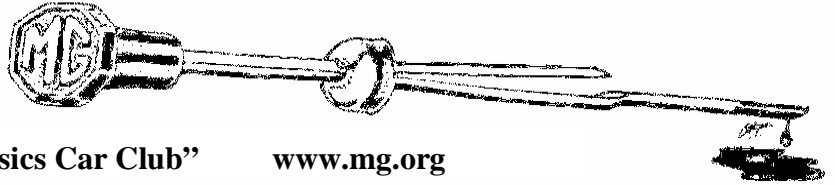


The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

www.mg.org

Volume XXXIII, Issue 11

Dedicated To Preserving The Marque Since 1973

October 2006

MARQUE TIME

Three MGCs were present at our October meeting at Chuck and Becky Hassler's in Yorktown. It has been quite some time since I have seen three MGCs together, particularly for a local club meeting. Mind you, with the way the weather has been, it has been quite some time since I have seen three MGs of any kind together for one of our monthly meetings. Thanks go out to Chuck and Becky “Apple Pie” Hassler for hosting us again.

Speaking of not driving MGs, my '72B is still in the shop waiting its turn to get its rear end straightened. Hopefully, I will hear something before this goes to press, and maybe....maybe, might be able to drive it to the November meeting. It's been really frustrating to not have a MG during the Autumn driving season.

Oh yes, the Autumn driving season. I must admit to one and all, that I did back out of this year's Waynesboro show. Not having our own MG to drive had really dampened the enthusiasm for Beckey and I, and when we added the fact that the show was the last weekend before the Poker Rallye and BBQ at our house, and then add a weekend of a Northeaster....well enough said. Beckey and I stayed home, and dry. And ready. Hopefully next year...

Speaking of next year, thank you to everyone for electing me to a second, and final, term as club President. (Although when you run unopposed...) But in all seriousness, I believe we have a fun, viable club, and the reason it is so successful is due to the members' participation. Thank you one and all for making this club what it is today.

Safety fast!
Alan



UPCOMING ACTIVITIES

Check www.mg.org for the latest info!

- Nov. 5 SCCA Solo II, www.odr-scca.org
- Nov. 7 **Tuesday meeting at Ron and Anita (Edwards-) Streuwing** (see back page)
- Nov.12 **Dipstick Deadline**
- Nov.19 **Tech session at Jim & Betty Villers'** (see page 3)
- Nov.19 SCCA TSD Tour, www.odr-scca.org
- Dec. 8 **Holiday party at Jim & Betty Villers'**
- Dec. 12 **Dipstick Deadline**

Membership and New Members

Robin Watson

Total membership 95

Membership for this month is now at 95. We have had one more member renew from last year and a new member:

Pete Olson
2655 Village Ave.
Chesapeake, VA. 23323.
757-485-9656

Pete has a 1976 B. He met up with Sue & Terry and they gave him a Dipstick a couple of weeks ago which brought him along to the T.T.R. Chili Cook-off where he joined the TMGC and won 3rd place for his Chili as you can see in the picture.



OCTOBER MINUTES

Michele Peters

We began our October meeting at Chuck and Becky Hassler's home at 8:04pm on the 4th. The Hasslers have a lovely home in Yorktown, which wasn't too difficult to find, thank goodness, and the fare was delicious, *especially* those apple pies (I had two slices, thank you very much, and I know I wasn't the only one with a "heartly appetite" in the group). Thank you both, for a fun, relaxed monthly meeting.

Prior to the meeting, we had the chance to ooh and ahhh at their two MGs. Wow, that beautiful blue (Tahitian Blue, was it?) really knocked all of us over....what an awesome paint job and restoration. Luckily, I was able to wipe my drool marks off the right front quarter panel before Chuck noticed. Back inside, a motion to approve the September minutes was made, and seconded. Now, really, what about *my* minutes could have been met with *disapproval*?

New Members and Guests: There were no new members or guests (This month I was very glad we had nobody new at our meeting; it meant we didn't have to split the apple pies into even *smaller* portions!)

Vice-President: Nothing to report from J.D. except that he was accompanied by his lovely wife, which is a rare occurrence. Beckey Watson noted that J.D. and Lara finally got a night alone without the kids, and they spent it at our MG meeting. Well, either there's no telling what lunacy some people will subject themselves to, or, perhaps, Lara has an abiding love for the LBCs, after all....

Treasurer: Jim Villers and Betty were not with us for our meeting, as they felt the need to attend a *Mercedes* convention somewhere (where, is obviously not important). Now really, Jim, do I have to start questioning *your* allegiance to our club, too? Beckey, reporting for our absent treasurer, advised that we had a balance forward from September of \$2,848.87. Our receipts included \$136.00 from raffle and regalia and \$100 from dues. Disbursements included \$107.28 to Robin Watson for mailing and printing (the directory, I presume). Our new balance is \$2,977.59

Activities: Beckey reminded us about the Waynesboro BCS on Oct 6-8; she is reporting. That weekend is supposed to be all rain, however. On October 8 is the TTR Chili Cook-Off in Pungo. Robin will report for us. The Hunt Country Classic in Middleburg is also October 8....Craig will report for us on that one.

The November meeting will be at Anita Edwards-Struewing's house; see directions in this edition.

