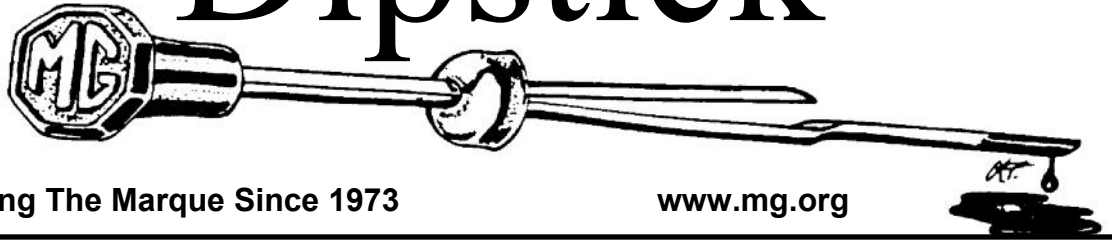




# The Dipstick

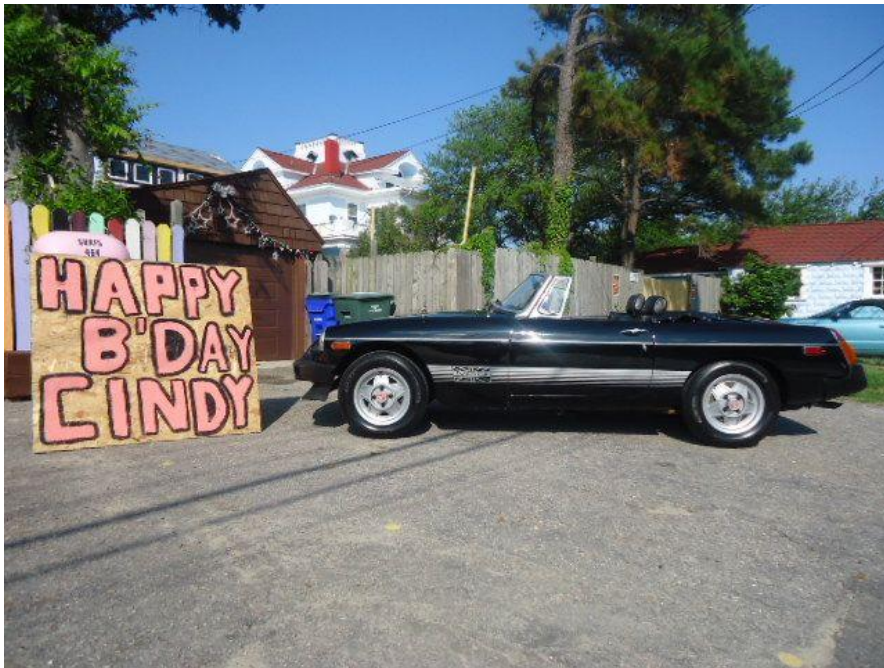


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Volume XXX, Issue 6

June 2012



**AN MGB BIRTHDAY!** - Tidewater MG Classics welcomes its newest vehicle to the fold in the form of Cindy Lee's surprise gift—a 1980 MGB LE roadster. See the whole story inside.

## FROM THE PREZ

# Marque Time

Greetings fellow MG Enthusiasts! May is quickly drawing to a close and that means 'Drive your British Car Week is upon us. Does anyone know why we have these weeks or months or days, do we really need an excuse, I think not? I've heard members of the Harley club say that Harley Davidson created the Harley Owners Group and Million Mile

Monday among other events to get people out riding so parts wear out and replacement parts are needed. All so riders spend more money at the dealerships. Were the Brits really that conniving as well? I must say that I am looking forward to the week because as usual Tad has several events planned where not only

(Continued on page 2)

## UPCOMING ACTIVITIES

Check [www.mg.org](http://www.mg.org) for the latest info!  
(TMGC Activities are in **bold**)

### June

- 2 Ascension Festival – Cruz-In – 1:00-4:00PM. 4853 Princess Anne Rd, VB  
[www.AscensionVB.org](http://www.AscensionVB.org)
- 5 **Tuesday – Club Meeting – Virginia Beach. Hosted by Issie & Bill Yoshida**
- 6-12 **NAMGBR – 2012, Dillard, GA**  
Hosted by Peachtree MG Registry  
[www.MG2012.com](http://www.MG2012.com)
- 8 OpSail 2012 – Parade of Tall Ships
- 9 Tall Ships at Cape Charles  
<http://TallShipsCapeCharles.com>
- 18 **Tides Baseball – Game Time 7:15 “Turn Back The Clock” night**

### July

- 11 **Wednesday – Club Meeting – Virginia Beach (2nd Week of Month) Hosted by Betty & Jim Villers**

### August

- TBA - Summer Tech Session**  
Hosted by Linda & Jim Freeh
- 7 **Tuesday – Club Meeting / Picnic Great Neck Park - Virginia Beach. Early time –Picnic 6:00, meeting 7:30**

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**MARQUE TIME**

(Continued from page 1)

can I drive my MG but I can do it with some good friends. I guess some things are better enjoyed when done with others. Those of you who were on the wine tour know what I mean; imagine driving to all those wineries in your MG alone even if you have a navigator; it’s the group that makes it a party. For those of you hesitant to put your top down during April showers and the winter months I hope you dusted off your LBC’s and are preparing to enjoy the season. I’ll see all of you at the Yoshida house around the pool. If anyone has an in with Mother Nature or the weatherman put an order in for clear skies and warm breezes that night.



