

1997



Tidewater MG Classics



1997



Calendar

8 January	*Meeting
4 February	*Meeting
16 February	*Chili Cook-Off
5 March	*Meeting
23 March	*Tech Session
8 April	*Meeting
7 May	*Meeting
18 May	Stoney Point Show, Richmond
3 June	*Meeting
7 June	Soap Box Derby
8 June	*Tech Session
28-29 June	Tidewater Scottish Festival
2 July	*Meeting
5 August	*Meeting
23 August	*Tech Session
23 August	Gathering of Brits, Plains, MD
3 September	*Meeting
13-14 September	Berkeley Show
3-5 October	Waynesboro Show
7 October	*Meeting
18 October	Wings and Wheels, Topping
25 October	Driver Days
5 November	*Meeting
23 November	*Tech Session
13 December	*Christmas Party

* Denotes TMGC event



President	Frank Linse
Vice President	Chuck Hudson
Secretary	Doug Kennedy
Treasurer	Bob Miller
Editor	Gregg Coogan
Technical	Bob McClaren
Activities	Shelly Pelligrino
Clubs	Mike Ash
Membership	John Severin
Regalia	Mark Childers



Chili Cook-Off

February 16, 1997
at Peggy Bradford's home



The Straws' MGF



Doug Wilson's B



Chili Cook-Off

February 16, 1997



Chuck Hudson's TC



Chili Cook-Off

February 16, 1997



Frank Linse's A



Vince Groover's B



Barry Tyson's B



Chili Cook-Off

February 16, 1997



Bob McClaren's TC



Third Annual Miniature British Car Contest

Now for the news you have all been holding your breath for, supplied by our corporate accountants – Noprice, Watergate, after exhausting computer analysis:

First Place	car #15	Mark Childers	1930 MG scratchbuilt
Second Place	car #12	Gregg Coogan	1948 Jaguar XK120
Third Place	car #1	Derek Straw	1996 MGF
Fourth Place	car #14	Doug Wilson	1934 Bentley

Chili Cook Off

Frank Linse



The Chili Cook Off was held at Peggy Bradford's and a selection of fifteen MG's was available for review, various models from a 1934 'N' six cylinder to a 1996 'F'. Now that may be a first for any MG club.

The Chili Cook Off was a great success, good weather, good turnout and fabulous food. Another Tidewater MG Classic eating frenzy! Nita Allen's chili #3 took 1st prize with chili #5 by Cynthia & Andy coming in second. There were many excellent desserts to help quench the fire. All in all, another highlight in the club's calendar of social events.

Stoney Point

Organized by Richmond Triumph Register

May 18, 1997



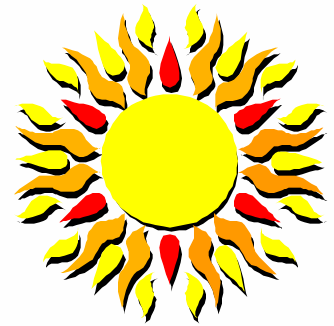
Breakfast stop



Doug and Eiko Wilson's B



Barry Tyson and his B



Susan Bond, Ed Meadors, Bill
Hoggard, Mike Haag

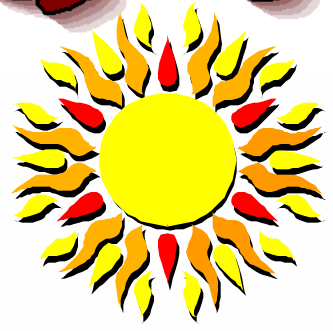


Frank Linse's red A coupe



Stoney Point

May 18, 1997



Barry Tyson's B



Bob McClaren, Susan Bond



Doug Wilson's B

Bill Keeler's B



Bob Miller, Doug Wilson

Stoney Point

May 18, 1997



The Straws' MGF had its own tent.
Bill & Greg Keeler



The MGF was the center of attention

Peggy Bradford,
Beth Straw



Frank Linse



Beth Straw

Barry Tyson



Stoney Point

May 18, 1997



Frank Linse



Stoney Point

Frank Linse

Sunday, May 18, was a beautiful day. There were four MG's departing from Military Circle: Bob Miller and Bill Seib with MGB's, and Frank's MGA with Frank and Bob McClaren aboard. Last but not least was the MGF belonging to The Straws with Beth Straw and Peggy Bradford. En route they met Mike Haag and Barry Tyson, also in MGB's. Ed Meador and Frank Hurley were also encountered en route.

