip)

Departing in the morning, taking back roads to and from,
returning before dinner

\$22 per person includes private tour and tasting, a main course
with lunch at the Gabriel Archer Tavern, a glass of wine
with lunch, dessert, taxes
and gratuity

Limit 20 persons

RSVP to Beckey at
beach723@aol.com or 426-2600

ket, and mock turtle neck. Her minimum is six pieces when she places an order so please let her know what you'd like to see. Tonight we're raffling a DVD that Mark Hiby made covering the 10-part restoration of a B.

The Secretary having kept his losing streak alive, the meeting adjourned and we headed to the chow like Canada Geese flying south to escape the impending winter.



Membership and New Members

Robin Watson
Total membership 102

With two new members and two late renewals we now stand at 102 members. Scott Bradford & Nita Allen, Virginia Beach have a 1952 TD, 463-6593, Scott.bradford@cox.net.

Josh & Diane Wallach, Portsmouth, have a 1959 A 1600. 399-1856, Dr.wallach@juno.com



Letter to the Editors

My accelerator cable broke by Witchduck Road, I then decided to drive on tick-over and first gear to Frank Linse's house. He then, very kindly, replaced the broken cable with one he had on hand. This was done in 95 - 100 degree heat, with a hot engine, which was no fun for Frank. And he completely refused to let me compensate him for the trouble.

Robin Watson, also, besides being a very good friend, has also been extremely helpful with both cars.

I mention this just to show how kind and considerate people in the club are as I have only known them both for just a few short months. I believe the kindness of club members truly merits a mention in the Dipstick Magazine.

All the best,
Michael Donovan

Bylaws

TMGC's By-laws were voted to be amended at the last meeting. The new Article VII, Officers, Section 1 reads as follows:

The officers of the Club shall be local members and shall consist of a President, Vice-President, Secretary and Treasurer. Following election, they shall assume office on November 1st, and serve for one year or until their respective successors are elected. No member may serve in the position of President or Vice-President for more than two consecutive terms in the same office.

Mailing the Dipstick

Robin Watson

Back in the August *Dipstick* I wrote about the problems I had while mailing the July copy. At that time I thought there had been a price increase and felt the article would also inform our members of this. However, when I mailed the August copy my local postmaster, Ron, was back at the counter and I found that there had not been an increase and the mistake was made by a stand-in postman. I told Ron at my local post office about the article I wrote and he made the comment that he hoped no one thought it was him that made the mistake. So I told him I would put a small piece in to clear that up. He also showed me how they use the graph on top of the scale so now I know what to look for if it happens again. So, we are back at 37 cents for the copies that make the one ounce.



Tech Stuff:

Mister Wizard's Rust-bucket

Mark Childers

With summer already in the can, I started looking for my "winter project", one that won't take up what little space I have left in my garage, having hauled in another trailer load of hot rod parts. A bunch of small, apparently unnecessary pieces from the long-term restoration of my working tractor, and a hundred or so from the '70 MGB are in dire need of help – more than enough to milk until late March. I've got some aluminum mounts, and brass spacers, and sacrificial zincs for the plow lift, but mostly bare iron and steel.

The non-ferrous metals are easy. They generally need little more than a nearly non-abrasive media blast, followed by a few minutes on the buffing wheel with the proper rouge to look new again. Moderate pitting can be blasted or sanded with the least aggressive grit needed until the surface is flat, followed by

progressively finer sanding and progressively finer buffing. Painting techniques for non-ferrous metals are all over the internet.

Iron and steel corrosion treatment runs the gamut from mechanical methods such as Scotchbrite pads, wire wheels, sand paper, low pressure glass beading, to an all out assault using very aggressive blast media and high pressure air. Vapor blasting – using a mix of water and media – is the current industry favorite, with low dust, and near-100% coverage on parts with lots of corners and crevasses. However, the very presence of water and microscopic salts in the atmosphere is a recipe for creating an instantaneous rust cycle, relegating this process to specialized shops. Chemical rust treatments such as Naval Jelly, nitric and muriatic acids, POR, Rustex and others provide varying degrees of conversion from red rust into several of the ferric oxides which encapsulate the metal and prevents further oxidation. Follow the instructions precisely and you will achieve reasonable results. Some are better than others, but unless you eliminate every speck of rust, and every trace of chemical as well, the tin worm will find its way back to the surface in spades – usually a month or two after the fresh paint has been color sanded to perfection.