*THE PREZ!*

*Safety Fast*

Russ Ripp  
President

**TMGC Officers**

President	Russ Ripp	393-9908
Vice President	Steve LaPaugh	593-5927
Secretary	Michele Peters	482-1012
Treasurer	Jim Villers	481-6398
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Historian	Susan Bond	482-5222
Technical	Mark Childers	432-9155
Regalia	Mitzi LaPaugh	344-7887
Clubs	Mike Ash	495-0307



**Ask Eleanor**

Have a technical problem with your MG? Looking for a parts source? Need help with your automotive love life? Write to Eleanor care of [posti@aol.com](mailto:posti@aol.com).

*Eleanor - What should I do? I was having such fun on the recent wine tour, speeding along country roads and visiting interesting places. Then my owner drove me onto the Hatton Pole Ferry with a total disregard for my sweet sounding muffler. I was so embarrassed when he tried backing off the ferry, catching my muffler on the ferry edge with a solid clunk. Not just once but three times! I was so embarrassed that I felt my blue skin was turning red. How can I tell him to treat me with more respect. 5-Speed*

Dear 5-Speed – While you could always get revenge on your owner by faking a bad fuel pump far from home, I would advise you to forgive and forget. Remember that while we can eliminate the effects of age and physical wear with new parts and a respray, our humans must usually struggle on with whatever parts they started life with. The fact that he made the same error 3 times in a row indicates the poor doddering dear is getting worn out and desperately in need of a rebuild for which there are no parts available. Eleanor.

*Dear Eleanor - Just a minor issue to warm you up for the rest of the questions. My turn signals have decided to stop blinking. All of the lights appear to be working properly - they just don't want to blink when instructed to do so. This is a recent mood swing - everything was in order until yesterday. Any suggestions on where to begin the search for a solution? Your ol' pal, Otis. Class of 1980.*

Dear Otis - This is not an uncommon problem, but it has a number of possible causes. Your owner is probably experienced enough to have checked all of the bulbs and the power fuse, as well as the flasher unit for your signals. Although he may not realize you have two (located behind your glove box) - one for your hazard lights and one for the turn indicators. You might want to suggest he operate your Hazard Warning switch a few times, as the power for your indicators is routed through that switch in the ‘OFF’ position. If your contacts are not spot on, there may be an interruption of power there. Eleanor



## JUNE ACTIVITY REPORT

By Tad Carter

As you read this, we are coming to the close of British Car Week 2012. I hope you have been able to get out on the roads and celebrate with other LBCs.

Our June meeting will be back at the Yoshida's in Virginia Beach. Weather permitting, MG parking will be on the back lawn. We'll start off the evening with the usual perusal of the latest leaks, tweaks, adjustments and additions to make our cars just a little bit better. I do trust David Kinsey will be on hand to discuss his recently published dissertation ([www.MGExperience.com](http://www.MGExperience.com)) on dyno-testing and Webber "Outlaw" jets.

Those heading out to MG-2012 on the 6th are in for a treat. Thursday's tour heads out to the "Tail of the Dragon", which was recently rated by Hagerty Insurance in the Top 10 Driving Roads You May Not Know. "This 11-mile stretch of US 129 is said to have 318 curves. Some of The Dragon's sharpest curves have names like Copperhead Corner, Beginner's End, and Brake or Bust Bend. The Tail of the Dragon is considered by many as one of the world's foremost motorcycling and sports car roads. The road is wooded, curvy, and definitely not for sightseers." If you survive that, you can calm your nerves with Friday's Geor-

gia Wine Highway Tour.

Back in Tidewater, we are getting ready for our June 18th evening with the Norfolk Tides. If any of you procrastinators out there still want to join in, the clock is ticking. Tickets will be purchased on Monday the 4th.

Please make note of our next two meetings. Because of the Independence Day holiday, our July meeting will be delayed a week. We will be at the Villers' in Virginia Beach on the Wednesday the 11th.

On August 7th, we will once again have a picnic in Great Neck Park in Virginia Beach. Due to the park's closing at dark, we will eat and kick tyres at 6:00, followed by the meeting at 7:30. Can we count on our music makers to bring their guitars along? Dinner of burgers, dogs, salads, chips, soft drinks and desserts will be provided. Just show up with an appetite beginning at 6:00pm.

Lastly, take a look at Sunday, August 12th. We are heading back to Hanover for a day of driving, dining and the Barksdale Theatre. If you are interested, please let me know. Seating is limited in the theatre and I don't want to hold our bloc of tickets longer than necessary. Details are elsewhere in The Dipstick.

# Barksdale Theatre

## Sunday, August 12th

### Nice People Dancing to Good Country Music

Written by Lee Blessing Directed by Steve Perigard

This is the story of Eve, who lives over the Nice People Dancing to Good Country Music Bar. Eve is paid a visit by her niece Catherine, a novice nun who has been asked to leave her convent. It seems Catherine suffers from a curious compulsion to yell obscenities at the wrong moment and even, on occasion, bark like a dog. Roy, an honest if simple fellow from the bar downstairs, wants to court Catherine whether she's a nun or not. Warmed by the wafting tunes of country's favorite singers, *Nice People Dancing* is a breezy charmer that will have you laughing all the way home.

