

# The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

[www.mg.org](http://www.mg.org)

Volume XXXIV, Issue 9

Dedicated To Preserving The Marque Since 1973

September 2007

## MARQUE TIME

What a nice turnout for the August meeting. At the last count I saw fourteen MGs in our front yard. We also had a half dozen non-MGs lurking behind the house. The weather wasn't too hot yet, and the rain stayed away. No wonder my MG wouldn't start and join the rest....the weather was perfect.

I would like to thank Andy Wallach for agreeing to head up the nominating committee this year. At the September meeting Andy will be presenting the slate of candidates recommended by the nominating committee for the offices of President, Vice-President, Secretary and Treasurer. At that time I will also accept nominations from the floor. The election will be held at the October meeting. If you have any interest in holding any of these elected positions, please make a point of letting either Andy or me know.

A couple of weeks ago I was heading down Rt.29 from Charlottesville to Lynchburg, and I was surprised at the number of Jeeps I saw. As I got closer to Lynchburg I started seeing the “Welcome Camp Jeep” signs at campgrounds and local gift shops, which explained the Jeep invasion to Nelson County. Because of this, I read with interest the Camp Jeep article in the *Virginian Pilot* on Friday, August 10<sup>th</sup>. Nobody was more surprised than me (though in retrospect I shouldn't have been too surprised) to see our *Dipstick* editor, Susan Bond, quoted throughout the article. I guess Sue took her new Jeep to Camp Jeep to play. I do have one correction for Sue's article however: when referring to playing in the mud Susan said, “You can't do this in a MG.” How quickly she forgets.....does she not remember Dan Kirby in his MGB-GT towing Randy Brackett in his TR3 from our flooded, muddy field? Has she forgotten the mud pit at Veritas Vineyards on our third winery run? Has she never seen the magazine ad that appeared in the late 70's stating, “You can do it in a MGB”?

Safety Fast,  
Alan

Ed. Note: You missed one Alan — Britain on the Green, 2002 at Woodlawn. The weather was so bad and the mud so deep that only 3 GTs showed up and my (t)rusty black one got a second place trophy. We left trails of mud all the way home to Tidewater.

Just in case you were wondering, when I was talking to Larry for the article I was referring to the mud pit with water deeper than a roadster is tall, boulders we drove over that were as large as MG wheels, and obstacle courses that would have had my GT teetering like a seesaw or trapped between two hills. You could do it in an MGB — you just wouldn't get very far!

## UPCOMING ACTIVITIES

Check [www.mg.org](http://www.mg.org) for the latest info!

Sept. 1 SCCA Autocross, Pungo, [www.odr-scca.org](http://www.odr-scca.org)

**Sept. 4 Tuesday meeting at J.D. and Lara Hawthorne's**  
(see back page)

Sept. 7-9 GOF-SE, Hiawassee, GA, [calineel@aol.com](mailto:calineel@aol.com)

**Sept. 12 Dipstick Deadline**

Sept. 15-16 Brown's Island BCS, Richmond  
[www.britishcarclub.com](http://www.britishcarclub.com)

Sept. 19-23 GOF82, Cape May, NJ, [www.nemgr.net](http://www.nemgr.net)

Sept. 22 TRAACA car show at Chesapeake City Park,  
[www.aaca.org/tidewater](http://www.aaca.org/tidewater)

Sep 15 SCCA TSD, Dragon's Lair, New Kent County, VA  
[www.odr-scca.org](http://www.odr-scca.org)

Sept. 29 Wings and Wheels, [www.fly.to/wingsandwheels](http://www.fly.to/wingsandwheels)

Sept. 28-30 Sportscar Vintage Racing Association at VIR,  
[www.virclub.com](http://www.virclub.com)

## Upcoming Activities (continued)

Sept. 29 MGs on the Rocks, Bel Air, MD,  
www.mgsofbaltimore.com

Sept. 30 AMGBA Meet, Charlotte, NC www.mgclub.org

### Oct. 3 Wednesday meeting at Chuck and Becky Hassler's

Oct. 5-7 Waynesboro BCS, www.svbcc.net

Oct. 7 SCCA Autocross, Pungo, www.odr-scca.org

### Oct. 12 Dipstick Deadline

Oct. 12-14 MG Vintage Racers Focus Event, Lexington OH,  
www.mgyr.org

Oct. 14 Hunt Country Classic, Middleburg, VA,  
mgcarclubdc.com

Oct. 19-20 Euro Auto Festival at BMW plant, Spartanburg  
NC, tribute to Austin Healy, www.euroautofestival.com

