

# Tidewater MG Classics



# 1999



# 1999

## Calendar

5 January	*Meeting
3 February	*Meeting
28 February	*Wicker Basket Affair and Meeting
21 March	*Tech Session
7 April	*Meeting
23-25 April	Race at the Base
4 May	*Meeting
8 May	*Road Rallye
23 May	Boulders Show, Richmond
29-30 May	Soap Box Derby Races
2 June	*Meeting
6 July	*Meeting
4 August	*Meeting
29 August	*Tech Session
7 September	*Meeting
19 September	Berkeley Show
25 September	Wings and Wheels, Topping
6 October	*Meeting
1-3 October	Waynesboro Show
17 October	*Pig Pickin and Rally
30 October	Driver Days
2 November	*Meeting
14 November	*Tech Session
3 December	*Christmas Party

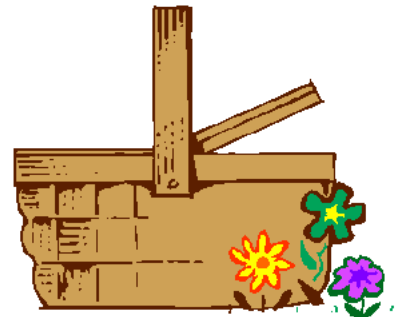
<b>President</b>	<b>Mark Childers</b>
<b>Vice President</b>	<b>Barry Tyson</b>
<b>Secretary</b>	<b>Doug Kennedy</b>
<b>Treasurer</b>	<b>Jim Villers</b>
<b>Editor</b>	<b>Bob Miller</b>
<b>Membership</b>	<b>Bob McClaren</b>
<b>Activities</b>	<b>Chuck Hudson</b>
<b>Clubs</b>	<b>Mike Ash</b>

\* Denotes TMGC event

# Wicker Basket Affair

February 28, 1999

Held at the home  
of Peggy Bradford



Frank Linse, Vince Groover

# Race at the Base

April 23-25, 1999

Oceana Naval Air Station,  
Virginia Beach





Dan Kirby

# Road Rallye

May 8, 1999



Lena Watson, Alma & John Brunt  
(Robin Watson's sister and  
brother-in-law) Alan and Olive Watson,  
Andy Wallach

# Road Rallye



Robin Watson, Andy Wallach



**Rally 1999**

**May 8, 1999**

Dan Kirby

The Tidewater MG Classics Rally Season opened up with a beautiful drive in the country. The ralliists navigated through some very interesting roads, collecting answers to obscure questions, and ultimately ending with a lavish banquet in Great Bridge. The navigation and course-following were fairly straight-forward, while the clues and answers ranged from easy to nearly impossible.

Along with keeping track of such things as the number of railroad crossings, the competitors had questions to answer, such as to identify the church a minister is associated with, identify flags flying along the route, and give the rallymaster's mileage to the finishing point. There was no time limit for completion, and the restaurant was identified in the route instructions, just in case someone became miserably off-course (it happens to everybody once in a while).

The rally resulted in NO upset competitors, NO blood loss, NO divorces (yet) and MUCH good fun and good cheer. Our overall winners were the Villers with unbelievably sharp vision and riddle-unraveling skills. Mark "Woody" Vosler and Elaine were a close second, followed by Mark Childers and his daughter. The winner of the coveted Dead-Last-But-Finished award was XXXXX, whose enviable navigation and driving skills enabled him to follow the route to the finish without a navigator! Unfortunately, he was unable to answer many clues, however he was able to update the rally master on the status of the beach erosion at Sandbridge (he shouldn't have been within five miles of there). We didn't have any mechanical difficulties on the rally, so the Hard Luck award went to Mark Childers' wife who was unable to join us on the rally because she is recovering nicely from her recent surgery. Everyone seemed to enjoy their FABULOUS PRIZES, the economy of Taiwan thanks the club.