Beckey also reminded us all about the October 15 Poker Rallye & Pig Roast at the Watson's. We will meet at Kellam High School at 2pm. There is no planned route; there will be a deck of cards to obtain from each establishment, and the best hand wins. If

you do not wish to participate in the rallye, the pig roast will begin at the Watson's house at 1593 Flanagans Lane, VBCh, between 4:00 – 4:30pm. The club will buy the BBQ and cole slaw. I will report.

There will be a tech session at the Villers' home at 3133 Inlet Road, Virginia Beach on November 19. The Villers will also host the Christmas party this year, day and time TBA.

Clubs: Mike had nothing to report.

Historian: Susan noted that she has more albums for our viewing pleasure.

Newsletter: Susan wants to make sure everyone knows that the deadline for submissions to *The Dipstick* is now the 12th of the month, not the 15th. She was complimented by a number of the members on the "wonderful newsletter." Claire Hudson is still looking into putting the newsletter into PDF format, and there is still talk of putting *The Dipstick* online instead of mailing it. Mike Haag noted that if we got the newsletter in PDF format, he could post it so that we could see if this is something that we want to do. Susan said she could do this, too. She noted that if a member has only dial-up internet service, it takes a really long time to download the newsletter. Bob agreed and said it might be a good idea to provide a link on our website to the newsletter. Mike noted that the Richmond club puts its newsletter on a link. We could email the link to all the dues-paying members.

The problem of having *The Dipstick* on the website, defeating the reason for paying dues, was addressed again. Susan suggested that we could put a few articles, not the whole newsletter, i.e., a limited version, on the website, to entice people to join after reading about the active and interesting club we have. (You know, that's kind of like how to get the younger folk to join our LBC clubs....give them a ride in one of our cars. Well, heck, if people got a gander of the fun-loving, friendly folks in our club, we would have people joining up in droves). Perhaps we could just put the index from the front page on the website. But many of the members still look forward to getting that paper copy in the mailbox; I know I do. I love to read my minutes in hard copy form, over and over. It's just so nice to be published and see your name in print. I mean, it's obvious there is a lot of time and thought put into those minutes. They cover so much material, and the wit, oh, the wit....yeah, well, the other articles are nice, too.

Membership: Robin reported that we have 93 members. Directories went to the printer today and they will be handed out at the pig roast (does that mean something? Directories and pig roast, directories and pig roast, hmmm...) and will be mailed to all those who don't attend the October 15 festivities.

Technical: Mark was not in attendance at the meeting, *again*, so we had no report. Has anyone seen Mark in the last few months? Is he still among the liv-

Tech Session

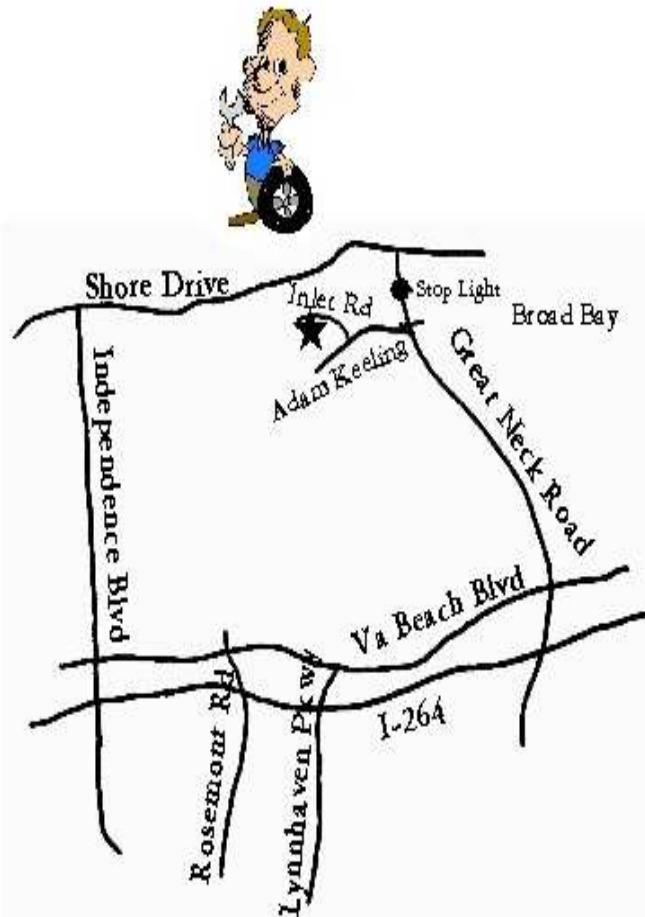
Sunday, Nov 19th, 10am

Jim & Betty Villers

3133 Inlet Rd

Virginia Beach

481-6398



ing?

Old Business: Well, we had elections...sort of. The slate of officers running for the four positions had not changed from last meeting. And the election was rather pro forma. I must say that I was expecting to have my nomination advanced by some of my adoring readers. However, I heard nothing about why I, and I alone, should be elected to this revered position. In fact, a motion was made to vote on the list as published in the September *Dipstick*, and the motion passed. So, we were named for the positions *en masse*, elected with a rather lack luster "Aye" from the crowd, and that was that: Alan Watson, President; J.D. Hawthorne, Vice-President; Jim Villers, Treasurer; and yours truly, Secretary. It was actually more like "OK, who's going to get stuck with these positions?" What happened to the honor, the glory, the *raison de etre*? (Do you even appreciate the fact that your Secretary is multi-lingual?)

