



2000



Tidewater MG Classics



2000



Calendar

4 January	*Meeting
2 February	*Meeting
27 February	*Wicker Basker Affair and Meeting
5 April	*Meeting
2 May	*Meeting
5-7 May	Race at the Base
13 May	Williamsburg Show
21 May	Boulders Show, Richmond
7 June	*Meeting
15-18 June	MG2000
5 July	*Meeting
2 August	*Meeting
20 August	*Tech Session
5 September	*Meeting
24 September	Brown's Island Show, Richmond
30 September	Wings and Wheels, Topping
4 October	*Meeting
6-8 October	Waynesboro Show
22 October	*Pig Pickin and Rally
28 October	Driver Days
8 November	Meeting
19 November	*Tech Session
8 December	*Christmas Party



President	Barry Tyson
Vice President	Mike Haag
Secretary	Doug Kennedy
Treasurer	Jim Villers
Editor	Ed Kehrig
Membership	Alan Watson
Activities	Chuck Hudson
Historian	Susan Bond
Technical	Mark Childers
Regalia	Frank Linse
Clubs	Mike Ash

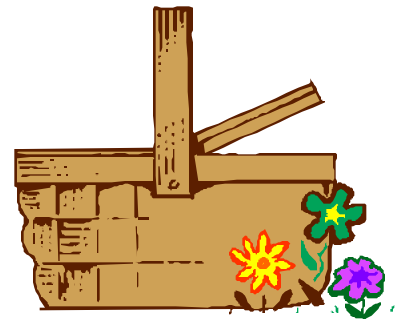
* Denotes TMGC event





Wicker Basket Affair

February 27, 2000



Barry Tyson and his B



Held at the home of
Peggy Bradford





Frank Linse's A

Chuck
Hudson's
TC

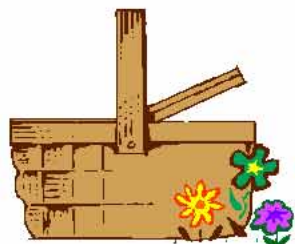


Wicker Basket Affair

February 27, 2000



Vince Groover's TD





Chuck
Hudson's TC



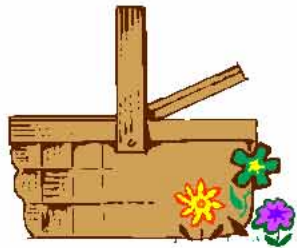
Pam
McClaren's
B

Wicker Basket Affair

February 27, 2000



Barry Tyson's B





Wicker Basket Affair

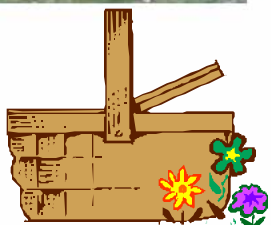
Frank Linse's A

February 27, 2000



Wicker Basket Affair

Barry Tyson



It was a spring day like any other spring day. The day was warm, the sun was out and a few dark clouds threatened showers in the distance. A perfect day for top down MG driving. But wait a minute, what am I thinking? This is February, February 27th to be exact, the middle of winter. How can this be? Then I realized this is Wicker Basket Sunday and Peggy has managed to provide the perfect weather for the perfect event. Year after year, how does she do it? Great food, members we haven't seen in a while and friends from Richmond. We had a large collection of great cars (including a Match Box MGF not only available at Farm Fresh but Wal-Mart and K-Mart, too, if you can't own the real thing you can own a toy version). There were classic club scrap books to look at and even a birthday to celebrate (her initials are S.B. and she is holding at 29 according to Terry's observations). We also had our March meeting in February.

