

The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

www.mg.org

Volume XXXVI, Issue 8

Dedicated To Preserving The Marque Since 1973

August 2009

MARQUE TIME

The July meeting at Olcheskis' Country Dacha was a blast – I'm not sure of the headcount, but it looked like a record-breaker for a regular meeting. I did manage to count the MGs in the cul-de-sac and came up with at least 23. I must confess to parking my non-LBC a discrete distance away. My battery died just as I was leaving for the meeting, forcing me to use an alternate ride. On later investigation, I realized that I was still running the same battery that was in the car when I purchased it over six years ago. A quick trip to Advance Auto for a new battery and I'm back on the road. Thanks again to Bill and Renee for hosting. Not only did they provide a perfect venue for TMGC, replete with a superb beer selection and delicious food, but their street never looked so good thanks to the bumper crop of MGs on display!

Summer is here, with a vengeance. In between torrential downpours we seem to be getting our share of blistering hot days. It's an excellent time to change out the coolant in your LBC and ensure that cooling fans (electric and otherwise) are really doing their thing. I swear my normal running temperature of 175 degrees was reduced by 5 degrees when I flushed out the old ethylene glycol and refilled it with fresh material. Even though the days are a bit warm, once the sun goes down, it's a good time to do some top down cruising. I was reminded of how pleasant night time driving can be when I dashed out to do some errands after a recent looong day at the office. My "to do" list had only grown longer over the course of the day. Then there was the 45-minute interstate commute that is usually a collision avoidance drill from start to finish. But once the sun set and the MGB was fired up, I could feel the day's stress beginning to melt away. Whether it was the steady thrumming of the mighty 1800cc powerplant, the sounds of country roads at night, or just the rush of the airstream through my desperately thinning hair, I felt like a new man. Moral of the story – drive your MG as often as your

schedule allows – if it doesn't add years to your life, it will certainly add life to your years!

Safety Fast!
Mark Davidoski



UPCOMING ACTIVITIES

Check www.mg.org for the latest info!

- Aug. 4** Tuesday meeting at Tad & Karen Carter's
- Aug. 8 Classics at Lee Hall, www.leehall.org
- Aug. 12 Dipstick inputs due.
- Aug. 16** Drive-out to Barksdale Theatre @ Hanover Tavern – “Fully Committed”
- Aug. 23** Tech Session at Jim & Linda Freeh's
- Sep. 2** Wednesday meeting - Open ---- **Need Host**
- Sep. 13 Horsepower Show, Colonial Downs, www.horsepowershows.com
- Sep. 20 Classics on the James, Richmond, www.britishcarclub.com
- Sep. 26 TRAACA Antique Car Show at Virginia Beach Airport, www.aaca.org/tidewater
- Sep. 26 Wings and Wheels, Topping VA, www.fly.to/wingsandwheels
- Sep. 26 MGs on the Rocks, Bel Air, MD,

Upcoming Activities (continued)

www.mgsofbaltimore.com

- Oct. 2-4 SVBCC Car Show, Waynesboro, VA – Register by 9/22 and save \$5, www.svbcc.net
- Oct. 6 Tuesday meeting at Chuck & Becky Hassler's**
- Oct. 10 Brits by the Bay, Pasadena, MD, www.tractld.org
- Oct. 11 Hunt Country Classic, Middleburg, VA, www.mgcarclubdc.com
- Oct. 17 Euro Auto Festival at BMW plant, Spartanburg NC, www.euroautofestival.com
- Oct. 31 Brits and Battleship, Wilmington NC, www.bmccf.org
- Oct. 23-25 Virginia Fall Classic, Newport News, www.vafallclassic.org
- Oct 31-Nov 1 Hilton Head Concours d'Elegance, www.hhiconcours.com



JULY MINUTES

Michele Peters

We began our July meeting at 8:18 PM on July 1 at Bill and Renee's lovely home in Virginia Beach. There must have been 23 LBCs in attendance, and a bunch of club members, too!