New Business: Beckey also mentioned that we should be thinking about what charity we wish to support for Christmas... The Children's Home, Hospice, The Dwelling Place, etc. She thinks we should stay away from the larger funds that get a lot of money from other organizations, and look for smaller charities to support. We all agreed. Beckey will continue to look into this for us, but we should advise her with

our suggestions.

Marque Time: Chuck's "C" is almost completed, thanks very much to Craig. He is planning on driving it to Waynesboro with a new windshield on Friday. It was suggested by some of the more practical members, that, due to the forecast, he might wish to bring plastic bags along, just in case, for the car and the spouse.

Robin related that he had a problem with a sticking valve, his poor LBC running on just 2 or 3 cylinders. He used Marvel Mystery Oil and it started up well. He suggested putting some of the marvelous mystery fluid in the oil and gas. Apparently the mix ratio is 4 oz /10 gallons of unleaded gas in the LBCs manufactured prior to 1968 (but don't quote me on this... hey, I'm not *all* that technical – well, actually I'm not technical at all, but I'd like to be... oh well, that's another story). *Someone* said that he had used the Mystery Oil in his gas tank for ten years and never had seen any degradation of oil pressure. (You don't *really* expect me to be perfectly accurate *all* the time, do you?)

Frank mentioned that he has Jack Cabanillas' 1977 MG B for sale on behalf of Jack's wife, Ann. The paint is OK, it is mechanically sound, with some minor rust. It is a decent runner, not show quality. He is suggesting \$2500 for it. If you are interested, or know anyone who might be, please give Frank a call at 461-7783.

Alan's B hasn't been fixed yet...poor Pres and Mrs. Pres. To be, without your "B"...now THAT'S a question....

Craig won first place at Brown's Island in the GT class and won the 60's-70's British cars group, at Wings and Wheels. Congrats, Craig.

Raffle and Regalia: Becky's raffle was a good one: Mike Haag won the mystery prize (old prints of cutaway engines). Alan suggested that Mike could put them back-to-back and have a picture of an entire engine; Mike just smiled and said that he would put them up in his garage. Lara Hawthorne won an apple pie AND first in line for food (well, I think this is only because Anita wasn't at the meeting this time). Bob Reisse won the MG poster, John Suponski won the bound *MG Enthusiast* magazines, Becky Watson won the bottle of Old Speckled Hen, Bobbi Suponski won the other apple pie, and Susan won but declined her prize (she already got the magazine she won), and I, of course, won nothing, again. Yes, the tradition continues.

At 8:45pm was a Motion to Eat, and the meeting was adjourned. There ensued a mad rush to the kitchen and the apple pies, but there was also other food to delight in; thank you, Becky. As an addendum, I have included Becky's apple pie recipe. However, I have left off the crust portion of the recipe - sorry, I didn't have the space. Well, you can always use pre-made crust. You don't like it? So sue me!

Becky's Apple Pie Recipe: 1/2 to 2/3 cup sugar, 1/4 cup all-purpose flour, 1/2 teaspoon ground nutmeg, 1/2 teaspoon ground cinnamon, pinch of salt, 8 medium-sized apples (a medium apple = about 1 cup), 2 tablespoons margarine. Heat oven to 425. Peel, core and slice the apples. Mix sugar, flour, nutmeg, cinnamon and salt in large bowl. Stir in apples. Pour into pastry-lined pie plate. Dot with margarine. Cover with top crust and seal edges. Cut slits in top crust. Bake 40-50 minutes or until crust is brown and juice begins to bubble through slits in crust. No information on calories or carbs is included, to increase your eating pleasure.

Now think about it, what other Secretary have you ever had that included extras like this? Oh, I'm so good, so good....



Officers and Committees

President	Alan Watson	426-2600
Vice President	J.D. Hawthorne	723-0630
Secretary	Michele Peters	482-1012
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
Webmaster	Mike Haag	mikeh@whro.net

Khediye Auto Show

August 19, 2006

Susan Bond

This was a fund raiser to pay for transporting children to Shriners hospitals for free treatment. Several members had their cars on the field.



The BGT of Susan Bond and the TD of Richard Hall book-end a very nice B

The Lotus of Bob Ross

Wings and Wheels -Topping, Virginia

30 September 2006

Chuck Hassler

Photos by Chuck Hassler and Susan Bond

Bob and Dana Reise, Dana's niece, Rhonda, and I left Yorktown in beautiful 65-degree weather for the annual September drive to Topping Virginia. Bob's MGC GT and my MGC roadster ran north on US 17 faster than paparazzi chasing Paris Hilton. It was a great day for a drive, a car show, and fun with friends.

The country music was in full force as we rolled into the registration line at Hummel Field for the Wings and Wheels Car and Air Show. The music lyr-



Chuck and Becky Hassler's C

a particular class. The volunteers are great, and I've never seen more volunteers at a car show. Bob and I parked next to each other, and other TMGC members were parked down the line. By now, that poor southern boy had lost his dog too.