May Meeting

May 2, 2000

Held at the home of Pete and Barbara Douglas



Roosevelt Moseley and Bob McClaren with Bob's TC



Mike Ash

May Meeting

May 2, 2000



Mike Ash's TF



James Simpson's Midget

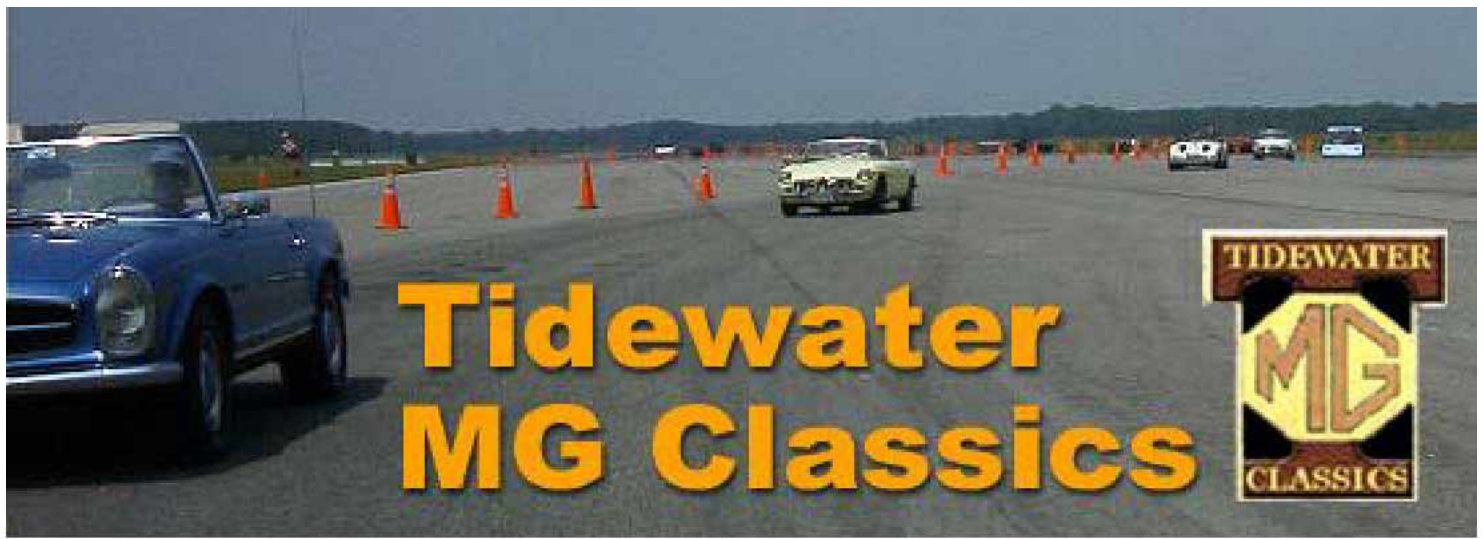


Frank Linse's GT

May Meeting

May 2, 2000





Tidewater MG Classics



Oceana Naval Air Station, Virginia Beach

Race at the Base

May 6, 2000

Chuck Hudson's TC



Paul Thiergardt's TF,
Barry Tyson's B, Bob
McClaren's TC



Race at the Base

May 6, 2000



Chuck Hudson



Mark Childers



Hank Giffin



Bob McClaren and Mark Childers

Race at the Base

May 6, 2000



Jim Villers and Chuck Hudson

Paul Thiergardt



Race at the Base

May 6, 2000



Bob McClaren



Barry Tyson's B



George Ulrich's B

Race at the Base

May 6, 2000



Ryan Giffin



Race at the Base

Barry Tyson

HOT! HOT! HOT! was the "Race at the Base," both Saturday and Sunday. Record heat with record sun, out on the tarmac, in front of the hangars, among the F-14's and F-18's, and every imaginable car club in the area, including a classic Taurus club (SHO). The classic vintage racing cars tore around the blistering track. The pit area was alive with activity, interesting cars and people. Much water, soda and beer was consumed to ward off the heat, and MG tales were told as the searing hot wind blew lazily the TMGC banner, under the shelters that were pitched like the Wodaabe's in the Sahara Desert. The club flyers that I had hastily created on my computer were much in demand by the people who were interested in MG's and our club. Our Bedouin chant was WWW.MG.ORG. Only "Mad Dogs and Englishmen" ("feeling alright, not feeling to good myself," my apologies to Joe Cocker) would venture out in this heat, in the middle of the day, I heard one "camel driver," oh, I mean MG driver say. (It must have been the brutal sun, the heat that has distorted my thoughts.) I took my eye off the practice and qualifying race for just a minute, on Saturday, and Hank Giffin bends his 1959 Morgan +4. Sunday, after repairs frame/body Saturday evening, a flat tire keeps him out of the final heat. Ryan, the other half of the Giffin racing team, was out of the running in her red 1959 Turner 950S with oil pressure problems. As they say, "That's racing."

Williamsburg 2000

May 13, 2000

Organized by the
Colonial Vintage British
Car Club at New Quarter
Park, Williamsburg



Jerry Goldman



Doug and Eiko Wilson



B's of Barry Tyson
and Mike Haag



Williamsburg 2000

May 13, 2000



B's of Doug Wilson
and Bill Hoggard



Frank Linse's Jag



HOT! HOT! HOT!

Frank Linse, Mike Haag,
Terry and Susan Bond



Williamsburg 2000

May 13, 2000



Susan Bond's GT



Williamsburg 2000

May 13, 2000



Colonial Classic British Car Show

Barry Tyson

HOT! HOT! HOT! was the inaugural Colonial Classic British Car show in Williamsburg. With crackling radios, we took I-64 from Ocean View to Williamsburg, with orders not to fire unless fired upon. At 45 mph on the interstate, I am sure we made quite a few of the other drivers reach for their anger management books. What a relief to make it through the car wars on the interstate to the serenity of the Colonial Parkway, New Quarter Park and the eclectic collection of cars at the show, with some unusual class groupings. Doug Wilson and the Colonial Vintage British Car Club had the situation under control. Civil Air patrol directing traffic, Boy Scouts preparing barbecue dinners. Quite a few MGTC badges adorned the MG's on the show field. The club drove away with some wards. Jerry Goldman, a 2nd with his beautiful MG TD, Doug Wilson, a 2nd with his immaculate MGB, Henry Kristoff, a 1st with his pristine MGBGT, and Susan Bond, a 3rd with her always fine-looking MGBGT with Scottish flag, "freedom for Scotland."

When it was time to leave the words of a Dylan song (the Jimi Hendrix version was more famous), "there must be some way out of here," kept running through my head (the heat again) since the directions in did not work for getting out. We split up to confuse the enemy. After discussing with Frank Linse the options on his overheating Jaguar (you have to remember that the British described Virginia as a very inhospitable place when they first arrived, due to the heat, and I guess Frank's Jaguar felt the same way), Frank decided to find a place to stay and wait for the cold front to push through. The Club President and the Vice President retired to an English Pub for the traditional English pub fare and a pint of two of Bass to reflect on the days events and watch the BBC on the telly. We encountered "Benjamin Franklin" and "Betsy Ross" (two Colonial re-enactors who had stopped in for dinner). Also, we ran into the young son of the owner of the attractive cream TF that was at the show (a late arrival, too late for judging), who was very interested in MG's and his father's MGTF. He said his girl friend thought the TF was a "cool car." Ah, there is a certain constant in good taste over the generations. Then we proceeded home at twilight.

Boulders 2000

May 21, 2000



Frank Worrell and James Simpson



Eiko and Doug Wilson

Organized by Richmond
Triumph Register



Ed Meadors



Boulders 2000

May 21, 2000



Bill Hoggard's B



Vince Groover's MG Spares to go

Doug and Eiko Wilson and Mike Haag



Boulders

Barry Tyson



It was a dark, cool and dreary day when we departed for the Boulders car show in Richmond -- a day that felt English in nature, a day that made a British car feel at home. By the time we reached Boulders the drizzle had stopped and only the overcast remained. The turn out was sufficient but not as large as previous years. Our club members garnered several awards. Jim Simpson was awarded a first place for his MG Midget, Doug Wilson a first place for his 1976 MGB, Ed Meadors was awarded honorable mention for his 1973 MGB and second place for his 1967 MGBGT.

MGB 2000

The Ninth Annual North American MGB Register Convention

June 15-18, 2000



Cleveland, Ohio



Intrepid traveler Barry Tyson and his B



MG 2000

June 15-18, 2000



Intrepid traveler Mike Haag and his B



At the motel



MG 2000



June 15-18, 2000

Show Day!



MG 2000

June 15-18, 2000



Cleveland ^{ROCK} MGs Roll!
MG 2000 



Barry Tyson's B



MG 2000

June 15-18, 2000



Mike Haag's B

MG 2000

June 15-18, 2000



Cleveland Rocks MG's Roll!
MG 2000



John DeLorean and the DeLorean car show
at the Rock and Roll Hall of Fame Museum

MG 2000



Rockin' & Rollin' in Cleveland

By Mike Haag

It didn't seem like almost a year had passed since the trip to MG'99 in Vancouver, but before we knew it we were on the road to MG 2000 in Cleveland. Below is a day to day account of our journey, or as much of it as I can remember.

Tuesday, June 13 - Barry and I left Portsmouth around 9:00 AM and headed up I-664 under overcast skies. We soon ran into the typical traffic jam on I-64 in Newport News (are they EVER going to finish that section of road?). We crept along for around 10-15 minutes, then were on our way, picking up I-295 and I-95. We got off on Rt. 17 in Fredericksburg for lunch and to top off the gas. We continued on Rt.17, getting on I-66 to take us to I-81. It was on I-66 where the skies darkened and we ran into some rain. I was very pleased with the way the MG handled on the wet road. We easily maintained 55-60 mph; the windshield wipers worked great, and the top hardly leaked. The rain only lasted for a few miles, and my confidence was growing! Since Hagerstown MD was close to the halfway point between Portsmouth and Cleveland, and since we were familiar with the town and available accommodations (having stayed there during MG'98), we decided this was the place to spend the first night. Since the Days Inn had good rates and a free, cooked breakfast we decided to stay there. After we checked into our rooms and unpacked the cars, we took my MG downtown to the Schmankerl Stube Bavarian restaurant (don't ask me to pronounce it!) for a good meal of German beer and food.