New Members and Guests: No guests, but we did have new members: Membership Bill reports Bill Daddio and Jean Gentry with a 1971 B, 1971 GT, 1967 B and 1973 B, as well as Jason and Sabrina Senecca with a 1976 B (just like me!) and Charlie Rice, who described his 1951 "rough" TD. Welcome to all!

Vice-President: Bill O reported that his radio was grounding out but that it is now fixed. I'm not sure he was going for Bernie's idea to trade his car...Jim Freeh noted the sale could be titled "Cash for Clunkers" and more than one of us could contribute to the cars for sale...

Treasurer: Jim V. reported that we are even further in the pink, much of that pink related to our dues-paying members (and those who haven't, you know who you are!)

Activities: Please see Tad's Activities section for a complete run-down. Still looking for a September

host...

Clubs: Mike reported that he and Jennifer were planning on flying to the MGA meeting (not sure where) and that hopefully, the Hasslers would be reporting on their trip to Breckenridge. Mike has a short tow bar available for free if anyone needs one...

History: Susan didn't have much to say. Give her a break - she is still busy with her house.

Newsletter: Ron Struewing asked writers to submit their articles as soon as they can, no later than the 11th this month, since he'll be out of town and wants to get our newsletter completed before his trip.

Membership: Bill Y reports that we now have 109 members. WOW! But apparently we still have some "delinquent" members who have failed to pay their annual dues to this fantabulous club...what's wrong with you people??!! We will have to send you to the woodshed - without your LBC!

Technical: Mark was absent, but Susan mentioned something about manifold nuts. (I thought she said "manifest nut" and assumed she was talking about Vince, so sorry, I wasn't really listening - I told you I would get you back, Vince, and I'm not even done.)

Tad discussed the Tale of the Haggerty Auto Glass Haggles, but his windshield was repaired in good order in the end.

Old Business: Andy had volunteered at the last meeting to review the by-laws but, completely in character, has done nothing, for which we, ah... thank him (you see, Andy, the awful consequences of your ill-conceived comments about me DO come back to haunt you - the reaping may just be later than you thought!). Oh yeah, and Vince (old business, I mean).

New Business: El Prez must appoint a Nominating Committee at our August meeting. Prez and Vice-Prez are up for grabs. The slate of nominees will be created in September and voted on in October at the Hasslers' apple pie meeting (see, for those of you who are new to our club, Becky's homemade apple pies sort of blunt the pain of loss for those members who fail to win the coveted club officer positions. Now of course, this does not apply to the Secretary, the Treasurer, or the other "department heads" like Activities, Membership, Clubs, Technical, Editor, Historian, or Regalia who serve life terms - I mean, who can serve as long as they wish and are supported by the membership (although the Secretary and Treasurer are voted-on positions, unlike the others that are volunteer positions; well, really ALL the positions in this club are actually "volunteer" positions...)

Marque Time: Anita Edwards-Struewing's father has a '75 B for sale for \$6,500. It has a Weber carb, roll-bar, 4 original rims besides the ones on the car, and the following new: water pump (but uninstalled- it seems the thermostat and sending unit had been the problem and the new water pump was not necessary but goes

