

1995

Tidewater MG Classics



1995

Calendar

4 January	*Meeting
7 February	*Meeting
11 February	*Chili Cook-Off
26 February	*Tech Session
1 March	*Meeting
4 April	*Meeting
23 April	*Spring Mystery Rally
28-29 April	Azalea Festival
3 May	*Meeting
7 May	*Tech Session
21 May	Stoney Point Show, Richmond
6 June	*Meeting
16-30 June	MG '95
24 June	Tidewater Scottish Festival
5 July	*Meeting
1 August	*Meeting
20 August	*Picnic
6 September	*Meeting
16-17 September	Berkeley Show
24 September	*Pig Pickin'
3 October	*Meeting
4-6 October	Waynesboro Show
28 October	*Eastern Shore Drive Out
1 November	*Meeting
12 November	*Tech Session
9 December	*Christmas Party

President	Bob McClaren
Vice President	Frank Linse
Secretary	Doug Kennedy
Treasurer	Bob Miller
Editor	Doug Squires
Technical	Robert Davis
Activities	Peggy Bradford
Clubs	Mike Ash
Membership	Mark Childers

* Denotes TMGC event

Chili Cook-Off

February 11, 1995 at the home of Peggy Bradford



Our hostess,
Peggy
Bradford



Andy Wallach, Faye & Robert Davis, Pam McClaren

Bob McClaren



Shelley Pellegrino, Bob McClaren

Chili Cook-off

Bob McClaren



We had our annual Chili Cook-off on Saturday night, February 11th, and about 40 persons had a great time eating chili and trying to pick their favorite MG model car. The quality and number of entries in the model contest suggests this should be an annual event. We had 10 "Richmond Rascals" show up this year to try to once again make off with the top prize. I am happy to announce that "WE KICKED THE RASCAL'S TAILLIGHTS!" Although the Rascals tried to take part of the credit and the glory due to a slight technicality, Tidewater won fair and square. The big winners included Bill and Libby Keeler's Killer Chili and Terry Bond's "Field of Dreams" TC model. If you were unable to make this event you missed a wonderful time. Please note that the Rascals have challenged us to come to the Richmond area for their Chili Cook-off and try to win up there. Let's get our "CHILIMOBILES" ready for a nice road trip.

Chili Cook-Off

February 11, 1995



First Annual Tidewater MG Classics Mini-British Car Day



MGs Built By

- First Place Gregg Coogan – TC
Second Place Bruce Woodson – TC
Third Place Shelly Pellegrino – MGB(CB)

MGs Pre-Assembled

- Peggy Bradford – TC
Mike Ash – Gas Station with various MGs
Barbara Andres – MGA with tow truck

Others Pre-Assembled

- First Place Gregg Coogan – Jag XK120
Second Place Gregg Coogan – Jag XKE
Third Place Howard Broadbent – English Buses



Best in Show

Terry Bond – TC – “Field of Dreams”

Most Unusual

Bruce Woodson – Etch-a-Sketch of a T-series



Central Virginia MG Classics Chili Cook-off

March 5, 1995

Bob McClaren

Nine adventuresome members made the trip to Midlothian, VA for the Richmond Rascal's annual Chili Cook-off. What a great turnout. There were more chilis to try than there were power outlets for the chili pots. Of the 16 different chilis to taste and vote on, Tidewater MG Classics, specifically the Keelers, made off with two of the three top prizes. Greg Keeler came away with first place and Johanna Keeler came away with third place. (Ed. note: Mom & Dad are real proud of them.) We surely “Kicked the Rascal's Taillights” in 1995!

Mystery Rally

April 23, 1995



Rally 'Round the Town'

Pam Groover

April 23rd saw the running of the first "Golf Tournament/Scavenger Hunt/Rally" held by the Tidewater MG Classics. Threatening skies kept all but the brave in spirit home that day. (There was one brief sprinkle)

Pam and Bob McClaren arrived in their TC. Peggy Bradford and Gregg Coogan drove her MGB. Gloria and Frank Linse looked great in their A Coupe. Mark Childers and T. J. Knight ran the course in a 75 B. Mike Spruill, without a navigator, drove a 73 B. Chuck Hudson and "Us Kids" challenged the rally course in his T (Trooper). Chuck's "Us Kids" navigation team consisted of his daughter, Claire, and her friends - Cary Thomas, Jennifer Spruill and Sarah Cox. After each team played a lively game of Putt-Putt Golf, they set off on a trek that took them "round Virginia Beach noting landmarks, counting fire hydrants and looking for gargoyles.