Wednesday, June 14 - The next morning we again left around 9:00 AM (hey, we're on vacation here, no getting up early allowed) under overcast skies. Was this a harbinger of things to come? We journeyed up I-70W, enjoying the pretty western MD landscape and the cool weather, and then got on the PA turnpike at Breezewood. After awhile, it began to get cloudier, then as we went up in elevation the fog set in. As we went up a mountain, the only thing we could see in front of us was the rear end of a tractor-trailer. This continued for a few miles, then let up as we descended the mountain, although it stayed cloudy and misty afterwards. Just south of Somerset, we went through a long tunnel underneath another mountain. Coming out on the other side was like entering a different place (cue the music from the Twilight Zone here) as the weather was totally opposite. The skies were blue, the sun shone, and it was hot. It stayed like this all the way to Cleveland. We arrived at the host hotel, the Holiday Inn Rockside (about 8 miles south of downtown Cleveland) around 4:00. What a great relief it was when we pulled into the parking lot and realized that we had actually made it there. Funny thing is, we didn't see any other MGs along the way, until we got to the hotel parking lot. Either we timed it just right, we were very lucky, or a little of both, because soon after we checked into our rooms and unpacked the cars, the sky turned dark and it poured down rain for an hour or so! After registering and picking up all the goodies, we went to the bar to toast our successful journey, then got something to eat, then the rest of the night was a blur. Maybe one too many toasts!

Thursday, June 15 - After some light rain in the morning, we moved the cars to the back parking lot, which was reserved for MGs. We found our 2 assigned spots, and using the colored chalk provided, Barry drew the TMGC logo in front of each of our cars. There was an urban rallye in downtown Cleveland, but we weren't too keen on that idea. The parking lot began filling up, the vendors set up shop, Castrol was in the air, and we could sense that a huge MG "happening" was about to take place. But first, we had important business to take care of.

On the way to Cleveland, Barry noticed that his temperature gauge was reading higher than normal, but the car didn't overheat and performed fine otherwise. Remembering a similar problem with my MG a few years ago, which turned out to be a loose voltage stabiliser, I suggested we check this first. The Haynes manual says the voltage stabiliser should be mounted no more

MG 2000

than 20 degrees from vertical. Since Barry's unit was mounted horizontally but wasn't loose, we changed it to correspond to the diagram in the manual. Feeling smug about how quickly we found the solution, we were rather disappointed when it didn't fix the problem. Next we thought that the thermostat might not be opening fully, restricting the coolant flow and causing the car to run hotter than normal. We swapped it out, but when Barry returned from his test drive, he was shaking his head and said the fuel and temperature gauges were changing with the engine revs. After scratching our heads for a few minutes, we got the manual back out and started checking voltages. We concluded that the voltage stabiliser was indeed bad. Barry bought a replacement from one of the vendors and we swapped it out, mounting it horizontally as originally found. This would have been easier if either one of us happened to be a vertically challenged contortionist (can't say midget anymore, unless you're referring to a small MG sports car) since it's located high on the firewall under the dash. Voila! The problem disappeared. Trust your first instincts, they're usually right. I'm still perplexed about the horizontal vs vertical mounting of this device, but mine has worked fine for the last 4 years and I'm not touching it! Barry's MG ran flawlessly for the rest of the trip.

Later that afternoon, we took the shuttle bus down to an area known as "The Flats", a section of downtown Cleveland along the Cuyahoga River that has been re-juvenated with restaurants, bars, and cafes, much like Waterside in Norfolk. Walking along beside one of the cafes, we heard someone ask us (I was wearing an MG golf shirt) if MGs were popular in this country? We stopped and talked to a couple of young Brits who were in Cleveland on business. They were in the automotive trade in Kent. I can't remember the details, other than one of them calling MGs "roost (rust) buckets". We talked about the convention and MGs in general, both in the States and in England. Barry and I ate dinner at the Rock Bottom Brewery, then relaxed at one of the waterfront cafes, watching people and listening to music. I won't tell you what kind of music, I can't believe I was enjoying it. Must have been the beers! We caught the last bus back to the hotel, along with a few other MG partyers.

Friday, June 16 - Friday morning was the Cuyahoga Valley Tour, a drive through the countryside to a state park for lunch. We got a late start, bringing up the rear of the pack with a TD and a MGBGT. We were soon separated though from the rest of the pack, due to traffic and a missed turn. Barry and I pulled over to peruse the maps, and before I got to Barry's car, an older gentleman stopped and asked us if we needed help. He gave us directions on how to get back on track, and mentioned that his brother was driving an MG from New York for the convention. We were soon back on the trail, enjoying the back roads and beautiful countryside. We missed a turn by a ski resort, and went another 10 miles or so before we turned around and backtracked, where we then noticed the sign we had missed earlier. We also saw many MGs headed in the other direction, so we knew we were getting close, as we were running late and they were already leaving. We arrived at the park, and ate a pretty good boxed lunch. We were happy that we weren't the last ones, as soon some other folks showed up too.

Trivia time – The host club for MG 2000 was the Emerald Necklace MG Club, located in the Cleveland area. So what do emeralds and necklaces have to do with MGs and Octagons? The state parks in that area are arranged such that on a map they form a semicircle of green dots around Cleveland, hence the name "Emerald Necklace".

Continuing on, we left the park and took the interstate back to the hotel to catch the shuttle bus downtown to visit the Rock & Roll Hall of Fame Museum. We got there around 3, so we only had about 2 ½ hours to visit. We hit the highlights and saw quite a bit, but a true rock and roll fan could stay there all day. Unfortunately you're not allowed to take pictures inside. As we were about to leave the museum the skies turned dark and let loose with a pretty hard downpour. Not wanting to miss the last bus back to the hotel and pay a \$20 taxi ride, we ran through the rain to the awaiting bus. Of course, the bus was delayed in leaving, waiting for some MG folks to disembark from the cruise ship nearby. Meanwhile, the rain stopped and we got wet for nothing. Oh well, as the saying goes, "into every life a little rain must fall". Friday night there was free beer and wings sponsored by Triple C. An assortment of wicker baskets, filled with all kinds of MG goodies, was raffled off.

Saturday, June 17 - Saturday was a beautiful day for a car show – sunny, blue skies and warm but not hot. The show was held downtown along the waterfront at the Burke Lakefront Airport, an aviation museum and airport for small private planes. There

were 450 registrants for MG 2000, but I don't think there were that many cars, maybe 300 to 350. Besides MGB's, there were many other types of MGs represented, along with around 10 or so vendors.

MG 2000

This same weekend, Cleveland was also host to a DeLorean convention, and they held their car show on Saturday beside the Rock & Roll Hall of Fame Museum, about 3 blocks from the MG show. Later that afternoon, Barry and I walked down to the DeLorean show and saw about 50 of these cars lined up along the pier. Also at the end of the pier were 2 Bricklins (I had never seen one before) and 3 Loti (plural of Lotus?). We also saw the man himself, John DeLorean, signing autographs. We got a couple of pictures of him, but I didn't feel right asking for his autograph wearing an MG T-shirt. He and his daughter were there hawking their latest money making scheme, selling some super-duper, specially designed watches. Who knows, maybe they let you travel back in time without the car?