Tech Session

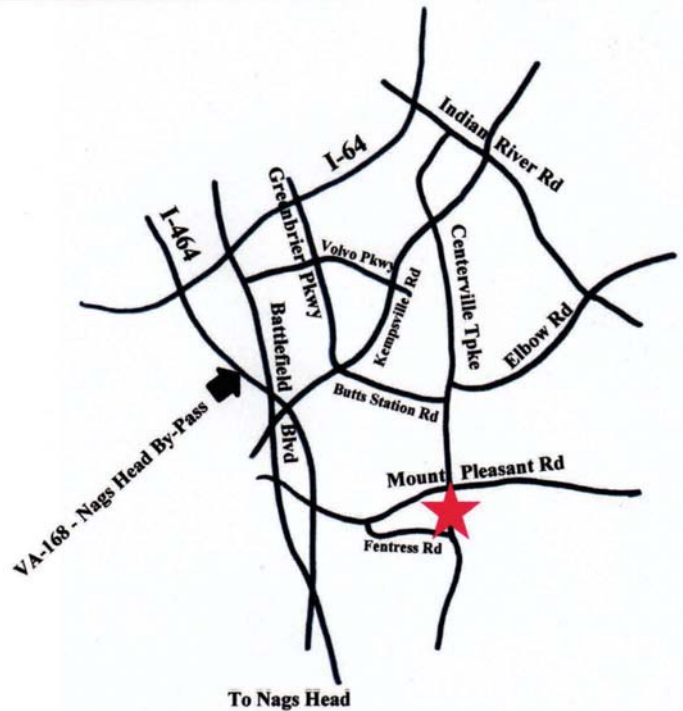
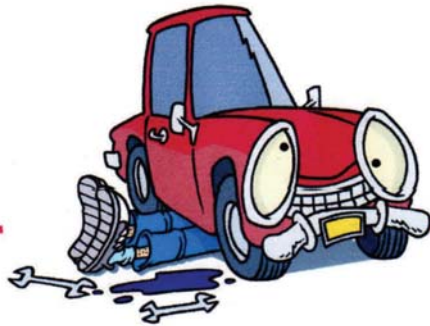
Sunday, August 23, 10am

Linda & Jim Freeh

633 S. Centerville Tnpk

Chesapeake

482-1401



with the car) , bonnet release handle, and windshield with new visors.

Harry W. is still selling his GT but warned everyone to be careful about scammers with counterfeit cashier's checks...

Raffle and Regalia: Big disappointment this week, but there were NO license plate holders to be had. However, the membership contented itself with magnets, a 1966 Tour Driver Handbook, a Dipstick Retrospective, a 1959 magazine, a very green cap, a very orange cap, tickets to the Chrysler Museum, T-shirts, and first-in-line.

We made a relatively earlier night of it and adjourned at 8:52 PM, with only one defamation lawsuit hanging in the air...mine against Vince! And no, Vince, we aren't finished – oh far from it. More on this next time!



Membership and New Members

Bill Yoshida

As of 6 July, the current 2010 Membership count stands at 56 of the previous memberships from the 2009 Roster, plus new members. Thanks to all the members that were either paid in advance or have already sent in your renewal forms for 2010.

Since the July Newsletter was published we have received two new memberships plus one previous TMGC club member that has re-joined the club. Our newest members are:

Bill Daddio & Jean Gentry
Virginia Beach, VA

1971 MGB, 1971 MGB-GT, 1967 MGB and
a 1973 MGB

Jason & Sabrina Seneca
Norfolk, VA
1976 MGB

Re-joining the club after a few years' absence are:

Peter & Diane Limoges
Suffolk, VA
1959 MGA 1500

Welcome to (or back to) the club; we hope to see you at future meetings.

At the 1 July meeting I submitted \$880 in cash and checks received for dues in May, June and also that evening to our Treasurer, JimVillers.

On 6 July I sent e-mail reminders to 2009 members from whom I have not yet received renewal forms and dues for 2010. I also intend to make phone calls in late July to those members without email addresses who have not yet renewed their memberships for

2010.

We are very hopeful that all members of the Tidewater MG Classics Club renew their memberships for another year. If all remaining 2009 memberships are renewed, the club will have well over 100 memberships.

Renewal forms may be found online at www.mg.org under the "Becoming a Member" section. If you plan to attend the 4 August meeting, being held at Tad and Karen Carter's home, you may bring the form with you.

It is important that I receive your renewal on or before 15 August since that is the planned cut-off date for listing the names of current members in the 2010 Directory. Although I welcome any renewals after that date, you should be aware that once a name has been removed from the directory I may not be able to put it back into the directory before printing occurs.

If you are not planning to renew your membership for 2010, please send me an email at williamryoshida@verizon.net or give me a call at 757 554-0402 (home) or (757) 876-3826 (cell) to let me know your intentions.

Safety Fast,



June Meeting

photos by Susan Bond

Bill & Issie Yoshida's Home



The President presides high over the meeting



Activities

by Tad Carter

We are coming up on show season, with plenty of events to pick from throughout the fall. Please check out the Dipstick Calendar for the current show dates and web addresses for registration information.