TMGC had a great showing. Among those attending were Sue Bond,

Robin Watson, Harry Watson, Craig Cummings, Doug Wilson, Bob Ross, Richard and Sandy Hall, John and



Bob and Dana Reisse's C

the cars and planes. Wouldn't you know it; the flood just claimed the poor southern boy's double-wide trailer.

The wind was light and variable, so the much anticipated remote controlled flying lawnmower was able to take off for a demonstration of acrobatic maneuvers. There were many other remote controlled aircraft including a helicopter. The big airplanes also flew, and biplane rides were offered for a price.

The "Smoke Tires" event happened in early afternoon. The "Smoke Tires" is an event were cars

ics, loudly presented by four speakers, described how a poor southern boy's wife left him for a trucker. The show volunteers directed us to parking, which means you get the next space down the line. This parking plan is really pretty good; no one has to jockey for a parking spot in



Craig and Joyce Cummings' C

Bobby Suponski and John Terschak. We all spent time walking the field to look at the wonderful collection of British, other European, and American automobiles and motorcycles. The aircraft were displayed at the other end of the field with the bar-

beque and other good food strategically placed between the cars and planes. Wouldn't you know it; the flood just claimed the poor southern boy's double-wide trailer.



Doug and Eiko Wilson's TD

and biplane rides were offered for a price.

line up, one at a time, to "burn rubber" and accelerate down on the runway. Lots of muscle cars and a few motorcycles made lots of noise and smoke. It was fun to watch. I was approached by the show



John and Lesley Terschak's B

he just had his pickup truck repossessed.

Wings and Wheels is a fun event and well attended by the local community. Many hung around for the awards presentation at 3pm. Craig Cummings and his beautiful 1969 MG GT won first place for British cars from 1960 to 1980. This was a big win because there was a very nice collection of British cars on the field. At 3:30 PM, the field emptied faster than a pint disappears in a pub.



Harry and Kenny Watson's B

A side note: Late in the afternoon, the country music was played backwards, and the poor southern boy got his wife back, his dog back, his trailer back, and his truck back. Best of all, the music sounded better played backwards.



Richard and Sandy Hall's TD coordinator about running my 38-year-old MGC automatic transmission roadster down the runway. He said he wanted a little British flavor in the event. I politely declined, not wanting to either leave transmission parts strewn down the runway or take the subsequent AAA ride home. Besides, the poor southern boy needs the ride home more than me;



Susan Bond and Taylor Sumner with the "new" B

Doug Wilson, Craig Cummings, and I took the return route west through Williamsburg where Doug and Craig live, and I did the run from Williamsburg down the Colonial Parkway to Yorktown. The Parkway is a great way to end a wonderful



Robin and Olive Watson's B

Waynesboro 2006

October 6-8, 2006

Kerry Hurley

Listen my friends and you shall hear the sorry saga of our adventures during the SCBCC 25th anniversary car show. Is there Murphy in our midst? All the usual suspects from our club went ahead with the plans undeterred by a soggy forecast. After all, the forecast was for a 40% chance of showers on the day of the show.

That meant a 60% chance of dry weather! Southside people took their route and the Peninsula group took another. We did



cancel out. Honestly, you would think that MGs can't float! Well, at least they can hold water...and lots of it. Just ask Eiko Wilson, who had to wring out a towel out the car window every five miles. I think Doug wins the prize for the leakiest MG on this trip. Strange, there was no award given in that category.

Meeting at Cosmos

There was to be an MGC class at this year's show and we were excited to have 3 MGCs entered from the club. Dana and Bob Reisse started out from Yorktown, only to find their windshield wipers did not work. Given the "ducky" weather of the day, the car could not be driven without them. And then there were two... Shortly later Becky and Chuck Hassler backed their C out of the garage and started off on the trip. And the water came pouring in... Since Chuck has yet to install a sump pump in the C, they went back home and decided to take the MGB instead... and then there was one. Craig and Joyce Cummings were much more fortunate, their CGT decided to co-operate. For those of you who haven't seen this car since Craig finished restoring it, it is truly lovely. Primrose yellow with biscuit interior and a shine that would knock your socks off. If there had been any sunlight to reflect the shine...



Our 40% chance of showers with a total of 1/4" predicted turned into 5.22 inches with gusty winds and cold temperatures. The show had to be moved to another park at the last minute as the field where the MGs are usually displayed was under water.



Not to be deterred, we went ahead to breakfast at Mrs. Rowe's, a trip tradition. Then, off we went to the show. We were to display the cars on a paved area which normally we would not have enjoyed, but on this day were we very grateful! Needless to say, there were no open bonnets and all tops were in place.



As we exited our vehicles we spied a pavilion, where a quickly-engineered footbridge allowed us to get there without hip boots.

The caterers and vendors had set up under cover and we were all anxious to join them. Little British Car Co. and Triple C were both there for the festivities, and I imagine they did fairly well with a captive audience. Instead of the usual 200 cars in attendance there were 54. Many of them I would have enjoyed examining closer, but it was a long way across that rainy parking lot.



Kerry and Frank departing

Some of our members stuck it out longer than others. Eventually everyone meandered back to the hotel to dry out our shoes. We came, we saw, we voted and we left.

The banquet that night was very entertaining as always. And were we pleased to come away with awards as well! Frank Worrell and his son took first place in their class. Craig and Joyce Cummings were awarded first place for their little beauty.