The rally master has several rallies planned, awaiting scheduling on the calendar. Come join us for some great fun with your MG or with whatever you're driving until your MG gets back on the road.

# Boulders 1999

May 23, 1999



Barry Tyson's B



Organized by  
Richmond Triumph  
Register



Vince Groover sells spares while Frank  
Linse and Bob Miller supervise



1936 Morris 8



# SOAP BOX DERBY



May 29-30, 1999

Shawn Bradford and  
"our" car





# SOAP BOX DERBY



May 29-30, 1999



Shawn and friend

# SOAP BOX DERBY

## 1999 Soap Box Derby Races

Chuck Hudson

May 29-30, 1999



"It was a dark and stormy night!" It was except it was daylight. The sky was ominous and the breeze, but the racers were undeterred. Especially our own Sean "Goldie Gardner" Bradford.

I came upon our intrepid driver fine tuning his car's paint with *SuperSlick*, a wax his dad, Gary, had just paid 50¢ for some things for. After that he was to fine tune the equalizer weights and then his own weight, by relieving...you know. His racer gleamed in the greyness. She was ready!

Forty-one entries had dwindled to 15, but it made no difference to Sean...He was here to be No. 1 after each heat. The MaGic was his.

Heat 1: Sean vs. a girl, she had a deft touch but did she have *SuperSlick*? No!  
Between heats more *SuperSlick*!

Heat 2: Sean by 1.2 sec.

The winner is determined by the differential between the 2 races/heats, and wheels from each racer are swapped so there can be no advantage from wheelbearing lubrications. Ah, but they don't swap bodies. It's starting to mist. Real heavy mist, but *SuperSlick* goes on.

Heat 3: Sean's really got the touch.

The track is the old road that goes over the train tracks that used to take passengers to the Bay ferry. There are chinks between the cement sections, a dip on the bottom run of one lane, and the right lane has a curve which is a natural to drive instead of going straight, which is the shortest line. If you run straight, however, there is a better chance than not the timers stand and announcer will never work again. Ask Barry for the mathematical equation. He worked on it last year.

Heat 4: Sean aims for the announcer, garners the best time and is **The Winner** of the Winner's Bracket.

**Undefeated**...and with that the heavens opened up. The race is postponed for an hour, then 15 minutes more, then another 15 minutes, and then the consolation brackets must be run. His racer's bearings are cooling down, *SuperSlick* needs attention, the tarp and umbrella have lifted, allowing in dreaded superheavy moisture, now she has put on weight. When you are timing in .001 of seconds every nuance counts. Finally, word comes from the NCO Club's television that the weather is going to lift. And so it does. The consolations are over and Sean is to meet Chris Sandeen, a high finisher from last year.

Finals heat: Sean loses the heat's 2 races by a total of .043 sec. But wait, our racer has never lost so he must get a consolation chance.

Finals heat, again: Sean loses his first race by .673 sec., he must win this final race by .507 sec.

Alas, Sean's margin was shy 0.025 sec. ***That's Racing of the finest!***

Sean Bradford, and dad, Gary, you roundly deserve the Tidewater MG Classics praise! Next year! Right!

# MGB '99

July 7-10, 1999

The Eighth Annual North American MGB Register Convention



Seattle



Peter Welch's MGB collection





Whistler Mountain Ski Resort



July 7-10, 1999



# MG '99



Show Time at Spanish Banks Beach

# MG '99



Show Time at Spanish Banks Beach



July 7-10, 1999



# MG '99

July 7-10, 1999



Sightseeing in Vancouver and British Columbia





# MG '99



## MG '99 Recollections and Ramblings

By Mike Haag

Listening to the pitch at MG '98 in Hagerstown for the 1999 NAMGBR convention in Vancouver BC, I thought that would make a nice vacation, but would probably never go. Well, after giving it more and more thought, I figured "why not?" After talking Barry Tyson into going along (it didn't take much convincing), we debated how to actually get there. The drive was too long (not enough time), and the cost to ship the cars out there and back was too expensive, not even counting airfare. We decided to fly to Seattle, rent a car, and go sans MG. Mike and Jennifer Ash did the same, along with some others from the East Coast. MG '99 was billed as "The Spectacular Drive of Your Life". The scenery was beautiful, the weather was cooperative, and I'm sure it would have been a great drive in a MG. It wasn't too shabby even in a Ford Contour rental car. What they didn't tell us about were the spectacular rush hour traffic jams in Vancouver.