As noted at the July meeting, we have another driving event scheduled for Sunday, August 16th. Our destination is the Barksdale Theater in Hanover, VA, where we will be treated to a Sunday afternoon presentation of "Fully Committed". After playing to great reviews in NY, Boston, and Philadelphia, they are ready to tackle Hanover. This is a comedy about life in a snooty Manhattan restaurant. To quote the New York Times review, "There is life in prison without parole. There is walking on a bed of stainless-steel spikes without your shoes on. There is being shackled to the wall of a dark chamber crawling with giant tarantulas. And then, there is the restaurant business."

The Barksdale Theater is a few miles east of Ashland is a few miles east of Ashland. To make it a comfortable drive, we will need to allow about 2 ½ hours travel time. We will route the drive based on who signs up for this event, but count on an 11:00 departure from the Southside for the 2:00 performance. The play should last about 2 hours, so we will be on the road in time to be home at a reasonable hour.

I will need to have you fully committed for "Fully Committed" by 8/5 in order to reserve tickets. Tickets prices are \$38 per person.

Thanks to all who have attended our recent drive-out events to the swamps of Virginia Beach and to beautiful Rescue, VA.

For anyone interested, we are still looking for a home for the club meeting on Wednesday, September 2nd.



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
	Ron Struewing	479-0084
Membership	Bill Yoshida	554-0402
Activities	Tad Carter	496-9847
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

MG Sightings

by Susan Bond

We have been busy going to AACA National meets the last few weeks, and saw some really interesting MGs. The first meet was in Gettysburg, PA where

Bob Stein's TC won its senior trophy despite some very impressive competition. His feet finally touched the floor a few hours later.



Richard Bob Stein's TC Hall's enclosed trailer made it possible, as the weather was not nice on the way up. Bob had put it on an open trailer and spent hours cleaning road dirt off before the meet at Charlotte, NC where it won its junior trophy.



Also at Gettysburg was a rare flea market find – a 1931 F Magna, a 6-cylinder, 4-seater MG. I emailed Geoff Wheatley to find out more about it and he said it

1931 F Magna is probably an F1 Magna and well worth restoring (are you reading, Bob Pellerin?). About 1,200 were built, though records are scarce. Most of it is there and the owner said he had side curtains and other parts he had left at home. It had been imported in 1949 and parked in a garage since 1954. He also has the import papers and a letter the owner received from MG in 1954 replying to him about spare parts availability (there weren't any).

I didn't see much at the Prior Lake, MN meet, they finally had rain on show day after months of drought. But our tour of garage condos at AutoMotorPlex Minneapolis on Friday revealed a happy looking, well-used TD tucked in the back of one garage. The owner said he enjoyed and drove it a lot.

Next was the meet in Lebanon, TN. The Friday tour was to the Lane Motor Museum in Nashville. If you are ever near this place, do stop in; he has a very eclectic collection which favors oddball cars – Ever seen a wind-driven car? A fire chief's car with two front ends so it could be driven from either end in case



it got stuck on a narrow mountain road? There was a racing MG Midget with 1.75" of ground clearance. Best of all, the owner's very first car was a TF, which

he still owns and has on display along with other family MGs. In the basement was a 2002 MG F, that he bought in France and had to get special permission to import, and a GT special. From micro-



MG TF

cars to an LST in the backyard, it was a fascinating place.



MG F

The highlight of the Saturday car show for me was the 1933 J2 MG. It looked like it should, with oil dripping and paint chips. The owner had to take his sandals off to hit the gas

pedal, but he loved driving it. The sports car class was on a corner and the J2 got a lot of attention despite the competition from two gorgeous Jags and an MGA.



1933 J2 MG

Crunching numbers, we traveled about 4,600 miles and saw about 25 MGs. That works out at about 1 MG per 184 miles.



Family Outing – The Two Stoplight Tour

by Wildflower (TC5308)

Although I left her shores when I was but a newborn babe, I have always embraced the values of Mother England. Honest, straightforward quality and style with none of the ... oh what do they call it? Bling! Yes, none of the 'Bling' that all of the youngsters drape themselves with these days. And I was quite proud to see my children and great-grandchildren maintaining those traditions at our family gathering on June 20th – the Two Stoplight Tour set up by my TD son's human, Richard Hall.

