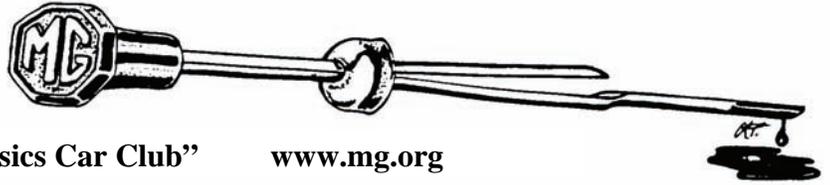


The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

www.mg.org

Volume XXXIII, Issue 9

Dedicated To Preserving The Marque Since 1973

September 2006

MARQUE TIME

Many thanks to Lara and J.D. for hosting AND running the August meeting. At the time the meeting started, Beckey and I were still discussing which items were absolutely necessary to take with us in the MG boot for our week long trip to Ohio. Truth be told, it was Beckey throwing stuff out. She had made the statement that “nothing will go behind the seats...I want to put the top down somewhere near Warrenton”. I love my wife.

Our plans had us leaving early Thursday morning with a goal of reaching Berkeley Springs, WV shortly after lunch. There we had spa appointments, (a requirement after six hours in a MG seat) and dinner reservations. Then Friday we would drive the PA turnpike into Ohio and on to Cleveland. The car was registered in a British Car Show at Ursuline College on Saturday. Beckey’s family lives in the Cleveland area and we both have very good friends there too, so we were looking forward to a great weekend.

The whole thing came to a crashing halt...literally. After leaving on time, we had planned to stop at our favorite coffee stop...the Wawa on J. Clyde Morris in Newport News. We had stopped at the traffic light, waiting patiently for it to turn green, along with the young lady in the Chevy S-10 pick-up truck behind us. It turned green and she was off like a rocket....unfortunately we weren’t. Our ‘B was now the size of a Midget. It drove home fine, we threw our small suitcases into the family sedan, and left for Cleveland....four hours behind schedule, too late for the spa appointments, but had a great time visiting friends and family.

I guess after any accident, even when the other person is cited, you spend time wondering if you could have done anything different. In this case I think not. It was just one of those things. We own the MG to drive it, and these are the risks that come with the hobby. I suppose I have the option to trailer the car to events, but that’s not why I own a LBC, and I hope that folks that do trailer their cars to events are not offended. We all have different reasons that we enjoy owning antique vehicles. Beckey and I still plan on driving the MG to Ohio, but now it will probably be next spring.

This next meeting will see the nominating committee presenting their slate of nominations for next years officers. Thanks to Mike Haag and Robin Watson for working on this. Additionally, we will also take nominations from the floor. If you have any interest in

being an officer of TMGMC, please don’t hesitate to put your name forward.

Safety Fast,
Alan



UPCOMING ACTIVITIES

Check www.mg.org for the latest info!

Sept. 1-3 Historic Sportscar Racing at VIR
www.virclub.com

Sept. 3 SCCA Solo II, www.odr-scca.org

**Sept. 5 Tuesday meeting at Alan & Beckey
Watson’s** (see back page)

Sept. 12 Dipstick Deadline

Sept. 17 Classics on the James, Richmond
www.britishcarclub.com

Sept. 23 TRAACA show at Chesapeake City
Park, www.aaca.org/tidewater

Sep 26-29 GoF Central, Lake of the Ozarks, MO
POC: Charlie Key, 314-428-9335 or
britcarguy@aol.com

Sept. 30 Wings and Wheels
www.wingsandwheels.us/

Sept.29-Oct. 1 Sportscar Vintage Racing
Association at VIR,
www.virclub.com

Upcoming Activities (continued)

Oct. 6-8 Waynesboro BCS, www.svbcc.net

Oct. 8 Hunt Country Classic, Middleburg, VA,
mgcarclubdc.com

Oct. 1 SCCA Solo II, www.odr-scca.org

Oct. 4 Wednesday meeting at Chuck & Becky Hassler's

Oct. 12 Dipstick Deadline

Oct. 14 MADD rally in Richmond, support.madd.org/site/
PageServer?pagename=wp3_homepage

Oct. 15 Pig Roast and Poker Rally at the Watsons
(see page 3)

Oct. 21-22 Driver Days

Oct. 27-29 Virginia Fall Classic, Newport News,
www.vafallclassic.org

Oct. 28-29 SCCA TSD Tour, www.odr-scca.org



AUGUST MINUTES

Michele Peters

Ready?...Settle back, relax with a cup of joe or a Summer Ale (depending upon the time of day you happen to be reading this, and if you can actually find any more Summer Ales in any stores), and be prepared to be thrilled and amazed at YOUR *Dipstick*....

J.D. Hawthorne called the meeting to order at 8:15 PM as el Presidente Alan Watson was off running around with his main squeeze Beckey, in Cleveland at a car show, instead of performing his important duties as our fearless leader. Well, it IS an unpaid position...

New Members and Guests: The only new member that anyone noticed was Anita Edwards-Struewing who was also the only diehard who drove her MG to our meeting. All of the rest of us (except J.D. and Lara, who didn't need to drive anyway) caved due to the extremely hot weather. During this discussion of Anita's singular courage, Jim wanted it to be known that he drove his MG back and forth to work, and Robin piped up with the fact that he had driven his to the end of his street before he turned around and drove to the meeting in his *other* vehicle. Really, gentlemen, I think your protestations to the contrary, you were wimps just like the rest of us, so let's move on...