## Sightseeing in Vancouver and British Columbia

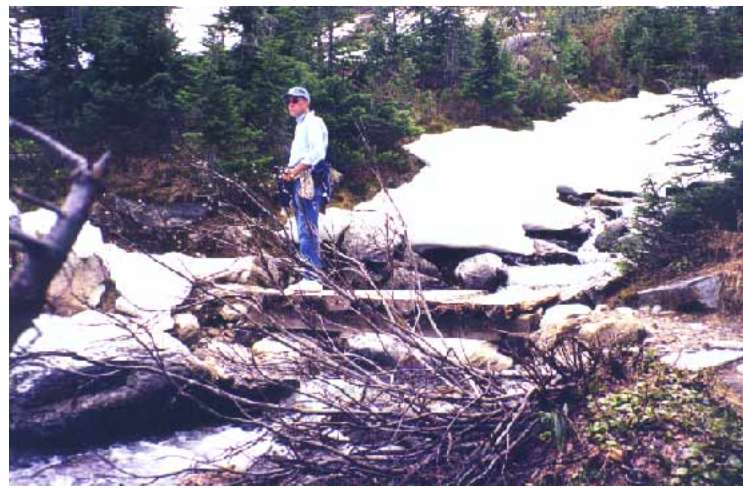


The convention was held on the sprawling campus of the University of British Columbia (UBC), west of downtown Vancouver. Registration started the afternoon of 7 Jul. The featured speaker this year was Ron Gammons, of Brown & Gammons, a well-known UK supplier of MG parts, MG restorer, and builder of rally cars. Ron conducted the first Tech Session that afternoon where he discussed steps required in preparing MGBs for rallying. He gave a slide show presentation, showing some of the cars they prepared and pictures of some of the rallies he and his son have competed in. After the Tech Session, we joined a convoy of MGs to the "West Coast Welcome BBQ", or just plain grilled Salmon cookout to most of us. Apparently other folks were about as confused on how to get there as we were, but after parking in the wrong parking lot and walking to the wrong building, we finally managed to stumble upon the cookout. We met up with the Ash's, had a great meal, listened to a live concert band, and consumed many of the local brews.

Thursday morning was the "Sea to Sky" road trip to Whistler Mountain ski resort, with a stop at Peter Welch's private MG collection in West Vancouver. After meandering through much traffic, we finally found ourselves on a two-lane road lined with beautiful homes and fantastic views of the outer harbor. We soon reached the marina where the MG collection is held. After first downing coffee and doughnuts, we toured the small but very impressive museum. I believe he probably has about one of every MG model built, all in concours condition. In the small workshop space was a '54 TD Arnoldt undergoing restoration. It was a "rust-free" Arizona car. Well, at least the old stop sign being used as a floorboard was rust-free. We left the marina and



proceeded up Highway 99, another two-lane road hugging the coast with beautiful views and arrived shortly after noon in Alpine-like Whistler Village at the foot of Blackcomb Mountain. A



section of the pedestrian mall was set aside for displaying the MGs, and many people (carrying snowboards and skis, a strange sight in July) stopped and admired all those cute LBCs.

