

The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

www.mg.org

Volume XXXIV, Issue 6

Dedicated To Preserving The Marque Since 1973

June 2007

MARQUE TIME

Thank you to Jim and Betty Villers for hosting the May meeting. It was a beautiful evening and we had many MGs in attendance.

Becky and I have been busy putting the finishing touches to the 5th Annual Winery Tour, and whilst I was looking through this year's Virginia Wineries Passport I came across the following quote: "Pair your love of wine with another passion and make a weekend of it." Not only does this describe our winery weekend perfectly, as we mix wine and MGs, it also struck me that this describes our TMGC club to a tee. I continue to marvel at the number of couples who attend our meetings, unlike many other car clubs, and I believe that by meeting at members' homes it allows us to share in their other hobbies, too. Be it Betty's flowers, Debbie's horses, Carmen or Anita's cooking etc., etc. We really are a family club, and I know I can be accused of using Hank Giffin's quote once too often, but it really is "It's the cars that bring us together, but the people bring us back."

June will see our first ice-cream run of the season. For our new members, the ice-cream runs are an opportunity to drive our cars and eat ice cream all on the same night (ah-ha, more pairing of passions). We meet at a central point, do a thirty-minute or so drive, and end up at an ice-cream parlor of some type. See the *Dipstick* for more details as we get closer to summer. If you are willing to put a run together, please contact Becky and let her know. We try to do these runs through September, and she is always looking for new destinations and routes.

There are a couple of opportunities to drive our LBCs coming up. There is "Drive your British Car Week" starting May 26th. Then in June, we have the Brits on the Bay car show at Virginian Wesleyan College, the Harvard of the South, sponsored by our friends at the TTR.

Safety Fast, Alan

Winery Tour 2007



UPCOMING ACTIVITIES

Check www.mg.org for the latest info!

May 26-June 3 Drive Your British Car Week
www.britishcarweek.org

June 2 Brits on the Bay
www.tidewatertriumphs.org

June 3 British Car Day South, Salisbury, NC
www.carolinahealeys.com

June 3 Original British Car Day 30th Anniversary Meet, Adamstown, MD
www.chesapeakechaptermgclub.com

June 3 Red Mill British Car Day, Clinton, NJ
www.mgdriversclub.com

June 6 Wednesday meeting at Ron and Anita (Edwards-) Streuwings (see back page)

June 8-10 Gold Cup Historic Races, VIR 50th Anniversary Celebration at Virginia International Raceway, www.virclub.com

June 12 Dipstick Deadline

June 23 SCCA TSD, Stuart's Ride, Richmond, VA, www.odr-scca.org

June 27 Ice Cream Social Run (see page 3)

July 3 Tuesday meeting at Paul and Carmen Thiergardts

July 12 Dipstick Deadline

July 14 Horsepower Show, Colonial Downs, www.HorsePowerShows.com

July 16-20 MG2007, www.mg2007.com

(continued on page 2)

Upcoming Activities (continued)

July 23-27, NAMGAR GT32, Whistler, British Columbia,
www.gt32.com

July 27-29, American MGC Register CBA 27, Staunton VA,
clemmer@intelos.net

July 28 SCCA TSD, Blackwater Brew, Suffolk, VA
www.odr-scca.org

July 28 Brits by the Bay, Pasadena, MD
www.tracltd.org

MAY MINUTES

Michele Peters

We began our May meeting at 8:12pm at Jim and Betty Villers' beautiful home on the water in Virginia Beach. Thanks to you both, so much, for the delicious food and the wonderful hospitality. And a *special thanks* to Betty for setting up your Secretary with a desk to write upon, right next to Mr. and Mrs. Presidente, the finest seat in the house (I mean, on the deck). Now, obviously Betty knows how to treat people. Aw-right, Betty! You are now, and forever more shall be, the designated "Friend of the Secretary." I don't know if you are aware of the great honor that has just been bestowed upon you, Betty. But trust me, it's big; I mean, really BIG!

We were all happy to have El Presidente back from his trip to D.C., although Vice-El Presidente J.D. did a fine job in his absence.

New Members and Guests: Bill Yoshida (please forgive me if I spell your name wrong...or get your name entirely wrong, for that matter) has joined our club. Bill has a 74 ½ MGB, I think. Welcome!

Vice-President: J.D. had nothing to report, as he was no where to be found.

Treasurer: Jim Villers provided the following information: Balance forward from April was \$1,612.67. Receipts included \$47 from Raffle and Regalia. Disbursements included \$23.86 to Robin Watson for mailing and printing, \$52.50 to Alan Watson for printing, and \$40.00 to Betty Villers as our hostess. Our current balance is \$1,543.31.

Activities: Beckey Watson advised as follows: The Azalea Festival parade in Norfolk this year was on Saturday, April 21, and England was the featured country. It was a fun parade with nice weather and 8 of our cars in the parade. A Jaguar and a TR6 joined up with us during the drive. Alan and Beckey's car did wonderfully during the parade and promptly died the very next day. Well, so much for the LBC "bucking up" and doing its duty! Good show, Alan and Beckey's Little White B!