Actually, before we move on, I have in my notes some obscure reference to a "collector" by the name of Jerry Yeagan (?) who bought Ivan Johnson's jaguar. I have no idea if I have the names correct or who mentioned this, or even why....OK, the Secretary is ALSO and unpaid position....

Vice-President: J.D. had nothing to report (I guess because he was so excited about playing President-for-A-Day. Hey, you did a great job, J.D., filling in for Alan)

Treasurer: Jim, in his usual precise, and complete

performance as your Treasurer, gave me a copy of the August financial report. You make it so easy for me, Jim; you're my hero.....balance forward from July was \$2,245.01 (oh that precision...it's actually exciting!). Our receipts included \$98 from the raffle and regalia and \$440 from dues, for a total in receipts of \$538. Disbursements equaled \$146.06 - to Becky for regalia, Robin for postage, and to J.D. for partial reimbursement for all the fine food and drink we sampled at our August meeting (uh, I think you really meant Lara, Jim). Our new balance is \$2,636.95, which is more than we had last month.

Activities: As I mentioned, Beckey was off gallivanting with *her* main squeeze and couldn't attend our very important gathering. However, others in the club stepped up to the plate to fill in for our missing Activities Director and had these reports:

As an event worth noting, Beckey and Alan have returned to our shores by the time you read this...

There will be a **drive out on August 13** (actually, by the time you get this, it will already have happened, so I really don't know what the point is of requiring me to report this as part of the Minutes, but you know, I don't make the rules....) to the **Pungo Airport** in Virginia Beach where a private collection of WWII vintage aircraft will be displayed and flown. Then, we are supposed to head out to **Pungo Pizza** for an early supper. Details regarding where to meet, and when, will be on the website, courtesy of Jim (but, of course, you will already know all this if you went on the drive), who is also reporting on this activity for us.

A special thanks goes out to Olive, who, on her way to the beauty shop, discovered which building at the Pungo airport was the object of our outing....see, guys, a ladies' involvement in beautification can be beneficial to your happiness in oh, so many ways....

Another **ice cream run** is planned for **August 21** at the Ben & Jerry's on Great Neck Road at 7 PM. Jim, who planned this North Beach area run for us, mentioned that we might drive by Butch Ballback's house (a former member with a TD who lives on Birdneck Point by the water) for root beer floats (uh, Jim, does Butch know this?). Bob is writing this one up for us.

The Freehs are hosting another **Tech Session** for us on Sunday, **August 27** (maybe this time I'll be able to check out the antique floor boards in the house). Robin is writing about this activity.

Alan and Beckey are hosting the **September meeting on the 5th**. Interesting...I think that they are actually going to be there....

There was some mention of a **pig roast on October 15**. Where and at what time, I cannot tell you, but I do have time to figure this out and report back to you. Believe me, I *would* tell you if I knew, I promise. Hey, I take my club officer responsibilities seriously...

Anita, excellent new member that she is, stepped up to offer her home for our November meeting. Where and exactly when TBA.

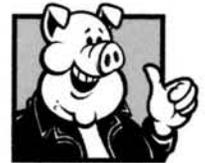
Clubs: Mike had nothing to report.

Historian: Sue had two more photo albums put together for our viewing pleasure.

Newsletter: The fact that we had an extended conversation about what to do about changing the newsletter, if at all, was mentioned, and the existence of a committee to



Tidewater MG Classics



Poker Rallye and Pig Roast

DATE: Sunday, Oct 15th

TIME: 2:00pm at Kellam High School

2323 Holland road in Va Beach

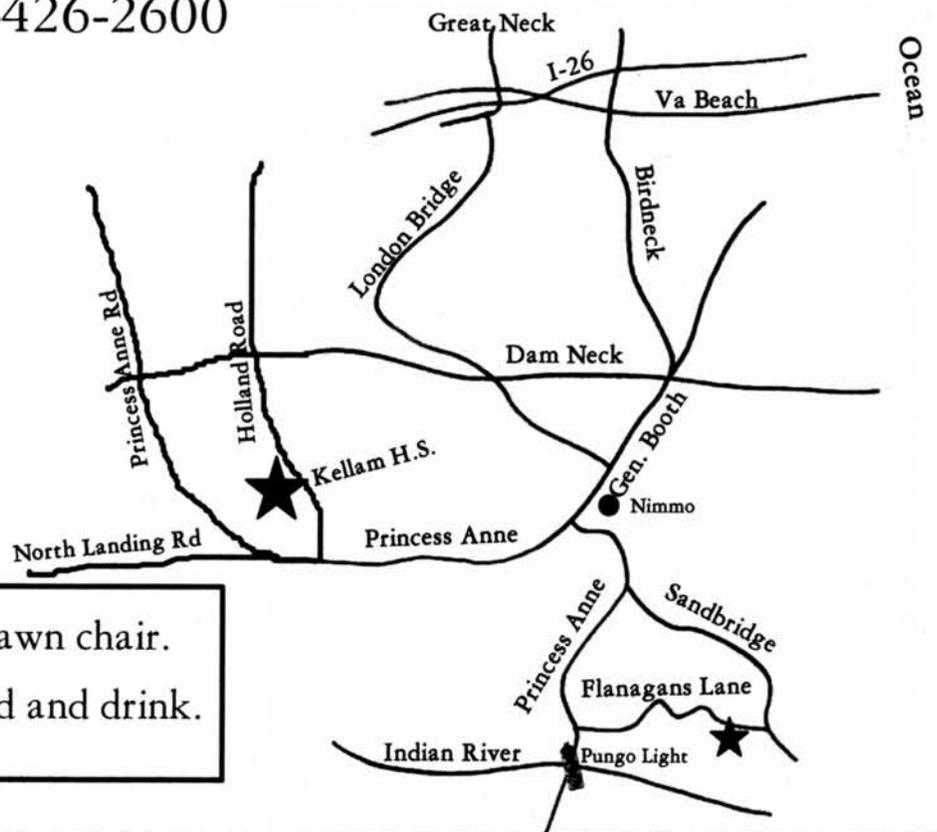
If you don't want to participate in the Rallye,
the Pig Roast will start around 4:00pm