Oct. 26-28 Virginia Fall Classic, Newport News,  
www.vafallclassic.org

Oct. 27-28 Driver Days, www.drivervillage.com/events, or  
757-538-3512

Oct. 27 SCCA TSD Rally, Autumn's Fire, Varina, VA  
www.odr-scca.org



## AUGUST MINUTES

Cynthia Faschini

A big thanks to Becky and Alan Watson for hosting the meeting in their wonderful country farmhouse. If you missed the meeting, please feel free to take the virtual tour as they are planning on selling their home.

**Minutes:** Were approved as written.

**Treasure's Report:** In \$500.00, Out \$50, Left \$2,521.67

**Membership:** New member Ted Carter has a 1980 MGB, which runs, and he is the original owner. Michael and Anna Taylor joined with a 70B from Yorktown, Paul Short has a 73B also from Yorktown.

As of July we had 102 members with 52 paid up. In August we had 105 members with 76 paid up. Let's get 100% paid up. We don't want to have to send out a collection agent to pursue those 29 dead beats.

**Activities:** Ice Cream Run August 16th meeting at the Farmer's Market at 7pm.

Tech Session is free and will be August 26th at Linda Freeh's home, expect good eats.

September 4th's meeting will be at Laura and J.D. Hawthorn's. Check for upcoming events in the Dipstick such as Brown's Island, Wings and Wheels and the American MGB meeting in Charlotte, NC.

Change Change Change - October meeting will be at Becky and Chuck Hassler's Yorktown home. Best place in town to get delicious apple pie and ice cream.

If you are interested in hosting the Christmas party it is wide open. Otherwise, there is something in the works at the Octagonal Barn. Will keep you posted.

Both clubs and history had nothing to report.

Chuck Hassler attended the MGB Staunton, VA gathering and we will be graced with this writeup. Look in the Dipstick for his upcoming article.

Jack Price will be providing comments about the Khedive Auto Show, which is taking place in Chesapeake.

Robin will be doing the write up of the Tech Session on August 26th.

**Regalia:** New hats are in for only \$14. Come one come all. Raffle so many goodies, so many winners to keep track of.

**Technical:** Mark Childers brought a nice ash-tray for an MGB, which he offered, to anyone who might be in need. We all lit up to see if it really worked.

Some good gouge: TD's - Air Filter- choke half out 6 little feet that get hurt by screwing air filter in after years or months leaving it starving for air. John Twist (johntwist@universitymotorsltd.com) knows a lot about this. Go to our most famous website and the link is there.

Really, really need someone to replace Sue Bond as the editor of the newsletter. It is almost turn-key and you do have reach back capability with Sue and Peggy being right there.

**Old Business:** None

**New Business:** Nominating Committee for the new slate of officers will be headed by Andy Wallach. The slate will need a new President and Vice President. Treasurer and Secretary will remain. Voting will commence in October.

DMV is redoing letter that was sent out. Over 40,000 customers received this mailout. Wait for the new letter that is coming out. First time only is \$50 registration. If you want more details call Mr. Bond.

Meeting adjourned by Becky Hassler.

**Marque Time:**

Vince has gotten his paint job completed. Jim Villers sponsored the Benz club on an ice cream run using the MG ice cream run (Norfolk) with additional dimensions and everyone seemed to really enjoy it.

Anyone interested in going to the Fighter Factor on Princess Anne Road can join the Benz club on their outing.

Webb Motors in Roanoke has a 67B in really great shape for \$18,000. They also have a Rover 2000 not for sale but brought back many memories for Robin and Olive Watson who used to attend a raffle in England every week in hopes of winning a Rover 2000.

Sue Bond and crew went to the MGB Register Convention in CA. There were 200 cars, which still had pollution controls on them. Lot's of GTs. Other interesting sights were Jack London tours and driving over the Golden Gate Bridge.

