



1994

Tidewater MG Classics



1994

Calendar

5 January	*Meeting
26 January	*Chili Cook-Off
1 February	*Meeting
26 February	*Progressive Dinner
2 March	*Meeting
6 March	*Tech Session
24 March	*Pizza, Beer & Bowling
5 April	*Meeting
4 May	*Meeting
15 May	*Tech Session
22 May	Stoney Point
7 June	*Meeting
12 June	*Carter's Grove Drive Out
23-26 June	MG '94
6 July	*Meeting
17 July	*Albemarle Museum Drive Out
2 August	*Meeting
14 August	*Pool Party
7 September	*Meeting
18 September	Berkeley Show
26 September	*Pig Pickin'
4 October	*Meeting
1 October	Waynesboro Show
2 November	*Meeting
6 November	*Tech Session
10 December	*Christmas Party



President	Bob McClaren
Vice President	Frank Linse
Secretary	Cynthia Faschini
Treasurer	Jim Villers
Editor	Doug Squires
Technical	Robert Davis
Activities	Peggy Bradford Betsy Kennedy
Clubs	Mike Ash
Membership	Ned Kuhns

* Denotes TMGC event



Chili Cook-Off



January 29, 1994
at Peggy Bradford's
home



Hat Contest: Jerry Andres & Bruce Woodson
from Richmond, Robert Davis, Peggy Bradford,
Joan Bowling



Bruce Woodson



Bob McClaren, Barbara & Jerry
Andres, Bruce Woodson



Bob McClaren, Jerry Andres

Chili Cook-Off

January 29, 1994



Chili Madness '94

Bob McClaren

It was a cold, wintery night, maybe not the best night for driving old, drafty British cars, but a terrific night for the first half of our *Chili Madness '94*. It was the type of night to make our annual Chili Cook-off a smashing success if not a gastronomical delight.

Peggy Bradford got to show off her spacious new home to at least three dozen hardy souls. The traffic on Jack Frost Road was treated to the sight of a light-decorated MGTD in the front yard accompanied by a number of other little British beauties lining the street. Everyone in attendance seemed to have a really good time eating chili, socializing, and catching up on the latest MG talk. The Central Virginia MG Classics Club, hereafter referred to as the "Richmond Rascals", turned out in force. At least 10 made the trip and, similar to last year, they made off with the prizes.

The "Richmond Rascals" took the prize for the "Best Chili", I believe the honors went to Donna and Larry Smith. I know that Jerry Andres took the prize for the "Best Hat" since Jerry's hat had more MG regalia and other bits and pieces attached to it than most MG's every had. Another "Richmond Rascal", Bruce Woodson, had a hat that was all decked out with lights, but in typical LUCAS fashion, the lights died just when they were needed most. It reminded me of a bumper sticker seen recently — "*LUCAS ELECTRICS -- BECAUSE GENTLEMEN NEVER DRIVE AFTER DARK*". Anyway, a great party was had. Thanks Peggy.

Progressive Dinner



February 26, 1994

FOR ALL OF THOSE WHO MAY HAVE MISSED THE PROGRESSIVE DINNER

Peggy Bradford

EAT YOUR HEART OUT! It was SUPERB. We had the BEST — Good Company and Good Food — what we do best (next to driving those little British Sports Cars). Wendy and Chuck Hall popped in to join us. Wendy chipped right in and gave me very needed help at the last minute. (Thank you Wendy). They are in the area for a short time but, being MG owners, fit right in with us. We appreciate their help and company and are looking forward to keeping in touch until they leave the area in June.