This will be an all-day event with an early departure from Tidewater. We'll enjoy lunch at the restored Hanover Tavern, and then head downstairs to the theatre for a 2:00 performance.

Theater tickets are available for \$32 per person. Group limit - 20 people

RSVP by 8/15/11: [TMGC\\_Activities@me.com](mailto:TMGC_Activities@me.com)



## TMGC MAY MEETING MINUTES

Michele Peters  
Secretary

We began our May 2012 meeting at the Peninsula home of Bruce and Jane Easley, in Seaford, at 8:15 pm, with quite a large crowd, and the usual suspects downing the usual amounts of spirits of various types and stuffing faces with excellently delicious fare. Ahh...there is definitely something to be said for continuity!

El Presidente, Russ Ripp, was his usual up-beat, happy self. And El Vice-Presidente Steve LaPaugh was his usual silent self...I'm not sure we even got a grunt of acknowledgement out of him this month.

New Members and Guests: Rusty Fitzhugh joined us. He is driving a restored 67 MGB these days. Welcome, Rusty!  
Treasurer: Jim Villers delighted us with the report that we still have money in the coffers for parties, beer, wine, and other club essentials. Way to manage that moolah, Jim! By the way, how much beer can we buy with the interest?

**Activities:** Tad made his usual sweeping and complete report on the state of TMGC activities coming up in the next weeks and months. Please see his separate section elsewhere in The Dipstick. Summer is always a favorite season for driving, so be ready to get out there, put the pedal to the metal, and join your fellow MGers for some delightful, amazing, convivial, and frequently delicious, fun. Our upcoming activities run the gamut from ice cream-eating, theater-going, tall ship-watching, pig-picking, winding back country road-driving, baseball-watching, and more. How much more could one ask of an activities director? IMHO, I think...nothing!

Let's hear it for Tad's wonderful job as our FUN director!  
Clubs: Mike and Jennifer joined us but I didn't hear anything either one of them said (I think I was involved in downing my beer)...sorry! You know who to contact if you need some kind of information that you think perhaps they may have possibly



provided...and obviously and most definitely don't ask me!

**History:** Susan brought 2 albums and a slide show of some of the antics of our crew during the recently completed Wine Tour X. They were, of course, fantastic, and she got them completed in record time...we had just returned from the Tour two days before! Way to go Sue! Then Terry was busy writing up the article for the Tour which appears in this edition...there's just no stopping those two (although why in the world would anyone want to?!)

**Newsletter:** Bob Stein asked for folks to submit articles for The Dipstick by the end of the month. He continues to look for stories about our first MGs.

Membership: Bill was uncharacteristically absent, so a report, in his name, was given. According to Bill, we now have 220 individual members and a total of 179 cars in the club. Hooyah!

**Technical:** Mark wasn't with us unfortunately. Jim advised that he put the tonneau on his car, using a 1/4 inch punch for the 'lift-the-dots.' Something about using a small, flat blade screwdriver to make a nice slot in the material... Since I have never done it, I wasn't exactly following what he was saying...OK - you know the drill by now. Ask Jim if you are interested; never rely on your Secretary's note-taking skills, even if that IS what I am supposed to be doing!!

Bob Stein reported that one of his cars had symptoms like a fuel pump problem (wouldn't accelerate; rugged idle), which turned out to be a bad alternator (I THINK, but check with Bob if you have similar symptoms and are wondering what the \$#% is going on).

**Old Business:** The Tenth Annual Wine Tour Extraordinaire



# May Meeting at Bruce and Jane Easley's

Photos by Steve LaPaugh



the Energizer Bunny...he just keeps on going, working on the body and mechanical needs of the LBCs of our club members, and never stops. And that is all very good for us!! Where would we be without The Master??!

**Raffle and Regalia:** Mitzi was up and running the raffle. We had stuff and raffled it off...how's THAT for reporting acumen!!

We adjourned at 8:58 pm and everyone dived even further into the excellent eats and drinks available at the Easleys'. Unfortunately, yours truly had to take off right after the meeting, but that is not, of course, my usual MO. I know, I know, I was sorely missed by my fans, but sometimes you just have to understand that your Secretary is a busy and committed lawyer.

Wait...did I just say I was a committed, as in, to the insane asylum? Ah, OK, you never heard that from me...please don't let on to my clients or the State Bar...it really wouldn't look good for me professionally. And trust me, that little bit of time I did in solitary really helped clear my mind and focus my thoughts...so clear, in fact, that I can barely remember what caveat emptor means. And if you don't think you can trust my reporting any longer (assuming you ever DID trust it), knowing now that I may have (no admission here) spent a little time with the men in white shirts, well, you know what you can do...



went off like a charm (sort of like the wine charms that Becky made for us all), April 27-29. It just may have been the largest contingent of MGers and their friends and spouses ever. Another great production by Alan and Becky Watson. Read more about it elsewhere in The Dipstick.

**New Business:** Tad reminded us that next year is the 40th anniversary of our MG club and he wants to have a pahtee!! SO...Tad, Betty, Mike and Jennifer, and yours truly are on board to put together one heck of a celebration, the likes of which you will never forget!

There is a big British and European car festival going on near at the Motor Museum near the ruins of the Bewley Abbey (or, more correctly, Beaulieu Abbey), a 13th century Cistercian Abbey built during the reign of King John (aren't you simply PROUD of your secretary for this additional and interesting information??!) near New Forest Park in the UK, sometime in the near future (ok, OK, I can't be perfect!). Bob looked into the airfare cost from Norfolk, which he found at \$950 roundtrip, and the cost of a stay nearby of \$1,600 for 8 days. See Bob if you are interested.