Pig Roast: Alan & Beckey Watson

1593 Flanagans Lane, Va Beach

PHONE: 757-426-2600



Please bring a lawn chair.
Club supplies food and drink.

Minutes (continued)

review whether or not we should change the format, and how to do it, was acknowledged. Neither Eric Williams, Claire Hudson, Jim Simpson, nor Jim Villers (alleged members of this committee which has no name but which I christened The Looking Into Making the Newsletter a Digital Production Committee) had little to say about this (actually, the only person I saw in attendance at the meeting was Jim Villers...)

Sue apologized for getting the newsletter out late, stating that everything seemed to go wrong this month. She suggested that we move the deadline for submissions up since the printer only prints *The Dipstick* when they don't have other work to do (because we are getting their services on the cheap). Anita asked how the newsletter is delivered to the printer. Sue reported that she puts everything on a disc and takes it to the printer.

Jim reiterated his position that he thinks the newsletter should be put on our website. Robin reiterated his position that he thinks a lot of people would not pay their membership dues if they could get *The Dipstick* free on-line. At this point, the rest of us lost interest in the matter.

Membership: Robin reported that we now have 118 members. Ten complimentary copies of *The Dipstick* were mailed, to prospectives, I presume. Only 72 of the 118 members have paid their dues for the upcoming year, however. Robin warned all the present *and absent* errant non-dues-paying members that they were in grave danger of being omitted from the TMGC Directory and losing this valuable club membership if they didn't hop to, and soon (See, Robin, I know you're trying to be a responsible club officer (unlike *some* people) but I'm not sure how you think you are going to persuade the members who *aren't here* or don't read *The Dipstick* that they are in danger of losing their hallowed place in our directory by reporting to the members who *are* here...).

Sue Bond noted that she could PDF email *The Dipstick*, if necessary, to those members who hadn't yet paid up. Robin objected, noting that he thought the By-Laws prohibited the mailing of *The Dipstick* to folks who hadn't paid their dues. Understand, Sue, that Robin has a vested interest in this matter.... He decided that August would be the last copy of the newsletter that would be mailed to anyone who hadn't yet paid dues.

Someone noted that the August copy should include the warning that it is the "Last Copy." J.D. suggested that it be written with a Sharpie so that it bleeds through (great idea - stick it to the lazy @\$*#s... On second thought, however, the bleed through would probably obscure MY section of the newsletter...not so great an idea...). Robin thought that a label should be hand-printed to boldly state "Last Copy." Terry's added his two cents by advising Robin to add tear stains to the labels. Someone suggested (and I'm quite sure it *wasn't* Olive) that Olive hand-write the words "Last Copy" on every *Dipstick* to be mailed out.

In trying to fend off this last suggestion to volunteer her services, Olive noted that she was the one who had to carry out Becky's idea of adding "the little blue thing (the announcement about the drive out to Pungo airport) to the middle of every one of the last newsletters." In seeking to minimize the potential work involved, Olive asked if she could choose her own words for the notice, to which Robin

resoundingly replied "No!" (Hey Robin, go easy on the little lady...she did discover the correct airport building for the August 13 drive-out during her beauty shop foray, after all...) . Becky H. thought we should order a stamp which says "Last Copy" (probably not that easy to come by, Becky. Do ya think maybe ordering all that regalia has gone to your head?).

On a sad note, J.D. informed us that John (Jack) Cabanillas had passed away on June 22. Condolences go out to his wife Ann. Frank now has Jack's late model B.

Regalia: Beckey had the following goodies for our raffle (none of which I won, again!):

A beautiful scrimshaw necklace with a rendition of a TC, donated by the Ashes (to Sue); a current issue of *MG Driver* magazine (to Jim, I think); an *Enjoying MG* magazine (I think) (to Betty); a Haggerty tote bag (to Anita); a rubber stamp with an MG logo (to Anita); and first in line for Lara's feast (to Jim). License plate holders seemed to be a hot item, and there were a number of calls for them, but they were not available. Gee, Becky, do we really ask *that much* of you??? (Just kidding)

Technical: Mark was *in absentia*, again, so there is nothing to report...again...

Old Business: Nothing to report

New Business: J.D. asked for 2 more volunteers to assist Mike Haag (who was also absent) who is staffing the Nominating Committee for next year's new officers. New officers being their tour of duty in November. Robin offered to assist, but there was an uneasy and peculiar silence after that, and a second volunteer never materialized.