Saturday night was the banquet, and Barry and I sat with a couple from Michigan and two guys from somewhere in southwestern Ontario, I can't remember where now. The meal and conversations were both excellent. The guys from Ontario told us about their drive last year in their MGs across Canada to MG'99. Later we were joined by two guys from Delaware, one of which used to be a British Leyland dealer in Salisbury MD. He had some interesting tales to tell. After the banquet, the party moved to the parking lot for the valve cover races and the "MG Olympics", where teams from different clubs ran an obstacle course while doing car type stuff like rolling wheels and tossing tires. Barry and I declined, as this looked like too much work, and we were still on vacation!

Sunday, June 19 & Monday, June 20 - The drive back home. Like all good things, the end came much too soon. Sunday morning was gray and dreary, with a steady rain falling. Luckily, when we left around 10:00 AM, it started letting up and we only ran into the occasional light shower for the rest of the day. We retraced our path back down the Ohio and PA turnpikes, seeing only 2 MGs along the way when we stopped for lunch. They were from the DC MG Club, some folks we had met at MG'98. Just north of Somerset we ran into a traffic jam, caused by a wrecked tractor-trailer up ahead. This stretched on for miles, and the creeping and stopping seemed to take forever to get past it, although it was probably only 45 minutes or so. After that, it was clear sailing back to Hagerstown, where we checked into the same hotel. While driving to the hotel, we got behind a Model T Ford out for a spin. As we got out of our cars, we noticed a gathering of Model T's at the hotel across the road. The hotel is owned and run by an Indian family (surprise?), and they have an Indian restaurant inside. We stayed there for dinner, and had a meal of Indian beer and food. We left Monday morning on the final leg of our journey. On Rt. 17, east of Winchester, while driving uphill in a light rain or mist, we were passed by a large truck, spraying water behind it. Right after this, my car began to stumble and almost cut off twice. I managed to pull into a small parking lot, got out and opened the bonnet to see what was going on. All the wires and connections looked ok, and there were no fluids leaking anywhere, however I noticed that the engine compartment seemed rather damp. I let it idle for a few minutes and it seemed to rev up ok, so with fingers crossed we resumed our journey. Luckily the car ran fine for the remainder of the trip home. We stopped in Fredericksburg again to top off the gas tanks, and continued on, arriving back safely in Portsmouth about 4:00. After the MG was parked under the carport in its usual spot, I gave a little prayer of thanks, patted its top, and told it "well done!"

Some final comments - If you've never been to one of the national MG conventions before, you should consider it. It's a wonderful opportunity to make new MG friends, see what other folks do to their MGs (good or bad), get fresh ideas, re-ignite that MG spirit, and just plain have fun with the cars we cherish so much. Speaking of which, MG 2001 is an all MG meet, sponsored by the different national registers, and will be held July 2-6 in St. Paul MN.

Except for the two minor problems mentioned above, our MGs ran great! We put just over 1200 miles on them, much of it at interstate speeds of 62-65 mph, and they returned around 28 mpg. I've gained a new respect for these tough little cars. Maintained properly, like any other older car, they'll reward you with miles and miles of fun and trouble free motoring. After two days back at work, I was ready to jump back in it and take off down the road again for some distant destination. Come to think of it, I've never been to Minnesota. Hmm.....



July Meeting

July 5, 2000

Held at the home of Jerry
and Joann Goldman



Sherry Guay



Ash's TF





Even ducks like MG's!
Mike Ash's TF



Jerry Goldman and Andy Wallach



July Meeting

July 5, 2000



Terry Bond, Bob Miller, Barry Tyson and Susan Bond swatting mosquitoes!



Greg Coogan and Mike Spruill

Sherry
Guay's B



Sherry and Mark Guay

July Meeting

July 5, 2000



Bob Miller's B

Sherry Guay's B and Jerry Goldman's Bug



July Meeting
Barry Tyson



As the Sun slowly set over the Western Branch of the Elizabeth River and the lights began to dance on the waters in front of the West Norfolk bridge, it was becoming a perfect evening for the July Tidewater MG Classics meeting. A photographer was there, courtesy of Jerry, to capture that "Kodak moment" of the club members and their MG's. We would like to thank Jerry and Joann Goldman for hosting the July meeting and for that perfect setting, on the deck overlooking MG's parked on the lawn against that beautiful backdrop, at their home in Merrimac Point. Also thanks to Jerry for that wonderful auto cross course set up in the front yard leading the MG's to the back of the house. One late arriving contestant took an alternate route to improve his time and we are not sure how many of Jerry's neighbors woke up the next morning with "Dunlop" tire tracks across their beautifully manicured, golf course quality lawns. Those of you who did not attend missed a rare and special experience. This finally proves that there are some beautiful neighborhoods in "P Town." We also officially welcome Jerry into the fold of the Portsmouth delegation of the Tidewater MG Classics with "me and Mike."

Tech Session

August 20, 2000 at
Frank Linse's garage

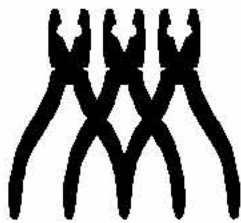


Ed Kehrig's B's new windscreen



Frank Linse and Jerry Johnson

Time for eats

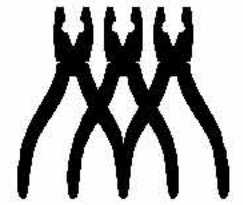


Tech Session
Ed Kehrig

August Tech Session was a huge success. Just what the doctor ordered! There were vacuum problems, a speed odometer was removed (and put back), there was a beautifully restored white 'B' that wouldn't come back to life after it's 'reconstructive' surgery, other wiring problems were being seen to in several cars (there were 17 MG's at today's event), and as Alice could no longer see through the 'looking glass' there was a windscreen replacement on my 74B.

Which brings me to the next part. If you haven't been to or have missed a tech session, you really need to be at the next one and all of them actually. If you keep an ear 'tuned' to the various happenings you'll learn some really great tricks of the trade, and if not that - then you'll pick up some useful information you may not have known before. Did you know that not all screws that look like Phillips head screws are actually Phillips head screws? Dah-h-h-h. And you'll never guess how many hands it takes to screw in one screw on a windshield. Besides all this, the chow was great . . . bar-b-q a-la-Coors.

Tech Session



A few helpful hints on replacing a windscreen:

First - have lots of people around. It helps to have others to share in the misery when things don't go right.

Second - don't feel bad if you find yourself up against something you don't understand. Probably there are others there who haven't the slightest idea what you're up to and are just amazed at your talents. Besides somewhere amongst the group you'll find at least one person who'll be able to help.

Third - have plenty of spare 'little things' because the smaller the item - the quicker it'll be lost - even on a driveway or pavement. (you wouldn't believe how many screws are laying in the grass around Frank's picnic table).

Fourth - big things can go into little holes if you just grease them up enough. And if that doesn't do the job completely, get help (someone large - thanks Bob). And if it still won't go together - then get a large rubber mallet. Then things are sure to fit. But they didn't so we resorted to the last line of defense against failure: Bob & I asked Mark Childers for help. Between our six hands we were able to screw together the windshield frame against the windshield glass. (I pity the person who has to take that windshield apart the next time - it'll probably come apart flying like a cocked spring in all directions).

Fifth - make sure you examine your work. It isn't good if you can see daylight between the seals and the edge of the windshield glass.