Sue Bond's husband talked about the Gilmore Classic Car Museum in Michigan with over 400 cars. British cars had a great showing. Check out [www.mg.org](http://www.mg.org) for the pics.

J. D. Hawthorne attended the Pittsburgh Vintage Grand Prix. The featured car this year was the Marque Benz. There were 16 MGAs, 10 GTs and too many others to count. His GT came in second place.

## Membership and New Members

Robin Watson

**Total Membership: 105**

Since my last report we have lost one more member and have two new members. Rick & Lesley Hildreth, Virginia Beach with a 1972 B, and Michael & Anna Taylor, Yorktown with a 1970 B. Our membership stands at 105 at the moment. Renewal for 2008 has now slowed down with 86 members renewed or new with 25 that have not renewed. I have contacted either by newsletter or E-mail those that have not renewed and I have heard from six members that will not renew this year so it looks as if membership could be down to 86 when I report next month. I have now started work on the 2008 Directory.

## Officers and Committees

President	Alan Watson	426-2600
Vice President	J.D. Hawthorne	723-0630
Secretary	Michele Peters	482-1012
Treasurer	Jim Villers	481-6398
Editors	Peggy Craig	226-7755
	Susan Bond	482-5222
Membership	Robin Watson	721-9277
Activities	Becky Watson	426-2600
Historian	Susan Bond	482-5222
Technical	Mark Childers	432-9155
Regalia	Becky Hassler	874-1477
Clubs	Mike Ash	495-0307
Webmaster	Mike Haag	mikehmg@cox.net

## Meeting

August 1, 2007

at the home of Alan and Beckey Watson



## Notes from the Editors....

Susan Bond

Many thanks to Robin Watson for putting the August issue together! There was no way I could do it. With MG2007 and Camp Jeep back-to-back, I wasn't home long enough to do anything but unpack, wash all the dirty clothes and repack. He had a few logistics problems with the printing, but I think most people had the issue in hand before the meeting. It is always hard to be timely when the meeting is on the first of the month, and this time everyone was on vacation.

## Sad News....

As this issue was going to print we received word that Judy Hudson, wife of long-time member, Chuck Hudson, passed away on August 13th. A Celebration of Life will be held on Sep 14th at 1:00pm at the Contemporary Art Center of Virginia in Virginia Beach. Our condolences go out to Chuck, daughter Claire, and the entire Hudson family. Look for more information in the October "Dipstick".



## Ice Cream without rain!

August 16, 2007

Terry Bond

Alan and Becky have redeemed themselves! This time, they decided to consult the weatherman first!



Anyone who attempted the last ice cream run in the rain would have really appreciated the dry, breezy evening that had been arranged for us.



The turnout reflected the perfect MG conditions with 11 B's meeting at the Virginia Beach Farmer's Market. It was a great assortment and included new and prospective members. Bill Yoshida with his 74 1/2 B joined us for his 1<sup>st</sup> Ice Cream run.

Good thing the last one wasn't his first! Russ Ripp had just purchased his 73 B and we quickly introduced him to Robin (always has an application handy!) and Jim Villers who had some answers to his Weber carb questions. Obviously there are advantages to belonging to this group!



The evening's route was through the Sandbridge area of Virginia Beach. Nice ocean breezes made it a perfect top down evening (or for the GT, it was "windows open.") The MGs provided a real thrill for summer vacationers at the beach as the parade



wound its way through quiet residential streets towards Back Bay.

We ended up on Nimmo Parkway at a wonderful little place called Rita's for Italian Ice and frozen yogurt in dozens of flavours (yes, that is the correct British spelling for flavor!). Everyone ended up outside



enjoying the cool evening breeze.

Enjoying the evening were Stephen Daniel, 1979 B, Mike Haag, 1979 B, Terry & Susan Bond, 1972 MGB-GT, Russ Ripp, 1973 MGB, Robin & Olive



Watson, 1974 MGB, Donald & Rose Ladd, 1978 MG Midget, Vince Groover, 1979 MGB, Bob & Barbara

Ross, 1980 MGB, Jim & Betty Villers, 1971 MGB, Bill Yoshida, 1974 1/2 MGB, and of course Alan & Becky Hassler joined us at Rita's driving something modern called a Jaguar. We were glad they came anyway.