After arriving at Stoney Point and dusting off the MG's, we settled down to a warm but exciting day surrounded by British cars. Sue Bond, Bill & Greg Keeler, Doug and Eiko Wilson, J.D. Hawthorne, and the Woodsons were also present. The MGF was given a place of honor under the tent which allowed Beth and Peggy the advantage of some shade.

The club did well at awards time with the following members being recognized: Bill & Greg Keeler won honorable mention in the Premier Class. Doug & Eiko Wilson won 1st place with their MGB. Frank Linse took second place with his MGA coupe. Bill Hoggard won 1st place with his MGB. Bruce Woodson, J.D. Hawthorne and Henry Cristoff each won honorable mention.

The day ended on a happy note but the ride back was quite warm. We all made it.

SOAP BOX DERBY

June 7, 1997

Soap Box Derby

Chuck Hudson

The unluck of the lane draw, a mighty blast of cold NE air and whatever else might have added up to a 1.70 sec. time differential didn't let Paul Riggs into the 2nd round down the hill. No matter, the Club thanks Paul for more than a worthy effort in both building our/his racer, having it 100% ready for its tech inspection and in representing the MG T Classics with our name emblazoned on her flanks. It will be at the Pig Pickin' for all of you who were unable to come to the races for reasons other than an impending marriage. My 6R4 was the only MG there and she surely doesn't look like any B type. Our banner was fluttering. Straight out at times. Thanks to those who did come to cheer Paul on. It was cold and windy but all of the racers' spirits were hot and ready to coast. 18 cars were entered and each was paired to go down the hill. If you saw the video I brought to the meeting, the right lane always won. Ask Casey Riggs, Barry Tyson or I about our theory on this curvature of the earth phenomenon. Anyway, Paul drew the left lane to start his runs. Beaten by a mediocre margin. The 2nd round he switched lanes and wheels. Some dads do weird things with oils and teflons. This time he had his opponent by not enough to really lower the 1st race's finish line differential. Paul and the MG T Classics were out of the running.

I think the only real disadvantage he had was size. The car and driver must weigh 200 lbs. But, when you are nine years old, height is not one of your greater dimensions. The nine year olds were *inside* their racers with only their helmets above the cockpit. No necks, armpits, shoulders to catch an errant cross wind. Paul can't run again next year and I don't think he would fit in the racer even if he could. So, all you club members, put your children, grandchildren, nieces and nephews into their big wheels, little red wagons, batmobiles, whatever and teach them to steer a straight line down the nearest hill.

And from me, my thanks to the Club and all its members for being a sponsor.

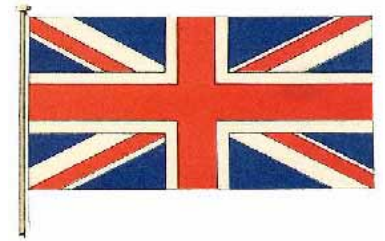
A Gathering of the Brits

August 23, 1997

A Gathering of the Brits

22nd Annual Virginia Wine Festival and 1st British Car Show

Gregg Coogan



Bright and early on what proved to be a perfect Saturday, I set out on a two hundred and fourteen mile trek to a place called 'Great Meadows' in The Plains, Virginia, for an enjoyable day of wine tasting, cheese & cracker munching and a large and varied selection of arts and crafts. Great Meadows, it turns out, is a gorgeous equestrian center on the line of an exclusive country club. The grounds were opened up for this two-day event (one day for the car display) which was a blast, especially if you enjoy Virginia wines. As far as a car show, this was really just a display with, as far as I could tell, no judging. For something so new and small there was quite a varied turnout of British cars. There were a number of MG's, Triumphs and Jags of varying vintage as well as a Lotus Europa and a truly unique Triumph 1800 Roadster. Also present from TMGC were Doug and Eiko Wilson and their rubber bumper B. For the show enthusiast this was not a great car show for the distance traveled, but for anyone who enjoys wine tasting and arts and crafts it was very enjoyable. The balance of the festival was well organized and nicely laid out. It was also a nice change of pace with no concern as to whose car was best, who had the best paint, etc... I would recommend the Festival to anyone with a good reliable driver for a really different way to enjoy your British car.