**Marque Time:** Andy's "A" is with Frank's for a body overhaul. They are soda-blasting the aluminum (at Tidewater Soda Blaster) and sand-blasting the metal. All is going well, and I'm certain that the "A" is going to be looking awesome in no time. That Frank...what can ya say about him? He's like

# TENTH IS TOPS!

By Terry Bond, 007MG Navigator  
photos by Susan & Terry Bond, Donald Ladd, Jim Villers



TMGCC's 10<sup>th</sup> wine tour was a great 3-day weekend of wine, winding roads, good friends and many great memories, with great weather thrown in just for the fun of it!

The really-southern contingent, from Great Bridge and Portsmouth, gathered just south of the Monitor Merrimac tunnel. Like a carefully choreographed dance group, we arrived with the HRBT crowd at precisely the same time at Hardees in West Point. This precision would be an indicator of a great weekend to come.



Ten cars rolled out towards Ashland at the appointed moment, and began unwinding some great back roads on a chilly but cloudless morning. En-route, we got to see what happens when

an overloaded log truck tries to imitate an MG on a tight turn. Seeing the underside of the truck alongside the road was interesting. Thank goodness the mess was well out of our way!

Arriving at the Ashland Sheetz, where we met up with Alan and Beckey Watson and Robin and Olive Watson, we encountered something interesting. Hmmm -- the usual crowd was present, but there was a rather strange MG in our midst. No, wait, it isn't even British -- it's a Mercedes! Gary and Robyn Tyer were joining us in their lovely 1967 Mercedes 280 SL. Jim and Betty vouched for them so they were allowed to continue with us and we all promised to pretend their car was really British. They fit right in, made instant friends, and had a nice big boot to carry surplus wine!



By lunchtime I was glad I had worn short pants, it was now warm and sunny. The White Hawk Music Café in Goochland provided us a great deli lunch in an interesting setting. We were surrounded by evidence that this place came to life after hours -- it was, as the name implies, musically oriented with guitars on display. For a nominal fee, you could get lessons on a variety of instruments. However, it was back on the road again as the only music we were really interested in was the hum of the cars on some of Virginia's finest winding roads.

Our first planned stop was at Byrd Winery. Well, the Byrd had flown further south for the spring I guess, because there was nobody home. Check later for an update -- but there we were -- 13 cars with almost two thirsty people per car, and not a drop of vino anywhere! After a quick peak in the

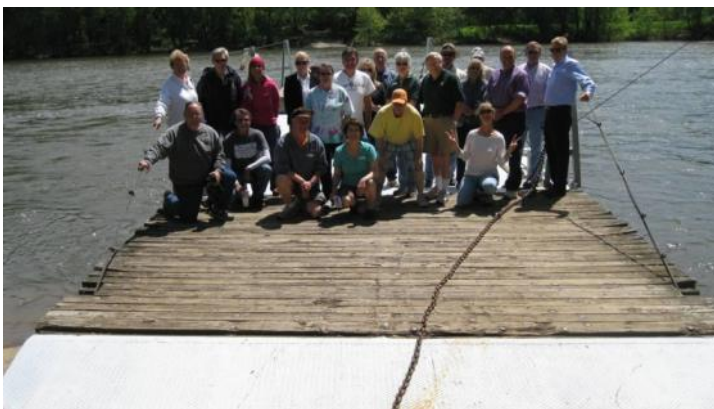


window, a chance to pet the cats and swat a few mosquitos, it was off to our next scheduled stop

We motored on to historic Hatton Ferry in Scottsville. This is the last pole operated ferry in the country. No, it's not run by a



Polish family, the long pole is used to help guide the ferry. It held two MGs and one Mercedes nicely, all winners of the impromptu raffle held earlier. James River current moves it. It's nicely tethered to a cable strung across the river. By lengthening



or shortening the cables attached to the boat, you can steer into or out of the current to make the short crossing. It's a real piece of history and we were glad to have the chance to see it up close and personal. Of course the ferry itself is made for cars with much greater ground clearance than our LBCs, and it took several people to lift Jim and Betty Villiers' B to the proper height to free his exhaust system.



Becky pulled Lazy Days Winery in Amherst out of her hat and it provided a nice break, a more than suitable replacement for Byrd. It gave us a welcome taste of great things to come. Everyone came away with the first assortment of MGB/TF/Mercedes boot-filler. The building was rather unusual, a former stock auction yard, but it had a beautiful stained glass window featuring wine, grapes and mountains.



It really didn't seem like a lot of driving, but we managed to cover quite some distance, arriving in Lynchburg precisely on time to check in to our hotel and get ready for dinner. Everyone was impressed with the Craddock Terry hotel! Built from a derelict shoe factory (owned by Craddock Terry, once the 5<sup>th</sup> largest producer of shoes in the world) the luxury hotel is now well suited for the "well heeled" traveler. Spacious rooms, many with exposed antique brick walls,

added to the ambience. An old tobacco warehouse had been annexed and held 2 wonderful restaurants and some additional hotel rooms. All of the décor was shoe-related, from the shoe shine stand in the lobby to the signs on the guest room doors.