The rally route eventually landed participants at the Duck-Inn, where club members did one of the things that they do best - EAT!

Peggy and Gregg took top honors and were awarded an engraved plaque. Pam and Bob earned the booby prize - an "Excuse Kit". This kit, made up of a trashed fuel pump, bits of electrical wiring and some fouled spark plugs, will come in handy if their last place finish is ever repeated. For undertaking this rigorous rally as a solo entry, Mike received a dinner coupon to the Anchor Inn. Also, all participants received discount cards to be used at future Duck-Inn visits. A good time was had by all.

The rally masters, Betsy and Doug Kennedy and Pam and Vince Groover, wish to thank those who turned out to participate in the "Rally 'Round the Town".



Azalea Festival

April 28-29, 1995

Car show at Norfolk
Botanical Garden on
Saturday



Azalea Festival

Azalea Festival Parade and Car Rally

Bob McClaren

This year's Azalea Festival honored the United Kingdom as the featured NATO country and a number of members participated in various parts of the Azalea Festival. Of the 20 vehicles in the British Car Rally segment of the parade through downtown Norfolk on Friday night, April 28th, the club was represented by a TC, a TD, several MGBs, and an MGC. We were looking good. I had a great time but the slow pace eventually fouled the spark plugs in the TC's engine. (A spark plug "fouls out" when too much carbon builds up near the tip and the plug ceases to spark or sparks erratically. A fouled plug does not burn the gasoline, the car loses power, the engine runs rough, and the unburned gas is often ignited in the exhaust system causing loud popping noises), In the spirit of the event, I pressed on and all of the MGs finished the parade. Some of the cars representing other British marques were less fortunate. Several fell out during the parade and some died directly afterwards. The TC made it home and was revived once the plugs were cleaned; one of the MGBs revived when it's plugs were replaced. I learned that parades are very hard on the parade vehicles. Would I drive in another parade? Sure, but not until the good memories of the smiles and waves from kids of all ages dim the memory of my panic when the engine acted up.

The British car rally at the Botanical Gardens was held the next day, Saturday May 29. What a glorious day for a car show and merely half the cars on display were from the Tidewater MG Classics. Hundreds of people took the opportunity to view the cars and talk to the owners. An elderly Brit. talked to me at length about how he used a TC when courting his wife and how after nearly 50 years, he still has fond memories of a long ago car.

Our club got three or four prospective members from the show and also received an invitation to show our cars at the upcoming Scottish Festival at Chesapeake Park in June.



Cars Celebrate Azalea Festival

British vehicles will participate in festival parade, show this weekend.

By Mary Scully

When some car lovers think of the United Kingdom, they conjure up images of a chauffeur-driven Bentley on a London street or a deep green MG wending its way down a country road.

This year's Azalea Festival will bring those visions into clear focus as classic cars made in the United Kingdom participate in a parade and show this weekend.

There will be MGs, Triumphs, a Jaguar, a Metropol, a Spitfire and a Bentley carrying dignitaries in tonight's parade through downtown Norfolk, beginning at 7..

Saturday at Norfolk Botanical Garden, more than 30 cars made in the United Kingdom, which consists of England, Scotland, the principality of Wales and part of Northern Ireland, will be on display all day. Included among those not parading, but in the show, are an Austin Mini Cooper S, a DeLorean and an Austin Healey 3000.

The 42nd Azalea Festival celebration features the United Kingdom of Great Britain as the Most honored nation in this

year's eight-day event, which runs through Sunday. The festival is sponsored by the city of Norfolk and the Hampton Roads Chamber of Commerce - Norfolk division, to pay tribute to the North Atlantic Treaty Organization (NATO).

This is the first time there has been a car show as part of the Azalea Festival activities, says Anne Lankford, Azalea Festival chairman.

Cmdr. Howard Broadbent, Royal Navy, assigned to SACLANT headquarters in Norfolk, himself a member of the Tidewater MG Classics auto club, has been busy for several months gathering a list of British car owners willing to participate in the parade and/or the car show.

"We have a fine collection of British cars in the area, so this seemed an ideal time to get them together to show the public," says Broadbent.

Called a British Car Rally, though it's a static exhibition, the car show will be part of NATOfest, a day-long multinational festival that celebrates the music, cuisine, dance and culture of the 16 NATO member nations.