Berkeley

September 14, 1997
at Berkeley Plantation



Organized by Central
Virginia MG Classics



Featured marque was Jaguar



Frank Linse's Jag

Berkeley

September 14, 1997



Bill & Greg Keeler



Barry Tyson's B



Doug Wilson's B



Berkeley



September 14, 1997

Andy Wallach & Cynthia Faschini



Berkeley Car Show

Frank Linse

The Berkeley Show was excellent. We had the largest group caravan to the show, mostly Triumphs! The weather was great and the club did well with the awards:

Bill and Greg Keeler	2nd place, MGB, and 2nd place in the road rally
Andy Wallach	Honorable Mention, MG TF
J.D. Hawthorne	Honorable Mention, MGB
Doug Wilson	2nd place, MGB, rubber bumper
Mike Cawthorn	Honorable Mention, Midget
Robert Davis	Honorable Mention, Land Rover
Henry Cristoff	2nd place, Land Rover

Also congratulations to Maureen Bangley, Courtland, Virginia for winning the recent Moss Motoring Caption Contest.

WAYNESBORO

October 3-5, 1997

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



Barry Tyson's B



WAYNESBORO

October 3-5, 1997



Barry Tyson's B



Susan Bond's B



WAYNESBORO

October 3-5, 1997



Frank Linse's A



Stop on the way back to the motel. Carol Finlay



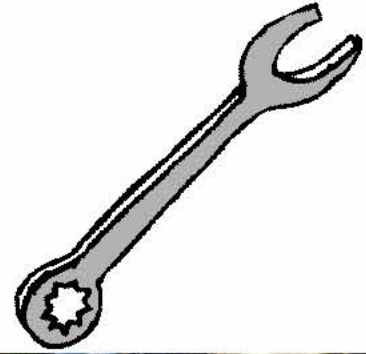
Barry's B at the motel

Stop at Michie's Tavern on the way home
Mike Haag, Carol Finlay, Susan Bond



Tech Session

November 23, 1997 at the home of Susan and Terry Bond



Don Finlay, Frank Linse



Terry Bond



MGF

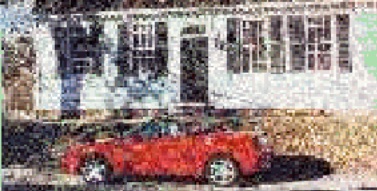


MGF



The MGF is inspected at the docks on arrival in the States (above).

The car was a big hit at US MGF shows (above) and fitted happily into the American landscape (left)



MGF

In a Big Country

MG World, June/July 1998

The MGF is not sold in the USA, but that didn't stop Beth Straw from taking one there for a year

MG would be welcomed back to America tomorrow; make that this afternoon! I speak from personal experience of having owned and driven an MGF in the USA from September 1996 to July 1997. Nearly a year of pure pleasure. It was possible by two things. First, by NATO posting Derek, my Royal Air Force husband, to the impressively named 'Headquarters, Supreme Allied Command, Atlantic' in Norfolk, Virginia (right). And second, by the Status of Forces Agreement. The latter allows certain privileges to visiting forces personnel, among which is the ability to run a car which does not comply with American standards of exhaust emission (not that the 'F' would necessarily fail to comply, rather that Rover has not submitted it to test). The deal was that we could keep the car there for no longer than one year, and that we subsequently return it to the UK.

The MG created quite a stir wherever we went. We had two distinct sets of fans: those who knew the marque, had previously owned - or currently own - an MG; and those who knew nothing about MG or its history - but know a blinding good car when they see one.

In the first category were people who had previously owned an MG, had very happy memories of the marque but could no longer run an older car, and did not realise that there were newer models. These people almost cried with frustration when we told them that the car was not going to be sold in the USA. We had offers of thousands of signatures on petitions if we could only get this changed. Then there were those people who currently run an MG, had heard about the 'F'; knew it was not going to be available to them; were angry about it; but now having seen the car in the flesh they were both angry and also very upset. So near, so beautiful, but oh so far away!

For those people, our car was a mixture of delight and vexation. Delight in its beauty; vexation at the inability to buy one. At our local MG club - Tidewater MG Classics - we were warmly welcomed and significantly increased the turnout at meetings. This excellent club - and others who heard about us - really feel let down that a marque to which they devote such tender loving care repays them by designing a dream, then denying its fulfillment to them.

At car shows we were invariably the star attraction. Hood and trunk (bonnet and boot to you and me) were up and down like yoyos, the engine was regarded with awe ('shucks, no engine in the front, no engine in the back: do you pedal the darn thang') while the shape won universal admiration. So much so, we were advised to buy shares in Kodak because so many films were being sold to fans eager to record our presence for posterity.