We started out in the parking area of a human fuel distribution center. In a good show of British stiff upper lips, 20 MGs and 40 of their human people showed up for the event despite its being one of the hottest days of the year. In addition to my son, I was thrilled to have so many MGB great grandchildren, as well as a Midget (obviously undernourished as a child).

I was also pleased to see a Triumph relative, though he



lacked the fortitude to make it through the event.

My human had the good manners to polish me up for the activity, and I was quite gratified that so

many of the humans gathering took time to admire an older lady and her mature son, among so many sparkling



younger and stronger great-grandkids. Like their great grand-dam, the majority of the family members was openly displaying their humans with tops down and stowed. Of course, the GTs had no choice in the matter.



After delaying a short time to accommodate a tardy arrival (the Triumph, of course – breeding always

tells), we started off. In very short order, we were motoring along roads that reminded me of my earliest days at Abingdon. The group traveled through scenic back roads in Virginia Beach and Chesapeake, with a lovely mix of paved and gravel roads, quiet forests and long expanses of farmland and pastures with horses. I must admit that I rather felt like a girl again, and though my



human occasionally was indelicate with my gearbox, he encouraged me to kick up my heels a bit.



There had been talk of inclement weather amongst the humans; however, we remained unsullied by rain. The humans took a long break at Munden Point Park, a recreational area near the water that had quite nice parking areas for us. The family made an outstanding showing, with nary a mechanical issue despite some of them lacking the benefits of regular exercise. We spent the time enjoying the scenery and listening to the humans as they socialized.



When the humans were finally rested (Americans are not a hardy breed – I believe many of them are more closely related to Triumphs), we continued with our drive. My human, responding to an inquiry made



by his much younger passenger, folded my windshield down for the second part of the tour – it was quite bracing. As promised, we encountered no traffic signals other than an occasional stop sign, and enjoyed a most pleasant journey to our



final destination – a human fuel station called The Seacrest located in Pungo.

From the noise we could hear even out in the parking area, our humans had quite an enjoyable time. And I have to say the excursion was a joy for me as well. I am hoping that our humans will plan more outings of this nature, as we can all stand the exercise. Perhaps even the Triumph will get himself in shape this summer!



(Bob Stein)



Driving in Europe 2009

by Geoff Wheatley
July 2009

Just returned from Europe where the Automobile talk is all about GM and Chrysler with a few extra words about Ford! First question that the Motoring Public in Europe asks is simple... "What the hell went wrong?" Of course I, like many others, do not have the answer to that. Second question is again simple. With the GM Vauxhall brand growing from success to success in Europe, especially since the production was moved from the UK after seventy or more years, to Europe, "Why is GM in trouble in its own back garden?" Again, I had no answer but it did pose the question, "How can Ford, both at home and in Europe, be such a great success yet GM has to beg for taxpayers' money to survive?"

Whilst there I rented a small Ford with a five-speed gear box and all the American trinkets like A/C and Cruise Control that you can never use on Europe's crowded roads but looks good on the sales ticket. My inboard computer indicated that I was averaging 41.3 mpg whilst driving at around 70/75 mph on the Auto routes. As long as you remember to use the top gear, you will get these performance figures. With fuel costing around nine US dollars a gallon, you tend to hit that fifth gear quite often.

The other thing that is impressive is the way that European motor manufacturers have built and promoted diesel-powered private vehicles. I have a US Jaguar that burns about 18 miles to the gallon, if I am lucky. The same car in Europe, with a diesel power unit, will give the owner at least 40 mpg on a town trip and 45 mpg on the open road; furthermore, you would never know the car was a diesel as it's as quiet and as gentle as any gas-guzzler this side of the pond. No manufacturer that I spoke with is concerned with manufacturing so-called hybrid green cars and why should they when the average performance and consumption from their developed internal combustion engine is twice as good as anything in the USA, where we are being pushed to develop hybrid's at inflated prices under the banner of a Green Society?