The Colonial British Car Show was held on April 22 at the Williamsburg Winery and was fun for Harry, Chuck and Susan, who all entered the competition. In fact, Harry Watson won First in Class. Way to go, Harry! Now if I missed someone, please forgive me. What might be nice for you all to do for your Secretary, is to give her written documentation of your wins and accolades, much like what Jim Villers does for me with the Treasurer's Report; which makes it so much easier for poor little me. Then I have no excuse when I get names and dates wrong, even though I know you all still love me even when I'm wrong...don't you? Uh, guys, don't you? Heh?

The Richmond Virginia Aviation Museum will be open for the Richmond Triumph Register Show and a tour on May 6. Please check their website.

The TMGC 5th Annual Winery Tour will happen May 18-20 this year in Warrenton (northern Virginia) at a number of vineyards. Our first tour is going to be a little different this year, breaking off the grape trail and veering off to the home of "Virginia Moonshine" at Belmont Farm Distillery -- variety being the spice of life and all. Then we're back on the wine trail, heading to Rappahannock Cellars. We will have dinner there on Friday evening with a presentation of wine and food pairings. Saturday will start at Unicorn Winery, then to Naked Mountain Vineyard, and Gray Ghost Vineyards. We will return to Warrenton for dinner. Sunday we will travel down memory lane to return to the very first winery that started this annual trek: Grayhaven Winery in Gum Spring! There is an Arts & Crafts show at the winery that day, and Beckey is working to arrange a catered picnic under a tent. Sounds great, doesn't it? Isn't Beckey awesome? Now how would it be humanly possible to have a better Activities Director than she? I don't believe it would be, so I think we'll keep her. Thank you, Beckey, for working as hard as you do to make sure that being a part of this MG club is so interesting and so much fun.

The Brits on the Bay Car Show will be held on June 2 this year.

Clubs: Mike discussed the Original British Car Day in Adamstown, Maryland on June 3. If you are interested in this activity, please see Mike Ash, he has the forms for you.

Historian: According to Susan, we do, indeed, have history.

Newsletter: Since *The Dipstick* has gone electronic, El Presidente noted that we have had a nice reduction in printing costs. Don't forget that if you want a paper copy mailed to you, please contact Robin Watson. Also, please note that since *The Dipstick* is now on the internet, we discussed privacy issues and are considering no longer including new member addresses and phone numbers when we list the member names; just their cities of residence and type of car. If you need addresses or phone numbers for the new mem-

Ice Cream Run

Wednesday, June 27th

7:00pm



Meet at Pizza Hut at 8401 Hampton Blvd, Norfolk. We will tour through some of the sights and neighborhoods of Norfolk, ending up at Doumar's at 919 Monticello Ave. in Norfolk. We will be privileged to be given a demonstration of the original ice cream cone maker, and have a specially priced single dip ice cream!

Questions or more info please contact Cynthia Faschini at 622-8315
or email: bodycynergy@myarbonne.com



bers, we are considering requiring you to contact Robin Watson. Andy Wallach suggested that perhaps we could get around this problem by issuing pseudonyms to the members. Hmm, I was thinking of HotMGChick....

It was also suggested that we could email changes in the directory to Robin, perhaps on a quarterly basis, as a "Directory Update." Sounds good to me! (Of course, no one really asked....)

Mike Haag asked that if you have any problems with the electronic version of our newsletter, please let him know.

Membership: Robin reported that we now have 103 members, since Bill joined.

Technical: Mark was absent. However, Terry Bond spoke about Sue's leaking gas sending unit. OK, well, you know, I guess you *could* talk about things like this in public, especially since Terry thought this was a fairly *common problem*. I don't know if I would feel real comfortable having someone discuss MY leaking gas sending unit with, well, everyone. But, you know, different strokes, right? Anyway, apparently a drop of something called Hylomar is useful to help cure this problem. Terry bought some somewhere for \$28/tube. He suggested putting a drip of Hylomar (?) on the fitting and using a vacuum cleaner to suck it through the fitting (OK... I'm just reporting what I heard at that meeting; don't blame me for the content. I *do not* censor content; after all, we do live in a country with a free

press!)

Old Business: Robin reported about an idiosyncratic issue emanating illogically from Alan's B; his recently repaired B spouted a gas leak, apparently from the top seam of the gas tank. A new gas tank was installed and seemed OK for a while. However, after the Azalea parade, gas began leaking from the carburetor, spewing out of what Robin thought might be the charcoal filter. However, it wasn't the filter, and the source of the leak still eluded him. He finally isolated the leak in the breather pipe in the gas tank itself. As Robin explained, when you are driving, you draw gas out of the tank via a vacuum, which builds pressure. Robin took the breather pipe off and heard the gas bubbling when he blew into it. The tube apparently hooked into the vent line (I guess this is a bad thing). Robin, therefore, cautioned club members to be careful about buying used gas tanks. He suggested if you have this problem, you may wish to try to cure it by drilling a hole in the gas cap, which might solve your problem.

Now, if I got ANY of this discussion correct, it will be a miracle, and I will be beside myself with pride. So, the bottom line is, if anyone has a gas tank problem, don't rely on these Minutes to inform you--speak with Robin or Alan about your problem. I only *pretend* to report what the membership discusses at our meetings...

New Business: Ron and Anita are hosting the June MG meeting...mmmm, get ready to have some

Minutes (continued)

exceptionally good victuals!