In addition to these store-bought chemicals, plain old grocery store Molasses happens to be a very effective rust-remover, safe to handle and to dispose of, and a much less offensive assault on the senses than muriatic acid. Farmers and soldiers were using molasses long before the Civil War to derust plowshares and rifle barrels. Last winter I tested its efficacy by dropping a very rusty lag bolt in a pint mason jar with 4 ounces of molasses and 10 ounces of water. I left it alone (per the instructions from a Civil War Re-enactor's web site) while the sulfur and slightly acid solution worked its magic. After four weeks, the bolt was totally rust free and had a very nice, uniformly grey finish. Not bad for about forty cents. Everything I've read says not to be tempted to check up on it for at least 2 weeks, because exposing the bolt to the air "resets" the process, but that could be an old farmer's wife's tale....

Now, if you're looking for a really effective, relatively safe, and (best of all) inexpensive method for removing rust, give electrolytic rust removal a try. It's "*Monster Garage* meets Frank N Stein's *Mechanic*". Who could resist a combination of battery cables, electricity, and a foul looking potliker of hydrogen and iron-enriched orangey-brown sludge that is actually OK to dump on the compost pile when you get tired of playing?

Electrolysis is a simple process that won't damage parts, the environment, or the operator providing the basic safety rules are followed, and it's not very labor intensive at all. Once the rig is built and the part is in the tank, it's just a waiting game.

The downside to not following basic safety rules:

Add an electrical current to water and you liberate hydrogen. Hydrogen, being very light, rises to the surface in bubbles. Add a spark or a flame to any significant amount of captive hydrogen bubbles, and envision the Hindenberg at Lakehurst, albeit on a much smaller scale – say, your eyebrows on fire, but only for a very short period of time. Oh, yeah, oxygen also gets liberated as well. And I hear it's real big on feeding hydrogen fires... Ventilation is important. Very important! No arcing, no sparking and no smoking allowed. Adding borax or washing soda to water forces pH up (alkaline). Not enough to damage skin, but enough to make you swear in seven languages all at once should you get some of that iron enriched working sludge in your eyes. Wear gloves and goggles. And always carry around a full load of situational awareness whenever you mess with anything that can jump up and bite you, or set you on fire, or both.

Getting started:

Fresh water supply. Since it will only be pure for a couple minutes, even untreated well water will do.

Arm and Hammer washing soda (sodium carbonate – not BiCarbonate, although baking soda can do in a pinch, it requires a lot more current to get the same results.)

A 2-10 amp battery charger with an ammeter. A charger and a car battery connected in parallel is even better, but not necessary. And a battery alone will work, too.

A steel or iron anode. I use rebar, as short lengths are free at most construction sites. I also have a piece of 4" wide 308 Stainless steel bent into a near circle about 10" in diameter that also works well. Whatever anode or anode array you settle on will eventually be eaten away to nothing and will need routine replacement. The process is "line of sight" between anode (rebar) and cathode (the part being cleaned) so anodes should surround the part being cleaned without ever touching it.

A plastic tub (slightly larger than the part to be cleaned, although it is possible to clean a part with some of it sticking above the solution and then rotating it to clean the rest, although it may leave an undesirable demarcation line. An easy-to-pour 1 gallon pitcher for mixing the solution makes things go faster.

Heavy duty copper wire to link the anodes together, to connect up the battery cable terminals, and suspend the part being treated.

Scrap wood of the 1x1, or quarter-round variety for making various supports.

A cheap set of battery cables.

Some Assembly Required, battery not included:

Build a circular anode array by tying lengths of rebar

together using copper wire (or get tricky and build one like in the illustration). The anodes need to be standing, and surround the part to be cleaned without touching it. Strip and connect the end of a 2-foot length of insulated copper wire to the anode array to later be connected to the negative side of the power source.

Securely attach the anode array in a plastic container (I use a 3 gallon bucket for small jobs).

Place the object to be cleaned (cathode) in the center of the array, and suspend it off the bottom using copper wire, or anything else that's not aluminum or brass. I use a foot long piece of 1x1 with ¼" holes drilled in it laid across the top of the bucket, and suspend the pieces using copper wire.