Marque Time: J.D. read from Alan's notes concerning a '69 GT for sale out of Louisville for \$1,000 (J.D. has the number and can email it if anyone is interested); Alan and Beckey were at a car show in Cleveland (which *I'm sure* was more important than fulfilling duties to our little club...); Robert has a friend in upstate NY who has a '53 TD for sale for \$9,000 (he doesn't know if its running, but he doesn't think it has been on the road in 11 years; he can provide you with contact info if you are interested)

The meeting was adjourned at 8:58 PM and it was on to enjoy Laura's awesome feast and J.D.'s awesome MGs. Thanks, Hawthornes, for the hospitality. On to our September meeting at Alan and Beckey's home (*if they can manage to be there*) on the fifth.

You know, I just realized that I am a pretty cheeky new Secretary...I guess I'd better be careful about who I'm dissing, or I might not keep this glorious job for long...OK, OK, to all those people I threw in the bag in this edition of *The Dipstick*, I didn't really mean it. You know I was only thinking of the good of the group, just trying to give a little motivation, just trying to...oh, never mind...I meant every word. So sue me.

Membership and New Members

Robin Watson

We now have 117 members listed, 81 members have renewed. On Aug. 8th. I e-mailed 35 members that had not renewed. I received answers from eleven. One did not renew and we have received three dues since I e-mailed.

Officers and Committees

President	Alan Watson	
	426-2600	
Vice President	J.D. Hawthorne	723-0630
Secretary	Doug Kennedy	460-5037
Treasurer	Jim Villers	
	481-6398	
Editors	Peggy Craig	
	226-7755	
	Susan Bond	
	482-5222	
Membership	Robin Watson	721-



Jack Cabanillas

Long-time member Jack Cabinallis passed away on June 27, 2006. Our condolences go out to his wife, Ann, and family. The following appeared in the *Virginian Pilot*:

PORTSMOUTH - John Dennis Cabanillas, 65, of Farragut Street, died June 27, 2006, in his home.

Mr. Cabanillas, known to his friends as "Jack" and "Chief Cabby", was born in New York City. He was retired from the U.S. Navy as a chief aerographer's mate (air warfare), a Navy weatherman, after 34 years of service. He was a member of Holy Angels Catholic Church, Knights of Columbus 10766, past faithful scribe of St. Paul's Assembly 1066 Fourth Degree Knights of Columbus, and a member of the Tidewater MG Club.

Survivors include his wife of 40 years, Ann Mary Kane Cabanillas; his mother, Mary L. Cabanillas of Bowie, Md.; three children, Peter John Cabanillas and wife Victoria of Ellsworth, Maine, Christopher Roland Cabanillas of Portsmouth, Elizabeth Ann Cabanillas of Suffolk; four grandchildren, Rebeca Cabanillas, Andrew Cabanillas, Ashley Wickline and Kimra Wickline. He was also known as "Grampy Jack" to Derek.

In lieu of flowers, memorial donations may be to American Diabetes Association.

Jack and Ann on the Eastern Shore Run in 2004



Members in the News

article submitted by Betty Villers

Those who don't live at the Beach missed an article in the July 23, 2006 Virginia Beach *Beacon*. "Museum's exhibit focuses on the beach back in the day" by Staci Dennis described Kate Fisher's work at the Old Coast Guard Station as the director of education, programs and volunteers. The current exhibit is "A Day at the Beach" and was put together by Kate from items she found in the attic of the station. From woolen bathing suits to a 6" thick surf board and a rubber ducky that traveled 20,000 miles, it is full of interesting stuff. Sounds like a Sunday run destination!

MG links

Submitted by Chuck Hassler

Here is a list of parts suppliers for MGs
<http://www.itwest.net/~lundgren/mgs.html>

From Wikipedia, the free encyclopedia, search MG and you get all sorts of info and links to fascinating MG stuff.

MG/Rover News

submitted by Frank Worrell

This was sent to Frank by Robert Doub, a friend who works for VW in China. The first is a link to an interview with the new president and CEO of MG Cars North America/Europe, Inc.

www.edmunds.com/insideline/do/Features/articleId=116481

The second has a link to the article and blogs with subscribers' takes on the news. If you plug MG into the search box on this one, you get more articles.

minivans.autoblog.com/2006/08/15/mg-u-s-ceo-confirms-plans-for-five-models/

MGB for Sale

Frank Linse has been asked to sell Jack Cabanillas' MGB roadster. The details are:

Tahiti Blue
 73,000 miles ???
 Done up by Tom Sawyer
 Mechanically sound
 \$3000

Can be seen at Frank Linse's, call him at 461-7783

MGB GT for sale

Submitted by Craig Cummings

Herb Meister is selling his 1969 GT for \$1000. He has done much of the restoration work (welding, exhaust, engine, primer) and has many new parts in boxes, ready to install. The car is located in Louisville, KY. Contact him at hmeis92099



Dave Raymond

M.G. Enthusiast

From an e-mail from Hank Rippert

The M.G. community mourns the loss of one of its true enthusiasts.

Dave owned and operated Abingdon Classics, an M.G. restoration business in Connecticut for 50 years. He was a founding member of *The New England MG'T' Register* and was appointed its first Director, a position he held for 42 years.