More than a dozen groups will perform on stage, and vendors will serve foods from the NATO countries. In addition, there will be soccer and croquet exhibitions and displays by NATO and various organizations.

NATOfest will run from 10 a.m. to 5:30 p.m. The highlight of the day will be the crowning of Queen Azalea, Rebecca Temperley of Great Britain, at 3 p.m.

MGs will dominate the show in numbers and give spectators a look at many models of the classic British sports car, which ended production in 1979 after 55 years. There will be a 1947 and 1948 MGTC, a 1954 MGTF, a 1958 MGA, a 1969 Midget and more than a half dozen MGBs from the 1960s and 1970s.

British sports cars, particularly the inexpensive MG, were introduced in large numbers to America after World War 11, says Michael Abramson, owner and president of Seven Enterprises in Newport News, and automotive parts store that specializes in British cars. "A lot of returning American service people brought open-top sports cars back to the United States. That created interest here in the British sports car.

"It spread interest in general to sports cars average people could afford. For many years the American market was targeted for these cars. For example, half the MGBs ever made were exported to America," says Abramson.

Parts are still readily available and the cars themselves are quite economical, so the hobby of restoring and driving these is very much alive, he says.

Several Triumphs, which Ivan Joslin, President of the Tidewater Region, Antique Automobile Club of America, calls "an upscale MG," will be on display. Joslin will show his 1961 Triumph TR-3A. It is one of the wide-mouthed-grill Triumphs that was made from 1958 to 1962, he says.

Joslin's Triumph is both a show car and a daily driver, he says. He bought it from a neighbor in 1981 and completely restored it, doing all the engine work and mechanicals himself.

"It was in terrible condition," says Joslin. "He had used the trunk compartment and back seat for years to store paint cans, and his cat slept in the car."

At times, the Triumph has been Joslin's only car, and he doesn't hesitate to use it. He is currently in the process of putting together one working 1960 Triumph TR-3A from parts of two old cars. "This is a rehearsal for a second restoration of the 1961 model. When I finish the 1960, it will be my daily driver and I'm going to redo the 1961 to show in national competitions."

Ivie Lister's 1953 Bentley Radford Countryman will offer onlookers a view of the comforts enjoyed by an English gentleman and his lady on a motor trip. From its sumptuous leather interior to the burl walnut fold-down tables in the rear to the trunk, which folds out to make a picnic table, the car has been totally restored in Lister's garage.

The Radford Countryman was rare even in its day. Radford was a master coachmaker who did custom work for Bentley and Rolls Royce. Lister estimates that only four or five were done in 1953 that bear the chrome plate "Harold Radford Company, Inc."

In contrast to this elegance, John May's 1969 Austin Mini Cooper S will show British ingenuity in producing a practical get-about whose sales and following rank it among the world's great small cars, the Citroen 2CV and the Volkswagen Beetle.

The Mini has been made now for 36 years by British Motor Co., bought out by Land Rover, which was bought out recently by BMW. "No one's certain of the Mini's future," says May, "but it's been an immensely popular car. More than 5 million have been produced, and all are basically the same car that was first made 36 years ago."

The impetus for the Mini's creation was the Suez Canal crisis in 1956, which produced a fuel shortage in Europe. The car was designed as a small box on the outside, with maximum space on the inside. The front-wheel-drive car with a transverse 4-cylinder engine weighs only 1,400 pounds.

In its long history, it won four times at the Monte Carlo Rally and is still used by autocrossers because it sticks to the road, says May. There are few small cars today that don't owe something to the Mini, says May. The idea of putting the engine transversely, using front-wheel-drive and maximizing passenger space belong to the Mini legend.

Our language, too, borrowed from the Mini. Minis were so popular in England in the 1960s that soon the word was applied to everything small, including skirts.

To show off a newer sports car made in the United Kingdom, Jim Bathurst will bring his 1982 DeLorean. American John DeLorean, formerly of GM, made his gull-winged sports car in Northern Ireland. The DeLorean Motor Co. was backed with 40 million pounds of British taxpayers' money, but less than 10,000 cars were made in 1981 and '82 before the company went bankrupt.

Bathurst believes the car was overpriced by \$5,000 for the American market when it came out and that's why it failed. "It competed against the Corvette and the Porsche 928, and both were less expensive. People weren't going to pay top dollar for a six-cylinder car," he says.