Our progression didn't venture too far into the unknown. We began and ended our excursion at Gregg's house at the North End of the Beach. We started the evening slowly at Gregg's with wine and addictive hors-d'oeuvres, than progressed up the street a few blocks to Judy & Chuck Hudson's beautiful home. There we were captivated by Judy's story and memorabilia of the dinner she served for a charity auction. This gave us a hint as to what we were in for when the Main Course was served. Judy and Chuck conjured up a fantastic beef bourguignonne (alias, English Stew) plus more wine and more good company, the least of which was "Madaline" who seemed to enjoy our company more than the main course. Before our visit with Judy and Chuck ended, most of us made an interesting trek to the "Cellar". There we found wonderful inventories of wine, unique accessories and decorations for Judy's catering and other extraordinary finds — some inherited with the house. Finally we ended this wonderful evening back at Gregg's. There we were greeted with the finale ... scrumptious desserts and wonderful vanilla and raspberry coffees. For those of you who missed this event, the best advice is... DON'T the next time. It was truly a standout evening. A very Special THANK YOU to our hosts Gregg, Judy & Chuck for opening their homes, and all those who participated and provided the gastronomical delights that helped make this a memorable evening that will hold us until...The Champagne Brunch in April. MARK YOUR CALENDARS. See you there.....

Bowling Night

March 24, 1994



Pizza Beer & Bowling Night

Peggy Bradford

We didn't have a large turnout for this event, however we made up for it in FUN. Many of us hadn't bowled in years, but by the time the evening was over, we were approaching pro status (in one fashion or another). Your's truly started out the evening on the wrong foot (actually wrong swing). In testing the weight of one of my prospective balls, my backswing hit a rather immovable object - Gregg Coogan. This, however, did not deter him from going on and taking high score for the evening, narrowly edging out Cynthia. Congrats Gregg! Pam McClaren figured out how to get another chance at a strike. She rolled her ball, which hit the gate and rolled back to her for another try. Sue Bond started off the evening with a tricky gutter ball, which, at the last second, jumped out and knocked over quite a few pins. (We've got to find out how she perfected this move) She then continued with strikes and more strikes and more strikes..... She decided this was fun and she'd like to do it again before another five years passes. Cynthia was talking about joining a league as she left. Boy, what inspiration we give our members. And then there were those who were not inspired. For example our LOW scorer for the evening was A___ W_____. His wife's high score made up for him though, so I guess it all evens out in the family. A Big, BIG thanks to Sandra for planning this event. It was lots of fun.

Stoney Point

Organized by Richmond
Triumph Register

May 22, 1994



Bob McClaren's C



Barry Tyson's B

Carter's Grove

June 12, 1994



Frank Linse, Bob McClaren, Terry
& Susan Bond

Carter's Grove

June 12, 1994



Susan Bond, Bob McClaren, Terry Bond, Frank Linse

Carter's Grove

June 12, 1994

Carter's Grove

Susan Bond

A small but enthusiastic group, led by Bob McClaren, drove 3 MG's and 2 modern boxes to Oldies in Newport News for brunch on the 12th of June. We wandered around looking at the old stuff that decorated the walls, floors and ceilings -- it was everywhere. There were even antique cars in the dining room, including an MGTD. Comments like "I used to have one of those" were common. The brunch itself was great. Buffet style, it included all the usual breakfast goodies, and featured omelets and waffles cooked by a chef while we watched.

Pleasantly stuffed, we ventured on down the road to Carter's Grove, a very old plantation. The mansion had been built in the 1750's and enlarged and modernized in the 1920's. But we were more interested in the museum which had been built to house the artifacts found in the excavation of Wolstenholme Towne, a colonial settlement which was attacked by Indians in 1622, and had been featured in past *National Geographics*. Some of the objects on display, such as the steel helmets, were the only ones ever found in North America. The fact that the museum was air-conditioned helped a lot. Wandering around the part of Wolstenholme Towne that hadn't eroded into the James River was a very warm experience.

Leaving Carter's Grove, we turned left on the Country Road, a one-way, one-lane track to Williamsburg that was just made for MGs. We avoided almost all signs of modern life as we drove through the woods, marshes and fields. As usual, we got lost in Williamsburg, but eventually found the right road out. Then Bob saw the sign for the Scotland-Jamestown ferry and made a quick turn. There was a long line, but the cut-off was just after our cars, so we were the last ones loaded and didn't have to leave the cars to watch people throwing bread to the seagulls.