Newly restored and imported Volvo used in the TV series "The Saint"



Back row: Kerry & Frank Hurley, Doug Wilson, Becky & Chuck Hassler, Mike Haag, Barry Tyson, Bob & Dana Reisse, Frank & Morris Worrell
 Front row: Eiko Wilson, Craig & Joyce Cummings, Susan Bond

Frank and Kerry Hurley received second place for their snapdragon yellow chrome bumper MGB and Doug Wilson placed fourth in the rubber bumpers.

Many club members were off to Middleburg the next day for the Hunt Club Classic. When we arose at 6 am it was still raining...they are truly dedicated.

(Ed. Note: Mike Jones took first place with his Triumph.)

11th Annual Hunt Country Classic

October 8th, 2006

Craig & Joyce Cummings

After a very wet Friday and Saturday, we awoke Sunday morning to yet more rain. But the weatherman predicted the rain would stop. We left Waynesboro for Middleburg before the crack of dawn. Sue Bond was in her new MGB GT, Doug and Eiko were in their leaky MGB, Bob and Dana Reisse were in their trusty Ford station wagon and Joyce and I were in our Primrose MGC GT. We set out looking for a Hardee's restaurant, Sue's choice for breakfast. Just before we found our breakfast, the sun finally broke out, a glorious sight.

After consuming the usual fare, we drove north on Route 29 to Willoughby Farm. After a 2-hour drive we arrived to a fairly dry show field, normally reserved for the many horses that are on the estate. The show is put on by the MG Car Club Washington D.C. Centre.

There were 28 classes this year with 180 cars pre-



registered and an additional 90 cars showing up on the day. The fields were packed with cars, especially the Triumph classes. They were packed together like sardines; no respect at all for the Triumphs.

There were over a dozen MBG/MGC GTs in our class, enough cars to award 3 trophies. We took a



first in the class. This year's trophy was an engraved beer stein, a nice change from the glass plaques in past shows. George Marshall, as always, did a wonderful job as MC for the event.

This year's catered lunch was a bit expensive and left a lot to be desired. The Shepard's Pie was good, but the simulated chicken (at least that's what I think it was), was inedible.



Craig & Joyce Cummings

There were hayrides around the estate and cider pressing to keep all of the kids busy. Everybody had the opportunity to visit the beautifully restored tim-



Frank Worrell, Eiko & Doug Wilson, Bob & Dana Reisse

bered guesthouse next door. Many folks brought along their four-footed family members, for a fun day of getting tummy rubs and a chance to meet new friends. The local humane society held a silent auction to raise funds for their animal care and rescue programs.

We're always a bit sad to see the car show season come to a close. But since all good things must end, we can't think of a finer way to wrap up the season than the Hunt Classic. It's been a tradition at our house since 2001, and we look forward to seeing you there again next year.

Ed. Note: Frank Worrell also took a first in the late B class.



T.T.R. Chili Cook off

October 8, 2006

Robin Watson

I don't know how Skip & Meredith managed to organize the weather to be dry for us after all the rain this area had since last Friday, and they sure had a good turn out for the Chili contest. I did not think to take a count of the members there but at a guess there must have been close to 30. We had 4 TMGC members amongst them Harry Watson (MGB-GT), Bob Ross (LOTUS), new member, Pete Olson (MGB) and Rob & Olive (MGB). Looking at the pictures I took I counted 7 Triumphs (which included Skip's up on the jack stands, 4 MGs and a Lotus.



Two of the cars took me back to my earlier days working at the Blue Boar garage at the top of the straight mile on the London road in Dunchurch, about 14 miles from the Triumph factory. I was there when the TR 3s came out and although I was a keen motorcyclist, I felt my first car would be a TR 3, (it did not happen--my first car was a three-wheel Morgan with a Matchless V twin engine). The other car was Bob Ross's Lotus which reminded me of watching Jim Clark when he was racing. Skip's Triumph on the jack stands is waiting to be transferred to a new chassis but I think the extension on the house and his new job has slowed him a little on the Triumph.

Now back to the Chili, what a good assortment of Chilis from mild to the one that made me go and find my drink to cool my mouth before I could go on. I think I could say I enjoyed them all but when I tried the one with the sausage my mind was made up. I do like sausage but that one had the taste that spelled "sausage". Then we got to the desserts and I knew at this point that I would not be looking for a normal sized dinner tonight. We all got to vote on which was the best Chili and which was the best name. Second and third place was decided by the number of votes for each chili respectively. Third place for best Chili went to

Pete Olson who is the latest new member to the TMGC. Great start to belonging to a LBC club Pete! (See picture on page 1) Second place went to Ed & Carmel Million and first place went to Meredith and Skip Paetz. I personally think it was the sausage taste in it that made it sparkle above the others and I wonder if this is a secret recipe. The best named Chili "TAIL PIPE BACKFIRE" went to Dale Morgan. Thank you all at the T.T.R for inviting the TMGC and making us feel at home with our LBCs.