Sixth - now the easy part of the entire mess (oops) make that "skilled procedure." Taking out the old windshield frame and glass. There are only six bolts holding it to your treasured antique, two on each wing, and two at the centre post. (that's not a spelling error - we're talking British cars here). Careful of the centre bolts. Whereas the side wings bolt into the windshield frame itself, the centre bolts have nuts under the dash. And these nuts are encased in a wire basket. If your nuts come loose like mine did - Vince might start talking about crushing the wire basket around your nuts to keep them from moving! (that almost sounds like something French and hideous) By removing the side wing bolts first you can get two innocent bystanders to exert upward pressure/ force on the side wings thus creating pressure on the centre bolts and they just might come off - mine did. Phew-w-w-w!

Seventh - clean the area previously hidden by your windscreen. A wooden stir stick (the kind you get when you buy a gallon of paint) works great for this (chiseling up the gunk left behind). Save the stick to smooth out the new seal when installing the new windshield.

Eighth - set the new windscreen in place and use the paint stick to push the front bottom seal forward. Then just replace the bolts and you're in business. No problem mahn. You just need to be a little patient mahn.

Tools needed - anything and everything as long as it works! Frank was wondering where all his tools went. My passenger side of the 'B' was noticeably sagging somewhat from the weight. (of course that could have been me - remember I told you it was a bar-b-q)

Well, it was a great shin-dig and everyone had a great time; and that's the whole purpose of the club isn't it! Having a great time with great people! If you weren't there - then you really missed it. Thanks to Frank Linse and Bob McClaren who hosted today's event.



Brown's Island

September 24, 2000

Meeting at the Visitor Center



Rest stop



Organized by Central
Virginia British Car Club



Brown's Island

September 24, 2000



Featured Marque: DeLorean



Mike Haag



Bob McClaren and the GT class



Brown's Island

Frank Worrell and
James Simpson

September 24, 2000



Doug Wilson



Susan Bond and granddaughter,
Taylor Sumner



September 24, 2000

Mark Childers



Vince Groover and his spares

Brown's Island

Barry Tyson



Cynthia Faschini and
Andy Wallach



Brown's Island



Frank Linse



Mark Childers and Frank Worrell



September 24, 2000

Bob Stein



Brown's Island

September 24,

A "Capital" Car Show

Mike Haag



It was an overcast sky that met the small gathering of TMGC members at the 4th View Welcome Center on Sunday morning Sep 24th to caravan to the 16th Annual British Car Show in Richmond. Besides Barry and myself, there was Sue Bond, Jim Simpson and Frank Worrell in Jim's '74 Midget, and Bob Stein and a buddy of his. After waiting around for awhile to see if anyone else would show up, we headed up I-64. We actually set a pretty good pace, as Bob's TD "wanna be" kept up with the more "modern" MG's. First stop was a pit stop at the rest area at New Kent, not for the cars, thankfully, but for the owners (too much coffee). As we were driving along, it became misty at times, but cleared up the closer we got to Richmond. As we entered the show site (after following Vince's simple directions that actually got us there) the skies turned blue, the sun came out and it was a beautiful day for a car show.

What a fabulous site! Brown's Island is nestled between the James River and the old Richmond canal and ironworks, with a great view of the Richmond skyline. The club had a great turnout of members for this show. Besides those mentioned above, others displaying their cars were Andy & Cynthia, Bob McClaren, Frank Linse, Mark Childers, and Doug Wilson. Vince was there selling "gently used" MG parts, and Rudy Sayre was there getting ideas for the MGB V8 he is building. Frank and Bob took 1st and 2nd places, respectively, in the MGB GT category. Doug Wilson took 2nd place in the Late MGB category. Overall, a very nice inaugural show at Brown's Island with a good turnout of cars and people.

The show ended a little after three, just as some dark clouds began moving in from the west. As we were leaving, we felt a few drops of rain, but hearty souls that we are, we decided to go topless and outrun any rain. Barry, Sue, and myself headed down I-95 to Rt. 460, where we stopped for dinner at the Virginia Diner in Wakefield. This is becoming somewhat of a tradition for these trips back on 460.





WINGS & WHEELS

September 30, 2000 at
Hummel Air Field,
Topping, Virginia

Bob McClaren's C, Peggy Pickle



Organized by Friends
of Hummel Field



The B's of Mike Haag, Barry Tyson and Susan Bond

WINGS & WHEELS

September 30, 2000



Barry Tyson checking under the bonnet



Frank Hurley and his TD

WINGS & WHEELS

September 30, 2000



Bill Hoggard and his B



Taylor Sumner and Susan Bond tailgating



WINGS & WHEELS



September 30, 2000



Wings & Wheels 2000

Mike Haag

The following Saturday, the 30th of Sep, was the 5th Annual Wings and Wheels Show at Hummel Airfield in Topping, about midway between Urbanna and Deltaville on the middle peninsula. Barry, Sue, and myself left Portsmouth and headed up I-664 to I-64, then Rt. 17 where we stopped at McDonalds for a "Scottish" breakfast, as Barry put it (McDonalds, Scottish – get it? Oh well, I guess you had to be there). On both the Richmond and Topping trips, Sue was accompanied by her 4yr old granddaughter, Taylor. She's getting to be a real veteran of British Car Shows. Maybe in 12 years, grandma will let her drive the GT? After some much needed coffee, we were on our way, through what seems like the endless stoplights on Rt. 17, the \$2 toll on the Coleman Bridge, and even road construction. Thankfully, Barry got us off 17 near Gloucester, where we picked up Rt. 3 and took some nice back roads over to Topping.

About a mile from the show, I noticed Barry was hanging his left arm out the window, making gestures (no, not that one) that us old-timers remember as hand signals for turning and stopping. It was then that we noticed he had no brake lights or turn signals. Seems the Prince of Darkness paid him a visit. Barry also reported that he lost his gauges too, but we could find nothing wrong later, and everything worked fine on the trip home. Of course, he wasn't quite finished with us yet, as he also paid a visit to Sue the following Friday on the last leg of the drive to Waynesboro, with the same symptoms.

The show was quite nice, with beautiful weather and a good turnout of cars, airplanes, and people. This show keeps getting bigger every year. There was a good showing of British cars, along with a large, eclectic mix of other European and antique American cars. Besides ourselves, other club members displaying their cars was Bob McClaren, Doug Wilson, Frank Hurley, and Bill Hoggard. Vince, Frank Linse, and Gregg Coogan were also at the show, but without their MG's. Cars were only half of the show, as there was a large assortment of aircraft too, from antiques to experimental to ultralights to something that looks like a dunebuggy with a propeller on back and a parachute on top! During the show, many of these different types of planes were taking off and landing, putting on quite a display.

The show ended around 3PM, and we drove over to Deltaville for an early seafood dinner before heading back home.

WAYNESBORO

October 6-8, 2000

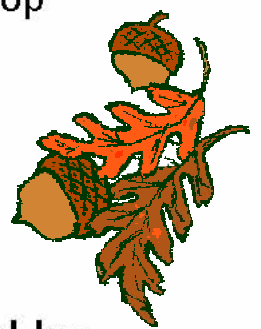


Cyrus McCormick's farm

Getting there is half the fun!



