

# The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

[www.mg.org](http://www.mg.org)

Volume XXXV, Issue 4

Dedicated To Preserving The Marque Since 1973

April 2008

## MARQUE TIME

Thanks to Tom and Marie Early for hosting our March meeting in their beautiful oceanfront home. Good times! With temperatures on the rise, we had an impressive turnout of MGs, plus one Sprite and a Jaguar to boot. I'm sure the neighbors were duly impressed with so many distinctive LBC exhaust notes in their midst. Even the trip home was a blast for me, as I got to “fly formation” with Bill Yoshida on the way back. With Bill's 1974.5 MGB in the lead, and my 1965 B on his wing, we drew a number of admiring glances from the many SUVs and minivans on I-264. Once exiting the interstate, we managed to avoid all but one red light. Plus, I was able to determine that 4,000 revs on my tachometer translates to about 65 MPH as indicated on Bill's speedometer. (Yes, I'm STILL trying to figure out why my speedometer is dead. April tech session, here I come!)

Maybe it's just because of oil hitting \$106.00 per barrel, but these impractical little two-seaters that we all love are certainly looking more and more sensible to the rest of the motoring world. With the arrival of various LBC Spring parts catalogs, I'm experiencing the annual urge to fix every detail on my MGB. This is followed by the realization that I can't afford to do everything right now. But not to worry, Rome wasn't built in a day, and neither will the B undergo a complete restoration in one fell swoop. That will have to wait for the day when we no longer have children in college. Until then, I'll continue to trust in routine preventative maintenance and to rely on my TMGC compatriots for advice.

Safety Fast!  
Mark Davidoski

## UPCOMING ACTIVITIES

Check [www.mg.org](http://www.mg.org) for the latest info!

- Apr 1 Tuesday meeting at Paul & Carmen Thiergardt's
- Apr 11-13 GoF South, Silver Springs, FL  
[mgrick@mgcars.org](mailto:mgrick@mgcars.org)
- Apr 12 Dipstick Deadline
- Apr 13 Tech Session at Frank & Debbie Linse's
- Apr 18-20 The Gathering, Shelton Vineyards, Dobson, NC  
[www.triumphclub.org](http://www.triumphclub.org)
- Apr 20 WBCC Show, Williamsburg Winery [www.wmbgbrit.com](http://www.wmbgbrit.com)  
We will leave Cosmos diner at 8:00am
- Apr 25-27 TMGC Winery Tour
- Apr 26 Larry's First, SCCA Road Rally, [www.odr-scca.org](http://www.odr-scca.org)
- Apr 27 Brits on the Green, Alexandria, VA  
[www.CapitalTriumphRegister.com](http://www.CapitalTriumphRegister.com)
- May 7 Wednesday meeting at Jim & Betty Villers'
- May 11 35th Anniversary Celebration
- May 12 Dipstick Deadline
- May 16-18 Carlisle Import and Kit Car show  
[www.carsatcarlisle.com](http://www.carsatcarlisle.com)

## Activities (cont.)

- May 17 North American Cecil Kimber Run, Pittstown, NJ.,  
[www.mgdriversclub.com](http://www.mgdriversclub.com)
- May 17 Triangle British Classic Car Show Wake Forest, NC  
[www.ncmgcarclub.org](http://www.ncmgcarclub.org)
- May 24 T-5, SCCA Roadrally,  
[www.odr-scca.org](http://www.odr-scca.org)
- May 31-Jun 8 Drive Your British Car Week [www.britishcarweek.org](http://www.britishcarweek.org)



## MARCH MINUTES

Michele Peters

We began our March meeting at 8:07 PM at Tom and Marie Early's lovely and altitudinous digs in Croatan Beach. The food and drinks were great; thanks so much Tom and Marie, you party animals! Hey, we are really going to miss you on the annual Wine Tour this year....surely you would rather spend time with your driving buddies than your family...come on! Really, guys, let's get your priorities straight!

When El Presidente asked for the Minutes from last month to be approved, my adoring fans dutifully voiced their loud and, I think, unanimous approval. Just as it should be ...