Mix ¼ to ½ cup of A&H washing soda per gallon of water and stir well until completely dissolved. I pre-mixed 3 gallons in a blue gas can. The exact pH is not as important as being completely dissolved.

Connect the NEGATIVE lead wire to the sacrificial anode array, and the POSITIVE lead wire to the cathode/part to be being cleaned, but don't connect to the battery/charger quite yet...

Pour in the electrolyte until the cathodes and anode will be submerged about an inch.

With the battery charger off, and the battery disconnected, connect the red wire from the part to be cleaned to the red battery jumper cable, and the anode array lead wire to the negative jumper cable. Make sure that nothing shorts, ESPECIALLY if you opt to use the battery and charger together. Remember that polarity is of the essence. If you get it backwards the rebar will turn nice and shiny at your disintegrated part's expense.

Connect the red jumper cable to the + battery/charger cable, and the black jumper wire to the negative battery/charger lead observing polarity. If you are using a battery, connect both the charger and the jumper cables to the battery, positive first, followed by the negative terminal. Set the charger to 2 amps @ 12 v (with battery) or 12 v 10 amps (charger alone).

If everything is connected correctly, and you added ¼ to ½ cup of washing soda per gallon, and didn't try to jack up the solution a'la Tool Time Tim, then you should see somewhere between 3 and 6 amps of current flow on the meter, and a slight bubbling around the anode and cathode. Again, be really careful with the smokes and sparks, as laboratory quality hydrogen is burbling from the now-murky depths of the bucket.

Don't try to speed up the process. Once electrolysis begins, and the mixture starts bubbling, just leave it alone. Moving the process too fast can actually generate dangerous levels of hydrogen. And adding excessive alkali to the water causes hydrogen embrittlement on the surface of the object being cleaned, while making the cathode corrode away to nothing in a hurry. If the current remains too low, reducing the distance be-

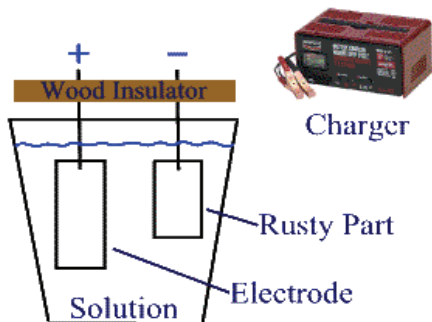
tween anode and cathode (to no less than 2 inches) will increase the current. Generally there is no reason to need more than ¼ cup of soda, but you can add a couple extra tablespoons to a cup of water to raise the pH just a little to see what happens. If the mix is too hot, and hydrogen bubbles are fast and furious, you can add two tablespoons of vinegar to a cup of water and slowly pour it in (again with the cables disconnected) to reduce the exchange rate.

After about 3 hours you should see a definite difference in the surface of the rusted part. Quickly desludge the part, wash it in hot soapy water, towel dry and oil the surface. If painting, wash in hot water, dry and prime then paint asap to discourage the fine coat of rust that will cover the part after only a few unattended minutes in the air.

Electrolysis does not damage the underlying metal in any way, nor will it improve the finish of the metal under the rust. The cleaning solution should last almost indefinitely; add pre-mixed solution only to replace that lost by the process.



Fancy version with rebar attached to inside of bucket and connected via wire around outside. Positive cable attached to the connector on side of bucket and negative terminal is attached to the steel bar on top. A chain conducts current to the part to be treated.



Connections: The process only works when the electrode is in line of sight with the part to be cleaned, and works best when the part is surrounded by the electrode.

Richmond Canal Tour

Jim Villers

Becky had another brilliant flash ... Taking a boat tour of the historic canal in Richmond would be great fun. So she selected a wonderfully warm day in August, the 14th, for the hardy road warriors to mount



their little British Cars at Lake Wright for a quiet drive up I-64 to Richmond. Assembled for the trip

were MG drivers, Alan & Becky Watson, Rob & Olive Watson, Sue & Terry Bond, Michele Peters & Robert Perrone, "other car" drivers, Jim & Betty Villers and George & Peggy Craig. Joining the group in route were Craig & Joyce Cummings, Kerry & Frank Hurley, and Becky & Chuck Hassler.