After giving our “soles” a rest, we met in the lobby for dinner. That evening our meal was at the hotel in one of their two restaurants, the Waterstone (still trying to figure out the connection with a “shoe”). Susan and I had eaten previously at their other restaurant, appropriately named “Shoemakers.” We were anxious to return, and it did not disappoint. Neither did our special seating upstairs just outside their own brewery.

Many sampled the range of special beer made in such small quantities it’s only available at the hotel, and they often run out of the more popular brews. Bernie Imdahl joined us for dinner, saying he wasn’t into early mornings anymore. Alan received a birthday surprise – a decorated dessert with a candle in it and a chorus of Happy Birthday from the MGs (without Booker T). It was a great evening, just an easy walk from our rooms.



Saturday morning we had the chance to sleep in a little. The continental breakfast was pre-ordered. On each bed, there

was an old shoe-shine box. You put your order in the box and set it outside at bedtime. Next morning, there were two little bags in the box filled with an assortment of goodies to get you going. Neat trick. Susan and I were up a bit early so spent a little time at the Community Farmers Market downtown. Fresh produce, flowers, plants and bakery products tempted! While walking we saw a lot of antique shops that were not open yet. Ah, a return trip is certainly in order!



After checking fluids (car type that is), we ventured out on another chilly but clear day to our first wine tasting stop – Tomahawk Mill in Chattham. The vineyard was first planted in 1988 on a hill overlooking a 100-year-old grist mill. The setting was beautiful and the owners were most gracious, giving us a detailed tour of the mill. The wines were very



good and the chance to see the old mill was a bonus. Winery people tend to be very friendly and fun loving and the folks pouring our samples were quite entertaining, and gave generously of their time (and product) for our enjoyment.

We always managed to eat our share of Italian on these tours. Perhaps it’s the wine connection? Mama Rosa’s served up some generous portions of pasta and pizza (and cheeseburgers for a few of us who’d had Italian the night before).





Again, precisely on schedule, we motored on to Molliver Vineyards in Nathalie. This was another scenic winery with good wines and a nice place to taste them. Nobody can say this crowd is only there for the tasting as boots were once again carefully packed with our favorites to take home. Bernie and Susan were treated to an informal tour of the grounds while the others were tasting, getting a peek at the new winery out back.

When we got back to the Craddock Terry, Beckey called us all to order in the parking lot and awarded prizes for the treasure hunt, a tie this year between Donald & Rose Ladd and Tad & Karen Carter. She then handed out the always appreciated and car-color coordinated wine charms. This year there was an added bonus -- wine cork key chains, also in car-coordinated colors.



That evening at the hotel, we enjoyed a manager's reception and the chance to pet the hotel dog, eat some cookies, and enjoy the champagne. There was a large festival going on outside and we learned that, while we were south of Lynchburg enjoying wine, it poured on the festival. We were glad we didn't try to partake of the festivities there! Our

dinner that evening was in the Depot Grille, a railroad freight depot converted into a neat restaurant with the kitchen housed in 2 box cars.

It was prom night and there were also a couple of wedding receptions at the hotel so the place was packed. Still, we managed to get in and out in great time, and enjoyed another generous and delicious meal in great atmosphere. Some of us chose to walk the long way back to the hotel (we needed it anyway!). On the way, we paused to look in the window of an old auto dealership that housed a private collection of gorgeous early cars and artifacts.

Then we gathered in the lobby of the Craddock Terry for

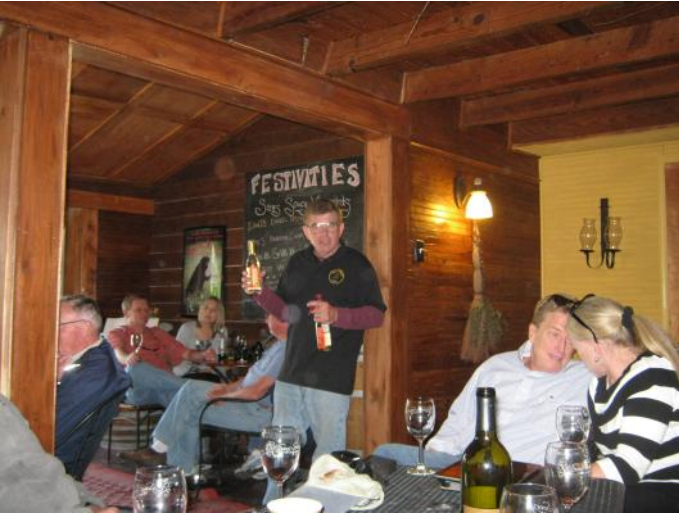


some more wine and cheese that Betty Villers had coordinated. Tad had a few surprises for our fearless leaders, Alan and Beckey Watson, recognition for 10-year veteran wine tourists and a good time was had by all.

Sunday we awoke to find the nasty weather that had been predicted managed to once again occur while we were unaware and sound asleep! The only evidence of rain was the drops on our MGs, which we used to simply clear the dust from the Saturday drive. Before we got to our first stop the skies had cleared and we were looking at blue.

Without doubt, this year's hit was Sans Soucy winery. We were told it was French for "without a care" and it proved to be a very relaxing place indeed. It makes such a big difference when the owner is present. I'm beginning to also think there is some correlation between retired USMC veterans and fine wine. Who could imagine! Paul and Jackie Anctil kept us all entertained as he told his life history of involvement with wine and how he ended up in this part of Virginia.