We got generous invitations to some special events where we were always the number one hit. At a show in Richmond, Virginia we were charged entry because the car was not recognised as being British; but then again it was the Triumph British Car Show! At Statesville North Carolina, we were entered in a class which we won, and also got the long distance award on the basis that it's a long way from the UK Rover factory to North Carolina! We also had to be taken away on a breakdown truck (not for fault with the car), but that's another story. All I will say is that the lock on the boot is certainly tamper-proof, and we now always carry a spare key!

At the Boston MG "T" register show last June we were most generously hosted: given a commemorative cup, a beautiful Cecil Kimber teddy bear made by a member; and our car was admired, loved and coveted by all.

The nearest we got to adverse comment was when someone dryly observed, during an otherwise wonderful day at Colonial Williamsburg, that it was just as well there were no Sterling parts in this one otherwise it would never journey down the road, never mind all the way from England.

The other audience - those who absolutely had no idea what an MG was - were equally appreciative of the car. I was followed several times by handsome young men; and me a lady of a certain age! Wherever we parked there was invariably a crowd around the car when we returned. We were accosted many times while driving along by people shouting "love your car"; "what is it, and where can I get one?". I was stopped by a policeman in Virginia Beach, not for any traffic violation but simply because he wanted to get a better look at the 'F.

It is impossible in a short article to recount the endless experiences we had and the overwhelming response by Americans to this incredible car. The lady who accompanied me to Richmond was so overwhelmed by the enormous interest shown by passing motorists during the journey that she wrote to a local newspaper. The paper subsequently ran an article on us.

Initially, we believed we could not exceed 3000 miles because of the lack of service facilities. But an admiring fan suggested that we contacted the local Land Rover garage. After some confusion over oil filters, we got the car serviced and were able to continue America's love affair with our MGF. The garage in Virginia Beach was wonderful; its delightful service manager was thrilled to bits with the car; the staff were agog; and they are convinced they could sell this brand new MG in its thousands.

Rover, are you listening?

What Makes A Vehicle Rare?

By Mary Burnham

from The Virginian Pilot, July 11, 1997

Beth Straw, a British native, thought she had broken some U.S. traffic law when a police officer pulled up behind her little red sports car. After all, she admits, the car "goes 'round corners like a sixpence, and the acceleration is frightening."

Instead, the officer simply wanted a closer look at the Virginia Beach resident's 1996 MGF, quite possibly the only one of its kind in the United States. MG halted production of the car in 1980, but then the Rover Group picked up the model in England.

It cannot be imported to the United States, according to Frank Linse, President of the Tidewater MG Classics.

Beth's husband, Derek Straw, is stationed with the North Atlantic Treaty Organization (NATO) in Norfolk and received permission to bring the MGF into the country for a year. The couple is moving back to England this month, and the car will have to go with them, much to the disappointment of its many fans here in the States.

"We've been invited to all these car shows. And it's even on the Internet now," said Beth Straw. Several members of the local MG club even started a petition to ask the company to make the car available in the United States, said Peggy Bradford, a member of the club.