Many thanks to Bob for getting us out on such an enjoyable trip. Be sure to ask Barry Tyson for a peek at his photo album to see what you missed.

MG '94

June 23-26, 1994



Racing at Summit Point



Barry Tyson's yellow B



MG '94

The North American MGB Register Convention



June 23-26, 1994

Washington, DC



September 18, 1994 at
Berkeley Plantation

Berkeley



Featured Marque -- MG



September 18, 1994

Berkeley



Organized by Central
Virginia MG Classics



Vince Groover's 1950 YA on display
in the MG Reflections area





Berkeley

September 18, 1994



Magnette of Robert Davis



Berkeley

Susan Bond

We decided to take a different route to Berkeley this year, so two groups left Tidewater and drove up route 10 through Smithfield, took a right at Hopewell and crossed the Benjamin Harrison bridge. Another right and it was just a short drive to Berkeley, where we picked up more dirt from one mile of driveway than we did on the whole rest of the trip (those with yellow cars were lucky, the mud didn't show). This year's featured marque was the MG, with over 70 on the show field and representative cars from 1933 to 1980 on display--including Vince Groover's Y, Robert Davis's Magnette, Bob Mosby's GT, and the C that used to belong to Bob McClaren. Bob drove his "new" TC (it used to belong to Ira Cantin) and was having anxiety attacks when he went around a corner and the oil pressure dropped to 5. Turned out a banjo fitting had loosened so he borrowed oil from several people before "winning" a case of Castrol. Congratulations to the other winners, George Ulrich took a third place, and Tom Sawyer a first. For the first time, our club set up a "Visitor's Center" to sell regalia, sign up new members, and give everyone a place to meet and sit in the shade, a very good idea. We retraced our route on the way home and stopped at Smithfield Station for an excellent dinner, making it a long but very enjoyable day.



Berkeley

September 18, 1994



Richmond British Car Day

Peggy Bradford

As September rolled around once again we headed toward Richmond to attend the **10th Annual Richmond British Car Day** held at historic Berkeley Plantation. The featured marque was MG and what a wonderful sampling of MGs produced throughout the years presented in a special display on the field. A few of these magnificent cars included a YA, TC, TD, TF, ZB, A, B, V, ET AL.

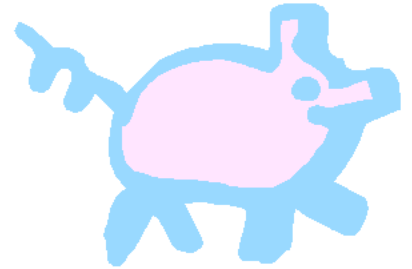
Our club was well represented with over 20 members and over 16 cars on display. Two lucky members brought home the "gold". Tom Sawyer placed first in class with his beautiful MGC and George-Bob Ulrich place third with his red MGB.

Thanks to Central Virginia MG Classics, Ltd., sponsors of this event, we had the use of a large canopy enabling us to set up a membership sign-up and regalia table. This also gave our members a shady place to congregate and swap stories and speculate on the upcoming awards.

Following the show, a group of our members, including 8 Mgs and one (dare we use the word) Triumph Spitfire proceeded up the back roads to Smithfield Station for an enjoyable repast. A better time could not have been had . . . good friends, good cars and good times.

Pig Pickin'

September 26, 1994 at the home
of Chris and Shelley Holcomb



Pig Pickin' 94 was another great day in the country at Chris and Shelley Holcomb's. The pig was cooked to perfection and we had 25 MG's, 2 wannabes and 5 bikes in the corral.

The winners were: Best Bicycle, Kelyn Holcomb
Best Interior, Mac Burns
Best Paint, Chuck Hudson
Best in Show, Frank Linse's immaculate newly restored A coupe
Longest Distance, Jerry McVeigh

Many thanks to Chris and Shelley for another great day!