Obviously, Chrysler was the main topic of conversation wherever I went and met with car people. Now that Fiat has added this company to its list of vehicles like Alfa Romeo, and a few other successful European names, there is speculation that Chrysler may become a success story once again in North America and even Europe. Fiat is one of the largest car/vehicle manufacturers in the world and has a success record similar to BMW.

One of the most striking things about the new passenger cars on the streets of Spain, Germany, or Italy is the size. They are no bigger than the average BMW Mini,

sporting names like Mercedes, Alfa Romeo, Renault, etc. Each car is capable of transporting at least four grown adults in reasonable comfort anywhere throughout Europe and I suggest the same would apply in the USA. These are the private cars of the future and the sooner American manufacturers realize this, the sooner America will get back into the automobile world market. I also drove a Smart Car for a few miles but have to admit that it was not a very enjoyable experience. I suspect they are ideal for crowded cities but the idea of taking one of these baby vehicles on any highway with large trucks thundering by is not my idea of fun! Looking at the price structure for cars in Europe and calculating our dollar at \$1.40 to the Euro, prices seem about the same, give or take a few bucks. However, the larger cars are more expensive and in some locations carry an additional tax simply because of their size. As already indicated, the cost of fuel tends to make the average driver confine his or her interest to miles per liter rather than miles per hour!



July Meeting

photos by Susan Bond

Bill & Renee Olcheski's Home



MGs in the Rockies

MG 2009 (Part 1)

Breckenridge, Colorado

June 23-28

by Chuck & Becky Hassler

(editor note: This installment in Chuck and Becky's series is split into two parts due to restrictions in newsletter size)



This photograph encapsulates the experience, but I'll tell the story anyway.

Spectacular! There's no other way to describe the experience of driving an MG through the Colorado Rocky Mountains. These little cars are amazing machines. A fleet of MGs zoomed for five days up and down high mountain roads at altitudes from 9,600 feet elevation at the host hotel, to 14,240 feet on Mount Evans Road <http://www.mountevans.com/>, the highest paved road in the Nation. While the Colorado geography was the centerpiece for MG 2009, the efforts of our hosts, the MG Car Club Rocky Mountain Centre and the North America MGB Register (NAMGBR), were the real reasons this event will long be the gold standard for future NAMGBR annual gatherings. This was all about people working hard, smart, and together to ensure that those of us who made the trip to MG 2009 had a superb MG experience. Here's the story.



MGs at Mimi's Café, Golden, CO.

Our adventure started on Tuesday morning with a drive from Angel Fire, NM to Golden, CO to join other MG owners on Wednesday

morning for the “Gateway to the Rockies Tour” to Breckenridge. This event started at Mimi’s Café in Golden for breakfast where local club members gave us our direction sheets and where we met MG owners from across the country.

After breakfast, we were off on a tour that took us to Dinosaur Ridge Park, Buffalo Bill’s gravesite, and then up to Squaw Pass before dropping into Idaho Springs for lunch at the Buffalo Grill (real buffalo burgers). The next leg took us over Loveland Pass http://en.wikipedia.org/wiki/Loveland_Pass and the Continental Divide at 11,990 feet. We passed the Arapahoe Ski Basin, continued on through Keystone, made a few more turns, and arrived at the host hotel, the Beaver Run Resort. http://www.beaverrun.com/resort.php/BEAVER_RUN/OVERVIEW The always busy “Worker Bs” in their bright yellow shirts were ready for us and soon we were registered and settled into our very comfortable room, taking in the view of the snow-capped mountains from our windows. The next day would be full of wonderful driving, so we had a light dinner, two bottles of water each, and called it a day.

The next morning, Thursday, Becky and I checked the B’s fluids, kicked the tires, put the top into the trunk, and prepared for the “Silver Dollar Tour”.