Anyone have good ideas for our summer ice cream runs? We usually try to commence a creamery expedition once-a-month, so anyone with info on a great neighborhood, restaurant, or winding road should let Alan or Beckey Watson, Robin Watson or Jim Villers know so that they can assist, if necessary, in mapping out a memorable route. Luckily for us, after being reminded about how much fun and calories (well, maybe not calories) these little jaunts are, Cynthia spoke up and offered to develop our June ice cream run. Good job, Cynthia. Then, not to be left out, Robin offered to develop the July run. So, it sounds like we are off to a good start.

Jim Villers reported that John Blair wants to sell a 1977 Spitfire and spare parts for \$1500 and a 1971 Saab Sonnet (not running) and parts for \$1500. Apparently, the Saab, at least, is "a deal."

Marque Time: Vince Groover would like to sell his red Mark II TD for about \$23,000. If you haven't seen it, you gotta. It's gorgeous!

Betty Villers has red, white and blue flower seeds for an American Anniversary Garden if anyone is interested. There is actually a contest around this...so if you take the seeds, make sure you take pictures of your mature garden. The winners will be announced in September at the State Fair. There is a plant sale on Mother's Day weekend at the Virginia Beach Farmer's Market (Dam Neck and Princess Anne roads) from 9:00 - 3:00. Some of the plants for sale are those grown by the Master Gardeners themselves. Don't miss it if you are into flowers!

Raffle and Regalia: Sue Bond won the *MG Enthusiast* magazine, Vince Groover won the MG stamp, Bill Olchesky won the license plate holder, Terry Bond won the MG patch, Ron Struewing won the refrigerator magnet (that's new), Roy Wiley won the April edition of the MGOC magazine, and Bill O also won first in line for the food.

We adjourned at 9:05pm, when Vince suggested that we eat. And nobody had to SUE ME to get me to put my pen down and head inside to the dining room where Betty's delectable delights awaited.



Meeting, 1 May 2007 at Jim and Betty Villers



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	Beckey 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	mikehmg@cox.net

Membership and New Members

Robin Watson

Total Membership 103

Membership is up one since last month's newsletter. Bill Yoshida from Virginia Beach with a 74 1/2 B joined at the May meeting. Because the Dipstick is now online it was decided at the May meeting not to include all personal information in the membership report. For those of you that like to keep the Directory up-to-date I will be sending out a listing of new members that can be printed, folded and placed inside your 2007 Directory



Meeting, 1 May 2007 at Jim and Betty Villers

Finding a Gas Leak

Robin Watson

This all started with a strong gas smell in the trunk on Alan's 72 B. We checked all the connections in the trunk, including the filler hose connection. I did not find anything loose or likely to cause a smell in the trunk, so I filled the tank with gas and jacked up the rear of the car and then topped up the tank from a can. Looking underneath the car I could not believe the amount of gas pouring out onto the garage floor. After draining the tank and removing it from the car, I found it was leaking from the front left side where the top and bottom two pieces of the tank are joined together.

Jack gave us a replacement tank that had a breather in the top of the tank by the filler spout like ours but without baffles. After cleaning it out and painting it white to match the car I felt we were out of trouble. Because of it being winter and Alan was very busy he did not get to drive the 72 B other than couple of short runs, but he did report that he could still smell gas--not so strong--and it seemed as if it was coming from the engine compartment. So back to the home garage it came... I checked the carburetors and all connections and found a couple of lines from the carburetors to the charcoal canister were worn and the breather pipe from the bottom of the canister had a bad crack in it about 2" from the canister. I replaced these and took the car on a test run (which I enjoyed very much--it drives, looks and goes like a rocket).

I let Alan have it back so that he could play with it for awhile. He and Beckey joined us for the Azalea Festival Parade in Norfolk and the car ran very well. The next day they went to church in it (Alan was trying to get some MG driving time caught up with). After church they took it out again and he had trouble keeping the engine running and when he did get it home they found gas leaking out of the engine compartment.

Well, we got it back to the home garage and as Alan pulled up in the driveway I could see gas running out. We lifted the bonnet and found it was coming from the breather pipe that drains out of the bottom of the charcoal canister. (Can you guess where I am going to finish up on this trouble shooting?) I first went to the pipes from the carburetors to the canister. I removed these pipes and put a hose on each carburetor into a can to see which or both were leaking gas to the canister. I took the car for a run and when I got back I let the engine run for another 10 minutes and did not have a leak from the carburetors or from the charcoal canister. So, being as it was a nice sunny day, I stopped work for a few minutes and had a beer on the front porch with Olive while I thought about the gas leak problem.

When I went back into the garage I immedi-

ately smelled gas again. I was glad that I had put the aluminum roasting pan under the car because I had about 1/2 gallon of gas in it and it was still running out of the breather pipe at the bottom of the canister. Now, for this to be happening with the carburetor pipes off the canister the only place the gas could be coming from was the gas tank. I removed the gas cap and had a lot of air rush in as I released a vacuum (as I thought) and the tank gave a loud clunk as it went back into shape. I next went to the canister and took the rubber hose off the steel pipe from the tank breather pipe to the charcoal canister and found I had gas in the tank breather pipe that comes out of the top of the tank through to the charcoal canister. With the rubber hose off this steel pipe to canister, I started the engine and after about one minute I noticed that gas was coming up the steel breather pipe from the gas tank. Now for this to happen the gas tank must be getting pressurized and also the tank breather pipe inside the tank must be down into the gas. First, it was hard for me to believe that while the car is running and gas being sucked out of the tank by the fuel pump, that a pressure is being built up in the tank. Second, I could not see the reason for the tank breather tube going down into the gas.