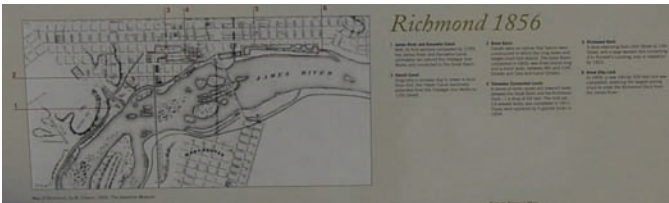
Alan Watson, Terry Bond, Becky, Olive & Robin Watson, Michelle Peters, Susan Bond, Robert Perrone, Chuck & Becky Hassler, Betty Villers, Peggy & George Craig

The first decision was to travel with "top up" or "top down". Some decisions are influenced by gender and others by common sense. Most choose "top down" when leaving Lake Wright. The I-64 rest stop offered another decision point and the "top down" numbers diminished. Such difficult decisions.



The nine cars slid gracefully into Richmond and onto the uneven cobblestone lanes of the historic district.

Becky had cased out the facilities and had located an unattended parking garage that allowed "free" parking until the attendant arrived at 3:00PM (we were gone by then).



The Richmond Canal was just a short walk. This canal was a part of George Washington's vision for a "Great Central Waterway" connecting the central Atlantic coast with the Mississippi River. By 1879, two canals had been built around the rapids at Richmond and improvements had been made to the James River. By 1835, canal traffic stretched to Buchanan Virginia, 197 miles west of Richmond. Over the course of time, steam locomotives succeeded the canal boats and locomotives were succeeded by little British cars by 2005.

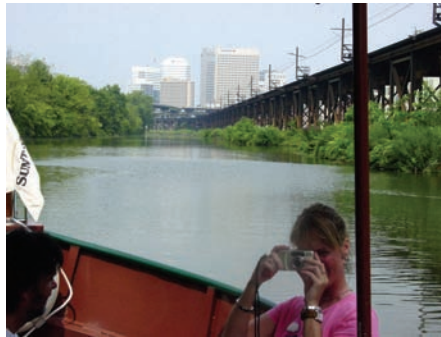


As we stood above the historic green waters

of the Richmond Canal, we thought of the significance that this canal played in the economic development of Virginia (the canal is a re-creation as the original was covered by the downtown freeway built during the last century). We then boarded our flat-bottom, steel re-created canal boat for a tour of the his-



toric canal (the granite along the top edge of the canal are the only original stones). Before departing, we received the obligatory safety presentation on the location of life preservers and other flotation devices (we



were also told that since the canal was only three feet deep, that we could walk back if needed). Our "salty" skipper was on summer break from VCU.

Michelle Peters

So we were off to see the "world famous" triple overpass, the only place in the world where three railroads cross each other. We saw turtles atop fallen stumps, basking in the warm sun and the broken cantilever railroad bridge



Broken bridge



Becky Watson, Craig Cummings and snacks

that now blocks the canal from the James River shipping channel. We viewed the brick warehouses and a smoke stack with a vertical "Lucky Strike". We could imagine the economic activity of the old city wharf now covered by a railroad overpass and suffering from neglect. Did I forget the floodgates? Some of us may have missed the floodgates while we munched on crackers, dip and other goodies that Becky brought to insure that none of us would go hungry during the boat ride.

We next visited the Stool Pigeon "Coop and Pub" for a quick lunch. This is a modern sports pub tucked into an old brick building in the warehouse district. The walls displayed plasma high definition screens display-



ing football and the PGA Championship. From fish and chips to oriental chicken salad, the food was excellent.

Leaving the Richmond Shockoe historic area, we followed Route 5 out of town, through the plantation country of the upper James into Williamsburg for a Caramel

Aromacchino at Aromas Café and Bakeshop. It is hard to describe how this frozen coffee hit the spot after an enjoyable drive down the meandering and shaded Route 5.



The final leg of the journey went through Jamestown for a modern ferry ride across the James River and an enjoyable ride down Route 10 to our individual destinations.