Mrs. Rowe's in Waynesboro, the official breakfast stop



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





October 6-8, 2000

WAYNESBORO



Mike Haag's B



Susan Bond's GT



WAYNESBORO

October 6-8, 2000



Frank Linse and his A



JD Hawthorne, Susan Bond
and Barry Tyson



WAYNESBORO

October 6-8, 2000



Bill Hoggard's B



Barry Tyson, Susan Bond, and Frank Linse



Barry Tyson, Mike Haag and Frank Linse with Frank's A



WAYNESBORO

October 6-8, 2000



Barry Tyson's B



JD Hawthorn and his B



WAYNESBORO

October 6-8, 2000



Blue Ridge Parkway



Keeping the B running
while eating dinner



WAYNESBORO

October 6-8, 2000



MG's Roll to Waynesboro!

By Susan Bond, with help from Mike and Barry

Despite all the weather forecasts of cold, rainy days for the Waynesboro British Car Festival, Friday turned out to be a lovely day for the trip up, warm and sunny. Instead of the interstate, we took 460 and route 6 out of Richmond and were surprised to see fall color, the first time we have had fall foliage for the Fall Foliage Festival! Barry always comes up with a great back-roads route and he found one that was challenging for cars and drivers. (You will have to ask him where we were, I was just following). We all enjoyed it, though a few problems did crop up - Barry's clutch was slipping, Mike's brakes got hot, and my brake lights (and gauges) quit.

A visit to Cyrus McCormick's farm was very interesting and relaxing, but don't try to find it using the Virginia map. The guy who sits in front of the post office in Vesuvius is your best source for directions. We toured the mill (one squirrel power? See web site for picture) and saw scale models of the various reapers McCormick invented.

The parking lot at the host hotel was not very full when we pulled in but it was nice to see familiar faces. After check-in, the wiring diagrams and meters were pulled out and my light problem was traced to the white wire in the big connector below the dash, a few jiggles and I had brake lights again. We should have checked out Barry's charging problem, but decided it would be more fun to join the festivities. Dinner was the finger food buffet with free beer so we talked for a while with Tidewater members Bill and Rosa Hoggard (Mike and Rosa found out they are from the same part of New York, it's a small world), then watched videos - about British cars of course. I finally got to see them toss the MG out of the airplane. Happily it landed intact (Last years caption contest at the banquet was a picture of an MG that landed upside down. My favorite caption was "Parachutes by Lucas".) Upholding tradition, Tidewater floated the keg and closed the place.

Saturday was a great day for a car show, but there must have been a lot of competition, attendance was only about 140 instead of the usual 180 cars. Not as many vendors either. There were more MG's than anything else, divided into 3 classes for B's, arranged in a curve along the river. Mike was still finding acorns in his car from last year and got stuck under the oak tree again. I was next to a guy who had an adventurous trip, from near Cincinnati, Ohio in his red GT, and won the long distance award. The DJ played James Bond songs for me and we dined on "British" pizza and hotdogs. We were joined by Tidewater members Frank Linse, who left home at 4am in his A, and Peggy Bradford and her husband George who stopped by on their way to the Wine Festival in Charlottesville.

Returning to the hotel on back roads, we made our annual stop at Andre Viette's perennial nursery and garden in Fisherville. It is on top of a hill with a great view and lots of cows for neighbors. I always find something unusual, and get a free plant with each purchase!

WAYNESBORO

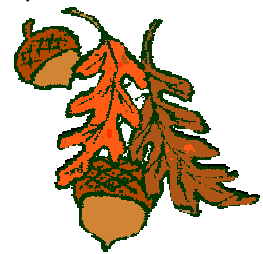
Back at the hotel there was just enough time for a power nap or a shower before going down for the awards banquet. The Tidewater table was right up front so we wouldn't miss any of the action and included Frank and Gloria Linse and their friends, Roy and Barb Keeney, the Hoggards and us. Dinner was excellent (no rubber chicken here) despite the lack of free beer. Awards were presented by the "Wes and Bill Show", with help from a full-scale Austin Powers (from "The Spy Who Shagged Me") who had appropriate comments for everything - never a dull moment. This years caption contest was a picture of a TR7 being launched like a rocket. My favorites were "Lucas got the low bid," and "This will drive a wedge in the space program!" No free beer, so we closed the bar instead.

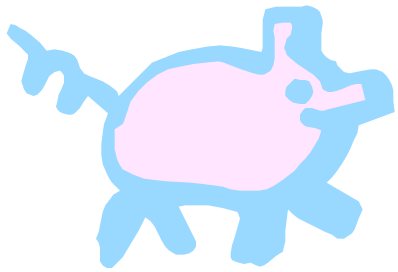
The Waynesboro club offered a trip to the wine festival on Sunday, but we declined and had a leisurely breakfast at Mrs. Rowe's, and then got on the BlueRidge Parkway, stopping at all the overlooks that didn't have trees blocking the view, and Humpback Rock farm. The re-enactor in the cottage had a roaring fire going and was getting ready to bake a cake, but she stopped to play a song on the dulcimer. (We were inspired, want to join our band?) The walk to the rest of the farm was chilly, the wind was blowing and the temp had dropped about 20 degrees from the day before, but it was interesting to see how people lived years ago. Stopping here sure makes you appreciate all the modern conveniences we have.

We left the Parkway at route 56 (I think) and had a blast on the roads these cars were built for, lots of hairpin turns and climbs, then more hairpin turns and running downhill, trying not to burn out the brakes. Next stop was Michie's Tavern so Mike could replenish his wine cellar. It only took us 4 ½ hours to make it that far! (That may be a record, Frank!) By now we were hungry and the tavern had stopped serving so we headed for Charlottesville to find some fast food, after Barry started his B by popping the clutch - we ate in the parking lot while the car was left running.

Back on route 250 the next stop was supposed to be Oilville for gas, but before we made it to the 522 intersection, the yellow B had had enough. A puff of black smoke and a few backfires and it coasted to a stop at the Parrish grocery store. So Barry called AAA. The lady who answered asked which car he had. When he answered, the MG, she said, "Oh, the yellow one?" Then she asked if anyone was with him. He said yes, 2 more MG's. Her reply was, "Are they running?" Sometimes it is better to talk to someone who knows nothing about cars. After "15 minutes to an hour" turned into an hour and a half, the B was on its way home. In the meantime, I had decided to turn on the heat in my GT. Big mistake. The vacuum advance made a great umbrella for the distributor, as antifreeze was dumped on it. Even with the valve turned off, it was dripping. Fortunately Mike had some stop-leak which did, but it sure was a cold ride home. At least I didn't have to worry about falling asleep at the wheel.

Despite the problems, this was a great trip. Including Richmond and Wings and Wheels, we put 1000 miles on the cars over 3 weekends. I am looking forward to next year!





Rallye and Pig Pickin'

October 22, 2000



Drivers'
Meeting





And they're off!!

