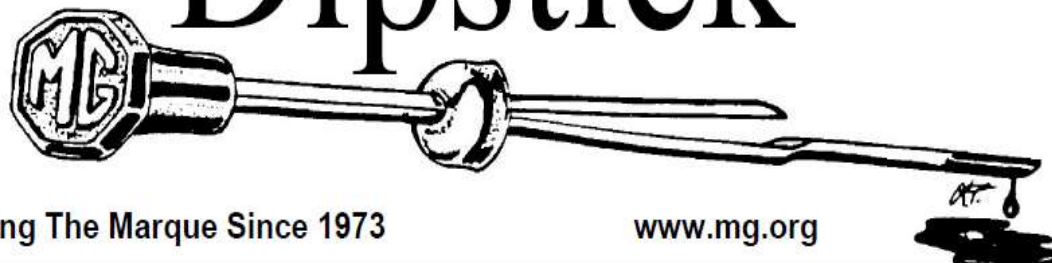




# The Dipstick



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April 2022

## *'She might be old, but she sure can shimmy!*

*Or ... Diagnosing a loose front end – by Terry Bond*

This topic came up recently with an email from a club member trying to figure out why his B shimmied at about 60 mph.

We all know that driving your B should not be restricted to less than 60, but that shake, rattle and roll is just a bit unsettling.

Like all car problems, there are a couple of different ways to solve the problem, and the easiest (throwing money at it) isn't always the most prudent way. Even if you can't or don't do the work yourself, it's nice to know what is going wrong so you can choose the best, and most cost effective approach. There are a lot of parts that could potentially contribute to shimmy.



The KISS theory must be in play here (keep it simple s\_\_\_\_,.) So, with that in mind, here are some possibilities.

**Tire/wheel issues** – balance is important. It must be checked periodically. For info, we're going to talk primarily about MGB steel Rostyle wheels here, but If you have wire wheels, Moss Motors has information on how to balance newly purchased wire wheels. Although few shops are equipped to balance wire wheels, a fairly inexpensive old-fashioned "bubble balance" machine can get you reasonably close.

For the MGB Rostyle wheels however, there are a couple of other things to think about. Most tire shops will try to balance those wheels using the center hole to ensure the wheel is “centered” on the balancing machine. The fact is that the center hole on Rostyles is "close" to being in the center of the wheel but is not an actual centering hole like the ones on modern wheels. Sometimes the hole is close enough that it will work, but often it isn't. They must use a lug-centric adapter to balance these. The problem is that there are so few lug-centric wheels around these days that most of the tire shop guys don't even know what that means. Persevere until you find somebody who doesn't give you a deer-in-headlights stare when you say "can you balance lug-centric wheels without a centering hole".

It's also worth checking to ensure the wheel itself is not “out of round.” Used Rostyle wheels are plentiful but when we put our GT back on the road after restoration, we went through several before finding enough that were true.

Swapping tires around, front to rear, etc., could also help isolate the problem to a particular wheel or tire if that is the source of your problem.

**Steering issues** - Is the problem too much play, or a feeling of looseness in the steering? Or, is it a vibration felt at certain speeds?

To check for anything further, you first need to unload the working forces on the parts that might be affected by weight of the car and compression of the coil springs. Let's look at one wheel at a time - Place a floor jack under a lower suspension arm, directly under the coil spring, and lift the wheel off the floor. Grasp the tire at 9 o'clock and 3 o'clock position and move it gently a couple of degrees through steering motion. Check the steering tie rod for any free play in the outer ball joints. There should be no play there. If there is, the part needs to be replaced. Also watch the tie rod to see if it might have any movement (in/out) without motion of the steering wheel. There should again be no freeplay here. If there is any freeplay, this indicates wear in the inner ball joint inside of the rubber bellows on the steering rack assembly.

The steering rack assembly itself seldom “goes bad” unless it has suffered from a lack of lubrication over a long period of time. There is a removable plate on the rack at the "T" junction of the lower steering assembly. Inside is a spring loaded brass cylindrical pad which Moss calls the "damper pad" (sometimes referred to as a "pad-rack damper"). This pad - about 1/2 inch in diameter - can indeed be worn and will contribute to front end shimmy. Replacement parts are available from Moss Motors at a reasonable cost.

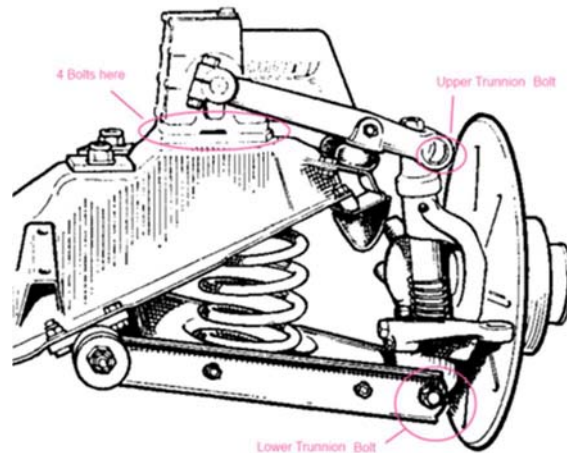
Although Moss sells a complete replacement steering rack assembly at a reasonable cost, don't rush out and just buy one to see what happens – isolate the problem first and chances are, your steering rack will be fine.