Brown's Island Show in Richmond

September 17, 2006

Mike Haag

Photos by John Terschak, Mike Haag, Bob Stein, Susan Bond

The plan was to meet at our usual starting point, Cosmo's Diner, around 8:30 AM on Sunday the 17th for those who wanted to caravan together for the drive to the CVBCC annual show on Brown's Island in Richmond. As usual, Denise and I arrived about 15 minutes late. Robin Watson was there to greet us, having said he had been there for awhile and was about to leave. We went inside for coffee and biscuits, and to wait for any others to show up. Around 9AM, Terry and Susan Bond arrived, with grandkids in tow, along with former members Bob Stein and Chip Woolford. With bellies full, we finally made it out to the parking lot around 9:30 AM, and Bob showed us his MG TD. It looked good from a distance but wait, that front suspension just didn't look quite right. Neither did the hole where the gas tank normally is, where one could see a chrome air cleaner sitting proudly on top of the motor! Bob laughed and then told us more about his replica TD. I must say, for a replica kit car, it was executed very nicely!



Bob Stein

The TMGC caravan traveled up our favorite road to Richmond, Route 460, for a more relaxed drive. We actually made good time, and after the usual rest



stop in Waverly, the question of which way to get to Brown's Island came up. The consensus was to stay on I-95, continuing on to I-64 and get off at the exit for the Richmond Coliseum and 5th Street, a straight shot down to the show. Sounded simple enough. Sue gave me her map, and somehow I agreed to lead the way.

Things went ok until I looked up and saw we were driving under the overpass for 5th Street! What happened? How could I have missed it? I imagine everyone else behind me was wondering the same thing--all except Bob and Chip who were following last and got off on the correct exit. Then I remembered that before when I took this route, I was following someone who actually knew where they were going. Because of all the traffic around us and not knowing exactly where to go, we continued on for a bit, then got off the interstate and pulled over to check the maps. Seems we were near the West End, not too far from UR and the Diamond baseball stadium. We got on Belvidere Street heading south, turned left on Cary Street, drove a bit



and eventually turned right on 5th Street finally pulling into the show field around 12:30pm! Next time someone else can lead!

Besides Susan and Terry Bond, Robin Watson,



Denise Starke, Mike Haag

Denise and myself, other TMGC members in attendance were Rob Perrone and Michele Peters, Vince Groover, Frank Worrell & son Morris, Doug &

Eiko Wilson, Frank & Kerry Hurley, Craig & Joyce Cummings, John Terschak, Philip Ford, Mike Marcial, and of course, Bruce and Carol Woodson of Richmond. Pam Groover accompanied Vince but unfortunately had broken her foot the day before and could not make the car show. Hopefully she relaxed in the hotel room



Vince Groover

drinking some wine and is better now.

This is the second year that the show was opened to all European makes, and the number of show cars reflected



Robin Watson

it. The field of cars on display began at one end of the island near the amphitheater with early Jaguar sedans and ended at the opposite



Eiko & Doug Wilson

end of the grounds with VW Beetles and a couple of early Porsches. Purists may disagree, but opening up the show to other European makes adds variety and excitement, as you never know what you are going to see. A sample of European exotica (that's spelled with a x, not an r) included several Ferraris, a Maserati Bora, a DeTomaso Pantera, and an Aston Martin V8 Volante. Seeing these cars in the "flesh" provides exposure to cars that many will only see in magazines.



Taylor & Jack Sumner, Terry Bond

Terry displayed his 1912 Triumph motorcycle, drawing many an admiring glance and no doubt answering many questions. He even held a demonstration on the field where many watched as he went through the ritual of starting that "motorized bicycle". You have to admire the folks who actually rode those motorcycles, and lived to tell about it!

Frank Worrell had his late model MGB on display, including many pictures and a story-

board depicting its 5-speed conversion using a Nissan 280Z transmission. As usual, his under bonnet presentation was surgery room clean, and he was seen talking to many people about the installation of the transmission. Hopefully he'll write an article for the *Disptick* with all the juicy details (hint, hint!).



Frank Worrell

Awards were given out around 2:30pm, and several members took away trophies. Frank & Kerry



Kerry & Frank Hurley

Hurley took 1st place in the early MGB class for their '71 MGB. Mike Marcial took a 2nd place in the early MGB class. Frank Worrell won 1st place in the late



Joyce & Craig Cummings

MGb class. Craig Cummings took 1st place for the MG GT class with his '69 MGC GT. Around 3pm

the field began to empty. Some of us drove back down our favorite trek east, with Sue, Terry and Robin stopping in Wakefield at the VA Diner for some home style cooking. A very nice day indeed! Given the beautiful weather, there was a good turnout of club members to support our friends in the Central Virginia British Car Club.



John Terschak



Susan Bond



Pennypacker Delights Geoff Wheatley

I have attended the semi-annual "Triathlon", created by the British Marquee Publication four times and without any reservations can honestly say that they get better with each visit! Good fellowship, great cars and, of course, a lot of enjoyable parties with fellow classic car devotees. The 2005 gathering was no exception to this evaluation with the added bonus that I ended up at the, or rather in the, Delaware Classic MG Car Club Friday Night Bash. Location, some one's bedroom at the hotel. Number of attendees? Difficult to recall. Liquid refreshments? Of course, but don't ask me to name them as I lose count after the first group of ten. However, in company with my morning hangover I discovered that I had become a paid up member of this illustrious band of brothers and sisters! My good wife refused to tell me the full extent of my membership induction or the various postures that I was required adopt before my acceptance into this illustrious group. So having paid my dues it was obvious that I should take full advantage of this investment and attend at least one of their summer events in 2006. The "Pennypacker Mills British Car Day Show" organized by the Delaware Gang seemed an ideal choice. It was in August so one could certainly depend on the weather, furthermore it was reasonably easy to reach utilizing the truckers delight, Highway 81, and the Pennsylvanian Turnpike. In-depth