October 22, 2000



Terry and Susan Bond

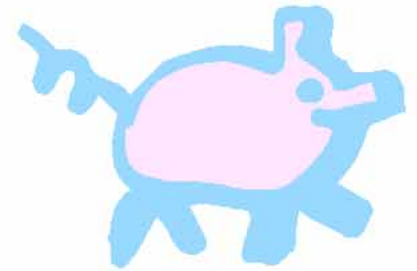


Beth and Dan Kirby

Rallye and Pig Pickin'

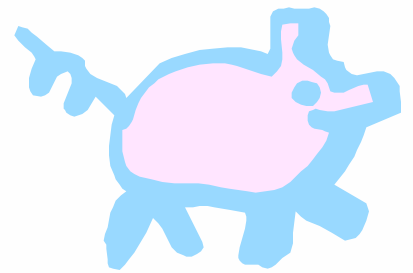


MGercedes!
Betty and Jim Villers





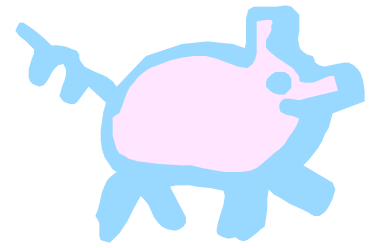
Our hosts, Alan and
Becky Watson



Rallye and Pig Pickin'

October 22, 2000





Doing what we do best,
eating and talking.

Rallye and Pig Pickin'

October 22, 2000

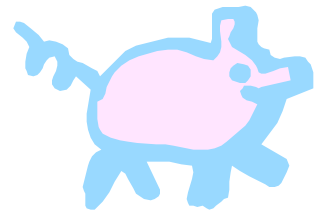




Rallye and Pig Pickin'

October 22, 2000

Reading results and
awarding prizes



LBC's in attendance



Rallye and Pig Pickin'



October 22, 2000



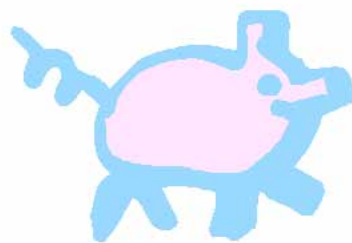


Ron and Austin, all the way from Canada



Rallye and Pig Pickin'

October 22, 2000



Doug and Sam Kennedy



Bob McClaren



Together again!



69 Siata



Rallye and Pig Pickin'

Rallye & BBQ 2000

Alan Watson

On what a difference a year makes! You couldn't have asked for weather any better than what we had for Sunday's event. Sixteen cars left Kellam High School to compete in the rallye. They included a Pathfinder, Firebird, MGercedes, a TR8 and the rest were MG's. (See Peggy, I told you I wouldn't tell everybody that you and George did the rallye in a Toyota.) A TR7 was seen at the Rallye start but scurried off in the other direction never to be seen again. The rallye went off without a hitch, and everyone made it to the BBQ on time despite a minor glitch in the directions. (So I forgot to count Blackwater Loop as a road, at least you had the name scrambled to look for....oops.)

The rallye was won by both the Villers and the Kirbys. A "Nice Try" award was presented to Robin Watson and his navigator Tom Miller for at least finding their way back.

At the BBQ site, a total of 27 British cars ended up on display. The nice finishing touch was when Randy Brackett with his TR3 arrived after almost everyone had left, followed immediately by Beth Kirby in the same B-GT that pulled Randy out of the mud last year. Unbeknownst to Beth, she parked right next to Randy. Poor Randy, will he ever live it down? A total of 3 Triumphs were on display. Besides the TR3, there was the TR8 and a GT6. There was also an Austin, a rather interesting Fiat, and the rest were MG's. At best estimate about 70 people were at the event enjoying food, cars, and company.

On a personal side, Beckey and I would like to thank everybody for coming. We enjoy opening our home and weedy fields to our friends, and we hope you had an enjoyable time as well.

DRIVER Days

October 28, 2000



Susan Bond's GT



Mike Studley's TD and Barry Tyson's B





Held at the Barn of Susan
and Terry Bond

Tech Session

November 19, 2000

Coffee and Doughnuts



Bob Stein, Jack Dawson, Mark Childers



Frank Linse's A and Mike Haag's B



Terry Bond and Frank Linse



James Simpson



Susan Bond

We actually did some teching for a change!

Tech Session



November 19,
2000



Barry Tyson



Lots of help!
Frank Linse and Mark Childers

Tech Session



November 19,
2000



Plenty to look at when
we weren't working.



November Tech Session

Susan Bond

It was a dark and stormy

night... no, wait, wrong intro. It was a cold and rainy day. So cold and rainy that only 6 MG's showed up, if you include the one we have been working on for years. About a dozen people, not nearly enough to eat all the bar-b-que, spent time talking and looking, and actually teching! Yes, we did something besides talk and listen to music and watch the football game on TV. Jim Simpson was the first to pull in and he replaced the hose to the slave cylinder on his Midget. I got the idea he ran into a problem because there was some muttering about being an hour late getting home, but at least the Midget went home on its own 4 wheels. President Tyson was next, and found a good-news-bad-news situation. He got the B's valves adjusted, but found out he needs a new kingpin. Not a fair trade. He already knew about the slipping clutch, so we know where he will be most of the winter. I finally pulled my B in and got the valves adjusted. They are still noisy, but at least now I know there is nothing I can do about it. The leaking valve cover gasket may be fixed, I glued the new one in. Then Mark Childers decided to check the distributor and the next thing I knew, it was in pieces on the workbench. He kept talking about increasing the horsepower, and making the car run better. If it runs any better, I will be flying! Many thanks to Mark, Frank, Mike, Barry, Vince, Bob, Jack and the rest for eating lots and taking some home with you. Nothing like stocking up for the trip home thru sleet, rain and snow!