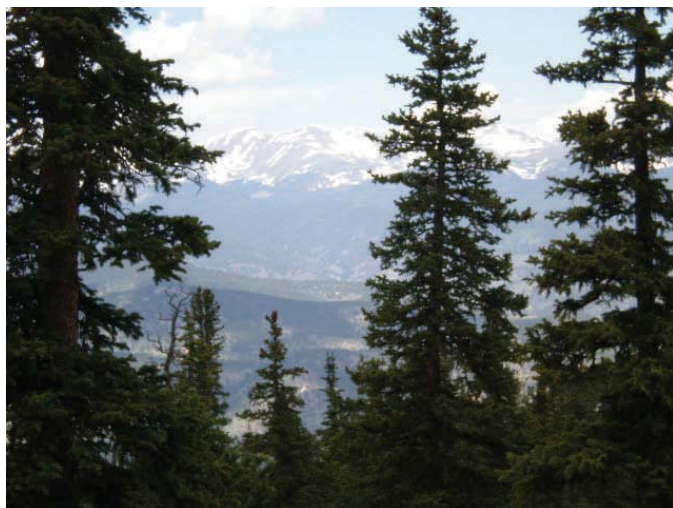


Becky at lunch at the Buffalo Grill, Idaho Springs, CO.

This tour was a 125-mile run that included visits to Leadville, Camp Hale, and Red Cliff. The tour required the participants to answer 30 questions, with the answers coming from clues along the way. Lunch was at Doc Holiday’s in Leadville <http://www.leadville.com/> which, at 10,430 feet, is the highest incorporated community in the United States. Doc Holiday’s restaurant is the site of Doc’s last gunfight. While at Doc Holiday’s, we learned why Wild West saloons covered their floors with sawdust. The story goes that miners, digging into their pockets for coins to pay for their drinks, would spill gold dust onto the saloon floor. After closing, the saloon owner would sweep the floor, separate the gold dust from the saw dust, and pocket the take. Easy money!

A number of answers for the question sheet were in Leadville. While looking for clues in a cemetery, we were surprised to come across the simple burial site of John Wilkes Booth. This obscure burial site in a remote Colorado mountain town was surely no accident. For two more hours we drove through heavily wooded

forest and past large waterfalls, cold mountain lakes, and towering snow-covered peaks. Then, we arrived at the host hotel to turn in our answer sheet. We were confident that we answered all of the questions correctly, but when we were handed the tiebreaker question sheet, we knew we were doomed. We discovered later that the answers to the trivia questions were contained in an article in the back of the event program. These folks didn’t miss a trick! Now, we were hungry and ready for dinner at the Backcountry Brewery.



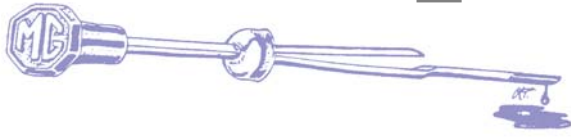
Becky’s photo of Rocky Mountain snow covered peaks

After a quick shower and bottle of water, we joined the parade of MGs for the drive to the Backcountry Brewery in Frisco, CO, just 10 miles from Breckenridge. The ever-present “Worker Bs,” in their bright yellow shirts, were located at every turn to make sure no one got lost. The town of Frisco blocked off city streets for MG parking only, and the “Worker Bs” directed the parking. The buffet barbeque dinner was excellent. New friends were made, wine flowed, and stories of the day’s drive were told. There was much discussion at dinner about the affects of the thin air on the MG carburetion systems. Most drivers had leaned out their carburetors to correct mixture problems, but some had not. Results varied. I had turned our HIF-4 mixture screws one flat lean while in New Mexico at 8,500 feet. This was still a little rich, but daily spark plug cleaning after every long run kept the B running strong and smooth. You can bet that the knowledge we acquired over years of TMGC tech sessions had a lot to do with how well our MGB LE ran at the high altitudes. Thanks to all of you who taught us so much.



“Worker Bs” directing traffic in Frisco, CO for dinner at the Backcountry Brewery.

The Dipstick



The Tidewater MG Classics

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

Affiliated with



FIRST CLASS

7:30 - Kick Tyres
8:00 - Meeting

Monthly Meeting
Tuesday, August 4th
Karen & Tad Carter
2124 Chamberling Key
Virginia Beach
496-9847