A sign on the mantle read "Not so lean, not so mean, but still a Marine." The farm was once a tobacco producing farm, so one of their wines is named in honor of their heritage – Gold Leaf. The entire family is engaged at the winery, and the product was beyond compare! I think everyone bought at least two bottles. I enjoyed the tasting especially, since Sue doesn't drink reds. She quite willingly let me test hers.



Good thing she was driving.

After pouring generous samples, they told us about a special harvest party being planned for the fall. We were given the opportunity to “sign-up” to work the fields in the fall to help bring in the grapes. We also learned that one of their really great wines (Legacy) is produced by drying grapes in one of the ancient tobacco barns, then mixing with other grapes using the old fashioned “stomping” method.



Several members expressed interest in returning later in the year to have the experience of working a grape harvest. The reward is the gift of some wine, the chance to purchase more at a big discount, and also to enjoy a gourmet harvest meal arranged by the family – that just happens to include a professional chef who specializes in pairing great wine and excellent food! Sign me up! What a great marketing tool – pour lots of wine, then ask for “volunteers.”

While we were all in such a great mood, Alan received a call from the first winery he had scheduled for us to visit on Friday, Byrd. They were very apologetic that we’d missed a chance to tour and taste, and promised they would make up for the mishap. We’re anxious to see what develops – perhaps a personal tasting at a future club meeting?

After spending way too much time petting the horses and dogs

and looking around, we proceeded to Red Hill, Patrick Henry’s home.



Timing was perfect as we arrived at Red Hill just in time for their opening. It was nice to stroll the beautiful grounds and soak up the history there. The restored home is filled with artifacts, some even original to the family. A small museum contained artifacts from the time when Patrick Henry was alive. He was quite a figure in the history of our country. No doubt he would have driven a MG if he had lived long enough. We didn’t linger however, as our next winery awaited – Annefield, in Saxe, Va.

Just as we had begun on Friday, though, we ended on Sunday -- there was nobody home. Alan ventured in beyond the closed gate after receiving only voice-mail on the other end of their phone and, finding the place simply “empty”, we turned around and headed back towards Tidewater, officially declaring the 10<sup>th</sup> Anniversary Winery Tour concluded.



We actually were getting tired, had consumed far too much wine on the last stop, and had all our available space take up with purchases. No, wait, there was one corner left in the boot of the Mercedes! Humm, with the winery closed, Betty

Villers was not about to go home without a memento of that stop. She found a nice sized rock for her garden. The Souvenir was promptly liberated and carefully packed into the last available corner of the Mercedes for the ride home. Gary and Robyn, we enjoyed your company on the trip and you are welcome to join us again anytime!

We learned several things on this trip – first, at any given moment, there is at least one of us who forgets to turn off our turn signal. Noisy cars of course are to blame. You simply can't hear them clicking. Everyone took a turn, and the minimum distance with the signal on is 15 miles. Others flashing their lights and using their signals to notify the offending driver is useless as it is merely assumed that person is having trouble with their Lucas equipment.

The other thing we learned is, we should never pat ourselves on the back for having traveled over 600 miles without a breakdown until we've actually completed the trip. I was on the cell phone with Richard Hall giving him a report of the weekend and had just made that remark, about 5 miles west of Suffolk, when we rounded a corner and saw three B's pulling into a gas station, one with hazard flashers on. It wasn't but a few moments later that my phone went off – assistance with trouble-shooting SU carbs was requested.



Michelle's B had performed flawlessly all weekend, and the new paint looked great, but it suddenly started loading up, kicking, bucking and backfiring. She couldn't get much more than about 30 mph out of it. Not a good situation on Rt 58 headed back towards Tidewater! It seemed to begin acting up after the last gas stop and got progressively worse.

We circled back and found the front carb closed down at idle, but after a quick adjustment – no joy. She sputtered only about a mile before pulling into a side road and closed factory. While Susan zipped off to an auto parts store for some Sea Foam, just in case it was a tank of bad petrol, Russ Ripp, Don Ladd and I focused on the dizzy and quickly found points nearly closed. We just happened to have a business card and screw driver handy, so points were adjusted and the car fired right up. By the time Susan got back with the Sea Foam,

Michelle was test driving. Her smile was big as an MG grill! Her friend Paul commented how he enjoyed seeing us work. At the mere cry for help, the bonnet was up and there were at least four butts in the air as we explored carbs, distributor, wiring, fuel line, and Lucas. Like an Indy 500 pit stop, it was TMGC choreography once again at its best.



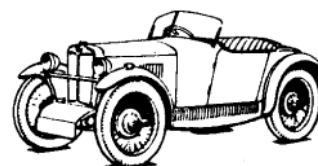
All was well from that point and, as the dark of night closed around us, we split off for the last couple of miles home.

Alan and Becky had been presented with a superb gift from Tad Carter – a bound book with memories of the past ten years of wine tours. For all their work over these past years, the anniversary edition was a fitting success and a tribute to their enjoyment of the hobby and friendship in our club. When signing their book, several of us wrote "thanks for the memories." They continue, so make your plans now to join us on the next one.

Along for the ride this year were:

- Alan and Becky Watson (ten year veterans)
- Jim and Betty Villers (ten year veterans)
- Mike Haag (ten year veteran) accompanied by Denise
- Andy Wallach & Cynthia Faschini (driving the TF of course)
- Bernie Imdahl
- Don and Rose Ladd
- Michele Peters and friend Paul
- Terry and Susan Bond (in the only wine-hauling GT)
- Robert Perrone and friend Clay
- Russ Ripp
- Tad and Karen Carter
- Tom and Marie Early
- Gary and Robyn Tyer driving their "honorary" MG

And joining for part of the journey -- Robin and Olive Watson.