I removed the flex pipe from the tank to the round canister in the trunk (and, of course, I found the round canister in the boot full of gas). After cleaning out the pipes and round canister and with the gas cap off, I blew down the pipe and sure enough I blew bubbles in the gas which showed me that the pipe did in fact go down into the gas. I still could not understand the reason for this so I brought my 74 B down to the garage and tried the same test and this time I did not blow bubbles in the gas.

So, it seems I had found the main problem--the tank was not vented correctly because of the tank breather pipe going down into the gas. I still do not understand how I am pressurizing the tank with a fuel pump pulling gas out the tank. For a final test, I put a pressure gauge on the steel pipe in the engine compartment and took the car out for a run. After 5 minutes of driving I was showing a pressure on the gauge which dropped as soon as I removed the gas cap. I have cured the problem by drilling two small holes on the inside, in the center of the gas cap (not through the chrome outer) which allows the tank to breath to the atmosphere underneath the chrome area of the gas cap. I then took the car on a 50-mile drive without any pressure showing up on the gauge that I had run inside the car so that I could watch for a problem as I drove the car. Being as the tank did not have a baffle in it, I wished I had shined a light through the sender gauge hole and checked just how low that breather pipe went into the gas before I put the tank on. I do feel that the trouble with the gas leaking from the tank breather was because the tank could not vent with the pipe in the gas.

The Azalea Festival

April 21, 2007

Becky Watson

Photos by Becky Watson and Susan & Terry Bond



As the song says, "I love a parade!" Our club was invited to drive our LBCs in the Azalea Festival's Annual Parade of Nations. One reason we were asked is because England was the "Most Honored Nation" this year, with the Azalea Queen Emily MacManus hailing from England. She is the great-granddaughter of Sir Winston Churchill, and was a beautiful young lady.

Of course, we had several of our own royal subjects along (Alan, Olive and Robin Watson).



The weather was crisp and sunny as we convened at a MacDonal'd's in Norfolk for a cup of coffee and one last trip to the restroom. In addition to Alan and I in our actually-working 'B, in attendance (all driving MGBs) were Robin & Olive Watson, Sue & Terry Bond, John & Bobbi Suponski, Stephen Daniel,



and Alan Hardesty with his dad. Anne Lose Larsen was driving a 1960 MGA, proudly sporting her native flag of Norway. We were joined in the staging area in the parking lot of Harbor Park by two "cousins" from the TTR club, driving a TR-6 and a Jaguar.

Being parade group number 63, It seemed to take forever for us to be given the signal to line up. We were placed behind a high school marching band from



my home state (Ohio), which was much better than being behind the horses of the mounted police. As we snaked our way out onto Waterside Drive, we were driving on the left side, I must mention. Alan felt right at home, except that the steering wheel was still on the



left side of our car.

We soon came in front of the judge's podium, with honored guests sitting in the tent. I had submitted the required information to be read by the MC (a little bit about the history of TMGC), but I did not hear that read. Instead I heard things like, "these little British

cars are easier on gas than those American Corvettes that went by earlier.” And when they noticed Sue & Terry Bond’s license plate (007 MG) he said something like, “Oh and here comes Austin Power’s double!” Huh?

As we processed slowly past Towne Point Park, the crowd was out in full force, waiving and clapping. You could read people’s lips saying things like, “look at the MGs!” and “I had one of those.” It seemed like the senior citizens particularly got excited—must be when they saw something as old as they are (and our cars too)! We rolled by Nauticus, the Wisconsin, more senior citizens, then turned onto City Hall Avenue. After turning left onto Monticello, there was another announcer at a podium. He was asking the crowd, “Who knows what MG stands for? Morris Garage!” Wow, I was impressed. That wasn’t in the info I submitted...



As the end of the parade route drew near, the crowd dwindled, and the marching band turned off to load on their buses. We continued a little further to Doumar’s Cones and BBQ to rest our clutch legs, and get a little ice cream to cool down. It was a gorgeous drive, and fun to see the crowd’s enthusiasm for our LBCs. No wonder England was the Most Honored Nation!



CVBCC Car Show

23 April 2007

Chuck Hassler

Wine... an excuse for just about anything. Wine takes us on runs of hundreds of miles through the winding roads, mountains, and valleys of Virginia. We push our little British automobiles to wineries to refill our wine racks, and then struggle home with the load. Wine is most often available as a primary libation at our monthly meetings; the selection is always pleasing. Wine is what we do when we can’t get our MG running. Oh, that would be wine... sorry. Anyway, The Williamsburg Winery was again selected as the site of the annual Colonial Vintage British Car Club (CVBCC) Car Show. Can there be a better facility for a car show than a winery? Not if you’re a member of the Tidewater MG Classics (TMGC) or the CVBCC (<http://www.cvbccva.com/1.html>).