There is a U-joint at the bottom of the steering wheel shaft where it comes through the firewall. That seldom goes bad but having someone wiggle the steering wheel while you observe that U-joint will quickly identify any free play issues there.

A simple “wiggle” and pulling in and out on the road wheel might also help reveal any potential wheel bearing problems, but it's been my experience (really), that you'll hear a bad wheel bearing before you feel it.



**Suspension issues** – This diagram shows where the top and lower trunnion bolts are located. The diagram also shows where the shock absorber is bolted to the front cross member. It also shows the A –arm nuts and bolts that should periodically be checked for looseness.



To check for play on the king-pins and trunnion bolts, grasp the tire at 12 o'clock and 6 o'clock position and shake it. Watch for any freeplay motion in either the king-pins or suspension bushings. Watch especially for any freeplay motion at the upper and lower trunnion joints (large horizontal bolts) at top and bottom of the kingpins. There should be no detectable motion. Any freeplay here indicates wear in the bushings, which would need to be replaced. The lower trunnion carries the weight of the car in motion. The upper trunnion holds the wheel up straight and takes the resistive forces of the shock absorber. Both of these joints can wear, but the lower joint is likely to have more wear and is more likely to be loose. If these joints were not greased for a long time the bushing may seize on the steel sleeve, and the large bolt may rotate and move around. The result of that motion is a badly worn down bolt and oval holes in the a-arm side brackets, and those parts would need to be replaced.

There are several potential problems that you might encounter and they range from bushings in the control arms to Kingpins themselves. Most bushings can easily be replaced. If you do, it's worth rechecking all nuts and bolts for tightness a few miles after you've driven the car. I continue to check front end fasteners before every long trip. Put that check on your list of things to do when you lubricate the car's suspension as part of your spring maintenance routine.

Kingpins are a cause of many front end shimmy issues and it's probably the most expensive project to tackle. You can buy a set of rebuilt kingpin and stub-axle assemblies from Moss Motors. They are not cheap, but much of your "investment" will be recovered when you are reimbursed the "core charge" required upon purchase. If you try to do them yourself, you'll need to dismantle the front end assembly, the kingpin and stub axle assemblies, have new parts on hand, then reassemble after properly reaming out new bushings. The reamer itself is quite expensive, and unless you can borrow one, or are rebuilding a lot of MGB kingpins, you may not want to spend that much for your one-time repair job. Properly shimming the assembly so there is no up-and-down motion can be tricky. Replacement parts will come with a variety of different thickness shims to make life a little easier though. Warning – this is probably not something you will want to do in your driveway! There are shops that will rebuild yours if you do wish to dismantle and reinstall them however.

Front end alignment should be checked following completion of any disassembly and repair of steering or suspension components.

Did I forget to mention SHOCK ABSORBERS? No – not really. Those “road dampers” are meant to do what their name indicates – absorb road shock. They are not meant to “hide shimmy” due to other problems. If your shocks are bad though, you will more easily notice alignment, balance, or wear problems in suspension components. A simple “bounce test” or a physical check of the bushings connecting to the suspension system will reveal any issues. Rebuilt units are readily available and if you want to complete a front end reconstruction fully, you can replace them, but – cure your steering and/or suspension problems before blaming them.

If you have some front end shimmy, get your car to one of our tech sessions and let some experienced eyes and hands check while you do the wiggling to help narrow things down. It is much better and potentially less costly to do that than to just start replacing things.

Enjoy the season – safely, and fast!

Terry

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## Weber Carb Commentary

From Bruce Easley

OK, I know that most MGers have the original SU carbs on their rides, but the single Zenith POS on mine was replaced with a more dependable Weber. However, I had been having a flooding carb problem since last year on my Weber 32/36 DGEV. After trying several things at the advice of some others but finding nothing helped, I surmised that it was a float bowl problem. Finally I decided to bite the bullet and get inside the carb. It was actually no big deal; just take off the top, no need to take it off the manifold. I found that one of the twin floats had come off the carrier arm and so was just floating around in the bowl randomly and interfering with proper operation. (Yeah, that could do it!) These original floats were brass, and one spot weld had broken. I was able to replace them with a similar newer assembly with plastic floats, correctly setting levels according to the Weber manual. Flooding solved!

While I was researching the original problem, I found a great YouTube video which had a very useful explanation of the Weber operations (<https://www.youtube.com/watch?v=zGDp3wKj8o0>). One common complaint about the downdraft Weber is related to its tendency to “stutter” or “stumble” when accelerating. The video explained that the idle adjusting screw (different from the idle speed screw) affects the entire range of carb operation, not just the idle condition. After tweaking the idle screw in a little leaner, I found this really made a difference and the stuttering was eliminated. On the road again!