Dave was a founding member of the NYCON Chapter of *The Register* and the MG Vintage Racers. He was also a long time member of SCCA. He campaigned his blown TF, TC Special, and his single seat NA, *The Iona Special*, with these two racing groups. There are many photos of Dave at the wheel of *The Iona Special* during the Round the Houses reenactment at Alexandria Bay, NY in September 1999 and again in June 2003 when he took *The Iona Special* back to Ireland for the 75th anniversary Tourist Trophy on the old Ards Circuit outside Belfast.

Dave was a highly sought after and recognized Pre-War and Post War M.G. engine builder and it was his knowledge and expertise that kept so many of these examples of the Marque roadworthy throughout the last 50 years.

Dave passed away on August 2, 2006, at his summer home on Sebec Lake, in Maine.

Dave's family request that contributions in his memory be made to the Knudson Churchill Scholarship Trust, 26 Mountain Road, Wilton, CT 06897.

Tidbits

Becky Watson

Overheard at the last Ice-Cream Run.....

Mike Haag: So, I hear you are taking your MG to Cleveland?

Becky Watson: Yes, my parents live near there.

Mike: I took my MG to Cleveland once -- did you know they have a WWII submarine there?

Becky: Yep, the USS Cod. My high school prom date took me there for a tour on prom weekend.

Denise: (laughing) That's not exactly a great date. What ever happened to that guy?



An Excentric Afternoon

by Jim Villers

August 13, 2006

Photos by Jim Villers and Susan Bond



Becky needs to be congratulated for beginning this event at the Courthouse Market Place; it has such attraction for old-time members. Richard Hall arrived early with his TD (second event in ten years), Roy Wiley showed up for the first time in a while and believe it or not,



Jim Villers, Terry Bond, George Ulrich

George Ulrich drove by in his red MGB on his way to a fishing tournament. We were having so much fun in the parking lot that Becky almost left on the event by herself.



After a brief drive past the tall cornfields south of the green line, we made a right hand turn onto fresh concrete and headed toward a vintage water tower painted with a bold orange and white checkerboard pattern. Two new classically designed airplane hangers appeared,



Tony and Becky

we parked in the lot and headed for the front door. No turnstile, no ticket takes, just Tony's broad smile of welcome. He said that we were free to explore on our own; what freedom in a museum.



Wow, what a place. Probably one of the most significant collections of WWII aircraft in the country with about 15 aircraft in beautiful flying condition. Rare British Spitfire and Hurricane, a flying tiger P-40,

Flying Tiger



Spitfire

Jaguar



Corsair

P-51D Mustang, FG-1G Corsair, TBM Avenger, and a PBY Catalina flying boat. There were training airplanes and even a British De Havilland Tiger Moth. To highlight the collection, an award winning Jaguar XK120 sat proudly among the planes...

Tony, using a vintage tow vehicle, pulled a bright yellow bi-winged PT-17 Stearman onto the pad in front of the hanger and invited us to drive our cars around for a photo shoot. With a blue sky with white fluffy clouds, nothing could have been better.



Jim and Betty Villers

On the way to pizza, Beckey had us stop in on Matt Gresalfi, a mildly eccentric, talented craftsman who has built a unique home with interesting wood-working details and oval doors. Also interesting was



the lack of a TV or soft chairs, only car parts and workshop space where the living, dining and family rooms would normally be located. That Matt is a "Car Guy" is an understatement; his current pro-



ject is a 1963 Midget that he has on a rotisserie in a tent in the back yard. His restored 1930's Dodge pick-up was parked in the front yard. He mentioned that one of his favorite "finds" was a NOS Midget grill in an original "No-Nails" cardboard box (I think that he was more proud of the box than the grill).

We all ended up at Pungo Pizza where we ate more than we should have and left with doggie boxes galore. A true event of the year; Thanks Beckey! The participants were: Richard and Sandy Hall, Linda & Jack Pavlidis, Alan & Beckey Watson, J.D. Haw-



thorne, Chuck Hudson, Bob & Renee West, Peggy & George Craig, Sue & Terry Bond (with daughter and two grandchil-

dren), Betty & Jim Villers, Vince Groover, Bob & Barbara Ross, Olive & Robin Watson, Carl & Kate Fisher,



Roy Wiley and Jim Smith, and Michele Peters & Robert Perrone.

Breaking it in – the fun way!

Terry Bond

Photos by Mike Haag, Susan and Terry Bond

How many years has it been since that little maroon '74 BGT straightened out a curvy mountain road? Well, it was about time to bring it back to life!

After a many-year restoration, and a laying-on of hands by several Tidewater MG members, the Bond '74 MGB GT was once again one color, and one complete running automobile. Yes, it was the same car that many of you kept seeing tucked away in the back of our garage during November tech sessions. Each November, we would take something else off, and wonder...when???

With MG2006 circled in red (no, make that maroon) on the calendar, we decided to push towards that June date. It was a grand effort with many late nights and perpetually dirty fingernails at the office! But, after several months of hard work, we could begin to see us actually heading down the road towards Gatlinburg.

We were up until 11:30 PM the night before leaving, putting what old interior we could still salvage back into the car. Needed seats to get to Gatlinburg right? Actually, it all cleaned up pretty nicely, and aside from some new panels and carpet, we should be ok. I swear, that McGuiers vinyl cleaner Richard Hall told us about is magic!