Becky & Chuck Hassler



Harry Watson

Williamsburg



Vince Groover

April 23rd was a spring day made to order for an outdoor event. The sun was shining, the wind was down, and the temperature never exceeded 75 degrees.



The show field was dry and freshly mowed and, by 7:30am, the tents stood ready for the food and merchandise vendors. The Williamsburg Winery set up shop in a tent and sold wine by the glass, the bottle, or the case. The investment firm of A.G. Edwards sponsored the show for the second year, support that is very much appreciated. By 9am, the event was set to begin.



Bobbi & Jon Suponski



Cheers! Pete Olson

The cars soon arrived polished and gleaming. The pre-registered count was 103 cars, and 35 cars registered the day of the show for a total of 138 cars. MG, Triumph, Jaguar, Austin Healey, Austin Princess, Rolls Royce, Porsche, Alfa Romeo, Sunbeam Alpine,

Mini, Daimler, Morgan, BMW, and a Stanford were among the marques represented. The crowd passed among the cars with great interest and delight. What a collection to admire with a good glass of wine in your hand. The Williamsburg Winery offered free tours and tasting throughout the show. That may explain the somewhat incoherent writing on a few of



Joyce & Craig Cummings

Photo by Jon Suponski. There is something very unusual in this picture. Find it and e-mail me at sue007@infionline.net.

the ballots. Balloting ended at 2 PM.

The TMGC was well represented by TMGC member and CVBCC Presi-



Taylor & Jack Sumner with Grandma's GT student Craig Cummings and his wife Joyce, Sue and Terry Bond and their grandchildren, Vince Groover, Harry Watson, Frank and Morris Worrell, Richard and Sandy Hall, Doug and Eiko Wilson, Frank and Kerry Hurley, John and Bobbi



Richard & Sandy Hall

Suponski, Pete Olson, and Chuck and Becky Hassler. When the ballots were counted, TMGC members took home some first place trophies. First place was a silver wine bucket containing a bottle of Williamsburg Winery Governor's White, a delightful white table wine. Second prize was a classy wine bag with cork screw. TMGC winners, all



Doug & Eiko Wilson

first places, were:

Class 1, 1969 MGC GT, Craig & Joyce Cummings CVBCC/TMGC

Class 2, 1952 MG TD, Doug & Eiko Wilson CVBCC/TMGC

Class 3, 1973 MGB GT, Harry Watson TMGC

Class 6, 1971 MGB, Frank & Kerry Hurley, CVBCC/TMGC

The CVBCC car show is a fun and well-organized event held at a beautiful local winery. Hope to see more of the TMGC membership in attendance next year.



Kerry & Frank Hurley

You'll have a great time. Please take a look at pictures of the show on the TMGC web site. For those reading this in hard copy, go to <http://www.mg.org/> and click on Photo Gallery. See you on the road.



Morris & Frank Worrell

Richmond – at the Airport – in the Wind

Terry Bond

By the time you read this, I hope you are with me in complaining about it being too hot at a car show. Read that as meaning we've had it with being cold!



Despite the weatherman's warning, Susan and I, with the grandkids, took our two MGBGTs north to the Richmond Triumph Register's annual event at the airport museum.



Terry Bond & Jack Sumner

Photo by Doug Wilson



Craig Cummings

Fortunately, heavy rains blew (literally) through during the night, leaving us only with a strong chilly wind. It made the trip up really interesting. As close to the ground we were in

those LBCs, it was still hard to hold them on the road against 40 + MPH wind gusts. Upon arrival, the first order of business was cleaning the ocean salt spray off the windscreens, acquired while crossing the bridge/tunnel.

I suspect the turnout was a little less than in previous years because of the weather, but still, there was an impressive assortment of Triumphs, Austin Healeys, Jags, and MGs on the show field.



Doug & Eiko Wilson

Doug Wilson had the only T series car present, and only one MGA was on display.



Charles Cook

An Allard in racing form was on prominent display in front of the museum, and in the far corner of the field Charles Cook displayed

his pretty blue Rolls Royce. Craig and Joyce Cummings and Chuck & Becky Hassler showed off their MGCs, and Frank Worrell joined the Tidewater contingent with his 78 MGB roadster.



Morris & Frank Worrell

Jeff Zorn was there with the Little British Car Company stall filled to overflowing with all kinds of car related stuff. Everyone got to take a turn helping him hang on to some of it as the winds kicked up

and insisted on rearranging his displays. These kinds of things add greatly to events like this and we all appreciate his willingness to support even small events.

The Triumphs were given prime parking on a nice fenced-in grass area just in front of the museum. Everything else was relegated to the “side lot” where there were a few swampy areas to watch for, thanks to the heavy rains from Saturday night. Nobody was reported as needing a tow.



For us “side lot” folks, a most entertaining show was put on by a mother Kildeer bird. She had decided to nest right in the middle of the show field and was acting very territorial. So much so in fact that when the field was laid out, a circle of yellow “warning” flags had been carefully placed around her nest. Occasionally however, some unknowing enthusiast would take a short-cut and venture into the circle. The bird would squawk and cackle loudly to chase them away. Most interesting how her territory was so precisely defined by that circle of yellow flags. I guess that’s why it’s called “Byrd” airport?