**New Members and Guests:** None

**Vice-President:** Our new Vice-Prez has been perusing the various LBC catalogues and queried the lot of us about whether we thought there was a quality difference between the various purveyors of LBC parts; Moss Motors, Victoria British, Brit Tech, Scarborough Fair (Eh? I thought that was a fictitious place only existing in a Simon & Garfunkel song...), and the like. There was some agreement that Victoria British has produced some inferior parts, but that Moss Motors generally has good quality parts, and a good return policy.

**Treasurer:** Jim Villers was absent but provided us with the report of our financial situation by email. Receipts were \$99 from the raffle. Disbursements were \$271.83 from regalia, TRAACA flea market table, the tech session and Tom Early as host for the March meeting. See an officer for our current club balance.

**Activities:** The first order of business in the Activities department was discussing our 35<sup>th</sup> Anniver-

sary Dinner in May. Beckey has made arrangements for the dinner on Tuesday night, May 13 at the Airport Hilton, pending our approval. The cost of the dinner would be \$30/plate for at least 60 people, which shouldn't be a problem with our crowd. Of course we will be handing out the obligatory brass plaques and creative favors that Beckey always "favors" us with... The printing and mailing of invitations, and the decorations, should amount to an additional \$250 or so. So, a motion was made to appropriate up to \$1,500 from the Club coffers to arrange the set up and prep for the Dinner. The motion carried. The cost for the members is expected to be about \$25-30/person.

Our April meeting will be held at Paul and Carmen Thiergardt's home in Virginia Beach. Start dieting now for Carmen's annual food fest.

Our April Tech Session will be at the home of Frank and Debbie Linse. Bring your hankie; there is more than one car to drool over in their garage.

American Auto Auction is having a Virginia Beach Classic Car/Motorcycle Show and Auction on April 13 at 10:00 AM. Pre-register by 3-31-08. It will be held at 3856 S. Military Hwy in Chesapeake. So come on out and win some of the \$6,000 in case prizes.

The Williamsburg Car Show will take place April 19 & 20.

The Annual TMGC Wine Tour will happen April 25, 26 & 27 in and around Bedford, Va. We will be staying at a rustic lodge and hit 4-5 wineries and the D-Day Memorial, among other things. We'll miss you, Tom and Marie!

Our May meeting will be a Jim and Betty Villers' lovely annual Christmas Party home; this time we will get to see some of Betty's gardening handiwork...seeing what Betty can do with a plot of dirt should motivate us all to make the world a more beautiful place....

The Original British Car Day Annual Meet happens June 1<sup>st</sup> at the Lilypons Water Gardens in Adamstown, Maryland. Contact John Tokar at 410-775-0500 or by email at [tokarj@erols.com](mailto:tokarj@erols.com). See their website at [www.chesapeakechaptermgclub.com](http://www.chesapeakechaptermgclub.com).

And there was something about a British Classic Car Show in Wake Forest, NC. But don't ask me; you all should know by now that the veracity and completeness of the information in my Minutes is suspect...I suggest that you call Beckey if you really want to know!

Since Alan and Beckey will presumably have moved to a place far, far away by May, she asked for a volunteer to pick up the cake for the 35<sup>th</sup> Anniversary Dinner...I believe Peggy piped up for that job...Vince noted that none of us asked she and Alan to move, nor did they even ask our opinions on the matter. And now Beckey is seeking a replacement Activities Director...besides being very rude to move in the first place,

do you really think, Beckey, that we could possibly find your equivalent? Not a chance! So, I guess that makes you *Activities Director for Life!* Yippee! Thanks for volunteering for that new position!!!!

**Clubs:** Mike and Jennifer were absent, so we have no report.

**History:** Susan reported that all of the albums are finished and ready for our viewing pleasure.

**Newsletter:** Ron Struewing asked for newsletter inputs as soon as possible since he would be gone for the next two weeks .

**Membership:** I am happy to report that Robin was back with us, doing better, but not so Olive, so our thoughts are with Mrs. Watson – hope her arm is better soon. Robin reported that we have 95 members; Alan apparently included that elusive Virtual Member when he reported that we have 96 members. Or, perhaps, Alan already knew that Pete Olson intends to renew his membership...

**Technical:** Mark Childers was absent.

**Old Business:** none

**New Business:** none

**Marque Time:** Alan Watson informed us that the High Beam Indicator will come on in a “B” when you lose your headlights...he found this out on his way to the meeting. See, that’s one of those cool things about this club...you get up-to-the-minute technical advice, reported nearly as it happens, so you can be the *most informed* of LBC club members...