We left Whistler Village late that afternoon for the drive back to Vancouver, with many stops for pictures along the way. Things went pretty quickly until we got back into town and hit the evening rush hour traffic. We made it back to UBC just in time to miss the second Tech Session. Barry Rutherford, of Shadbolt Cams in Vancouver, gave a lecture on all things related to cams in MG engines. Mr. Rutherford was kind enough to hang around for another hour or so to answer our questions, and basically repeated his lecture for us latecomers. English Pub Night followed in the same room, where the featured beer was Old Speckled Hen. We joined the Ash's for an evening of munchies, beer and conversation. Many "Hens" were killed that night, and we have the pictures to prove it!

Friday morning brought clear blue skies and pleasant temperatures, in the upper 70's, just right for a car show. Held at Spanish Banks Beach along the outer harbor with a view of snow-capped mountains in the far distance, it was a perfect setting. There weren't quite as many cars at this show as at Hagerstown, but hey, any car show with lots of MGs has got to be good. There were a couple of cars from FL, PA, NY, various mid-West states, eastern provinces, and quite a few from CA, WA, and the western provinces. A good representation of chrome and rubber-bumper 'Bs, along with a large group of LEs, 2 or 3 V8 conversions, a surprisingly large number of A's, an MG Liquid Suspension Indy racer, a 1936 un-restored TA (?), a Twin Cam vintage racer, and an MGA with a Miata engine/transmission (ask Barry or Mike Ash for details). The show ended at 2, with awards given out afterwards. Mike Ash hosted the third Tech Session, a Q&A session where he amazed all with his vast knowledge of all things technical pertaining to MGs. Barry attended this, while I played tourist and went to the UBC Bookstore to buy souvenirs. Sorry Mike.

After Mike's Tech Session, we all piled into two red double-decker buses for a tour of Vancouver before heading to China Town for the banquet. The banquet emcee was pretty funny (almost as funny as the emcee at the Waynesboro show) and the dinner was pretty good. While the Ash's sat at the head table with other MG dignitaries, Barry and I ended up sitting at a table with two couples from BC, a couple from the Seattle area, and two other guys who happened to be from VA. Mark Queman from Christiansburg (formerly of VA Beach) and Bill Hoggard from Newport News. Bill used to be a member of our club but dropped out a few years ago. Naturally we urged him to rejoin. It's a small world. After some speeches and giving recognition to people for various reasons, awards were given to the hosts of the Tech Sessions. Unfortunately we didn't get a picture of Mike Ash receiving his award, standing next to one of Canada's finest. After the banquet, we returned to the Fireside Lounge at UBC for more local brews and car videos.

The final momento from MG '99 wasn't discovered until the following morning when we found a parking ticket on the windshield. Seems like we forgot to pay for parking in the lot Friday night. The Ash's left for Seattle Saturday morning for the return trip home. Barry and I spent another week touring Vancouver Island and southern British Columbia. We saw MGs on the road (not stopped beside the road) every day of the trip, except the last day. However, we did see a Morgan on I-5 that day.

Like all good vacations, it ended much too soon. Was it worth it? Would I do it again? YES and YES! The chance to see a lot of nice MGs, escape the summer heat and humidity, see some beautiful scenery, and meet a lot of friendly people made it all worthwhile. I highly recommend the Pacific Northwest and British Columbia for a vacation. MG '2000 will be in Cleveland next June 15-18. Road Trip! Let's get it on together.



# Berkeley

September 19, 1999  
at Berkeley Plantation



Barry Tyson's B

Organized by Central  
Virginia MG Classics



Greg Keeler, J.D. Hawthorne, Mark Childers, Bob Miller

# Berkeley

September 19, 1999



Mark Childers, J.D. Hawthorne



Mike Haag's B



# Berkeley

September 19, 1999



Bob Miller's B



## Berkeley 1999

Congratulation to the following club members on their awards at the Berkeley show:

Oldest car	Bruce & Carol Woodson, 1946 MGTC
Vintage MG (through TC)	1st, Bruce & Carol Woodson, 1946 MGTC
MGTF	1st, Andy Wallach, 1954 MGTF
MGTD	1st, Michael & Karlene Studely, 1952 MGTD
Early MGB	Honorable Mention, J.D. Hawthorne, 1967 MGB
Late MGB	3rd, Mark Childers, 1974 ½ MGB
MGB GT & MGC GT	2nd, Bob McClaren, 1968 MBC GT
MG Midget and AH Sprite	1st, Shay Kinner, 1959 Sprite

# WINGS & WHEELS

September 25, 1999 at  
Hummel Air Field,  
Topping, Virginia



B's of Mike Haag and Barry Tyson



Organized by Friends of  
Hummel Field



# WAYNESBORO

October 1-3, 1999



On the road again! B's of Barry Tyson, Susan Bond and Mike Haag



We stopped at Poplar Forest, one of Thomas Jefferson's homes



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

# WAYNESBORO

October 1-3, 1999



B's of Barry Tyson and Susan Bond



# WAYNESBORO

October 1-3, 1999

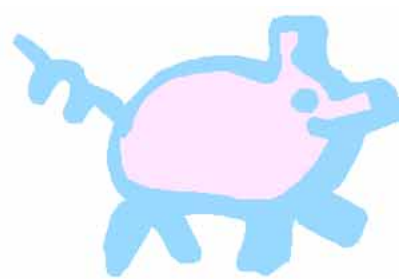


Mike Haag, Barry Tyson and Susan Bond at the banquet



Topping up for the trip to Natural Bridge before heading home





October 17, 1999 at the home of  
Alan & Beckey Watson

# Rallye and Pig Pickin'

Jack & Ann Cabanillas



Frank & Cathy Franco

Frank Linse

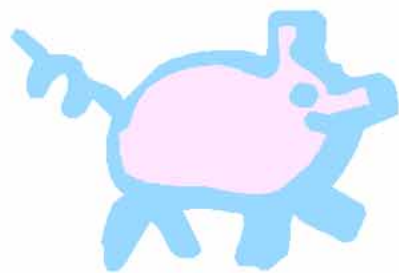






# Rallye and Pig Pickin'

October 17, 1999



Lewis Edwardson

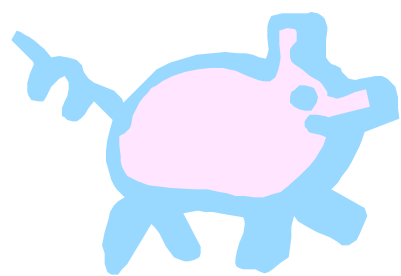
Randy Brackett





# Rallye and Pig Pickin'

October 17, 1999



Tow time

# Rallye and Pig Pickin'

October 17, 1999



**Thanks Irene**.....it would not have been a British car meet without the rain!

Alan Watson

I started the weekend off with cautious optimism. Saturday morning the weatherman was calling for scattered showers. Since we had use of Vince's canopies, as well as the canopy from the Tidewater Triumph Register (thanks Randy), I decided to "roll the dice" and go with it.

Sunday morning looked hopeful. Early on it was quite bright. Then it started to rain slightly. And stopped. This was workable. We would be able to look at the cars, and if the rain came back, we would be able to hide under the shelters temporarily. I twisted Beckey's arm just a little until she finally agreed that we had made the right decision. [No I didn't!!] Then the heavens opened up and down it came. Before lunch the decision was made to cancel the rallye. The clues were hard enough to find on a good day, let alone with the hood up, windshield wipers barely working and windshield fogged up.

Nevertheless, I went to the rallye starting point in case some (foolish) die-hards showed up. Sure enough, I had not been there long when a 1975 blue MGB drove up with Jack & Ann Cabanillas in it. I gave the directions to the pig roast and they drove off, one with a disappointed look and the other looked quite relieved. Then a blue Spitfire arrived, whose sole occupant's name I cannot recall (sorry). He hurried off home to look after a sick wife once he knew the rallye was cancelled.