Occasionally however, some unknowing enthusiast would take a short-cut and venture into the circle. The bird would squawk and cackle loudly to chase them away. Most interesting how her territory was so precisely defined by that circle of yellow flags. I guess that’s why it’s called “Byrd” airport?

Awards were by the usual popular vote method, however most of us had some difficulty figuring out what classes were represented and who was in which one. Oh well – it was fun just to get together and enjoy the day and the museum. If you’ve never been there, it may be worth a club run someday.



Becky & Chuck Hassler

Susan gets credit for the great photos, including the one of Beck Hassler trying to stay warm. Is that an official club blanket?

Winners included a first place to Chuck and Becky Hassler and their C in the MGB/MGC/MGC GT/MGB GT class, and a first to Doug and Eiko Wilson and their TD in the MG TD/MGA class. Congratulations!



Notes from the Editors

Susan Bond

Don’t stop scrolling when you get to the map! I have added the newest version of the Virginia law on antique license plates that takes effect on 1 July to the end of this *Dipstick*. Those of you who are viewing this online can print just those pages, while those with hard copies can remove them without destroying this great publication. Read it, then put the copy in your glovebox just in case someone in blue stops you while you are driving your LBC. The “occasional pleasure driving not exceeding 250 miles from the residence of the owner” provision is still there so you can still go out for a top-down drive on that perfect day. Enjoy!

We sure enjoyed driving the GTs to New Bern, NC this month for the AACA National Meet. I let Terry drive the newly-restored red one because I really enjoy driving the black one I have had for 20 years. Besides, he keeps cleaning it and I couldn’t be bothered. We put the red one in the “closed sports car” class so we could get a good parking place and maybe a second or third junior. What a shock when they read my name for a first junior! Now to figure out how to attach the little disk to the front of the car without impeding air flow. Good thing we put the badge bar on. If we want to try for a senior award we’ll have to keep it looking good — not easy when we restored it to drive, not to show, and don’t intend to stop driving it — and the grandkids love to ride in it!

The Latest on MG in China

Sent in by Frank Worrell

MG's new owners aim for pre-liquidation levels in two years

asia.news.yahoo.com, Monday April 16, 9:44 AM
(ed. note: I didn't know MG Rover made the Mini and Jaguar!)

LONDON (AFP) - British car brand MG's Chinese owners, Nanjing Auto, are aiming to raise annual sales levels in Britain and Europe to where they were before the British brand was liquidated within two years, its UK head said in an interview published Monday.

Speaking to the Financial Times, Wang Hongbiao also said that the company was planning to develop a sports car by 2009, which would eventually give it the opportunity to enter the American market.

"We believe that, with the love and the passion we are putting into this project, we will be able to make it work," Wang told the business daily, speaking through an interpreter, though the paper noted he spoke excellent English.

By 2009, meanwhile, the company will develop "a very good sports car that would fit in well with the brand ... The next model will be a possible opportunity to enter the US market."

Wang, 44, also stressed his commitment to its plant in Longbridge, near Birmingham, central England, where MG Rover cars were made.

"Longbridge is the core of this product -- this is where the brand was born," he said, speaking to the FT from the town.

"As long as MG brands exist, Longbridge will always play the biggest role in the MG project."

Nanjing Auto, which began producing cars in 1947, bought the rights to the historic cars from the bankrupt MG Rover Group, once makers of the iconic Mini and Jaguar, in July 2005.

It acquired MG Rover's assembly lines, engine technology and many of the firm's models, including the MGZR, MGZS and MGZT, for 53 million pounds (103 million dollars) in July 2005 after the collapse of Britain's last independent carmaker.

The MG5 - On show at the Shanghai Auto Show

Published April 21st, 2007 in Chinese Car News, Nanjing Automobile Corporation and Nanjing MG.

The MG5 has finally been unveiled at the Shanghai Auto Show - We were all guessing as to what the MG 5 would actually be, and it just turns out to be the old MG ZS. Still, we think it looks cool, cooler than the Focus sports, at least in the Chinese market. If Nanjing MG are churning out the old MG range as their own, what will the MG3 be? Any guesses?

Rash drive

By YU QIAO(China Daily), Updated: 2007-04-23 06:53
(Ed. note: These are selected excerpts)

After the international success of a host of goods ranging from clothes to home appliances, "Made in China" has found a new engine or rather, a car.

Chinese carmakers are aggressively making inroads

into the international arena by sending shiploads of vehicles and building plants abroad. Priced low, they appear to be an instant hit as exports are rising fast.

A little too fast, say industry officials and analysts, who warn of a rocky road ahead and the danger of pressing on the gas without a clear roadmap.

One of the reasons Chinese cars manage to sell so cheap abroad is their cut-throat competition at home that translates into price wars in the global market.

On March 1, the government began to implement auto export licensing regulations to prevent such unhealthy price wars and weed out the players who are too small to compete internationally. As a result of this move, half of the 1,000-odd Chinese vehicle exporters will be barred from selling their wares in foreign markets.

China's vehicle exports doubled to 342,400 units last year from 2005, with that of passenger cars tripling to more than 90,000 units, according to industry data.

Home-grown companies have chalked out ambitious plans to sell cars abroad, with many targeting the United States, the world's biggest auto market.