Peggy has a flier for Apple Hydraulics and is writing again for the *MG T Register* (I think that’s what she said...)

Terry Bond said something like the following: he and Susan went to Smithfield in the GT to an Antique Car Club show, saw an Orange ’71 MG that had a name tag from someone in our club in it’s glove compartment (Ken Habu?), to which Vince piped up and advised that he had sold the car to Ken, way back when. He said that was one of seven cars he bought in a junkyard in NC once....Is there a car currently in use anywhere in the Commonwealth that Vince or Frank haven’t worked on or sold? Someone mentioned that Ken didn’t want to drive it to a car show because it was so rough. Susan stated what everyone else was muttering under their breath: If it runs and it’s fun, DRIVE IT!

Roosevelt Moseley informed the group that his older brother had passed a few months ago (our condolences, Roosevelt) and that he and his niece were going to be selling about 35 cars that his brother left behind, among them an MG B that needs restoring for about \$1K OBO, 2 big jags, a Mercedes coupe, 4-5 TR6s, 4-5 Austin Healey 3000s in various conditions, etc. Most of the cars have titles. If you might be interested in any of these cars, or in finding out what else may be offered, please contact Roosevelt as soon as possible.

Robert informed the group that his rear end had stopped making noise and leaking, and I might add that I’ve been quite happy about the change. Someone suggested that this news alert should go under the “Activities” section of *The Dipstick*. Oh yes, just to be clear: he was referring to the replacement of the rear differential in his 1961 Bugeye Sprite. Butt you knew that, right?

**Raffle and Regalia:** Becky did her raffle tickets and regalia thing. And the winners are....Stephen Daniel won the MGOC Magazine, George won the British Marque Newsletter, Rbin won the MG notecards, Ted won the refrigerator magnet (now THAT is almost as good as winning a license plate holder), Robert won a TMGC coffee mug, and Russ was first in line for Marie’s treats. Oh, and Anita wanted to make sure that everyone knows that she won *nothing*, again. OK Anita, now that this has happened twice in one year, I am duly noting it in *The Dipstick*, sua sponte, and without your husband’s input. Now, I never want to hear another word about your failure to win any prizes...I am the only one that gets to whine in this club....

The Prez adjourned us at 8:50. I know this because when I asked what time it was, Harry so courteously and sweetly leaned over, showed me his watch, and remarked, “My watch is v-e-r-y s-l-o-w so that you can read it....” Very funny, Harry. I think I had better let the humorous and irreverent among the membership know (and Harry, you should already know this) that their Secretary is the only one that gets to make the facetious repartee (are you taking notes, Chuck?). Otherwise, I might have to indulge in the activity that I suggest you all do if you don’t like what you read here; you know, engage in unnecessary civil litigation... in other words, sue me!



## Officers and Committees

President	Mark Davidoski	499-4647
Vice President	Bill Olcheski	467-4046
Secretary	Michele Peters	482-1012
Treasurer	Jim Villers	481-6398
Editors	Peggy Craig	226-7755
	Ronald Struewing	479-0084
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	<a href="mailto:mikehmg@cox.net">mikehmg@cox.net</a>

# MG 2007 and California Wine Country

Susan Bond

Photos by Susan Bond, Barry Tyson, Mike Haag

*Ed. Note:* This is Part Three in a Three-Part installment series covering MG 2007.

Wednesday was “Mille de Mendocino” day. After all the locals got over the shock of rain in the morning, the first EVER on

18 July since they started keeping records in 1849, we headed out. Everyone was given a tour guide and a map and the MGs left en masse, but we had a leisurely breakfast and set

out at our own pace. Once we got out of Rohnert Park we were on 2-lane roads over the hills to the coast



rugged coast and fog and wildflowers and wish we were driving our MGs. We looked for seals (may have seen one head pop out of the water), then stopped at Fort



where we went thru Bodega Bay (where *The Birds* was filmed) on the Russian River. Heading north on Route 1 we stopped several times to take pictures of the

Ross. We didn't know the Russians had settlements here in the 1800's, with which they supplied their posts in Alaska. The fort and many of the original buildings are



now a state park and the main building has some period furnishings and explanations of life there. We spent quite a while wandering around enjoying the sun and the views.