Russ Ripp, Mike Haag and Jim Villers enjoy ice cream

I can't figure out how Alan and Becky maintain their trim profiles while searching out all these neat ice cream establishments and other eateries. You gotta try them first, right?



Jim Villers, Alan Watson, Bill Yoshida, ???, Becky Watson



Rose & Donald Ladd, Stephen Daniel

Vince Groover, Chuck Hassler, Robin's back, Becky Hassler, Barbara Ross



## "MISS B" GOES ON HOLIDAY"

BY: MISS GREEN MGB 1976

Photos by Michele Peters, Mike Haag, Susan & Terry Bond

*Ed. Note:* This is Part Three in a Three-Part installment series covering the TMGC 5<sup>th</sup> Annual Winery Tour from May 2007.

### CHAPTER THE THIRD

The third and final day of our holiday began gloriously, with a clear, blue sky, a warm sun, and gentle



breeze wafting about. After arising early enough to have a fine breakfast with Susan & Terry & Black 1972 B-GT, Robert & Michele & I, and all the others were off again from the hotel to The Old House Vineyard in Culpepper.

I suppose that I should have mentioned in the last chapter that Jim Villers joined our party, I believe at the Gray Ghost Winery, having had some bad luck, I hear, with one of his *other* vintage motorcars. Betty, I am sure, was most delighted to see him, as were the others in our party. And sometime prior to the pizza party, Red/Orange 1972 B and Bernie left our small group to pursue some time alone. We were sorry to see them leave, but happy they had joined us for most of the trip.

We arrived at The Old House Vineyard exactly on time, at 11:00 AM. The winery is in a renovated 1890's farm house. Our



hostess, Allyson Kearney, described the renovation process that she and her husband went through with the house, how they had come to be wine makers in the first place, and provided our people with 9 different wines to sample: 5 reds, 2 whites, a white wine-



drinkers' red, and 1 dessert wine. Our folks lingered in the old house and on the beautiful grounds, admiring the Kearneys' efforts with the house and the vineyard, and the twisted vines and emerging baby grapes on the vines.



We were soon off again, on our way to luncheon at the Frost Café in downtown Culpepper, a quaint little town.



In several attempts to motor in the proper direction, our leader, White 1972 B, made a number of U-turns, around and

around the gravel roads, with all of the rest of us following. I heard someone suggest that this holiday ought to be named "The U-turn Wine Tour." But, that



was, after all, a part of the charm of the moment, and we all laughed about it. We did make it to the café and our people had a nice rest and a spot to eat before head-



ing out to the final destination of our tour, the Grayhaven Winery in Gum Spring.



The Grayhaven was the first winery that our group visited on the very first TMGC Wine Tour. We arrived at the site of the winery about 3:00 PM. The proprietors were hosting a small arts and crafts show, so not only did our people get to sample more wine,



they had the chance to peruse some items for sale at the show. By this time, the sun was so warm that I saw Robert wiping his brow. We were thus ending our holiday very differently than the way we had begun it, and all happy to have it that way.

After sharing the wine tasting, our group made plans to head home. Some of us decided upon the motorway and a quick trip, and others made plans to divide the trip home between country roads and motorways. Robert and Michele decided upon the slower, country road route down Rt. 5, taking advantage of the James River ferry, which I was very pleased with, indeed. And I am happy to report that although Robert did, indeed, add a bit more oil along the way, I performed admirably, if I do say so, given my particular difficulties, and got us all back home in short order without any further delays or concerns.

I believe I speak for the entire group when I say I cannot imagine a more delightfully and perfectly planned and executed wine tour holiday than the one created for us by White 1972 B's people, Alan and Beckey. The careful planning of large and small details were quite evident and most appreciated by all. The entire group was a delight to be with and you will, gentle reader, understand, I am sure, why Robert and Michele and I are utterly breathless for next year's wine tour.

I heard someone say, toward the end of the af-

ternoon of the last day of our wonderful excursion, that Happy Hour was 60 minutes in an MG. As long as our people continue to appreciate us and care for us, we will continue to carry them on sunny summer days over the hills and around the gently graded curves of any country road they can find for us. We will whirl with them as they smile up at the starry night skies through our open hoods and experience the contentment of driving or riding in a LBC. Although I do not wish to be immodest, gentle reader, I must say that I am sure there is nothing else quite like it in the world.