DeLorean went all over the world for the best parts. The engine and drivetrain are made by Renault, the fuel injection and electronics are by Bosch, says Bathurst. The car boasts only 130 horsepower, but then it weighs in at 2,245 pounds with a full tank of gas, he says. The car is made of stainless steel on top of fiberglass components. It will never rust and is easily maintained. To clean the surface and remove minor scratches, Bathurst uses a rough cleansing pad and soap and water. The interior offers comfortable leather seats and adjustable tilt steering wheel.

Bathurst drives the car often and has no trouble climbing in and out in a crowded parking lot: The odd, gull-winged doors take less space to open than a standard door, he says.

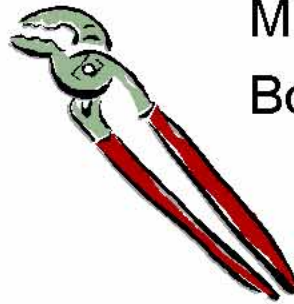
The DeLorean always gets attention from passersby. Bathurst often hears children scream, "Look, it's the 'Back to the Future' car!" His license plates read: 2 Future.

The Azalea Festival began after the establishment of the headquarters of NATO's Supreme Allied Commander, Atlantic (SACLANT) in Norfolk. Its purpose is to salute the Allied Forces dedicated to the preservation of peace, international security and the promotion of stability in the North Atlantic.

This year is the fifth time the United Kingdom has been selected as the "most honored nation." It was last honored in 1985.

Tech Session

May 7, 1995 at the home of
Bob and Pam McClaren



May Tech Session at the Orphanage

Bob McClaren

The second tech session of the year was held at Bob's Orphanage, my garage in the back yard, on Sunday, May 7th. This turned out to be a very productive session on a glorious day. Several engines were tweaked up, many tires were kicked, and everyone had a chance to sample some of Pam's tasty treats. No vehicles were driven in and towed away although two new members were signed up in the process.

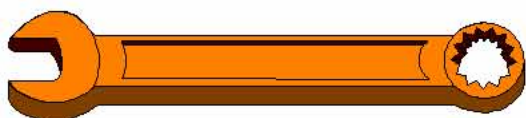
Bob Miller managed to install a new top on his pretty MGB convertible with very little needed in the way of help. The aluminum strip that holds the seal on the header rail requires a pop-rivet gun with a very narrow tip to allow installation of the rivets. Karl Hebert now has a pop-rivet gun that does this job very nicely, thanks to some careful grinding. If you need to install a top, ask Karl to borrow the "special" pop-rivet gun. Tom Sawyer spent a few minutes installing the brake boosters on his MGC-GT (The MGCs & MGC-GTs sent over here had two vacuum-assisted brake boosters, one for the front brakes and one for the rear brakes.) Tom also demonstrated how to use a bead blast cabinet for cleaning rust from parts.

Mark Childers worked diligently on the carburetors in his ZB Magnette and Paul Thiergardt fixed a problem with a parking/turn signal light on his TF. Paul showed us an interesting parts kit containing a collection of carburetor parts, pins, seals, and o-rings in a compartmented container. (He purchased the kit from Joe Curto, the S.U. rebuilder in New York-State). Paul should bring the kit to a meeting for the "MG Spares Show-and-tell".

We also had an interesting demonstration by Vince Groover on how to use the Gunnson's Color Tune kits while setting S.U. Carbs. The demo was done using two Color Tune Kits and my TC. The Color Tune Kit replaces a spark plug with a device that lets you watch the actual burning of the fuel in the combustion chamber. You adjust the fuel/air to the optimum ratio by watching the color of the flame inside the cylinder. The demo was impressive. The difference in how the engine runs was very noticeable. Much smoother and no more black smoke from an over rich fuel/air mixture. Vince used one color tune in no.1 cylinder (mine) and another for no.4 cylinder (borrowed from Mark- Childers.) Using two color Tune Kits let Vince adjust both carbs without having to move the kit from one cylinder to the other. Now if I could only get Frank Linse to buy one, he and I could tune all our cars. (That's a hint, Frank!)

A lot of other stuff went on that I was only partially aware of. I heard that someone's MGB turn signal switch was repaired and saw Frank Linse advising several people on rust repair

If you missed the May Tech Session, you missed out!