A few more stops along the coast and we rolled in to Mendocino (of *Murder She Wrote* and *East of Eden* fame), snagging a parking place in the shade.

Lunch was in a second-floor glass-enclosed restaurant where we watched people and sea gulls. Mendocino started out as a logging town but then became an artists' town and is now a tourist attraction.



It is full of picturesque homes, wooden water towers and art galleries. Many MGs were still there, most had



not stopped at Fort Ross, and we spent a lot of time wandering around – again.

We backtracked south a bit to turn on CA 128 and go thru Navarro

River Redwoods State Park. More tall trees! On the map it is a long narrow park, following the river, and the trees are most impressive. A stop at a winery sounded good so we tasted at Handley Cellars since we missed the turn for Navarro Winery, then went on to the motorway where our rental car was much more at home – it didn't like climbing hills.

After dinner at Mary's Pizza Shack near the hotel, we retired to the hospitality suite to sample the brews again.



Thursday we set off on our own along one of the MG tour routes, following our theme for this vacation by visiting Jack London State Park. A former winery, it was his

home 1905-1916 where he did his writing and where he died. Calling it Beauty Ranch, he and his wife lived in a cottage, experimented with crops and raised Shire horses, cattle and hogs. He



planned and built his dream house, Wolf Lodge, supposedly earthquake and fire proof. It burned down shortly before he was due to move in and the stone and concrete walls remain. His wife built

the House of Happy Walls after he died and it is now a museum of his life and work. We followed the trails to Wolf Lodge and to his burial site, seeing few other tourists and enjoying the trees and wildlife.



Mike and Barry wanted to see Valley of the Moon Winery, the oldest one in the Glen Ellen area, so that was our next stop. The stone buildings date to 1863 and they liked the wine.

Next stop was the town of Sonoma where we ate lunch in

the garden of the Sunflower Café and walked around the central square, admiring the old buildings, some dating to colonial times. We toured the Mission San Francisco Solano,



“The Sonoma Mission”, built of adobe in 1823 under Mexican rule, the last mission built in CA and now restored as a landmark. The Valley of the Moon mural on the side of a building showed us what scenery awaited so we set out to see more, following 2-

lane roads in all directions.

The Sebastiana Winery has a national reputation and Mike was determined to find it, which we finally did, enjoying the extensive gift shop as much as the wines.

That evening was the awards banquet, accompa-

nied by a silent auction and wine on the table. Since we didn't have cars entered, we cheered for the locals at our table. Mike had turned down the longest distance award ahead of time, so he didn't have to make a speech and give it someone who had actually driven an MG cross country this time. Someone wondered why we had made the effort to come all the way from the East Coast to attend a car show. This wasn't just any



old car show, and the people and activities made it worth every penny. It is also a good way to see part of the country we hadn't explored before. The good food, wine and company were an excellent way to end a great show, and we retired to the

hospitality suite.

Friday was another great, sunny day and we stuffed everything back into the rental car and headed south. First stop was Sausalito where we found Jack London again, he had



visited the saloons and written part of an early book here. The town is on a narrow strip of land along the bay. Some businesses are built on pilings over the water, and houses are perched on and built into the hill

behind, often held up by metal struts. We wandered up and down admiring the City Square with its fountain and palm trees, and a really neat map in a store window, made of license plates for each state.

Next we drove across the Golden Gate Bridge, an inter-



esting experience with all the traffic and fog, but we can say we did it. We saw a couple MGs while we waited to pay the toll, don't know if

they were tourists or locals just going home from the



show. At the end of the bridge we circled around and came back to visit Fort Point, the only brick coastal fort on the West Coast, built in the mid-1800s. It was huge, three stories all with cannons, and reminded me of Fort Sumter in SC, but it had never been attacked. The



Golden Gate Bridge was carefully built over the fort, but it made the lighthouse useless because the bridge blocked the light. The bridge was being worked on while we

were there, making it a rather noisy visit, but the views were fantastic.