We had about 35 people show up at our house, mostly in American or Japanese vehicles (including our past and current Presidents...mmmm). We did have some purists among us, for a total of eight British cars on the show in the "display field" or the swamp as we now know it. From the MG club it was 'B' heaven with my '72, Frank's '74, Jack's '75, Frank Franco's '76 and Dan with his '70 B-GT. From the Triumph Club we had Randy Brackett with his '61 TR3A, Lewis Edwardson with his '68, GT6 and Marty Rutkowitz with his '73 TR6.

The mass exodus started with the arrival of Dan Kirby in his '70 MGB-GT along with a 6-foot high rooster tail behind his car as he drove across the field. Frank Franco left in his 'B' followed by an attempt to leave by two Triumphs. The image of the day is of a TR3A being pulled out of the mud by an MGB-GT. The other MG's chose not to leave until after the Triumphs departed. Suffice to say, my car is still in the field.

A good time appeared to be had by all. I had many favorable comments from both clubs on how nice it was to have a function together. I for one enjoyed some different cars to look at. I look forward to more joint events with the two clubs.

# DRIVER DAYS

October 30, 1999



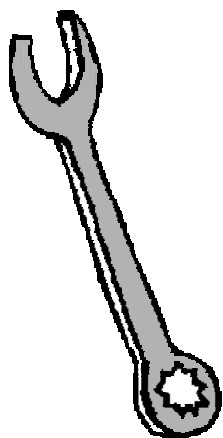
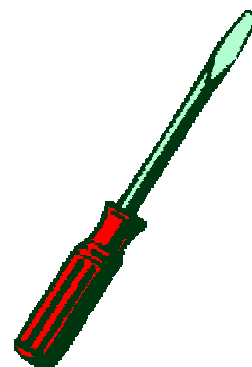
Barry Tyson's B



Ed Meadors B and Don Finlay's Morris Minor

# Tech Session

November 14, 1999 at the home of Susan and Terry Bond





# Christmas Party

December 3, 1999 at the home of Andy Wallach and Cynthia Faschini

December 8, 1999



Hank & Stevie Giffin

Tidewater MG Classics  
c/o Alan Watson

Dear friends,

Please know how very grateful we are for your most generous donation of paper products, canned goods, toiletries, videos, etc. A sincere thank you to Leslie A. Paul and William F. Seib, III for their twenty dollar check.

It was so kind of you to share your love and concern and caring with our Norfolk Ronald Mc Donald House. We depend on community support quite a bit and we appreciate your being a part of that support. You all are terrific.

Many thanks again and we truly wish you and yours a blessed holiday season and a peace filled New Year.

God bless.

Sincerely,

Eleanor Muhly  
Resident Manager



Carmen Thiergardt

## Tidewater MG Classics

### What to do after we achieved 25 years of history.

Under the Masterful Guidance of our president, Mark Childers, we did some things old, and began some things new. Our annual start of the year Chili Cook Off is once again The Wicker Basket dining extravaganza, with international overtones in each member's basket. Along with all the local gourmets doing their tasting we had a very special guest taster, Hank Rippert, The Register's chair. Charlotte is a fir piece from Virginia Beach so Hank must have had his appetite aibuilding. He is quoted, "You folks sure know how to put on a feed". Well, that was a very good start for our next 25.

We now have a Rally Master, Dan Kirby, who created 3 gimmick rallies for members to follow to reach other events. The polishing rags were in high gear as club members captured six awards at Central Virginia's September British Car Days. And, as well, three members took Best in Class at other local shows. A golf outing, the annual Pig Pickin', and representation at the MGBs national meet in Vancouver rounded up our 1999 events. All club members' cars are Y2K compliant in accordance with Geo. Lucas specifications.

Submitted by  
Chuck Hudson  
Activities Coordinator  
Tidewater MG Classics