Rough ride

Chery Automobile, a Chinese auto giant, clinched a deal with US firm Visionary Vehicles LLC at the end of 2004 to ship its cars to the US from this year. But it was jolted out of its great American dream as Visionary Vehicles pulled out of the deal.

Late last year, Chery cut a deal with struggling US carmaker Chrysler to make small cars under the latter's badges in China for US and European markets. But there are uncertainties over this plan, too, as DaimlerChrysler is set to sell the loss-making Chrysler.

Domestic producers, Jia says, should take lessons from the Yugo fiasco. The brand, from erstwhile Yugoslavia, was introduced in the US in 1985 by Malcom Bricklin, chairman of Visionary Vehicles. But it had to make an unceremonious exit in 1992 as a result of huge problems with performance, safety and services.

Made in, not China

A battery of Chinese automakers is raring to build plants abroad, which - in theory - is a swift way to boost overseas sales. But then there's protectionism to deal with in foreign markets.

Nanjing Automobile Corp, partner of Italian carmaker Fiat Auto, had announced in July that it will produce cars under the acquired British brand MG in the United States next year. Top executives of the company say it is negotiating with several US investors for the project.

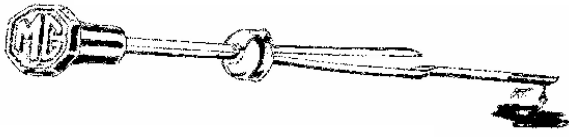
But eyebrows have been raised at the project. Zhang Xin, from Guotai & Jun'an Securities in Beijing, says Nanjing Automobile which has been in the red for many years should pool its MG efforts at home, instead of building a plant in the US.

MG car production kicked off last month in the eastern Chinese city of Nanjing, the company's home base.

Echoing Zhang Xin's views, Yale Zhang, director of Greater China Vehicle Forecasts for CSM Worldwide (Shanghai) Ltd, says: "They should do abroad only what matches their capability."



The Dipstick



The Tidewater MG Classics

Susan Bond
541 Forest Road
Chesapeake, VA 23322

Affiliated with



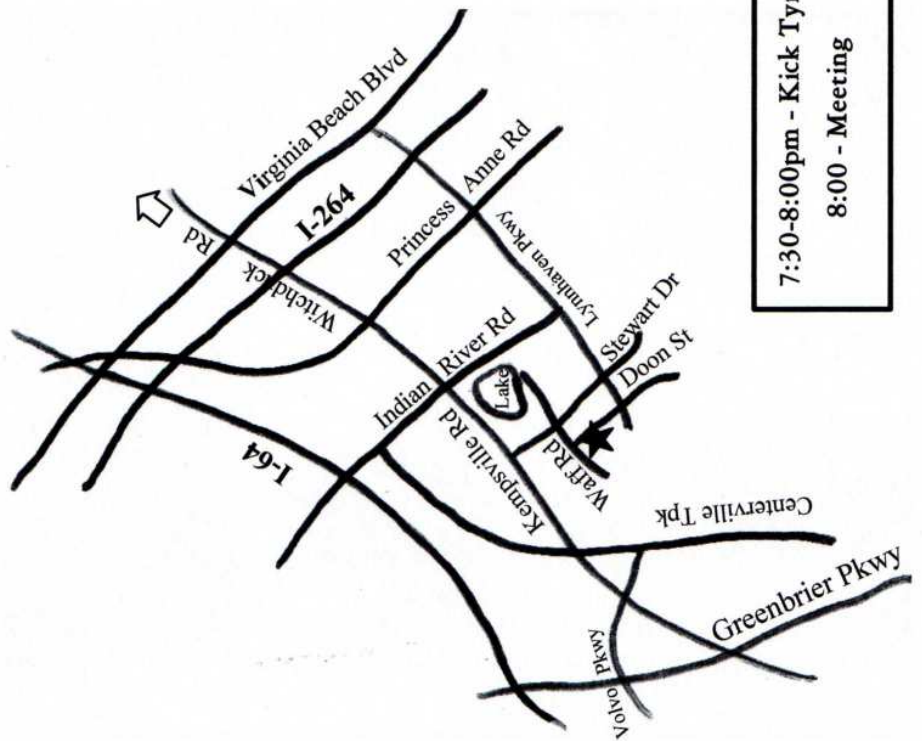
North American MGB Register

North American MGB Register
"Newsletter of the Year"

FIRST CLASS

Monthly Meeting

Wed, June 6th
Ron and Anita (Edwards-)
Struewing
5483 Doon St
Virginia Beach
479-0084



7:30-8:00pm - Kick Tyres
8:00 - Meeting

CHAPTER 492

An Act to amend and reenact § [46.2-730](#) of the Code of Virginia, relating to license plates for antique vehicles.
[H 2465]

Approved March 19, 2007

Be it enacted by the General Assembly of Virginia:

1. That § [46.2-730](#) of the Code of Virginia is amended and reenacted as follows:

§ [46.2-730](#). License plates for antique motor vehicles and antique trailers; fee.

A. On receipt of an application *and evidence that the applicant owns or has regular use of another passenger car or motorcycle*, the Commissioner shall issue appropriately designed license plates to owners of antique motor vehicles and antique trailers. These license plates shall be valid so long as title to the vehicle is vested in the applicant. The fee for the registration card and license plates of any of these vehicles shall be \$10 a one-time fee of \$50.