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	226-7755
	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	Becky Hassler	874-1477
Clubs	Mike Ash	495-0307

August Ice-Cream Run

Alan Watson



Some ice cream runs are too hot -- Some ice cream runs are too cold -- This one was just right!!! What a wonderful evening for the Grande Finale of the

2005 Ice Cream Run season. Ten MGs and a lone Austin Healey Bugeye Sprite met at the Lake Wright driving range where Jim Villers handed out his direc-



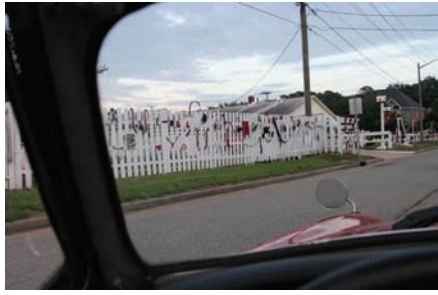
tions. Departing from this point were Jim and Betty Villers, Sue Bond, Paul Thiergardt, Mike Haag, Mark and Wendy Hiby, Rob and Olive Watson, Alan & Becky Watson, Michael Donovan, Gary and Beth Campbell, Bob & Barb Ross, and Michelle Peters navigating Robert Perrone in his Bugeye.

The route took us down Diamond Springs Road towards Bayside High School. We veered off and detoured



through Peggy and George's new neighborhood, where Peggy was waiting in her recently-purchased driveway to wave as we drove by. (Was that a glass of wine you were sporting Peggy?) Then we headed towards Church Point, on the way passing the most interesting collection of farm implements attached to the side of a fence!! We toured the

Church Point neighborhood, checking out beautiful manicured lawns, serpentine walls and waterfront homes; one was even for sale for a cool \$1.9 million.



From Church Point we crossed Shore Drive and waved to another TMGC fan -- Betty's son! Then we crossed Shore Drive again, and drove through the Lynnhaven neighborhood,

up a few hills, (ok, poetic license here, Virginia-Beach-size hills) down a few too, and then crossed Old Great Neck Road, arriving at Ben and Jerry's Ice-cream next to West Marine just before sunset. We made quite an



impressive line of LBCs in the parking lot. Waiting for us was John Collins and his family with yet another MGB!

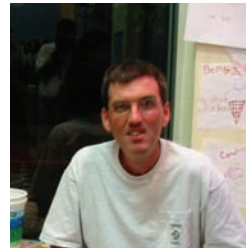
Once inside, we found a wonderful selection of goodies on the menu, and better yet, Betty had stapled a



buy-one-get-one-free coupon to each of our directions! (The only thing better than an ice-cream cone is a *free* ice-cream cone -- thank you Betty!) We were served quickly, and conversation lagged as we stuffed our faces with tasty frozen concoctions. There were two magnetic boards with letters that some members played with, choosing favorite letters such as "mg" and "mgb" and "td." It was such a nice run, and such a nice evening, everyone was slow to leave. Thanks Jim for placing the cherry on top of our ice-cream season.



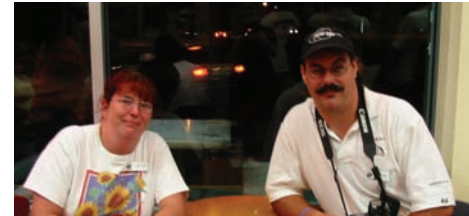
Olive & Beckey Watson, Mike Haag, Michelle Peters, Robert Perrone



Gary & Beth Campbell



Mark & Wendy Hiby



Alan Watson, Bob & Barbara Ross



Betty & Jim Villers



Robin Watson, Mike Donovan



Tech Session at the Freeh's, August 28, 2005

Mark Childers

The Wavy-weatherman obviously didn't confer with Jim and Linda Freeh on Friday evening before pronouncing the weekend a washout. While thunderheads loomed far to the west, we basked in late summer sunshine at their lovely country estate on Centerville Turnpike, and a few cars got fixed during the course of the day. That said, I would have good reason to call it a tech session, but the really important stuff, like Carolina Barbecue, ice cold anythings, great conversation, and a ton of laughs made for a superb Sunday social as well.