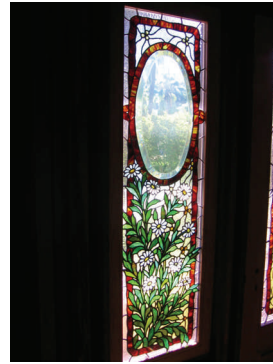
We stopped at Golden Gate State Park for some pictures of the bridge and the scenery, then headed for the air-



port where Mike picked up a rental car and Denise joined him for another week of vacation. Barry and I headed to Half Moon Bay to find a brew pub dinner and watch the sun set over the ocean.



Saturday we headed south, you know the way, to San Jose and the Winchester Mystery House. Built – and built and built and built – by Sarah, the heiress to



the Winchester rifle fortune, this Victorian mansion covers acres and has 160 rooms. Windows that are walled up on one side, stairs and doors that go nowhere, rooms that overlook other rooms, mazes of hallways – nothing made sense. I've had clients like her, just not on such a grand scale! It was all elegant

and well built, just not well thought out. The stained glass, stairways, woodwork, skylights and countless fireplaces were impressive. We took the behind-the-scenes tour, too, and saw the kitchens,



basements and unfinished parts of the house, and out buildings that had been used when it was a working farm. The garage was interesting, it had a car wash with a central hose and wand to do all sides of the car, like the do-it-yourself ones today. The gardens were elaborate and manicured, with statues and fountains and trees from all over the world. As usual, we spent a lot of time

here.

While looking for a place to eat late lunch, we found out downtown San Jose was under construction and ended up at Gordon Biersch where they use way too much garlic in everything, but the beer is good.

The next day we reversed the trek from the rental car lot to the air terminal and flew home. Despite all the lousy statistics about flying last summer, we didn't have any problems – all the flights were on time and all our luggage showed up. MG2008 will be in Valley Forge PA, so we can all drive our MGs and see the sights here on the East Coast. See you on the road!



## Membership and New Members

Robin Watson

Total Membership 95

Membership has not changed from last month and is still at 95.

# Tidbits

Susan Bond

Found this in the online newsletter. Do they know something we don't?

*Virginia Rally News*

February 29, 2008  
Volume 3 Number 2

"Can domestic cars be effective rally cars?"

At this point, we don't think so. Domestic manufacturers don't even know what a rally is. Does your dealer? Visit a Subaru, Mitsubishi, Volkswagen, or MG dealer and see if they know. If they don't, educate them. Of course, we've got to educate the entire automotive public."

**12th Annual  
TRIANGLE  
BRITISH  
CLASSIC  
CAR SHOW**

**MAY 17th., 2008 at**



**Wake Forest, NC**

Registration forms and additional information can be downloaded by visiting the North Carolina MG Car Club website:  
<http://www.ncmgcarclub.org>

## DO YOU KNOW WHAT THIS IS?



Answer on page 11



## A little history on the MGTD

Geoff Wheatley  
(2007)

I don't think any one would ever dispute the fact that the MGTD was the most successful and, of course, popular MGT vehicle ever produced by Abingdon. The sheer production numbers speak for themselves at 29,664 produced between 1949 and 1953. That represents more vehicles than Abingdon produced in total before the Second World War.

Sure, the MGB set a new production record from 1963 through to 1980 but it had 17 years to achieve this while the TD had only three and a half years! Its predecessor, the MGTC, was really a prewar car tarted up to sell in a post war world. Apart from being a few inches wider it was simply a rehash of the ill-fated MGTB that was never offered to the public in any quantity simply because of the start of the war in 1939. No doubt it was a great improvement on the pathetic MGTA, which in reality was a collection of Morris Motors engineering parts designed for a family sedan. The TC was never designed as an export car, it was put together to fill a desperate need for a post war sports car. The original production run was estimated at around 4,000 vehicles. In reality by 1949 just over 10,000 had been sold with the vast majority going for export after 1946. With the steering wheel on the wrong side and a performance that certainly left something to be desired in a post war world with the One Point Five Riley out of the same Morris stable selling three to one against the TC.