## Marque Time



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The September 2021 issue of the British *Classic & Sports Car* magazine had as its lead article Dream Drives. Their ultimate dream drive in Britain is the NC500, or the North Coast 500 which starts in Inverness, heads north then along the west coast of Scotland and back to Inverness for a total of 516 miles. Their car of choice for this dream drive? It was a 1970 MGB GT which the magazine referred to as “the world’s greatest everyday classic”. In the article they stated that “Hours behind the wheel of our MGB were spent pondering cars that would suit the roads better. We struggled to think of any”. Of course, we already knew that!

Over the years our club has had many spectacular drives thanks to Alan & Beckey Watson with their Spring Tours along with several Fall Tours thanks to Tad Carter and Bob McKenna. We routinely cover 500-600 miles on these weekend tours over some of Virginia’s greatest driving roads, with the occasional dip into North Carolina or even north to Maryland and Delaware.

I know that several of our members have driven their MGs on longer drives, some even cross country! PJ & Faith have done this and we thank them for writing of the long distance drives in their MGB. I know that others have done long distance drives in their MG so I encourage you to share your adventures with the rest of us in the pages of the Dipstick.

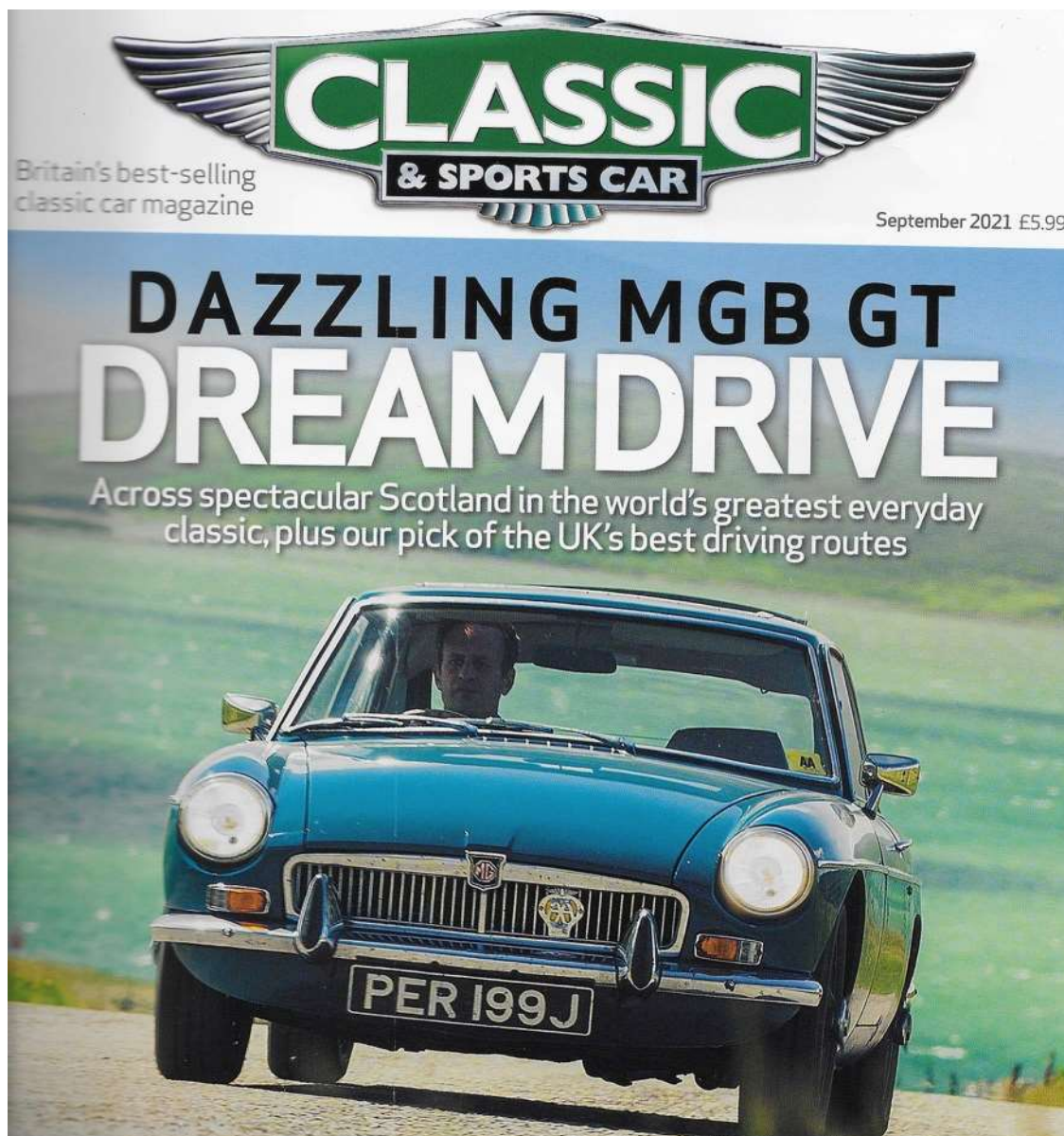
Afraid of taking your MG on a long distance drive? We understand that, we all have been there before. As long as your MG is running well, you have done routine maintenance and everything is working as it should, consider taking it on longer drives, especially with the club. If something should happen, travelling with others will give you confidence and quite often you can get back on the road with some minor roadside repairs. If not, as long as you have a cell phone, credit card and maybe some free towing on your insurance or with AAA, you’re covered. How do I know this? Grab a beer and read on for my long distance journey.