# May Membership Report

By Bill Yoshida

As of my submission for the printing of the June edition of the "Dipstick" we have 120 paid memberships with one outstanding "promise" to renew their memberships for 2012. This equates to 220 individual members in the club.

**New Memberships:** We have had no new members join since the April meeting.

**Cars:** Total cars – 179

**Cars & Types:** 173 of the following types of MGs:

MGA: 20, A- Coupe: 2, MGB: 81, MGB-GT: 16, MGC: 2, MGC-GT: 2, MG TC: 9, MG TD: 24, MG TF: 5, Midget: 12, Other/Various MGs: 6 (1-Cooper MG/ 1-MGNA/ 2-VA/ 1-YB/ 1-ZB).

**Annual Renewal Month is Upon Us!** June is our TMGC Club's annual membership renewal month. I will be sending out an e-mail to any members that have paid their dues for the 2013 membership year in advance. If you have not received an e-mail by the time you read this newsletter, that would be an indication that your membership renewal fee is due.

Renewal forms may be found on line at the TMGC web site ([www.mg.org](http://www.mg.org)). Membership is still only \$20.00 for an entire year. Please print and fill out a copy and send it along with cash, check or money order (Gold and Silver, etc. also accepted). Highlight any changes from last year's information. I've asked the Dipstick Editor to include a copy of the form in the newsletters for the next few months.

I will have blank renewal forms available at the June meeting for your convenience. As in the past, if I have not received your dues for the 2013 membership year by the July meeting, E-mail will be sent during July, August and September to any members that are delinquent. If anyone has decided to not renew their membership, please let me know by phone or e-mail and I will remove your name from the "delinquent" mailing list.

### **Parking for the June Meeting at the Yoshida's:**

Provided that it has not rained heavily the previous day, or that it is raining the day of the meeting, we will be parking cars in the back yard to hold "Kick Tyres" followed by the meeting poolside just as we have done in previous years. If the ground is too wet, please park your car on the street, and we will hold the meeting indoors. Regardless of the weather, Issie and I hope to see you here.



*Newest Member of Eric and Cindy Lee's four-wheel 'family' - a 1980 MGB Limited Edition.*

## How We Became MG Owners

Story by Eric C. Fee

Cindy does not know yet (its a surprise gift), but she is soon to become a first time MG parent on her birthday May 31st. The story is: I was looking for a neat car to give my 16 year old nephew. Along the way I had several MG's cross my path. Each MG was great, but I decided that a vintage Chevy S10 pick-up was a more suitable fit.

After purchasing the Chevy and giving up on the MG, my friend called saying he thought an MGB was for sale in his neighborhood. After initially saying I was no longer looking for a car, we became the proud owners of a 1980 MGB Limited Edition.

She originated in Carlisle, PA with the original owner selling her after only 500 miles. We are the 3rd owners of this 1980 MGB Limited Edition. The MGB LE was in production from 1979-1980 with 6,668 black vehicles produced for the USA.

The luggage rack (ours is missing) was frequently installed on non-LE models by the dealers. Fortunately, she was mechanically sound and free of significant rust (garage kept) as my forte is cosmetic...not mechanical. We look forward to being a part of your tradition.

*Eric C. Fee and Cindy Lee Hall*

What was YOUR first or favorite MG? Send in a paragraph or two about that Brit that captured your heart and warped your mind—include a photo if you have one!

## TMGC TECH TIPS

# Call the Sheriff! This Carb's an Outlaw! (Part 1)

By David J. Kinsey

*(Editor's Note—this is the first part of an extensive article on Weber Carbs—it will be continued in future issues)*

Got a Weber on your MGB or BGT? Want a little more oomph? Want acceleration similar to what our buddies with the twin carbs brag about but still want the set it and forget it of a Weber? Read on.

When I bought “Runaway” it already had a Weber 32/36 DGV installed, along with the proper Cannon intake manifold and a 1974 cast-iron exhaust manifold (Runaway is a 1980, built June, 1979). The PO had removed all smog equipment and did a great job. The 32/36 is reliable and smooth, but it lacks some spirit at low RPM...and I wanted some!



One day I stumbled on an MG Experience Forum thread about the Weber 38/38 “Outlaw” carburetor. I knew I did not want the Weber twin DCOE carb setup as that required a better cam and some more work and very careful setup and tuning, AND a new intake manifold – waaaay too much \$\$\$\$\$! This “new” Outlaw, however, fit right on the existing Cannon intake manifold and used the same air filter and linkages. The price, with advice, from Bob at Brit-Tek was \$325 if you already had the right manifolds. His advice was that the 38/38 is not for a bone-stock, older engine. I was prepared.

The 38/38 DGMS (manual choke) “Outlaw” allows fuel through twin 38mm openings at all times, rather than the most-of-the-time 32mm flow from the DGV.. It uses the same intake manifold (no special manifold available that I’ve been able to find) despite the fact that the opening in either the Cannon or Pierce manifold is somewhat egg-shaped for the two, different sized openings in the 32/36 DGV. The appearance of this fact when you put the 38/38 gasket on the manifold is a bit



disturbing! There is clearly a “shelf” on the manifold blocking smooth flow into the cylinder head.