Scottish Festival

June 24, 1995
at Chesapeake City Park



Bob Pellerin's TD



Bob McClaren



Carol & Don Finlay

Doug Wilson's B



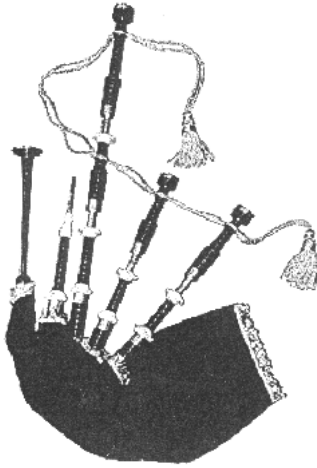
Scottish Festival

June 24, 1995

British Cars



On display today are the vehicles of the M.G. club and Land Cruiser's restored vehicles. Also featured are Triumphs, Jaguars, and Austin Healys.



from the Scottish Festival program

British Cars

Tidewater Scottish Festival is pleased to introduce a new display event. British cars - old, new and restored. We welcome and appreciate the involvement of the owners of these fine vehicles. On display are the vehicles of the M.G. club and Land Cruiser's restored vehicles. Also Triumphs, Jaguars, Austin Healys, a DeLorean and a 1953 Bentley owned by Mr. Ivie Lister of Chesapeake. This rare vehicle, a Radford Countryman, is the winner of many top awards. Only twenty of it's kind were made, each taking six months to complete.

Tidewater Scottish Festival

Susan Bond

If you've ever wondered about the land our little cars come from, the Tidewater Scottish Festival is for you. We attended and had a great time. The cars were parked in the only natural shade available, right across from the Highland Games field — Scots like to get together and toss around bits of the landscape. We watched the caber toss, stone throw, hammer throw and sheaf toss from the comfort of our lawn chairs. They made everything but the caber toss look easy.

We took in the Highland Dancing and Scottish Country Dancing, watched the Border Collies herding sheep, listened to the bagpipes, and enjoyed a pint and a song in the pub tent. There was even a whisky-tasting tent. All the clans had tents and displays and they paraded around the ring with the pipe bands for the opening ceremonies. There were also puppet shows and petting zoo for the kids. The market square had stalls selling all sorts of Scottish items, from antiques to clothes to CD's. We didn't even need to pack a lunch — bridies and steak and kidney pies were available.

Even if you aren't Scottish, you'll have a great time at the Tidewater Scottish Festival.

Berkeley



September 16-17, 1995 at Berkeley Plantation
Organized by Central Virginia MG Classics

Berkeley or Rust!

by Susan Bond

We really did need the rain, after months of drought. We just didn't need it on the day of the 11th Annual Richmond British Festival at Berkeley Plantation. After seeing Ken and Amy off on their trip to St. Louis, where he'll be stationed with the Coast Guard, I left for Berkeley in my BGT... in the rain. Halfway there I was thinking, "Why am I driving to a car show in the pouring rain?" when I saw another BGT along the side of the road and thought "I'm not the only nut going to a car show in the rain!" He must have thought the same thing -- he pulled back onto the road and followed me in.

I checked in in the rain, toured the small flea market in the rain, and picked up a door prize in the rain (an Eezi bleed kit which will come in handy because I'd better bleed the brakes before I set out for Waynesboro -- thank you Seven Enterprises!). Then it stopped raining. And I started seeing Tidewater members.

Bill Keeler and son Greg had arrived wet and early in the TD. (Bill also won a door prize--some carwash and wax.) Barry Tyson drove modern iron. He arrived dry and early. Paul Thiergardt drove his TF and won an honorable mention with it. Gerry McVeigh drove his B. Mike Jones' son, Jason, won a first with a green CGT. I didn't even know Mike was there until they collected their prize and left. Robert Davis arrived a bit late after having problems with a camper he was towing behind his Land Rover. J.D. Hawthorne won third place with his B. I didn't know he had brought it, he spent the whole day working for Seven. If I missed anyone else, I'm sorry. Be sure to check in with us at the regalia tent next year.