B. On receipt of an application *and evidence that the applicant owns or has regular use of another passenger car or motorcycle*, the Commissioner may authorize for use on antique motor vehicles and antique trailers Virginia license plates manufactured prior to 1976 and designed for use without decals, if such license plates are embossed with or are of the same year of issue as the model year of the antique motor vehicle or antique trailer on which they are to be displayed. Original metal year tabs issued in place of license plates for years 1943 and 1952 and used with license plates issued in 1942 and 1951, respectively, also may be authorized by the Commissioner for use on antique motor vehicles and antique trailers that are of the same model year as the year the metal tab was originally issued. These license plates and metal tabs shall remain valid so long as title to the vehicle is vested in the applicant. The fee for the registration card and permission to use the license plates and metal tabs on any of these vehicles shall be a one-time fee of \$50. *If more than one request is made for use, as provided in this section, of license plates having the same number, the Department shall accept only the first such application.*

C. Notwithstanding the provisions of §§ [46.2-711](#) and [46.2-715](#), antique motor vehicles may display single license plates if the original manufacturer's design of the antique motor vehicles allows for the use of only single license plates or if the license plate was originally issued in one of the following years and is displayed in accordance with the provisions of subsection B of this section: 1906, 1907, 1908, 1909, 1945, or 1946.

D. *Antique* motor vehicles and *antique* trailers registered with license plates issued *or authorized for use* under this section shall not be used for general transportation purposes, including, but not limited to, daily travel to and from the owner's place of employment,

but shall only be used:

1. For participation in club activities, exhibits, tours, parades, and similar events;
2. On the highways of the Commonwealth for the purpose of testing their operation *or selling the vehicle or trailer*, obtaining repairs or maintenance, transportation to and from events as described in subdivision 1 of this subsection, and for occasional pleasure driving not exceeding 250 miles from the residence of the owner *and*
3. *To carry or transport (i) passengers in the antique motor vehicles, (ii) personal effects in the antique motor vehicles and antique trailers, or (iii) other antique motor vehicles being transported for show purposes.*

The registration card issued to an antique motor vehicle or an antique trailer registered pursuant to subsections A, B, and C shall indicate such vehicle or trailer is for limited use.

E. Owners of motor vehicles and trailers applying for registration pursuant to subsections A, B and C shall submit to the Department, in the manner prescribed by the Department, notarized certifications that such vehicles or trailers (i) meet the safety equipment requirements for the model year in which they were manufactured and (ii) are capable of being safely operated on the highways of the Commonwealth.

Pursuant to § [46.2-1000](#), the Department shall suspend the registration of any vehicle or trailer registered with license plates issued under this section that the Department or the Department of State Police determines is not properly equipped or otherwise unsafe to operate. Any law-enforcement officer shall take possession of the license plates, registration card and decals, if any, of any vehicle or trailer registered with license plates issued under this section when he observes any defect in such vehicle or trailer as set forth in § [46.2-1000](#).

*F. Antique motor vehicles and antique trailers displaying license plates issued *or authorized for use* pursuant to subsections B and C of this section may be used for general transportation purposes if the following conditions are met:*

1. The physical condition of the vehicle's license plate or plates has been inspected and approved by the Department;
2. The license plate or plates are registered to the specific vehicle by the Department;
3. The owner of the vehicle periodically registers the vehicle with the Department and pays a registration fee for the vehicle equal to that which would be charged to obtain regular state license plates for that vehicle;
4. The vehicle passes a periodic safety inspection as provided in Article 21 (§ [46.2-1157](#) et seq.) of Chapter 10 of this title;
5. The vehicle displays current decals attached to the license plate, issued by the Department, indicating the valid registration period for the vehicle; and
6. When applicable, the vehicle meets the requirement of Article 22 (§ [46.2-1176](#) et seq.) of Chapter 10 of this

title.

If more than one request is made for use, as provided in this subsection, of license plates having the same number, the Department shall accept only the first such application. Only vehicles titled to the person seeking to use license plates as provided in this subsection shall be eligible to use license plates as provided in this subsection.

G. Nothing in this section shall be construed as prohibiting the use of an antique motor vehicle to tow a trailer or semitrailer.

H. Any owner of an antique motor vehicle or antique trailer registered with license plates pursuant to this section who is convicted of a violation of this section shall be guilty of a Class 4 misdemeanor. Upon receiving a record of conviction of a violation of this section, the Department shall revoke and not reinstate the owner's privilege to register the vehicle operated in violation of this section with license plates issued or authorized for use pursuant to this section for a period of five years from the date of conviction.

I. Except for the one-time \$50 registration fee prescribed in subsections A and B, the provisions of this section shall apply to all owners of vehicles and trailers registered with license plates issued under this section prior to July 1, 2007. Such owners shall, based on a schedule and a manner prescribed by the Department, (i) provide evidence that they own or have regular use of another passenger car or motorcycle, as required under subsections A and B, and (ii) comply with the certification provisions of subsection E. The Department shall cancel the registrations of vehicles owned by persons that, prior to January 1, 2008, do not provide the Department (i) evidence of owning or having regular use of another passenger car or motorcycle as required under subsections A and B, and (ii) the certification required pursuant to subsection E.