We were determined and despite lying awake all night prior to departure wondering how far we would actually get before using our AAA silver bullet, we set off on a bright Monday. Sue was in her B and I had the pleasure/honor of handling the new BGT! Lets see now, first gear is where again? What's that little knob do? Why is that light on?

It did take some getting used to – after all, we only had about 40 miles on the car since it was first made road-worthy! I didn't realize how long it had been since I'd driven a four speed. (Sue won't let me drive her car.) Once I figured out the reason over-drive didn't work was because I was trying to activate it with the turn signal switch, I realized there was a learning curve with these things. I'd just have to be patient and endure the criticism coming from the more experienced MGists among us.

I think that MG actually smiled when we pulled into



Cosmos to meet with the rest of the group! Sue and I had split the spares and tools between the two of us, and we felt pretty good about how well prepared we actually were. Vince Groover, Mike Haag, Barry Tyson, Jack Pavlidis, and Bernie Indahl were already into their pancakes and looking at roadmaps.

Typical MG touring involves no certain destination (other than Gatlinburg), no defined route, no pre-planned time of arrival, and no "leader of the pack." We just sort of went and



had fun, and that's what it's all about! Barry led the way in his modern Miata (air conditioned no less!) while the rest of us fell in behind.

Obviously, Rt. 58 heads west, so that's what we did – all the way. A quick stop for fast food and a reverse coffee break in Emporia, and we were off to the hill country.



We halted near Martinsville for a tour of Arrington Engineering. This is a tour that we had taken before with the antique car club – and it was impressive. If it's "got a hemi" and does the roundy-roundy thing at Charlotte Motor Speedway (or anywhere else those Nascar guys play) chances are it runs a MOPAR Hemi built by Arrington. We got to see engine building in operating room-like environments. When you get an engine from them, you also get a technician who travels with you to races to tune it! (I think I heard someone say "Hmm, can I have the blonde?") As they said, "if you can afford it, they can build it."



We had Susan & Terry Bond, Bernie Imdahl, some difficulty Jack Pavlidis, Mike Haag, Barry Tyson finding Arrington despite having been there only a month prior. Perhaps our cars were too close to the ground this time and nothing looked familiar? So, since we were getting tired and it was getting late, we chose to stay that night in Martinsville. We chose the Dutch Inn. Nice place, good food and, of course, great company!

The little town of Hillsville is nestled in the far corner of Virginia and the site of one of the largest flea/antique markets in the country on labor-day weekend each year. Other than that it is a quiet little town at the edge of the mountains. We gassed up, grabbed a bite to eat, and headed for the Blue Ridge Parkway. So far-so good! The day was hot but that sunroof in the B was magic and I was quite comfortable.

We climbed into hill country and the B was handling quite well, with plenty of pep and pull. I was pleased and actually beginning to get fairly comfortable with it. It actually felt like a new car – tight, crisp and alive! It smiled as we approached tree shaded mountain roads and they narrowed into the countryside. I smiled, anticipating MG-ing at its best – cool air, and nothing straight!

A short run up the Blue Ridge Parkway took us to Mabry Mill. Wow, what a beautiful scenic stop. Perfect place for an MG photo-shoot!



We wandered around a bit, then drove up to a scenic overlook for some more photos. On our way back down we saw our first “other MG” on the roadway. There was a TD parked in the visitor’s

center lot! We began to feel like there was indeed something special on the horizon for us.



What Tidewater MG venture would be complete without a winery stop? Beckey, you trained us well! Was it thirst, or necessity? Perhaps both, but since we were not sure we'd be able to get wine in Gatlinburg, (those mountains are NOT famous for wine, remember!) we thought an enroute stop was in order. Chateau Morrissette is a label familiar to most. As one of Virginia's oldest wineries, we felt it was not only a chance to quench our thirst and stock-up, but soaking up some culture and Virginia history can't be all that bad. It was a

beautiful setting for the MG's, and a photo op right in front of the "chateau" part of the



business was a must. We learned the story of the "old dog" on their labels, and witnessed a real dog-fight between a couple of porch hounds looking for a cool place to rest. The wine was great and we all managed to squeeze a bottle or two in with the spares packed for the trip. What spares kit is complete without a bottle of wine anyway!

From then on, it was “westward ho!” as we motored on towards Abingdon. What MG tour would be complete without a photo-op at a place called Abingdon! But to get there, we had to wind our way through the Blue Ridge Mountains of western Virginia.

The B performed flawlessly – 15 MPH switchbacks were easily straightened out at 35 and 40 MPH. The B was tight and powerful. It shifted smoothly like a brand new car! It was rock solid and nothing fell off!!!! Although I was often accused of dragging the tail, and was always “bringing up the rear” I kept reminding everyone I was breaking in a new car. Still, I let it gradually open up. Fifty MPH was safe for a while, then 55 and a gradual increase to 60. Vary the RPMs was a guideline I had heard, and also tried to remember that the peak of the power curve on these cars is around 3000 or more RPM. Once there was about 200 miles in the rear-view mirror, I stretched it on several occasions. Managed to actually spill my iced tea – once left, and once right -- on some tight turns. The sound of squealing tyres and 3500 RPM in second gear was music to my ears – and the MG smiled once again!!!