In June of 2001 former member Barry Tyson and I drove our MGBs out to St Paul, MN for the MG2001 convention. We spent 2 ½ days driving out, no real issues. Barry’s car had an intermittent electrical issue which we discovered on day 2 was a loose wire on the starter solenoid. It also developed a bad habit of upchucking a small amount of coolant every time we stopped. We never did solve that problem, just made sure he had plenty of extra coolant. My car drove fine on the way out, no problems. After the convention, we drove east across Wisconsin then headed north to the Upper Peninsula of Michigan where we stopped and spent the night. The next day we drove on, our goal was to reach Dearborn to visit the museums there. After crossing the Mackinac Bridge and heading down along the coast of Lake Huron, we were going to stop for lunch. At an intersection Barry made it through the light but I got stopped. When the light turned green, I could not get the car into gear, any gear. Nothing but grinding and crunching noises! I pushed the car off to the side of the road. Two nice folks stopped and asked if they could help. One older gentleman stayed until the tow truck driver arrived just to make sure we were safe. I called AAA and asked for a tow, although not really knowing where to get the car towed to. Luckily the tow truck driver knew of a foreign car

repair shop about 20 miles south in Alpena, MI so we took it there. We were heading that way anyway so it worked out good. When we arrived I saw a couple of other British cars in the lot so it looked promising. We talked to Jürgen, the German owner of the shop, and he had just done a clutch job on an MGB the week before, so luck was with us. We ordered the parts from Moss with overnight shipping, left the car with him and Barry and I relaxed in lovely Alpena, MI on the shore of Lake Huron for 2 days while the car was repaired. With the car repaired we continued down to Dearborn where we spent 2 days visiting the Henry Ford Museum and Greenfield Village. Thankfully the drive back home was uneventful, other than my car turning over 100,000 miles somewhere in West Virginia. At least that is what the odometer showed, actual mileage is somewhat questionable. So, after all this rambling, don't be afraid to take your car on long drives. As I said earlier, as long as you have a cell phone, credit card and some free towing on your insurance or with AAA you won't be left stranded.

My next long distance drive was in 2003 when Barry, Susan Bond, and I drove our MGBs out to St. Louis, MO for MG2003. Another epic MG drive full of adventures or misadventures, but that is a story for another time.

*Safety fast,*  
Mike



# A dramatic recovery spurs a \$2 million donation

BY HARRY MINIUM '77

**C**ynthia Faschini describes her 33-year marriage to Andy Wallach as a “fairy tale.”

Both are successful businesspeople, Navy veterans and graduates of Old Dominion University. Andy runs Wallach Planning & Investments. They've traveled to Europe and the Caribbean.

But their lives changed forever in December 2019, when the ATV he was driving in Aruba crashed. After two months of surgeries and hospitalization, they were told Andy would never walk again and had a 50% chance of living a year.

Those doctors didn't know Andy's and Cynthia's determination and commitment to each other and how their prayers would be answered by miracles.

Perhaps the biggest occurred in 2020, nine months after the accident, when Andy began treatment at ODU's Monarch Physical Therapy. He is again walking, with a walker. They're back to hosting parties, bowling and planning vacations, including a trip to Cancun and a cruise in the Pacific.

In gratitude, Andy and Cynthia will donate \$2 million to the therapy clinic in the

new Health Sciences Building, which is scheduled to open in the summer of 2023.

The clinic will be named the Faschini Wallach Center for Restorative Therapies. It will be staffed by physical and occupational therapists, who have made a huge contribution to Andy's recovery.

“The clinic has dramatically changed our lives,” Cynthia said. “What they've done has been miraculous.”

Lisa Koperna, the director of Monarch Physical Therapy, said their gift will help provide “more comprehensive rehabilitation and post-rehab services.”

“They are ordinary people doing extraordinary things to help others,” she said.

**The story of their last two years** is also extraordinary. It's about a marriage that has grown stronger, Cynthia's steadfast care of her husband, Andy's dogged determination to walk again, and those little miracles that seemed to happen when they most needed them.

The crash in Aruba left Cynthia with a broken femur in her right leg. She was the lucky one.

Andy broke his left leg in three places; the compound fractures were so bad that it was practically severed. For weeks, doctors considered amputating it. Nobody knew it then, but he had also suffered a spinal cord injury, severely reducing his ability to move his legs.

He was flown to a trauma center in Fort Lauderdale and underwent several surgeries. From there, Andy was moved to the Acute Spinal Care Rehab Center at McGuire Veterans Administration Hospital in Richmond after being rejected by several other centers.

His prognosis wasn't great. He couldn't walk or stand. And because he had been intubated for months, the already slender Wallach lost a lot of weight. But it helped that Andy, like his wife, follows a plant-based diet and exercised regularly.

He made good progress in 12 weeks in Richmond, aided by physical therapist Peter DiSalvo, a 2015 ODU doctoral graduate, and returned to his Norfolk home in a wheelchair.

In October 2020, Andy started treatment at Monarch Physical Therapy.