WAYNESBORO

September 30 to October 2, 1994



Don Finlay, Susan Bond,
Ivan Joslin



Organized by
Shenandoah Valley
British Car Club as part
of the Waynesboro Fall
Foliage Festival

WAYNESBORO

September 30 to
October 2, 1994



Waynesboro British Car Show

Susan Bond

I have wanted to go to Waynesboro for years, but never wanted to drive my MG that far by myself. This year, 2 friends from the antique car club wanted to go too, so we traveled up together. This was an impressive show. Friday night was a free barbeque dinner with beer supplied by the Roadster Factory. Then a spares auction. You could tell most of their members had TR's or Austin Healeys--there wasn't one MG spare to be had! So I lost interest and talked to Chuck Edwards for a while, and then we wandered around the parking lot in front of the hotel previewing cars and meeting owners.

Since the hotel was in Staunton and the show field in Waynesboro, we met bright and early Saturday to caravan to the show field. Check-in was easy--we had done it the night before--and the flea market was open with all sorts of goodies, and it was bigger than Berkeley. There were some beautiful cars on the show field, but not very many MG's, only one TD and one TC. B's were in just 2 classes, chrome and rubber bumper, but I had a good time talking to other owners, including one from Tennessee with a beautifully restored "Blaze Red" roadster. I also talked to Peggy Bradford and Gregg Coogan, who didn't bring an MG but enjoyed the show. At 2:00 we lined up for the Blue Ridge Parkway tour. Small groups led by local members drove up and down REAL HILLS!! I hadn't had so much fun driving since we left Scotland. We stopped at several overlooks to get breath-taking views of the valleys, and the locals said it was an exceptionally clear day so we took lots of pictures. The leaves hadn't changed color yet, but that didn't bother us--we were on hills that were over 3000 feet high, very impressive when you come from the Tidewater table top.

The awards banquet at the Ingleside Motel seated at least 300 people and was served buffet-style with fried chicken and prime rib. Trophies were awarded by popular vote, and most classes had first, second, and third place awards. Judges also presented one award in each class to the car they felt was most like its original condition--no extra chrome, headlights or horsepower. There was also a Premier class for those who had been judged winners in previous shows. Best in show went to Larry Blankenship's 1968 MGB which is also a national award winner in the Antique Automobile Club.

We didn't win any of the door prizes that were raffled off at the banquet and during the day, and we didn't take home any trophies, but we drove our cars 560 miles and met some great people from Michigan, Tennessee, Maryland and Pennsylvania, in addition to all the Virginians and North Carolinians. Waynesboro is definitely on my schedule for next year.

Scottish Festival

October 22, 1994 in
Kilmarnock, Virginia



Minor adjustments by Bob McClaren



Susan Bond's B



Bob McClaren

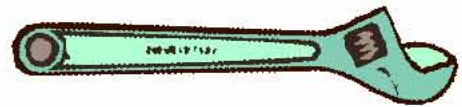


Tech Session

November 6, 1994 at the home of Susan and Terry Bond



Mike Murphy,
Frank Linse



Tech Session

November 6, 1994

Bob Miller, Vince Groover, Mark Childers, George Ulrich



Tech Session

Bob McClaren

Sunday, November 6th, we had the now legendary (at least to us) Fall Tech Session at Terry and Sue Bond's. I enjoyed the session because I got another chance to sample to Bar-B-Que from the club's Fall Pig Pickin'.

This year we had at least 25 members and guests in attendance. Chuck and Judy Hudson came in their TC, Dave Bowling came in his TD, Mark Childers came in his "new" ZB, Frank Linse drove his MGA Coupe, and a number of people came in their MGBs and MGB-GTs. Ron Lindren, Roy Wiley, Doug Kennedy, Bob Miller and Dave Shepherd arrived in MGB/MGB-GTs.

Others in attendance may or may not have driven an MG. These included Vince Groover, Robert and Tyler Davis, Bill and Greg Keeler, Tom Sawyer, John Harvey, Howard Broadbent, George Ulrich, Peggy Bradford, and Mike Murphy.

Ivy Lister attended as a guest of the Bond's and drove his immaculately self-restored, early 50s Bentley.