Jim Freeh, for those of you who have not had the pleasure, is a capital-C kind of Car-guy, from a dyed-in-the-wool Car-family. Stricken with terminal "auto-collect-itis" at an early age, he's a veritable font of knowledge of all things automotive. And he's got a soft spot for hanging on to mementos, like the pop-up camper that he and Linda towed behind their air-conditioned '65 Mustang on their honeymoon twenty-some years ago, and the '64 Lincoln convertible that carried them in style on their first date. His personal beater is a patina-coated, sun-bleached '54 Chevy fat-boy pickup straight from his grandfather's Bucks County, PA farm, sporting four matching "original, non-stock" Rambler hubcaps installed when the 16" original rubber was swapped for cheaper and easier to get fiftens. Originally fitted with a splash-lubed engine, it sports a more "modern" 1959 model shelled-bearing replacement engine probably installed sometime in the 60's. How cool is that? Jim's only vice seems to be a penchant for middle-aged Mercedes Benz sedans, although he did have the requisite MGB in the garage, top down and ready to go, and he offered its keys to run back to my house for a distributor body. Mike Haag (potential recipient of a free D-25 housing) decided that he had another one in a box at home. I didn't need to be driving those nine lovely back-road miles to my house in someone else's well tuned, top-down MG anyway....

Having missed the Castrol Engine Block on Saturday morning, I simply *had* to watch "My Classic Car"



Crowd milling around the center of attraction

before leaving the house. I arrived on-scene almost unfashionably late at 11:15 to find that the donuts and coffee were history. In my absence, the sun had been unanimously voted clear of the yardarm, so it was icy cold Yuengling, brats, and BBQ for brunch. Good thing we don't meet once a week – being on a lifelong "See-Food Diet" I wouldn't be able to fit into a Town Car, much less a B roadster.

Harry "Superman" Watson was as busy as a one-armed paperhanger, getting the carbs sorted out on Josh Wallach's '59 A roadster. Josh brought his lovely baby-daughter Eleanor, and grandpa Andy was proudly showing her off, (and explaining to her what all the parts on the car did, and what kind of sounds they made when something went wrong....) The A is a true work- in-progress, but, hey, it drove in and



Harry checks things out while "Thing" checks out the fender



Wallach and Son, Inc., strategy session

drove out on its own power which is more than many effete snobs can say about their trailer queen show cars. These guys have vision and perseverance aplenty, and sometime in the future it will show up at a tech session in need of nothing but a dusting. After the carbs were sorted out, Andy fitted a cleverly bent throttle spring to prevent a recurrence of runaway revs that had plagued the pleasure-to-drive factor.

Harry then went right to work on John Terschak's very nice 74-1/2 roadster. The HIF's wouldn't idle until Harry came up with an elegant solution to replace the existing cobbled up idle screws with a pair of "Freeh-bies" from Jim's ample selection of canned fasteners, and it smoothed right out. John had driven all the way up from Kitty Hawk and was so happy that he tried to lure Harry back to OBX with promises ranging from free food to his next-born. I learned that John and I both worked at Ford plants back in the day, although he stayed until he retired, while I called it quits after two and a half years in the body shop, flowing and grinding lead on a hundred thousand '66 and '67 Mustangs. John's thirty-something son has a T-series car but I didn't get many details before he shoved off on the long trip home.



Harry Watson finishes up with John Terschak's HIF's



Earlier in the day, Robin Watson and John teamed up to troubleshoot a loose park-switch on the wiper motor,

and no doubt Robin lent his expertise to other projects while I wasn't watching. Watson, the Senior, also scoped out

Gary Campbell's B. It had an oil leak figured to be a valve cover gasket gone south, and the cover looked somewhat bowed in the middle.



Gary Campbell's B in foreground

With no spare gaskets in sight, Robin also noted a slight leak from the cooler bypass hose fitting at the filter, and a coating of oil in the frame rails. Gary talked about getting a new hose, but Robin convinced him to first disassemble and check all the fittings, making sure a bit of dirt didn't get

trapped between flange and ferrule. Gary offered his thanks and decided to tackle the leaks at home. Robin possesses a great talent for explaining technical details, and did a fine job passing his knowledge on to others. Me? I ate, drank and took notes in various sequences, and secretly wished that I had an air-conditioned Chevy Citation "Shooting Brake" for a field car when I was a kid instead of a '53 Hudson with smashed out windows and no power steering.