research through the services of MapQuest indicated a travel time of around four and a half hours at a approximate distance of 243 miles. As I had no desire to drive my TF on Highway 81 where the trucks simply lift you off the road as they speed by, the trusty trailer was dug out of mothballs and commissioned in service. At the crack of dawn, in other words around seven AM, we set off for the Pennypacker Car Show with every intention of arriving in good time to unload and set up shop. My experience with the road conditions in the State of Pennsylvania is limited. In fact it was confined to Highway 81--all 235 miles of it--from New York State, that divides Pen State into two sections. Large mountains and even larger ones! The first encounter with the independent person-free system, (no collection staff), for the Turnpike proved to be challenging. We did not have the correct payments after we discovered that they add 130% to the standard fee if you have a trailer! This caused a slight hold-up of about thirty cars, most of whom were blowing their horns in encouragement, as we dug deep into our pockets to find what ever was available. After what seemed like forever the car behind offered us seventy cents, (New York plates of course, Quote: " If Youse Guys need a loan be our guest") and we were on our way with a parade of cars following at the rear giving us hand signals otherwise known as the American classic finger language, as they speed past after the hold up. Our next obstacle was the condition of the road surface or rather the lack of any road surface on certain areas of the Turnpike. With a trailer on tow you experience every dip, crack or broken surface as a painful encounter. Ninety miles of this is certainly a test of physical endurance. I assume that the State of Pennsylvania has a modern highway policy apart from extracting money from their drivers at every convenient location, and in the fullness of time it will emerge. In the course of ninety miles we shelled out cash at no less than three toll stations. (I certainly hope that my financial contribution added a little to providing a reasonably acceptable road in the near future) So, what with the road and the lack of small change, we did not arrive at the car event until early afternoon and by the time I had unloaded the TF and sorted myself out the judging was virtually over. No matter, the pleasure of being there and the display of simply beautiful cars made it all worth while.

I go to many shows in the course of a year, not always as a competitor, in fact more often as a judge so I have a reasonable idea of what a car show should be like. This show attracted some of the most delightful examples of classic British cars that you could find anywhere. There was a Jaguar 120 looking like it had just come off the showroom floor, with its original owner by its side. This gentleman was a young 94 and told me that he had to wait until his kids were off his hands before he could afford this, his first new car, back in 1950. In total, there were about seventy cars on display, all British of course, with virtually every marque from the post-war period. The MG 'T' Types were in good attendance and the Triumph display was equally representative. A nice touch was to have a picture of your car taken when you arrived in front of the old Pennypacker Mansion, an imposing structure that dated back to the early nineteen hundreds and still had that special charm of by-gone days. There was also an area where "For Sale", cars could be inspected. A 1974 TR6 in very nice condition throughout, offered at what I considered to be a reasonable price caught my eye.

Had I been in the market and/or my wife had not been with me it may have ended up in my garage along with all the other toys that I seem to collect despite my determination to "thin out the stock". The trouble is simple. I sell one with every good intention of keeping that space open and reducing my capital investment. However, my big mistake is that I don't give the acquired cash to my better half to hold in trust or what ever. Instead it soon burns a hole in my pocket and I end up buying at least another restoration project and sometimes two! As my Psychiatrist says, it's the creative instinct in me and she should know as she married me twenty-six years ago. (No I was not one of her original patients!)

I also saw a vehicle that I did not know existed and certainly never saw such a car in the UK, either when I lived there or when I return which is quite often. In the section devoted to the original Mini there was a Mini Pickup. The original Mini lasted from 1959 to the early 1980s, quite a span of production years. I recall the very first example that stopped every time it rained because some designer at Abingdon placed the front lower body section facing outwards and it simply scooped up the water straight onto the front spark plugs! No catalog that I am aware of ever featured a Mini Pickup so I can only assume that this example was a very good modification of the old standard Mini.

The show ended around 3pm and I think no one was sorry to get into their cars and feel the cool breeze as the summer heat on the show field was well into the 90s and even in the shade it was "To Darn Hot", to quote a popular song of my youth. We had a kind invitation to stay overnight with some good friends, Liz and Lee Niner, that I gladly accepted as there was a typical Delaware Classic Car Club after-the-event party organized by Jaimee and Tom Rippert. Remembering my initiation experience last year, how could anyone miss such an event? In addition to it being a Car Party it was also a birthday celebration for Tom's father who looked like a million dollars and was keeping up with everyone regardless of his recent 89th birthday. Looking at Rippert Senior it gave me resolved hope for the future coupled with the certain prospect of sinking a few more bebies over the next few years. I have no idea when the party ended as it was in full swing when we departed around 10pm. One thing was for sure, it was certainly a memorable evening in every sense of the word. Next morning it was an early start returning home via the Turnpike that was just as bad on the outward track as it had been the previous day.