*Occupational therapist Hannab Schmidt doesn't go easy on Andy Wallach.*

PHOTOS BY CHUCK THOMAS



*Wallach with physical therapist Maggie Cody (DPT '20), left, and his wife, Cynthia Faschini*

His recovery has been aided by a machine called REX. Monarch Physical Therapy has one of only six in the country.

It's a high-tech pair of bionic legs — an exoskeleton of sorts — powered electrically. Essentially, it allowed Andy's body to go through the motions of walking before he was able to do so.

**Just as important** as the technology have been the people.

Maggie Cody, a 2020 ODU doctoral recipient who is Andy's lead physical therapist, mixes kindness with tough love, sometimes barking at him to stay on task.

Near the end of one session, Andy walked down a hallway with his walker. He reached his destination, a water fountain.

"Keep going," Cody said firmly.

"But this was our goal," he replied.

"But don't you want to go past it?"

"Yes, Maggie."

He closed his eyes and kept going.

Occupational therapists, or OTs, who help prepare patients to resume daily activities, have also played a key role.

His OTs work on strengthening his hands and hand-eye coordination and tasks such as getting in and out of bed. During one exercise, he clasped a vice grip, wincing with pain.

But he rarely loses his sense of humor.

When Andy finished assembling a fake set of silverware, dishes and glasses, he picked



up the tray, bowed and said, "Madam, I'm your waiter."

Andy and Cynthia go to Monarch Physical Therapy three or four days a week, two hours each time. Andy also works out at home four hours a day and exercises twice a week at the ODU Student Recreation Center.

Cynthia prepares meals, helps dress and bathe her husband and takes care of all the appointments, medications and anything else that needs doing.

"I mean, she has no life of her own," Andy said, tearing up. "I would not be alive without her. And I mean that literally."

**His determination** has been just as crucial. "It's remarkable what he's done," said Andy's son, Josh, master lecturer and associate dean of the College of Sciences. "Not a lot of people could go through what he's been through and not be devastated."

Andy is also committed to helping others heal.

"Somebody could be standing on the parallel bars," Koperna said, "and Andy will notice that

something is different with that person. He'll ask, 'What's going on?' and offer good advice."

These days, Andy uses a walker and sometimes cheats — getting up on his own and walking without someone at his side. He stands without assistance, and his muscle tone is returning.

"He's going to walk again," Cody said.

Andy and Cynthia believe it, too.

When the new Health Sciences Building opens, Andy predicts he'll walk through the front door, without a walker and with Cynthia by his side.

*Monarch Physical Therapy is at 1015 West 47th St. near Killam Avenue. Phone: (757) 683-7041; email: MonarchPT@odu.edu, or go to the Monarch Physical Therapy website, odu.edu/partnerships/community/programs/health/monarchpt.*

*Harry Minium '77 is senior executive writer at Old Dominion University.*





## Tidewater MG Activities Report

Mar. 20, 2022

I'm writing this from sunny Florida, after being here for almost two weeks. I've had a preview of what we can look forward to this Spring – still some chilly nights, but beautiful, warm days perfect for driving. Florida, unsurprisingly, has a large percentage of convertibles it seems, as well as motorcyclists *sans* helmet. I am really looking forward to being back home and behind the wheel of my B on these pretty days. Here's hoping we have great weather for our multiday Spring Tour April 29-May 1. Our March 5 meeting was at the home of Faith and "PJ" Peterson in Hampton at 11 O'CLOCK on a SATURDAY. We are trying to change things up a little to make the HRBT traverse easier since Saturday daytime traffic should not be so congested as the weekday evenings. The attendance was very good and the general consensus was that the day change was good for northside meetings. In April, we'll have a pretty full schedule, with the Spring Tech Session on April 10 at the homes of both Frank Linse and Paul Fuqua. This get-together will combine the Tech Session with our April monthly membership meeting. On the 23<sup>rd</sup>, the Williamsburg British Car Club will have their annual show at The Shops at High Street in Williamsburg. This is always a good time and Williamsburg is a great venue for lots of things to do and see. Try to get there, even if you're not in the show or even if you don't drive your MG; there will be plenty of nice cars to see. Then Alan and Beckey Watson's Spring Tour on the beautiful back roads of Central Virginia is on the menu.

The May 7 meeting will again be on a Saturday, at the home of Jayne and Bruce Easley in Seaford at 11 AM. The menu is for an outside picnic if the weather holds good. Plans are underway for a day trip to Elizabeth City on May 14 or 28, then in June we convene on the 7th at one of our favorite spots – the Ocean View Pier for dinner; plan to be there at 6 PM. For North American Register fans, the NAMGAR will convene in Colorado Springs on June 10 (expect to see our member Chuck Hassler there), and the NAMGBR will hold a multiday event in Peterborough, Ontario June 19-23. Looking forward to getting together!

Bruce Easley

## Calendar of Upcoming Events

April 10 – Tech Session/Meeting hosted by Frank & Deb Linse along with Paul Fuqua. (Doors open at 10:00 a.m.)