Michele Peters and Robert Perrone parked their lovely B a discrete distance from the garage, and socialized, as did Mike Donovan. Must be nice to have a fault-free British Car. Sue Bond and Jim Villers scienced-out a

troublesome sidemarker light on her GT to a flaky ground connection. For many years, the black GT has yet to reveal the source of an annoy-



ing, persistent vibration that comes in at around 2900 rpm and disappears shortly thereafter. We are certain now that it's not related to the belt, alternator, water pump or fan,

but that's about the extent of the progress made on that particular gremlin. Terry Bond took a rare day off, resting his skinned knuckles while watching from the comfort of a lawn chair in the shade as Sue turned wrenches and swore gently and

The Inner Sanctum. Jim Villers is right at home in M-B'ville



silently at the trials and tribulations of cross-

threaded horns and other minor mechanical inconveniences. On my way home, it occurred to me that we could have eliminated the engine mounts by gently jacking up the engine at the pan using a board and mat for insulation, so Sue, you can give that a try, and if the vibe goes away, one of the mounts may have gone south. Sue also got schooled in Double-0-7's alternator and ignition wiring. My guess is that *her* circuits were overloaded thirty seconds into tracing all the white wire circuits out on that maze otherwise known as "72-73

North American Wiring Diagram”.

Jim Metzger’s Midget had a clutch hydraulic problem, but he departed as I was driving in. We met for the first time at the September meeting, where he advised me that the problem was likely due to improper assembly of the master cylinder by the rebuilder. He reinstalled the old unit as a temporary fix to keep the car driveable. And few things are more important than a top down driver.



Harry Watson’s GT nose-to-nose with Jim Villers’ roadster

With cars and tools all put away, we plunked our weary tails down in the chairs for a couple of hours, reminiscing about great old cars from our collective and oft-times checkered pasts.

Later, Jim Freeh took me on the grand tour of his Benz graveyard in the back forty, with side trips to check out the big seventies Air Stream, and to the equipment shed where he parks his Tonka-sized Kubota and Snapper Farmette tractors. I’m a “red” guy myself, with a much bigger ‘89 IH/Case 245 but the baby-‘buda is a gem, and the Snapper--designed like a huge riding mower-garden tractor wannabe--is fairly rare--something that



tractor-heads don’t get to see everyday.

All of the MGs eventually drove off under their own power, once again foiling the Rocket Wrecker flat bed that I spotted just down the road, lurking behind a stand of trees. I’m really looking forward to the perennial Fall Feast & Fix-Fest at the Bond Museum, and plan on actually hauling my ’70 over there to get SOMETHING accomplished.



MG Sighting

Frank Anna & Morris

While on vacation in St. Marten, Sept 18 2005.....We were on a Jeep 4x4 Island/Snorkeling tour when "then tropical storm Katrina" hit, with 40+ mph winds and very hard rain. The streets were flooded--flowing with muddy water. Our convoy had stopped on the side of the road for every one to catch up, when there it was, my 1st MG sighting of the islands we had visited. (A chrome bumper MGB)... I took the shot with the only camera I could reach, through the wet leaking plastic side curtains of the Jeep. The camera was a 20-year old 110 underwater camera that my wife told me to throw away!



Frank’s MG

MG Sighting II

Mike Haag

We spotted this MGTF in Roadtown, Tortola, British Virgin Islands while on a Caribbean cruise. It was in a parking lot near some shops. After some inquiries, I discovered it was owned by a lady who ran the local car rental agency, and who with her husband, owned a car dealership. I asked her if I could rent it for a couple of hours, but she laughed and said it was her per-



sonal car, the only MG on the island. It was LHD too!

Other than a few Land Rovers, it was the only British car we saw. Most were all American or Japanese LHD vehicles, even though they drive on the left side of the road! We guessed it was so they



could see how close they can get to tourists walking alongside the road without hitting them. The same for the US Virgin Islands and the Bahamas, although in Nassau we noticed some RHD Japanese cars and vans.

Notes from the Editors . . .

Susan Bond

First, an apology. My “really bad memory” disclaimer came in handy on the write-up about the July Ice Cream Social Run when I got some names mixed up. Jeremiah Burns and Jim Metzger, both Midget owners, had recently joined the club and I, not having taken any notes at the event, asked Robin for the name of the Midget owner. So please note that **Jeremiah Burns** drove his yellow Midget out to the Sonic in July. I will get it right in the Archives.

There were so many great articles submitted this month that I had to add an extra page to accommodate all of them. Thank you!!! You may have noticed an absence of cigarette cards illustrations — there wasn’t any room for them! Also, the write-up on MG2005 has been postponed. That’s OK tho, we haven’t finished writing it yet.