Oh, by the way, we did manage to do some minor repairs to a number of MGs, putting to rest the legends of past tech sessions when it was "Drive em in, tow em home." I think everyone left with functional automobiles and I am sure that they left with a good taste in the mouth. So mark your calendar for sometime around November 1995 when we again be holding "The Next Great Fall Tech Session!"





Christmas Party

December 10, 1994 at
the home of Chuck and
Judy Hudson



Doug Kennedy, "Santa"
Coogan, Bob Miller, Phillip Ash



Doug & Jeanette Squires

Christmas Party



December 10, 1994



Bob McClaren



Philip Ash

Christmas Party

Bob McClaren

We had our annual holiday party in December, this one hosted by Chuck and Judy Hudson. Approximately 40 members had a fantastic time and partied until nearly midnight! Each holiday party seems to get better than the last and this was no exception. The food was terrific and the gifts from one MG-to-Another went over real well. The man in the RED SUIT visited us and was obviously in the spirit of the occasion because his suit looked very much like an MG racer's suit. Speaking of suits, Phillip Ash took the best outfit award at the party. Phillip in his tuxedo and his friend in a formal evening dress definitely had the most outrageous holiday duds.

Hank Giffin, one of our founding members, also put in a surprise appearance. Hank, known elsewhere as Rear Admiral Henry C. Giffin III, is recently back from NATO duties in Italy and will be residing at the Naval Base. See what owning MGs and little hard work can do for you? Welcome back, Hank!



Photos by ERIC THINGSTAD

"This was, and still is, the poor man's sports car," says Bob McClaren, president of the Tidewater MG Classics, with his 1947 MGTC. "It's an honest little car. It's a car with character that's fun to drive."

From the *Virginian Pilot*, November 25, 1994

MG Club: hooked on a classic

The classic sports car won Americans' affection in post-war years.

BY MARY SCULLY

AT THE TIDEWATER MG Classics meeting, members arrive in their MGBs, their MGTDs, their MGAs or their MGB-GTs. The initiated, of course, understand the jargon, drop the MG preface and refer to their B, A, TD, VA, TF or Y.

The letters designate models made during more than 55 years by a company enjoying its second swing through the alphabet when production ended in 1979.

Even on a cool night in November, the temperature hovering in the low 40s, men and women hang around outdoors to admire a TD's new paint job, or gaze at a member's newly acquired 1966 Midget modified for Sports Car Club of America autocross and regional racing.

The MG is the classic sports car, the very image anyone older than 25 conjures up when asked to define "sports car."

Older folks remember the MGTC and TD from the late '40s and early '50s, with its fat fenders, running board and spoke wheels. The younger recall the MGB, the sleek little roadster from the 1970s.

A small, two-person car with a stick shift on the floor, the MG won Americans' affection in the post-war years when the British car company exported 80 percent of its production to this country.



Frank Linse, vice president of the club, has four MGs, including this 1971 MGB-GT.



Linse's 1958 MGA coupe has had a complete restoration. He believes in driving all his MGs rather than showing them.

Local club members admit they are helplessly in love. They wear their hearts on their sleeves in the form of jackets and shirts emblazoned with the octagonal MG logo.

Bob McClaren, club president, has three MGs. "This was, and still is, the poor man's sports car," he says. "The exotics in England, the Jaguars and Aston Martins, cost thousands more than these did. It's an honest little car. It's a car with character that's fun to drive."

Peggy Bradford, the club's activities chairperson, has had her 1952 TD for many years. "I remembered driving in a car like this in high school once, and that's what I wanted," she says.

Frank Linse, vice president, has four Mgs. "The MG is appealing because it's simple. You can fix it with a screwdriver. It's responsive and fun, but it's not a high-performance car. In an MG, you go 55 to 60 and you say that's fast enough."

Having MGs is like a disease," says Greg Coogan, who now owns five. "It gets progressively worse. You have one and then you get a second and a third. Then you have to have a parts car, but you decide it's too good for that, so you end up restoring it, too."

Indeed, many club members have more than one MG. Several have as many as five.