The club regalia, complete with a canopy to protect it from the rain, arrived — just as it stopped raining. How it got there is another tale. Peggy Bradford set out Friday in her TD only to have the brakes fail a mile from her house. Back she went to get the modern iron. She, Greg Coogan, and George and Susan Ulrich spent the night at Peggy's cottage in Gloucester. The next morning the Ulrich B wouldn't start. Seems a valve guide decided to leave home. So all the luggage was packed into Peggy's Isuzu and Greg's Midget. They had a wonderful time at the Saturday events the Richmond club had arranged, and said the Saturday night dance was the highlight of the weekend. But the rain on Sunday made the trip from the hotel to the show field a bit damp for the men in the Midget. Packing everything into the 2 cars for the ride home was also fun, but I still think the canopy is a great idea — it gives us a place to meet members, both current and prospective, and gives some protection from the sun/rain (delete as needed). We even sell a few pieces of regalia now and then.

.I'm sorry the early morning crew decided against the trip, but I probably would have decided the same thing that early in the morning. Also, not having cable TV, the only forecast I had to go by was in the newspaper which predicted rain all day and they are always wrong so I knew it would stop. Now we can look forward to next year's Berkeley and hope for better weather.

Rallye and Pig Pickin'

September 24, 1995

at the home of Chris and Shelly Holcomb

PIG-PICKIN' 95

by Terry Bond

The Annual Pig-Pickin' at Chris and Shelly Holcomb's is undoubtedly one of our most popular events. Not only does Chris' secret recipe continue to keep attendance high, but the cars, and people having fun, all contribute to the success of this event.

What a great location! The Holcomb's home on Head of River Road is a perfect country setting to relax in and enjoy some good old fashioned MG tyre-kickin! The cars are always arranged around the fenced ring in the back yard, and who can deny that the old barn full of MG's and parts is also a grand attraction. It's literally a complete event - BBQ, Car Show, and treasure hunt out there.

All you needed was your folding chair, and your appetite (along with your MG of course). Plenty of great food was on the table, including burgers and dogs for those not interested in the BBQ. But - the cars were the stars as the "show arena" filled with great MG's, including Vince Groover's YA Saloon, Bob McClaren's and Chuck Hudson's TC's, the TD's of Bill Keeler, Peggy Bradford and Robert Davis, Frank and Gloria Linse's MGA Coupe, and a whole host of B's and of course, Gregg Coogan's Midget in full race trim. Oh - and of course our Host and Hostess rolled their MGA out of the barn for its semi-annual airing-out!

It was an absolutely beautiful day - not too hot, nor too cold, just enough breeze and only a threat of some sprinkles that never materialized.

After some popular vote style judging, unique hand-made plaques were passed out to the following winners:

Best Interior--Chuck Hudson, TC
Best Paint--Frank Linse, A Coupe
Best Boot--Doug Kennedy, B
Best Bicycle--Eric Holcomb
The Car We'd Most Like to Be Seen In--Frank Linse, A Coupe



Incidentally, the plaques were from oak sliced on the 100 year old steam-powered sawmill at Chippokes Farm and Forestry Museum in Surry.

Don't miss this event next time around - good fun, great food, neat cars and the usual Tidewater MG Classic's fellowships - an unbeatable combination.

WAYNESBORO

October 4-6, 1995



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



Waynesboro '95

by Susan Bond

WAYNESBORO

We had such a good time at the British Car Festival in Waynesboro last year that we decided to do it again. It looked a little like a repeat of Berkeley on Wednesday and Thursday--we had 2 inches of rain when Opal moved through--but Friday was clear and dry. We met at the home of Don and Carol Finlay (TR6 owners who served coffee and donuts so we let them go with us) and 5 British cars took Route 460 to Petersburg, stopping at a 50's MacDonalds for lunch. Climbing Afton Mountain would have been a lot more fun if two trucks hadn't decided to race, but ended up neck-and-neck doing about 25 mph--MG's don't like to go that slow.

We arrived at the host hotel, the Ingleside Resort, mid-afternoon. For those of us with roadweary, mud-spattered cars, a car-washing spot was provided, complete with bucket, soapy water, brushes and sponges. I washed off the Berkeley mud (remember, it rained Wednesday and Thursday, and even I won't wash a car in a thunderstorm) and made the B presentable. The parking lot was filled with British cars, so people were wandering around all evening looking at them and talking about them. The evening program was a barbeque dinner and an auction. Last year there weren't any MG parts. This year there were a few but they were all big, expensive items, like a brand new radiator, 3 cylinder heads, and complete carb sets. No bargains there, but someone who had a TR4 or a TR8 could've almost restored the car with all the parts offered.