April 23 – Williamsburg British & European Car Show  
[https://www.wmbgbrit.com/crimson.alb\\_024.htm](https://www.wmbgbrit.com/crimson.alb_024.htm)

April 29 – May 1 – Spring Tour led by Beckey & Alan Watson

May 7 – Monthly Meeting hosted by Bruce & Jayne Easley in Seaford. Start time: 11:00 a.m.

May 19 – 21 – AACA Grand National at Founders' Inn, Virginia Beach

June 7 -- Monthly Meeting at Ocean View Pier -- 6:00 p.m.

July 5 – Monthly Meeting hosted by (TBD)

August 6 – 11:00 a.m. -- Monthly Meeting hosted by Jennifer & Mike Ash, Eastville

September 7 – Monthly Meeting hosted by Andy Wallach & Cynthia Faschini

October 4 – Monthly Meeting hosted by Renee & Bill Olcheski, Virginia Beach

November 2 – Monthly Meeting hosted by Kathy & Mark Davidoski, Virginia Beach (**Chili Cookoff!**)



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## **March 2022 Meeting Minutes**

**Location: The Peterson Abode in Hampton**

*Recorded by Kelly MacPherson*



I want to start out this month's minutes with an apology to Ms. Rose. In the minutes from last month, I noted that she had this really cool denim shirt with the MG logon on it. She said she had information somewhere and would hopefully get it to us this month. I gave her homework without thinking about it!!! But I really do like that shirt and really would like to get one. :0)

So, I decided to try something different this meeting – type the minutes during the meeting. However, when I opened my laptop, it was dead. Saw an extension cord and plugged in. Still dead. Followed the extension cord and located the source – with help from my friend Bruce. It was attached to a timer. SOOOOOO, Marion and Bruce looking on (yep throwing them under the bus with me!), I unplugged it from the timer and plugged it in to the surge protector. Bingo! Laptop on. However, in the process my tush bumped into something that was hanging on the wall. As I started to stand, Bruce said, "Be careful. That is a sharp object." It hit my leg on the way to the floor and it was a very long knife.

Sorry, PJ! My tush, leg, and foot made sure that it gently touched the carpet.

I carefully hung it back up and took my seat to get ready for the meeting. Bruce, Marion and I all had a good laugh about me trying to get out of taking minutes. Never a dull moment when Kelly is around. I'm good for a laugh. :0)

12:10: Call to order: Sergeant at Arms/Call to Order Officiant – Rose did a FABULOUS JOB as stand in for Bill. Mike has the gavel today!!! Birthday celebrations were expressed to those with birthdays this month. Jennifer Ash's birthday was actually today! Happy Birthday, Jennifer. Mike shared that her birthday treat was him taking her to the MG meeting today. LOL. I'm sure he had other plans as well...

Approval of minutes. This motion was quickly moved and seconded to approve last month's minutes. I can share with you all that this time of the meeting is a nail-biting moment for me. Trying to get the minutes to you all and expressed in an entertaining yet informative manner is quite stressful. Happy that most folks like them. Anyhow, minutes were approved for another month. :0)

VP report: Paul shared that next month, the meeting will be on Sunday and he, Franklin, and Z be hosting a tech session to get cars ready for spring and summer cruises.

On May 7<sup>th</sup>, the Easley's will be hosting the monthly TMGC meeting. June will be at the Ocean View Pier, but still needs to be confirmed as you can't trust that Ronnie Boone dude to not change his mind or forget!

July's meeting is TBD. It would be cool if everyone could visit Dwight's place and have lunch and see his bitchin' rides.

August will be hosted in Eastville by Jennifer & Mike Ash.

In September, the Wallach – Faschini team will host. October will be the Olcheski's and November is TBD.

And that wrapped up the VP report. Nice job, Paul.



New members – no new members this month. Thank you, Mike! Although there are no new members today, it was nice to see many of our members present and that some of the recent “new members” also attended.

Technical – Terry shared there are good things coming. The title of the next technical entry is **She Might Be Old But She Sure Can Shimmy!** Bruce shared that his Weber had flooding issues. But he found a great video on YouTube on Webers that was about 30 minutes long. He learned that the idle

adjustment screw affects the whole range of operation for that vehicle. If there is a sputter, you can wean it off and it will stop that. After a 3-hour inspection, neutral safety switch was one of the things the new mechanic wanted to fail the car for. After much tutoring of this young mechanic on how it is not required for the age of the car and the mechanic needed to review the requirements for when the car was new, the mechanic saw that and gave the car a pass. So, if you come across a “wet-behind-the-ears” mechanic, just remember this information and provide the same “tutoring”! Lots more technical talk that sounded like Charlie Brown’s teacher. Sorry fellas. Got these words: blew it out, cleaning solution, ethanol, float sticks, sending unit, hoses, boil out a tank, POR 15, something about cleaning something (tank?), can heat by putting on a barbeque grill, blah, blah, blah. Smile and nod and look like you are typing up exactly what is being said here.

PJ had a tire problem on the last trip and he provided those who helped him out with cans of Fix a flat. Mike has two Hemmings and two MG magazines. If no one wants them, PJ is happy to dispose of them.