I have some detailed installation steps but I can tell you in the first iteration – installing the Outlaw with no modifications to the carb jets or the intake, Runaway was runnin’ away like a scalded dog! The performance enhancement was significant and I was very happy with it. A dyno test showed a peak of 71.9 brake/dyno horsepower and a torque of 88 ft lbs. Good figures indeed, meaning engine/flywheel horsepower of about 96. Coupled with the larger displacement and better compression since my recent engine rebuild, the new Fidanza alloy flywheel and new alloy wheels (the last two decreasing the loss of power due to rotational mass acceleration), I was delighted. This thing moves out!



“One picture is worth...”



## Book Review

# A Really Fine Summer Read

By David J. Kinsey

Rather than make this article about my trip to The Mitty Vintage Races (great fun!) at Road Atlanta at the end of April, I would prefer to offer a report on a book purchased there at the insistence of a guy named Steve (former stranger/new friend, you know how it goes at vintage car gatherings!).

The book is titled “*the last open road*,” by Burt “BS” Levy. I’m sure many of you have read this book but I had not and kept noticing most MGs and Triumphs at The Mitty had a “boot sticker” with the simple words, “the last open road.”

I finally asked what this was all about to discover that the author, who fondly refers to himself as “BS” Levy, was selling and autographing the books right there at the race. Of course, he does not call it autographing, he says he is, “defacing books,” at his booth.

BUT, I must inject here that the top-down drive along Rts 17 & 301 was simply terrific and highly recommended. The weather was perfect, roads are smooth and less-traveled, towns were small and scenic, and I had a blast.

“*the last open road*” is about a young guy in Passaic, NJ, one Buddy Palumbo, who shuns his Dad’s career at “the factory” to work on cars. He gradually gets hooked in with people who are racing sports cars in the early 50’s – MG TDs, Jaguar XK120s and C-Types, Allards, Cunninghams, Ferraris, etc. – and gets the bug.

The descriptions of these cars will excite you about your own car as a piece of history and the descriptions of the road courses at Bridgehampton, Elkhart Lake and Watkins Glen will, well, you’ll want to go there yourself, whenever you can get there, just to feel it.

Buddy’s learning curve at pulling wrenches and Bert’s descriptions of that learning, along with his descriptions of the English, Italian and American characters will make the reading

fun and easy. You’ll feel like you’re right there. And, if you don’t have the urge to go tweak something on your car, or just start it up, you might have engaged in the wrong hobby. While reading I had to call up some web sites you might also find interesting as they show the cars and courses Buddy describes in his travels. In particular, seeing and studying photos of the Jag C-Type, the Allard J2 and the Cunningham really made the book come to life even more. I’ll include a few here to save you the trouble of looking them up but I have no doubt many of you will seek and find others.

Friends, enjoy, “*the last open road*” and the fact that your cars are part of a great history of road racing.

The Cunningham race car – an American racing legend:

<http://www.motorsportsuniversity.com/2010/09/ultimatecarpagecom-feature-cunningham.html>  
<http://www.rmauctions.com/CarDetails.cfm?SaleCode=MO11&CarID=r218&Currency=USD>

The Bridgehampton road course in New York:

<http://thechicaneblog.com/2008/10/02/lost-track-the-bridgehampton-road-course/>

Elkhart Lake historic road race circuit and photo of Jag C-Type:

[http://www.historicracecircuits.com/previous\\_60\\_d.html](http://www.historicracecircuits.com/previous_60_d.html)

Watkins Glen road race circuit and map:

<http://www.theglen.com/about-the-glen/history-of-the-glen/track-history.aspx>

<http://www.grandprixfestival.com/map.html>

The Watkins Glen crash that ended open-road racing:

<http://www.allardregister.org/home/2011/6/10/the-crash-watkins-glen-1952.html>

(the book takes considerable license with the accident, this is the true story)

While looking at the page above I began clicking on old Allard models and was a bit surprised at what they were producing in the early 50’s...

### Some clues as to the origin of MGA and MGB shape?

Click the link below and check the shape of these early Allard models, being produced while our MGs were still in early 50’s form, for possible clues as to the origin of the shape of the MGA and MGB. They were certainly ahead of their time with some of the design features.

- JR Competition – 1953-1954
- K3 Touring – 1952
- Palm Beach MkI & MkII Touring – 1951-1954
- GT Coupe – 1958 (cross between a Jag and a Cobra?)
- <http://www.allardregister.org/>



## May 26th Drive to Machipongo on the Eastern Shore for the Arts and Music On the Farm festival!

*Photos by Susan and Terry Bond*



# The Dipstick



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Affiliated with



North American MGB Register

## FIRST CLASS

**Monthly Meeting**  
Tuesday, June 5th  
Issle & Bill Yoshida  
4732 Little John Rd.  
Virginia Beach  
554-0402

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

MG

Shore Drive  
Northampton Blvd  
Ewell Rd  
Copperfield Ave  
Truman Ln  
Piscataway Ln  
Five Forks Rd  
Red Coat Rd  
Haygood Point Rd  
Little John Rd  
Crosstown Rd  
Haygood Rd  
Wesleyan Drive  
Virginia Beach Blvd  
I-64  
Independence Blvd  
I-264  
Witchduck Rd  
Aragona Blvd  
Ferry Plantation Rd