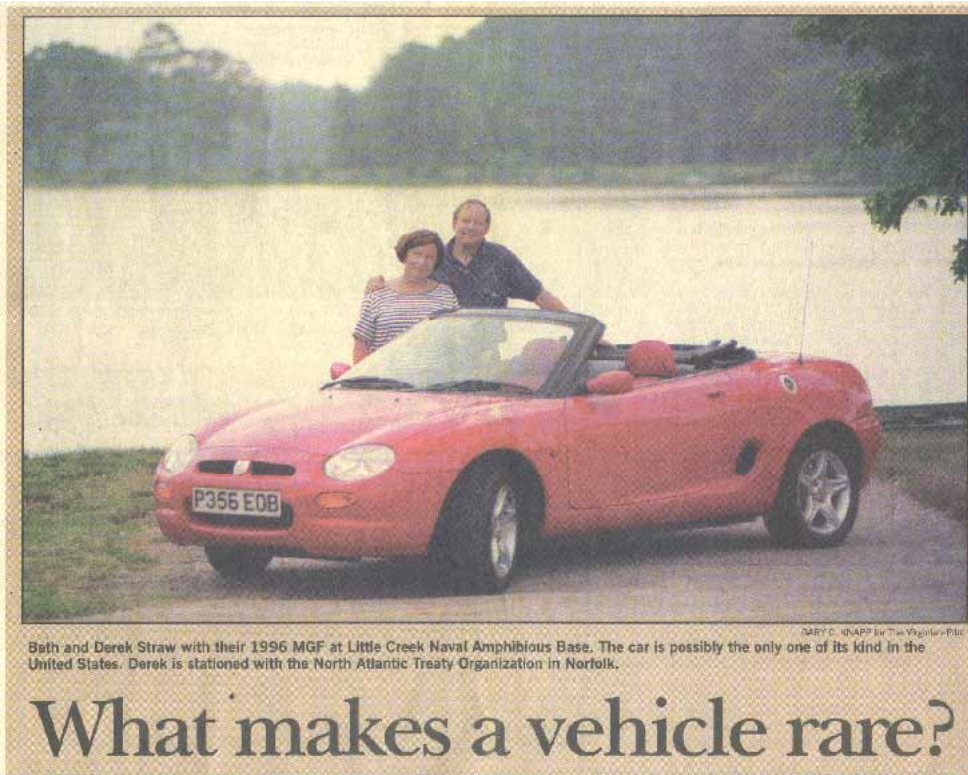
While availability makes a new MG rare in the United States, age, condition and uniqueness are the trademarks of cars like Billy Cones' 1970 Plymouth SuperBird, Ed Lail's 1930 Lincoln Phaeton and Bob Hunter's 1963 Rolls Royce Phantom V limousine.

"Rare is sometimes hard to define," says Terry Bond, a national director of the Antique Automobile Club of America (AACA). "To be considered rare, it would have to be a car made in small numbers to begin with, or a car where few survived."

Good examples are the Tucker, of which only 48 were ever made, and the Model T, of which tens of thousands were produced, but are considered rare because of their age, he said.

Even a very popular car like the Corvette can be considered extremely rare if it has very low mileage, is in mint condition, or is a limited edition, he said.

The Plymouth SuperBird, with its exaggerated tail fin, was produced just one year for the NASCAR circuit. Billy Cones of Suffolk has owned and restored many classic cars through the years, but the SuperBird is his all-time favorite.



SuperBirds in 1970, which were snapped up by racing enthusiasts.

Richard Petty dominated the NASCAR circuit with the car which was disqualified from competition after its first year.

Three years ago Cones was at a NASCAR race in Richmond, met Petty and asked him to sign the car's fender, adding even more to its value and uniqueness. The exterior is painted the original "Petty Blue," with a white interior.

Ed Lail's 1930 Lincoln sports Phaeton can hold its own in competition with classics like the Duesenberg, but he loves the car most of all for sentimental reasons.

"It looks a lot like an open Buick my dad had in the 1920s," said Lail, of Chesapeake. The open touring car has a cream body with chocolate brown fenders and a cloth top. Only 53 of its particular body style were made in 1930, and only a handful are left.

Lail's is in such excellent and original condition, that it just recently received one of the AACA's highest designations, that of "senior."

"The AACA has declared this car a classic, which means in shows it can be parked right next to a car worth a million dollars," he said. Amazingly, Lail has never trailered the car; he drives it at "Interstate speed" to shows up and down the East Coast.

Between 1963 and 1967 Rolls Royce made 540 Phantom V eight-passenger limousines for the world's rich and famous. The Queen Mother owned two of them. Today, Bob Hunter of Chesapeake has one, as well.

"You actually had to be someone to get a Phantom back then," says Hunter, who found the vehicle earlier this year in a magazine ad, flew to Chicago and bought it on the spot.

The 1963 cream-colored, right-hand drive formal limo is 19 feet 10 inches long, and has two rear "suicide" doors. Hunter's research leads him to believe it's the only antique Rolls Royce limousine licensed to operate as a limo.

"It's a very unique vehicle. I still can't believe I got a hold of it," he said.

Finding and restoring such rare vehicles is one thing; insuring them for their full value is another.

Jeff Locke, a car collector and independent automobile appraiser, says antique car owners should make sure their prized possessions are adequately insured.

If something happens, the insurance company may only offer the blue book value, which may be thousands of dollars less than the actual value of an antique car, he said.

For instance, while the blue book value may say one thing, mint condition or custom add-ons can sometimes double the value of a car.

Once it's totaled in a wreck or burned in a garage fire, Locke said, it's virtually impossible to prove the car's worth without an appraisal. Such antique car appraisals cost between \$75 and \$100, and once submitted to your insurance company, should protect your investment, he said.