Treasurer’s Report: I am so thankful that Jim provides me with a cheat sheet! The club started out the month with \$2,296.83. We accrued \$84.00 from membership and raffle. Disbursements totaled \$285.15. At this time the club total is \$2,011.68. I see BB&T as the bank. I guess that will have to be updated to the new bank name. Jim brought printed directories.

The saddest news for me was that Pete Olsen passed away. Jennifer reflected on how Pete put up a great fight, was a sweet guy, and was at most of the meetings. I can share, personally, there was never a time when I showed up at a meeting that he did not make it a point to say hello. He always made me feel welcomed. At first it was him walking over to me. One of the last times I saw him, he waved at me and I walked over to him. He was smart, funny, and very sweet. I know he will be greatly missed by all of you.



*“Dude! Where’s my car?”*

Activities: Bruce shared that the feedback on getting to the Peterson’s was positive experience. No slowdowns. For those on the northside, he wished them good luck. The Spring tech session, Williamsburg car club show, and a spring tour are all planned for April. Bruce is getting ready to be gone for the next two weeks (NOOOOOOOO). He is pondering a brewery tour for the club when he returns. In May, he is looking at the club participating in the Elizabeth City drive.

Dipstick – MGA, MGB register magazine is something that Mark receives and he gets an extra. He offered it up and someone grabbed it before Matthew could wrap his head around what was going on. Marion is part of the AACA which has 8 to 10 national shows across the country. In May 2022 the Grand National will be coming to the Founder's Inn from the 19<sup>th</sup> through the 21<sup>st</sup>. There will be approximately 600 cars coming in from across the country. On May 20<sup>th</sup> the Zenith Awards will be presented. There will be 16 cars on display and judged by a team of judges (I think she called them concourse level cars). The event is free to spectators. Marion shared that they could use help if anyone is interested (i.e. parking of trailers, on show day help with the laying out the field, parking cars outside the show. The show itself is May 21<sup>st</sup>. Anyone who comes to volunteer will get a t-shirt, volunteer hospitality room, and specific area where they can park and show off their MG's. Mike has Marion's contact information if you are interested in volunteering.



Bruce was dubbed our club's poet laureate. He submitted a wonderful poet about MGs in last month's Dipstick. If you have not read it, please take a moment to enjoy Bruce's poem. He is so diverse. He has this tough side that loves the outdoors – hiking for days on end while traveling around the country – and now this soft side – poet. I don't know about you, but I would like to be like Bruce when I grow up. Bruce shared that he won a poetry book about cars, but there were no MG poems in it. We have been advised to look for a novel or short story next month from other members.

History – Sue said we have history but it is not here. Ok, then on to the next subject.

New or old business to discuss. Nothing. Ok, NEXT....

Marque Time: Bob Stein and Jim Villers both picked up cars from an auction in Suffolk. Both cars had been sitting for 18 years and they are both getting them ready and reliable. Jim bought a factory MGB-GT V8 with right hand drive. Bob said he is still working on his and does not have as much time as Jim because he is still working full time. Bob's car has 46000 miles, one owner, 74 ½ MGB-GT with a rubber bumper, left hand drive, and all original paperwork.

Regalia Rose!!!!

If anyone is interested, Rose and Don and items from Craig's garage. Engines (\$300 for two 6 cylinders MGC), Blue Rhino Grill with a cover, chairs, model cars (\$20 each), 25 gallon air compressor (\$100), and several other items. Don purchased Craig's car. The car drove out of the storage facility great, but he forgot to bring his tool box with him. He took a drive down Dam Neck Road and all was well until it broke down. Rose was the Superwoman who got a truck to him and had it towed.

Rose had the shirt information!!!! (Yes, ordered mine!). She brought two to show the group. \$55 each regardless of size. She is taking orders today.

Still has 7 hats and several magnets available. Rose brought a slatted spoon and thought it was Michelle's but it wasn't. Anyone who wants the spoon, it is up for grabs!

Goodies for the auction today and ultimate winners:

MG Purchase and Restoration Guide Book went to Matthew

Classic MG Book went to PJ

4 ice cream bowls for sherbet went to Marion

50/50 (\$26) was won by Terry. He was thrilled as he has hoped to win it for many years (someone shared he purchased thousands of dollars in tickets to get half of the \$26!). There was a chorus of voices that called out "Give him the spoon!"

71 MGB Coupe (thank you Matthew. Hope Rose wins it because she has one of those cars!). LOL Matthew won it back. There was another chorus of giving Matthew the spoon. (That poor spoon). Matthew gave it back and Mark won.