Although I was unable to keep up with Sue, Vince, Jack, Mike, Barry and Bernie, I came in a close second and continued to remind them, that I'm breaking in a new car (and driver).

The turns were exciting, the scenery was breathtaking and at the end we pulled into a country store to catch our breath and top off fluids (us and the cars). My temp gauge was only ever slightly above normal when climbing but quickly settled down to normal when I took my foot out of it and was finally able to switch into OD. Someone complained about little puffs of smoke sometimes when I shifted, but it took only a splash of oil at the bottom of the mountains. I wasn't worried at all, in fact growing more confident by the hour and having the ride of my life! Gads, I was so proud of that little car and all the hard work that had gone into it!

We arrived safely at Abingdon late in the day and went in search of some kind of “welcome sign” that would provide a good photo-op for us but that proved more difficult than expected. Finally, in the middle of town, we found a park-like setting that we felt ideal. We quickly made a left turn into a large



parking lot so we could stage our photos, and only then did I learn that ground clearance on those cars leaves much to be desired. While everyone else managed to clear the 6 foot tall speed bump at the parking lot entrance, I almost balanced the car on it! Well, it seemed like 6 feet tall anyway! Crunch-grind, and then it was all of a sudden rattling and clanking like I'd ripped off the entire undercarriage (at least it sounded like that to me!) Ohmygod!! I BROKE the car!!! I was mad, angry, PO'd, hysterical, etc.etc. However, looking underneath, no fluids were flowing out, nothing was dangling, and there were no flames. I managed to diagnose the problem, and with the aid of a large screw driver, pried the exhaust pipe a little bit to one side, and it didn't seem to make so much noise anymore. I guess that's how one fixes MGs – tweak them a bit, and motor on. (I hope that qualifies as my first dent/scrape!)

We decided to spend the night in Abingdon and found a good motel. It wasn't too long until my cell phone rang and we discovered Richard and Sandy Hall with the TD in the trailer were also staying nearby. We had a nice relaxing evening and after some cleaning and polishing on the B, we were ready to call it a night.

I must mention that over the week I took considerable flak from the group for my incessant cleaning on the car. I was up late every night dusting under the bonnet, wiping off bug juice and assorted road trash, and was even seen on a few occasions cleaning my windscreen and polishing chrome. I admit to it all! You see, I was breaking in a NEW car!!!



The next day's ride was a straight shot in to Gatlinburg. There was another

photo-op as we pulled into the first rest stop in Tennessee. Once again we noted small clusters of MGs zooming by along the highway. A sure sign that something special awaited us.

The scenery going into Gatlinburg was fabulous! Oh how I wanted to stop at some of those mountain antique shops!



Eventually we came into the outskirts of Gatlinburg and traffic ground to a standstill. I've not seen worse traffic since I was last stuck in Virginia Beach on a Saturday summer night. Talk about tourists! Gads! Gatlinburg itself was one maze of souvenir shops, pancake houses, side-show type attractions and solid wall-to-wall tourists! We literally crawled the next few miles to our motel – a nice Microtel, just downhill from the center of MG activity, and best of all right across from the convention center where the Saturday banquet was to be.

There were amazing scenes unfolding before us – the whole town was also a sea of MGs! T series, Bs, As, all colors, (oops, that's colours) shapes and sizes. The parking lots were full of them – they were everywhere and it sure was exciting!



We were pleasantly surprised to find covered parking for our cars beneath the motel. The cool shade was welcome. Quickly freshening up, we walked uphill to Kimber House to register for the festivities. The sign on the marquee at the convention center said it all – Welcome to Gatlinburg – MG 2006, a driving adventure in the Smokies!

We were here and the B was not only running well, it looked pretty darned good too! As we checked in and collected our goodie bags and tickets I realized how important this event was – a gathering of MGs on the grandest scale I've ever seen. It was indeed about to be a grand experience as we would have the chance to meet Ken Smith and of course Don Hayter, chief engineer on the MGB project. There were still more Tidewater members to meet though, and I was anxious to tell them now much fun it had been to "break in the 'B'"

Yes, there are other chapters in the works – you've already had a taste of the "Tail of the Dragon" and the opportunity to see some great pictures of our journey, but there is so much more to tell you about what great fun we had in Gatlinburg!

Stay tuned – Terry

Classic Car Cruise-In

July 22, 2006

Susan Bond

Becky's e-mail blast about the Cruise-In at the Virginia Beach Farmers Market made me hungry for ice cream. Taylor and I were in the only MG until Robin Watson arrived, but a

lot of antique car club members were there so we had plenty of people to talk to. We toured all the shops at the market and



in the building across the parking lot and listened to the steel band in the center bandstand. And we ate ice cream.

HorsePower Classic Auto Show

Colonial Downs, July 29, 2006

Susan Bond

A show combining horse power and horsepower was a novel idea — a full afternoon of horse racing and over 300 vehicles, everything from Terry's 1912 Triumph motorcycle to brand new Jeeps the sponsor had on display, with hot rods and antiques in between. There didn't seem to be many spectators and the race goers didn't stop to look at any cars — it was



All of the MGs in the show belonged to club members: Doug and Eiko Wilson, Judy Acord, Craig and Joyce Cummings, Susan and Terry Bond

too hot! — so we spent most of the time in the clubhouse cooling off, or watching the races. We learned how to place bets and Taylor picked most of the horses. Last of the big spenders, our max was \$6 and we only won once. Many of the horses were youngsters without much racing experience so anything could happen on the track and the results were unpredictable, but I heard that Eiko Wilson and Judy Acord did rather well.