We stopped for a coffee etc., at a truckers eating establishment. (Always sure of good food and service at these locations!) I parked the trailer displaying the 1955 MGTF adjacent to about six trucks facing the exit so that I could easily get back onto the highway. On our return to the trailer at least four owners/drivers of the trucks were collected around the TF discussing what it was and how old it might be. From the conversation I gathered that some sort of monetary wager had been made as to the origin so my appearance drew serious attention. Question: "What is it?" Answer: "A 1955 MGTF". Question: "What's that?" (Now it gets interesting). Answer: "A British Sports Car imported fifty years ago". Comment from Trucker number one: "I said it was an import!" Trucker number two: "But you said it was Japanese!". At this stage I felt it was time to depart before the conversation became a little more creative. "That's an easy

mistake", I said trying to be tactful. They did make a car similar to that a few years later. There was a general nod of heads and a smile. "Still a nice car", someone said. Another nod of heads and we were on our way. About three miles up the highway my wife turned and asked "What Japanese car looks like a MG?" As there was no answer to that question another tactful smile was produced and I turned on the radio. OK, so I won't go to heaven free of sin but I did stop an altercation in a truck stop car park so that should count for something.

Geoff Wheatley, Clinton, NY, August 2006. PS: If you can recall that Japanese car my wife would love to hear from you!

(Ed. Note: A friend of ours owned a Mini pick-up when we lived in Scotland. We used to haul wood in it and the body scraped against the tires when we went around a corner.)

Radiators and Radios

Terry Bond

I enjoy picking up info at Hershey about restoration services that might be new or difficult to find This year, among my finds, are:

Skills Unlimited Inc.

7172 County Road 33
Tiffin, Ohio 44883
skillsun@woh.rr.com

This company offers authentic replacement vintage radiator cores and even complete radiators. They can make tubular honeycomb cores, and can even provide the dummy honeycomb that our 1935 Morris Eight uses. They list authentic patterns for many British and other European vehicles including Lagonda, Rolls Royce, Alvis, Sunbeam, Bullnose Morris, Austin, MG, Morris, Riley, Bentley, etc.

Another interesting flyer is from

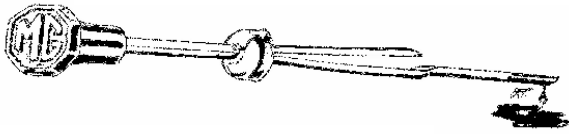
Mike Hagan Antique

Auto Radio Repair
235 Glouster Roads
Fairless Hills,
PA 19030
215-547-7145



Mike can convert an original radio into a new AM/FM Solid State stereo unit. He can modify them for any power range, speaker configuration and CD set-up. For us, that means you can retain your original BL face plate while enjoying the advantages of modern stereo sounds. Personally, I like the sound of the MG itself and did fine all the way to Gatlinburg and back without my usual tunes. However, some bagpipes would have been nice on occasion.

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

Tue, Nov 7th

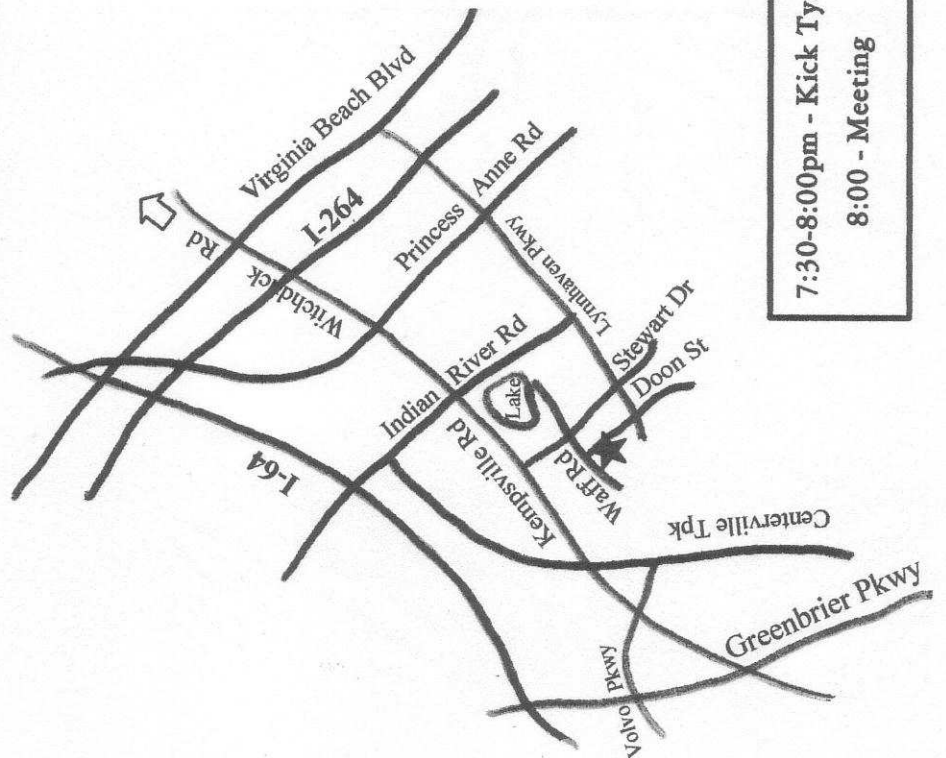
Ron and Anita (Edwards-)

Struewing

5483 Doon St

Virginia Beach

479-0084



7:30-8:00pm - Kick Tyres

8:00 - Meeting