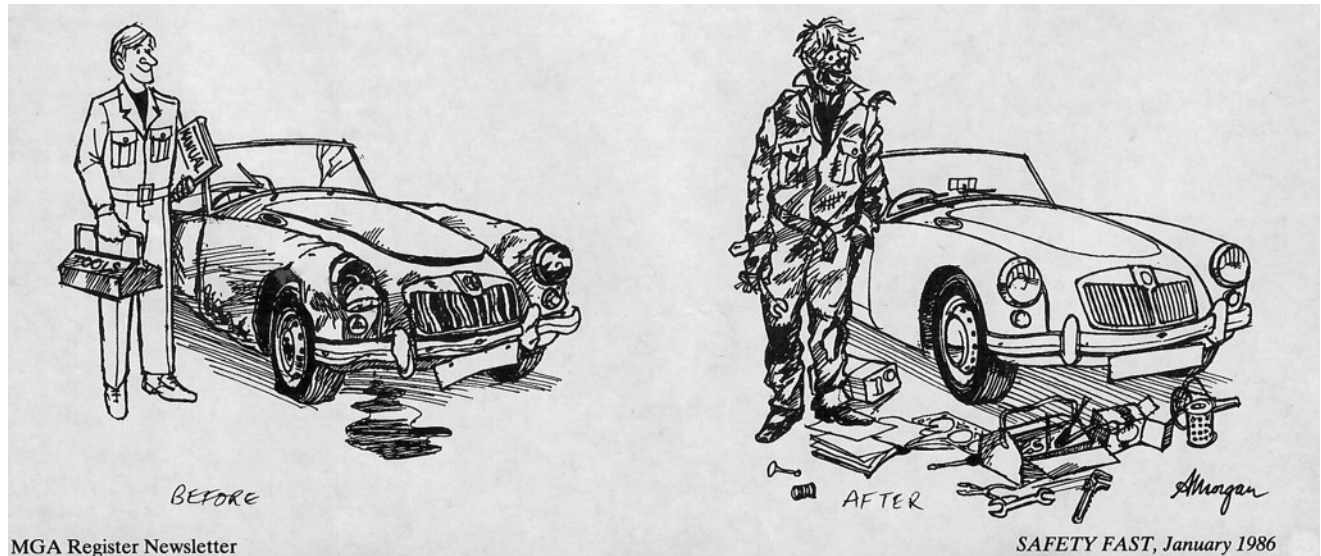
12:46 pm Meeting adjourned

I have shared that I enjoy coming to the Peterson home. They have such a great display of different things that I see something new each time we visit. This time was my interaction with the knife. I got the chance to speak with PJ and he shared that the knives were made by a man named Kit Ray. Mr. Ray was commissioned to make 10 swords that were based on a fantasy series (I missed the name) and PJ has three of them. If you have not had the opportunity to take a closer look at his collection, I recommend it. He really does have some beautiful pieces.

Happy Spring all. Safe journey. Until next time, Be Fearless!



## Shades of an upcoming Tech Session?



MGA Register Newsletter

SAFETY FAST, January 1986

(As seen in Safety Fast Magazine, well before the current Pandemic!

### **Items for sale from Craig's Garage.....**

Contact Rose if interested (757) 737-2468

*Craftsman 3-tier tool box*

*Sports car bar stool*

*Craftsman hanging shop vacuum*

*Gas BBQ with tank*

*MGC aluminium bonnet (hood)*

*MGC engine parts (inline six)*

*2 Blocks*

*2 Heads*

*Crankshaft*

*Oilpan*

*Other miscellaneous bits*



Shirt orders are being taken By Rose Ladd  
Cost will be \$55 each which includes  
emblem and name.  
Must have orders to Rose by March 31.  
Call 757 737-2468 to order or questions  
Please make checks payable tp Rose Ladd



Courtesy of Roosevelt Moseley

Farewell to two of our friends.....



Craig Cummings passed on February 8, 2022.

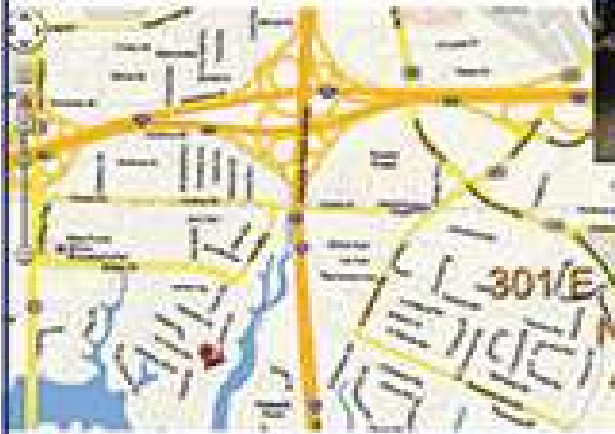
Craig was a longtime TMGC member who was very active with his Primrose Yellow 1969 MGC – GT. He was a go to source of MG-related knowledge who participated in numerous car shows and long distance runs with many of us in TMGC.

Longtime club member Pete Olson passed away late on February 24<sup>th</sup> after a long battle with cancer. Pete had a red MGB and won numerous chili cook-off awards for his tailpipe backfire chili. He was an active member who always had time to share his gift of gab with his fellow MG – loving members.



# April Meeting and Tech Session

Bring it to Frank & Debbie Linse's Garage  
Sunday, April 10th starting at 10 a.m.



301 E McGinnis Circle  
Norfolk, VA  
461-7783



## The Dipstick

Tidewater MG Classics

C/O Kathy & Mark Davidoski

4705 Little John Road

Virginia Beach, VA 23455

davidoskicrew@cox.net

*Affiliated with*



North American MGB Register



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North American MGA Register

# FIRST CLASS