Saturday morning was a bit dewy so everyone was out wiping down the cars before we caravanned over to the show site, a gently rolling park with lots of trees and a river to walk along. The flea market wasn't as big as I had expected, but the cars were fantastic. The boat-tail Rolls Royce and the Aston Martin were show stoppers. The Bentley wasn't as well-appointed as Ivie Lister's, but it had been owned by a Belgian prince. There were more MGs than last year, though only 2 of them were T's, and it was very difficult to vote for your favorite--popular choice determined most of the winners, but there was also a judged prized in each class. Some of the voters knew more than others. Bob McClaren overheard one bystander ask a TVR owner, "Is this a Chevette?" He didn't stick around for the fireworks. They had lots of stuff to raffle so almost all of us won something--ask Barry about his "wonderful" prize--but things were winding down by 3:00 so we all left.

The evening's entertainment was a banquet served buffet-style. The head table went first, then everyone else, no table order. Sounds disorganized, but participants ended up talking to lots of people while waiting in line, so it became a giant mixer. The presentation of awards, often a yawner, was a real hoot. The emcee (he played DJ at the show) had a great sense of humor and knew how to create enthusiasm. There were large contingents from North Carolina and Pennsylvania who were encouraged to sound off. Maryland had fewer people but since it was "close to Pennsylvania" they were included. One winner from Williamsburg was told he was "close to North Carolina" so they cheered for him. We didn't win any awards, but Henry Cristoff took First Place People's Choice in the chrome bumper MG class. Way to go!!

This year the Parkway Tour was held on Sunday. Knowing we would spend 4 hours driving home, we declined, as did just about everyone else. The morning was clear and bright, perfect for sightseeing, so we stopped at the overlook on Afton Mountain. Route 250 between Charlottesville and Richmond was a nice, quiet 2-lane road, perfect for touring. We were a little disappointed that the leaves hadn't changed color yet, but had a great time anyway. We're already looking forward to next year!

Bob & Pam McClaren	1967 MGBGT
Frank & Gloria Linse	1958 MGA coupe
Barry Tyson	1969 MGB
Don Finlay & John Thompson	1976 TR6
Susan Bond & Carol Finlay	1972 MGBGT
Peggy Bradford & Gregg Coogan	modern stuff



Eastern Shore Trip

October 28, 1995



Visiting the home of
Mike & Jennifer Ash



October 28, 1995

Eastern Shore Trip



Over the River and Through the Woods...

Susan Bond

After years of listening to Mike and Jennifer Ash talk about their project on the Eastern Shore, we finally got to see it for ourselves--a nice, big garage with a log house on top of it. They have been traveling across the water almost every weekend for quite awhile, so 14 of us followed their lead on October 28, a glorious fall day. The Chesapeake Bay Bridge Tunnel gave us a great view of the water and wildlife preserve, except for those in MG's, in which case the guard rails were at eye level. We kept ducking to see the ships and the skyline. There wasn't much traffic and Greg Coogan set a leisurely pace so we could enjoy the scenery. We never would have found the Ash's house if we hadn't had a map and an MG pumpkin at the driveway.

We had guided tours of the almost-finished house and detached garage--stuffed with MG's of course--and walked down to the water at the end of their back yard, which adjoined the Bay. We also walked down to the end of their road for another look at the Bay, and decided no two houses on the road were of the same architectural style. Jennifer had made soup and hot cider for us in her spiffy kitchen--they had their priorities right, it was finished--and we sat around talking, which is generally a safe enough pastime, unless you were sitting on the futon-type couch. Greg Coogan and Jim Villers were suddenly staring at the ceiling when the futon decided it was tired.

We had dinner at Little Italy, a few miles up the road, an amazing little restaurant where Mike and Jennifer seemed to know everyone. The food was fantastic, and there was plenty of it. Just don't order the large stromboli. Terry ordered a small one and we decided that if he had put wheels on it he could have driven it home. He would've had to put lights on it though, it was dark by the time we left, but we had a great time. We also enjoyed meeting out-of-town members, O. D. and Jonnye Dawson, who had driven down from Delaware. It's always great to meet people who like MG's--they're the best in the world.

Frank Linse-A coupe

Terry and Susan Bond--BGT

Peggy Bradford and Paul Thiergardt--B

Greg Coogan--Midget

Andy and Mary Anton--Midget

Jim and Betty Villers

Cynthia Faschini and Andy Wallach

O.D. and Jonnye Dawson



Tech Session

November 12, 1995 at the home of Susan and Terry Bond