The first MG was made in 1923 by Cecil Kimber, who managed the Morris Garages — hence, the name MG. By the end of the decade, more than 2,000 of these had been made by what was known as the MG Car Co.

By the mid-'30s, the MG was synonymous with "sports car." Books on MG history note that just as Kodak was the household word for camera, MG defined sports car.

The most popular of all models was the MGB, available as a roadster or a GT coupe. Close to 500,000 MGBs were made between 1962 and 1979, when the company, then owned by British Leyland, shut its doors.

Today, MGs are not expensive as collector cars go, says McClaren. "An MGB in driveable condition costs approximately \$3,000 to \$5,000; an MGA (1955-62), from \$8,000 to \$10,000, and a T-series roadster (1945-55), \$10,000 and up."

What's more, these cars are simple enough that most owners can do the maintenance themselves, says Dave Bowling, who has a 1953 MGTD and has been a club member for 10 years; "Basically, it's a four-cylinder tractor engine and the manuals are explicit. They tell you exactly how to do everything.

"Some of the later sports cars, like Porsche, Healey and Jaguar, you can't do your own maintenance," says Bowling.

MGs are said to be temperamental, but no more so than any other British car, say club members. They joke that in America, men arrive at work and talk about sports on TV the night before. In England, the first thing they talk about is what they had to do to get their cars started that morning.

"Once you get them running, they work well," says Bowling, who brought his MG home in boxes and reassembled it piece by piece.

Linse drives all four of his regularly, and has gone on lengthy trips with no problem. "A lot of people bought these and expected more of them than they could do. If it runs smooth, you're not going to do better than that," he says.

How reliable any car is depends on how many new parts it has in it, says Scot Coogan, a club member who owns English Motor Car Service in Chesapeake and specializes in MGs. "The newest MG is almost 15 years old, and many are far older than that. But if you've replaced the worn-out parts, then you can drive it anywhere with confidence."

Most club members have done their own restorations. "It's expected among this group that you do your own work," says Doug Kennedy, club secretary and owner of a 1969 MGB.

To help with this, the club has four tech sessions a year at a member's garage. Members bring cars and work on problems or just show up to assist others, says Bradford. "Sometimes a particular repair or rebuild demonstration is planned so members can watch from beginning to end to see how it's done right."

At each meeting, time is devoted to reports by the technical and parts chairpersons who scout out tools and parts, their cost and location.

Members regularly report where they have taken their cars for repair work, what it cost and whether the work was done well or poorly.

In addition to the local club, members belong to a register specific to their model. There's a T register, a B register and so forth. Each of these publishes magazines that offer technical information on repairs to that model, as well as articles about parts suppliers, says Bowling.

Fortunately, due to the large volume of MGs made, both original and reproduction parts are plentiful from 1945 onward, says Scot Coogan.

The Tidewater MG Classics, now in its 21st year, boasts a roster of 128 members, 228 total people including spouses and children, and 188 cars.

It's one of the largest MG clubs on the East Coast, says McClaren. Originally, when it was founded in 1973 by eight MG enthusiasts, it was open to MGT owners only.

Today the club welcomes owners of any MG. In fact, ownership is not a requirement. Someone looking into buying an MG might join the club and find a car for sale through a member, says Bradford.

Club members are a diverse group, from sailors to physicians to college professors, says Bradford. Families, couples and single men and women belong. The club provides a safety net for those owners who embark on a project beyond their knowledge. "Other members will rescue you," says Bowling. "In fact, some belong as an insurance policy, so, if their car breaks or they need a part, they can get it."

Most, however, are very active, with as many as 50 members at a meeting. The club has one low-key car show and pig-pickin' a year for members only, says Bradford. Members display their cars no matter what the condition, and fun awards are presented.

Club members regularly attend regional and national MG shows put on by the various registers.

MG owners aren't threatened by Porsches, Jaguars or Triumphs.

"Triumph was upscale from the MG, but we say it never ran as fast or as good," says McClaren.

"Actually, we have people with Triumphs in our club because there's no local Triumph club. They eventually see the light and buy an MG."