It was suggested at one stage that the new MGYT Tourer might replace the TC but by 1948 it was



**This May the Tidewater MG Classics Car Club will celebrate its 35th year. Mark your calendars and plan to join the anniversary celebration. Watch for your invitation in the mail.**

**Tuesday, May 13th at the Hilton Norfolk Airport  
(Military Hwy & Northhampton Blvd)**

obvious that this was not going to happen with sales for the YT about 50% of the original anticipation. Although the supply of new cars to the home market was tight and any British purchaser could easily wait six months to get a Morris or Austin vehicle, the MG Y Tourer was one car they could virtually buy off the show room floor such was its export appeal! The theme of the day set by the British government was "Export or Die", and any motor manufacturer who did not meet the tough export figures set by the government faced a hard time. Steel was rationed and if you did not export you got no steel. It was as simple as that! The TC was an export car despite the fact that it had no export features, including the steering wheel on the wrong side as far as the US was concerned. However, it was realized that there was a growing market for the small cheeky sports car and in reality there were no real competitors. Triumph had yet to produce the TR Range and the best they could offer was a slow, cumbersome old fashioned under powered Triumph 1800. That bombed at the Earls Court Car show and never achieved any real following, especially when the XK120 hit the market! So, MG had a challenge, produce a modern sports car that still had the attraction of a classic vehicle. It is recorded that the first TD was produced in about sixteen days by a small design team who never put pen to paper or rather pencil to the drawing board. A MGYA chassis was reduced by five

inches and the two halves were welded together. A TC body was then placed on the frame and chopped up into about five sections, which were welded together. The YA rack and pinion steering unit was added and of course the then new independent front suspension, which had been successfully, used the YA. If anyone cares to look at the underside of an MGYA and an MGTD they will easily see the direct association these two cars have. The rear axle was borrowed from the new Morris Minor while the engine mounts, clutch housing, dynamo, and sump were all taken from the MGYA.

The eventual body continued the classic style of the pre-war cars but was wider which in turn provided more room for the owners especially the American ones who were by design somewhat larger than their British colleagues! Having said that, it is interesting to note that one modern feature that had become popular in the post-war motor market was missing--direction indicators, although many US dealers soon offered this luxury to their customers. Also, within a short time they also included radios and heaters, luxuries that the British owner had to wait a few years for and even then as an expensive extra! The front opening doors were considered dangerous in several export countries and the car was given a poor review, but not in the USA as the sales figures show.

It has often been suggested that the TD would



have been a more attractive car with wire wheels, after all it was supposed to be an English sports car. However, it was claimed by Abingdon that the steel wheels would be safer and more reliable, not to mention easier to clean. In reality, it was simply a matter of cost. Wire wheels were about three times the price of pressed steel. Eventually towards the end of the life of the TD wire wheels were offered with some success but the real MGTD owner simply frowns on such extravagance. There is an interesting story about the offer of wire wheels. The MG TF was launched in the spring of 1954 with a poor reception from both the British motor media and the MG Dealers. This rubbed off onto the



car and sales were, to say the least, slow.

Wire wheels were offered at virtually no extra price but this was not a great incentive. At the same time Abingdon was faced with a customer base who



were not happy that the TD was being replaced. In order to fill the gap between the two cars and try to keep customers happy they offered the TD with a wire wheel option. However, this simply increased the desire to own a TD and reduced the already low appeal of the MGTF. For the first and only time in the history of the MG company they ran two sports models together in the summer and fall of 1954. By the start of 1955 the TD was out of production but any dealers who still had stock were able to sell without any difficulty. On the other hand, the TF dragged its feet until the 1500 engine was fitted and even then was never seen as a real competitor to the successful MGTD.



As we all know today, the MGTF is one of the most sought after cars in the MGT range but this is 2007 not 1954.

## Car Sick?

Bring it to the **Tech Session:**

**Sunday, April 13th starting at 10am**

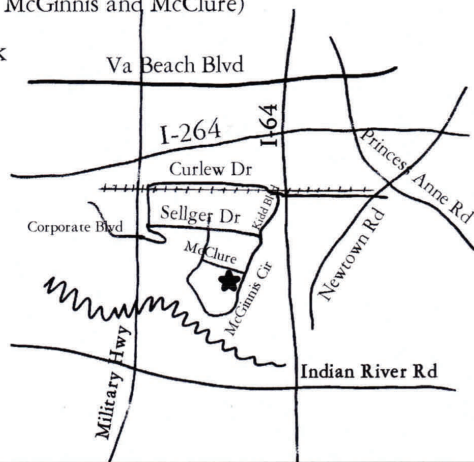
Frank Linse's garage

301 E. McGinnis Circle

(corner of McGinnis and McClure)

Norfolk

461-7783



## NOTE FROM THE EDITORS

**Ron Struewing**

Now that it's Spring, our activity schedule is starting to pick up. As you can see from the calendar there are many upcoming events. We are always looking for a good story so, when you attend an event, please consider writing a story about the event or taking pictures.