Craig and Joyce Cummings had their newly restored MGC there but didn't stay for the prize giving. They should have, they won a blue ribbon, as did



Terry. We are not sure why some blue ribbon winners also got trophies, it was not

Doug and Eiko Wilson's TD and Judy Acord's B explained, but there sure were a lot of them. It took a long time so I fetched the B and made the mistake of letting it idle. It quit and wouldn't restart. After much fiddling with gas and spark, it finally caught and didn't give us any more trouble on the way home, which is a good thing because one of my nightmares is being stuck on the Jamestown ferry with horns blaring at a dead MG. Would I have to ride the ferry forever like



Speed, 1936 Style

From *The Octagon Bulletin*, March 2006
submitted by Chuck Hudson

In August 1936 MG put their new, bigger 1292cc engined sports car onto the market. It was the TA model. In the 21st century, the performance of a 1936 TA is looked upon as being very pedestrian, but back in 1936 it was very, very good indeed. In fact, for a sports car costing just £222 it was fantastic, even though motoring historians have declared the TAs engine a rather asthmatic unit, much improved on the following TB with its XPAG unit. The only way to get a real perspective on the matter is to go back to 1936 and look at speed.

The vast majority of people in the UK had to travel either by foot, cycle, bus canal or train. Very few had been in an aircraft, and even fewer in a racing car. Thirty six years into the 20th century, and the vast majority of trains still did not exceed 60mph. Canals moved at 4mph, buses perhaps 35mph, cycle 10-15mph and walking was between 2-4mph. In 1899 the land speed record was just 65.75mph. S.F. Edge drove a Napier racing car around Brooklands in 1907 covering 1,682 miles in 24 hours, an average of 70mph. By 1936 speeds had risen. On the GWR in 1934 a train ran from Swindon to London at 81.75mph, and in the USA in 1936 a Union Pacific diesel covered 804 miles at an average speed of 84mph. This train actually got to two miles a minute at one point. Sir Malcolm Campbell held the world land speed record at 276.8 mph, in a Rolls Royce engined Railton. The Italians held the air speed record at 440.75mph, that is one mile in 8.05 seconds, in 1936! But even by then they knew the speed of light, electricity, radio signals and sound, light would travel around the world four times in one second. Even so, the majority had never traveled at over 60mph, and that would have been in a crowded railway carriage. The average family saloon might get to 55-60mph.

So a little MG sports car that could get up to 80.36mph

(Light Car Nov 1936) was indeed fast. It was 4mph faster than the previous MG P type. Then acceleration was also something that seemed to happen slowly. An express steam train would take three or four miles to get up to its 60mph (and a mile to stop) accelerating at 0.5 miles per second; express French diesel powered trains accelerated at 3 mph per second; and the average family saloon car gained about 0.75 mph per second if thrashed.

The TA could cover a standing quarter of a mile in 21 seconds; zero to 30mph took 6.5 seconds which is accelerating at 4.61 miles per second. So the TAs ability to get off the mark was also pretty good. Even when compared to the super cars of the day it was good. The Auto Union racing car costing ten times the TAs price, driven by Hans Stuck accelerated at 10mph for each second. A 30hp, eight cylinder sports car of the day would get to 50mph from a standing start in ten seconds.

When viewed with the relevant machinery and in its own era, at 80mph MG sports car was exceptional value for money, and in 1936 was a dream machine for the majority. Very often a passenger being driven in their very first MG would be thrilled by traveling at such speed in an open car. After all, how did they manage to survive when many thought it was almost impossible for a human to breath properly at speeds over 60mph? What would they think of a 2005 MG ZT 260, capable of 155mph and getting from zero to 60mph in 6.2 seconds?

Neil Cairns



Notes from the Editors . . .

Susan Bond

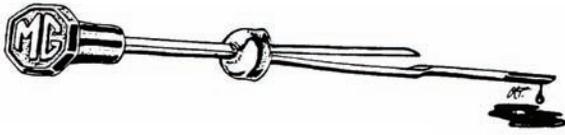
Wow, not much space left again this month. Many thanks to our writers, you make this job so much fun!

Please note that I have moved the *Dipstick* deadline up to the 12th of the month. Getting this publication to you in a timely manner, especially when the meeting is on the first or second of the month, has been difficult and I hope this will make it easier. There are a lot of steps between the time you send stuff in and when you hold the finished product in your hands: proof reading, pulling text and pictures into *Publisher*, laying out the pages, taking it to the printer on CD, getting it back from the printer, putting on the seals and stamps and getting it to the post office. Did anyone wonder why it takes a committee to do this job?

J.D. not only left the lights on for us, he put our banner where we couldn't miss it for our August 2 meeting.



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*
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FIRST CLASS

Monthly Meeting
Alan & Beckey Watson's
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1593 Flanigans Lane
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Ocean Front

Great Neck Rd
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Birdneck Rd
Dam Neck Rd
London Bridge Rd
Gen Booth Blvd
Nimmo Church
Princess Anne Rd
Sandbridge Rd
Flanigans Lane
Pungo Stoptite
Indian River Rd

1-264

7:30 - Kick Tyres
8:00 - Meeting