Christmas Party

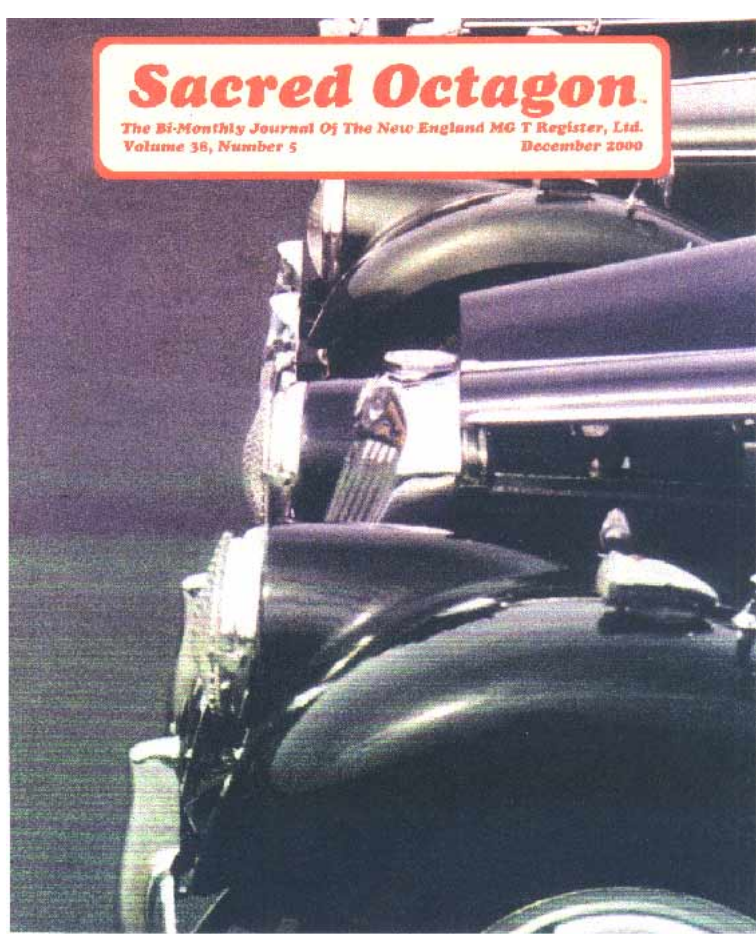


Held at the home of Jim and Betty Villers
December 8, 2000

Christmas Party

Barry Tyson

Boy, it sure was dark in the Villers neighborhood. Recently I learned that I was running around with one headlight out. Gee, I wonder how long that was going on, I thought I was losing my eyesight. They say that night vision is the first to go. I left home a little late, just in time to catch the lift at the Berkley Bridge just outside the downtown tunnel. So I arrived at the Tidewater MG Christmas party fashionably late. As I arrived at the Villers home, thanks to the strategically placed MG sign at a critical turn, I noticed a lot of cars. When I called Jim almost a week ago he told me that only fourteen people had signed up so far but he said I am sure more will come. Later that evening he told me that he didn't know that Betty had some more pages with names on them. I made my way to the door, hands full with two bags of items for donation to our charity, the Norfolk Women's Shelter of the YMCA, thanks Mark and Debbie Childers for helping with the selection of the charity this year and delivery of the contributions. As I stepped up to the front door, well one of the front doors, Kait Fisher came to my aid, seeing my hands were full, and opened the door and greeted me. By the way, one of the bags I had in hand was from Mike Haag who was on a tough government assignment in Hawaii. The scene inside was reminiscent of the reunion gathering scene in the New England lodge from the classic movie "White Christmas", only the characters were different. There were so many smiling faces and happy and warm conversations going on. It was so much fun talking to so many folks in what feels like my MG family. Later in the evening there were sounds of Christmas songs coming from the other room as the piano was played in Jim and Betty's home, which was beautifully decorated for the holidays. And the food, it was incredible. I tell you, Jim and Betty sure know how to throw a great Christmas party. A toast to Jim and Betty and genuine thanks for hosting the Tidewater MG Classics Club Christmas party.



Tidewater MG Classics

Peggy Bradford-Craig #4748

The Tidewater MG Classics saga continues in a club with 27 years of history. We elected new officers in October of 1999: President, Barry Tyson; Vice President, Mike Haag; Secretary, Doug Kennedy; and Treasurer, Jim Villers. Heading committees are: Technical, Mark Childers; Newsletter, Ed Kehrig; Activities, Chuck Hudson; Regalia, Frank Linse; Clubs, Mike Ash; and Membership, Alan Watson. The annual Pig Picking and Rally went off as planned with one uninvited Hurricane Irene. Twelve inches of rain made for a very interesting rally and a Triumph from our local Triumph Club had to be pulled from the mud on the show field by an MGBGT.

This event was followed by one of our fall activities everyone looks forward to, the Bond Fall Tech Session, a tour of the Bonds' "Museum" and reflections on the past MG season.

Each year the Tidewater MG Classics' Christmas Party celebrates our MG friendship by supporting a charity as part of our holiday celebration. This past year we donated household supplies to our local Ronald McDonald House. Andy Wallach and Cynthia Faschini hosted this event for the first time in their lovely home. It proved a very exciting party when the table centerpiece burst into flames. The fire was quickly extinguished with a glass of water although someone did run out to their MG to retrieve a fire extinguisher.

On New Years eve we patiently waited for the midnight hour to insure our MG Lucas systems would pass the Y2K test. There were no reported problems. As snow fell softly on cedars in the January winter nights, our MG's slept quietly under their car cover blankets in warm and dry hibernation.

Their awaking came on a warm, spring-like Feb 27th, for the now traditional Wicker Basket Affair and March Meeting, hosted by the lovely and gracious Peggy Bradford. Peggy also hosted the January "What is a HOKIE?" Meeting, when Virginia Tech was in the Sugar Bowl and the TV blaring as the meeting progressed. We have many Virginia Tech graduates in our Club so the President had a very difficult time keeping their attention.

May brought the excitement of vintage sports cars racing at "The Race at the Base". HOT! HOT! HOT! Record heat with record sun, out on the tarmac, in front of the hangers, among the F-14's and F-18's, and every imaginable car club in the area. The classic vintage racing cars tore around the blistering track. Members of our Club, Hank Giffen, raced his Morgan and Ryan, his daughter, raced the Turner. This same father and daughter racing team was featured in a recent issue of "The British Car Magazine", with Hank's Cooper TC and Devin TD. The pit area was alive with activity--interesting cars and more interesting people. Much water, soda and beer were consumed to ward off the heat as MG tales were told in the searing hot wind blowing the TMGC Banner flying lazily over the shelters pitched like Wodaabe's in the Sahara desert. My MG Club flyers, hastily created, were much in demand by people interested in our Club. Our Bedouin chant was "www.mg.org" (our web site). In the middle of the day I actually heard one "camel driver" (I mean, MG driver) say; "only Mad Dogs and Englishmen would venture out in this heat". Among those attending were Chuck Hudson in his powder blue TC, Bob McClaren in his red TC and Paul Thiergardt in his white TF. Sunday, after repairs to frame and body, a flat tire kept Hank Giffen and his 1959 Morgan+4 out of the final heat. Ryan, the other half of the Giffen racing team, was out of the running when her red 1959 Turner 950S developed oil pressure problems. As they say "that's racing".

Then, in May, there was the Classic British Car Show of Williamsburg, where Jerry Goldman's green TD and Paul Thiergart's white TF participated. The Boulders British Car Show in Richmond on May 21st rounded out the spring season.

Club members attended "MG 2000" in Cleveland (the heart of rock and roll) in June, NAMGAR GT-25 at Browns Island in downtown Richmond (Andy Wallach's gray TF represented us there), and Wings and Wheels at Topping, VA, in September where Frank Hurley's red TD participated.

And finally, there was the Waynesboro British car show to end the car show season. The Waynesboro trip to the Blue Ridge mountains turned out be full of fall color due to the weather and the week later scheduling of the show.

Our Club's beautifully restored MG's won numerous awards at all of these car shows this year--too many to list. But in a MG it's not just the awards or the destination it's the drive.

The population of T series cars is growing in the Club. In addition to new members with T series cars new to the Club there are second and even third generations of the original club members becoming active in the Club. Jack Dawson who now has his father's TD is a member of the Club. His father is OD Dawson, an original founding member. Kait Fisher now owns her grandfather's TD. He is Dave Barrows, the originator of our Club. This really speaks well of the longevity of the Club. Younger people are becoming members as they discover the enjoyment of MG ownership and MG driving experience and that MG's are truly timeless classics. Visit us at www.mg.org our web site. We have a large picture gallery of our member's cars and activities.

Submitted by:

Barry Tyson

President

Tidewater MG Classics