**TRAACA Swap Meet**  
**March 8, 2008 at the Hickory Ruritan**  
**Clubhouse**  
**Susan Bond**  
**Photos by Terry Bond**

The annual TRAACA Swap Meet is held rain or shine, and this year it was rain – Terry says they are referring to it as the “Swamp Meet”. Knowing how muddy a parking field can be, I drove the 4-wheel-drive Jeep but got to park in a high spot and didn’t need to 4-wheel (rats!). No one else braved the elements in an MG either. The rain kept a lot of the outdoor spaces



empty, and a few of the indoor ones as well, but everyone had a good, if wet, time and lots of fleas changed hands. I bought an octagonal mirror after Stephen Daniel commented that it would be neat to put the MG logo on it somehow. Everyone had opinions on how it should be done but no one volunteered to actually do it.



We talked to one prospective member with a ‘77(?) Midget who was interested in the April tech session. TRAACA/ MG members Sam Kern, Richard Hall and Jack Pavlidis were working, mainly parking cars and getting soaked. Terry Bond was selling fleas. Stephen Daniel and I manned the MG table and were visited by Bob Stein, Donald and Rose Ladd, Matthew

Gresalfi and Frank Worrell. The hall was crowded at 9:00 but was almost empty by noon after another storm rolled through, so we left early. We had a great time visiting with car enthusiasts from all over Tidewater and look forward to a sunnier rerun next year.



Standing: Rose & Donald Ladd, Richard Hall, Jack Pavlidis  
 Seated: Stephen Daniel, Susan Bond

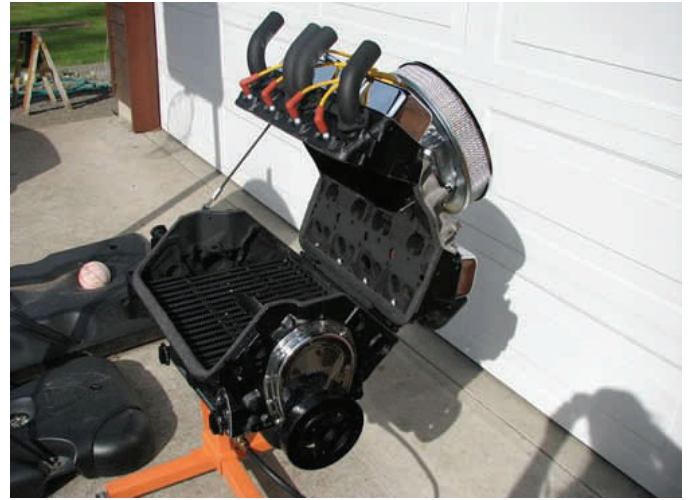


Bob Stein (standing) and Stephen Daniel



# GRILLING

It's that time of year again. Time to break out the grill and dust it off. If you don't have one, here are some ideas from pictures circulating on the Internet. Perhaps with some imagination, you can make one out of discarded MG parts.



Perhaps the heavy duty models are too much for you and you need a more portable design. Those are also available!



DO YOU KNOW WHAT THIS IS?

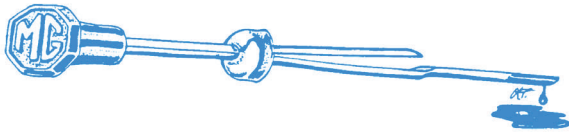
From page 7      Answer: An MG Magnette

Submitted by Robin Watson



**HAVE A SAFE  
SPRING!**

# The Dipstick



## The Tidewater MG Classics

Ronald Struewing  
5483 Doon St.  
Virginia Beach, VA 23464-7732

Affiliated with



North American MGB Register  
“Newsletter of the Year”

## FIRST CLASS

**Monthly Meeting**  
**Tue, April 1st**  
Paul & Carmen Thiergardt  
5232 Fairfield Blvd  
Va. Beach  
497-0455

7:30 - Kick Tyres  
8:00 - Meeting