Hurricanes have wreaked havoc on the Gulf Coast and we are donating time and money for the recovery and praying for the victims. You can help even more by conserving gas — drive your MG more often!

A Little MG Humor!

Sent in by Chuck Hudson, found in *The Octagon Bulletin*, May 2005. “Reprinted without permission but with great care for all things MG.”

Recent ramblings in the Feb Bulletin about car batteries brought to mind an event that occurred to my old uncle Alec (or Smart Alec as he was known) just after the last war.

Being a brainy sort of chap, just like the rest of us in the family, he held quite a senior position in the Foreign Office and was one of those officials posted out to India to help prepare for its independence.

At an official bunfight thrown by the British High Commissioner, Uncle Alec found himself chatting to one of

the local Maharajahs, the Sultan of Janjipuur. Upon hearing that Uncle A had just bought one of the new MG TCs before leaving dear old Blighty, the nabob revealed that he, too, was a classic car enthusiast and invited uncle round to view his small collection. When he popped round to the palace a few days later to take up the invite, the old relative was gobsmacked to see that the ‘small collection’ consisted of no less than seven Rolls Royce Silver Ghosts, “One for every day of the week” beamed the proud owner. He went on to explain that the cars, which were all different and all sported the most magnificent coachwork, had been hidden for the duration of the war in case the Japanese had over-run India. Their recent retrieval had shown them to have suffered no ill effects from this hibernation, so well had they been laid up, except for their batteries, which were all completely dead.

At that time, just after the war, even a Maharajah could not get hold of new batteries and it looked as though the Ghosts would not be able to run for some considerable time.

However the local artisans are renowned for working wonders with the most unlikely of materials, and news soon reached the Sultan about an old boy in a nearby village who was turning out car accumulators in his shed.

The Maharajah’s minions were promptly dispatched to check this out and sure enough there in the gloomy ramshackle shed, full of bubbling pots of chemicals and noxious pongs, was an old guy producing car batteries. The cases were made of mahogany lined with elephant dung, which had been dried in the sun to make it impervious to sulphuric acid. Where the old man got his other components from was a mystery, but the finished product was definitely the old bees’ whiskers. The Sultan lost no time in acquiring seven of the wooden-cased wonders and once they were fitted the long-silent Ghosts sprang once more into life.

The Maharajah was so impressed with the performance of these batteries that when it came time for uncle to return to England he insisted on presenting him with one for his TC, complete with the Janjipuur royal crest engraved on the front. Once home Uncle Alec lost no time in installing his royal present in the TC and was soon enjoying MG motoring round the virtually traffic-free roads of post-war England.

Alas this happy state of affairs did not last long. One sunny afternoon the old relative was perplexed to find himself flagged down by an upholder of the Law.

“What’s the problem, Officer? I’m sure I wasn’t speeding.”

“I have reason to believe that you are committing an offence, Sir. Would you mind getting out of the car and opening the bonnet?”

Uncle A did as he was bid and the constable peered diligently into the works.

“Hmmm. Just as I thought. Sir, you are under arrest.”

“Under arrest?” shrieked the horrified uncle, “Whatever for?”

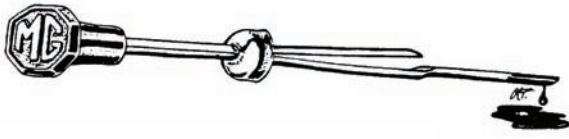
“That’s obvious, Sir” (Wait for it.....)

“A SULTAN BATTERY.”

Yours groaningly,
Clever Dick



The Dipstick



The Tidewater MG Classics

Susan Bond
541 Forest Road
Chesapeake, VA 23322

Affiliated with



North American MGB Register

Winner of *Old Cars Weekly*
"Golden Quill Award"

FIRST CLASS

Monthly Meeting
Wed, Oct 5th
Chuck & Becky Hassler
125 Aberfeldy Way
Yorktown, VA
757-874-1477

7:30 - Kick Tyres
8:00 - Meeting

Driving Directions
I-64 W to Victory Blvd
Left on Kiln Creek Pkwy
(2nd Kiln Creek left)
Right on Aberfeldy Way

Center Pkwy
McGruder
Big Bethel
Route 2558
Mercury Blvd
To Hampton Roads
Bridge-Tunnel
Norfolk & Va Beach
99-1