## I Get Around

Terry Bond

Remember that old Beach Boys song? I think it best describes our hobby sometimes too. This year, Susan and I have been putting in a lot of travel time.

While Susan was attending MG 2007, I had the chance to travel back to Kalamazoo Michigan. We met there while attending Western Michigan University, so it was a big nostalgia trip in many ways. My mother, brother and sister still live in nearby Battle Creek (Kellogg's Corn Flakes anyone?) so the trip included family visits as well as the Antique Automobile Club of America (AACA) Grand National Meet. This event was held at the beautiful Gilmore Antique Car Museum. If you ever get a chance to visit, it is worth it, especially if you can include Mad Dogs and Englishmen.

I had long wanted to attend that event but until this year, the timing was always wrong. This year however, one of the best British car shows in the country was being held the very next day after our AACA event.

If it is possible to overdose on fabulous machinery, that's the place and the time. The Gilmore museum itself is home to hundreds of fine classic and antique autos, all displayed in restored antique barns. The large expanse of grass provides a perfect venue for shows of all kind. The 400 antique cars on Saturday represented the best in the country – only AACA National Senior prize-winning cars are even allowed to enter!

But, for those of us whose hearts are in the highlands, Mad Dogs and Englishmen was what we were waiting for. With a long trip home facing me, the intent was to breeze through the show and give it most of a couple of hours, snap some photos and then hit the road. Four hours later, I was still visiting and watching fine British



machinery roll in.

MGs made up the predominate grouping of cars, however Triumph and Jaguar

gave a good showing as well. The line up of pre-war stuff was amazing! Everything from tatty driver to pristine concourse quality was on the field. Best of all, the owners were all eager to talk about their cars! I had a fantastic time on a brutally hot day just talking about

some of the interesting modifications and color combinations on some of the cars. In my



photo is a rare 74 GT painted a rather neat color, called Citro-nella, with a navy blue interior. Striking!



Had the chance to talk with N A M G B R President Bruce Wycoff and his wife Connie, and visited with several folks that we had met in Gatlinburg.

Cars in the show included a super selection of Bentleys, and even an early Ford Model Y. Haven't seen one of those since we were in Scotland!



The swap meet was a bit light but it was a pleasure to talk again with Jeff Zorn. (We helped him hold down his tent in Richmond earlier in the year when high winds threatened to move him across the field). My only finds were a pair of original window crank handles for the GT. Does that mean we're finally nearing the end of the restoration project?

When I decided to leave over four hours later, there was an announcement on the PA system that the 400th car had arrived. When I got back out to the main road, there were at least another 50 or more cars I passed that were headed towards the famous “red barns” at Gilmore.



It was great show in a perfect setting and is a must if you want to travel that direction for any reason at all.

## MGA – GT-32, WHISTLER, BRITISH COLUMBIA, CANADA, JULY, 2007

Jennifer Ash

Mike and I traveled to the GT via Colorado, for a family wedding near Rocky Mountain National Park; we flew, of course! Unfortunately, the day before we left, I walked into the vacuum cleaner, and broke my little toe – ouch! So I was buddy-banded and a bit bruised and swollen for the first week or so. The next “via” was to Seattle, where we rented a car, drove to Anacortes and took the ferry over to Vancouver Island, BC (the easiest way to go over the border, as there is only one ferry-load of cars to go through). We traveled to the Pacific coast of the island, which is mostly rain-forest, so it was misty and rainy for us – but beautiful. From there we went to the east coast of the island and took a ferry across the Prince William Sound (the cruise-passage to Alaska), to the “Sunshine Coast” of BC. Guess what? We didn’t see any sun, as it was still drizzly – but the coast was beautiful, and as it is the only stretch of road down that coast, there are ferries across bays and rivers – shrouded in mist(!) – to reach the city of North Vancouver, where we started our journey to the GT in Whistler. Whistler is the site for the 2010 Winter Olympics so the alpine village has been greatly expanded (since we were there about 8 years ago), and they are in the process of making the road up the mountain (about 60 miles) into a 4-lane highway to accommodate the anticipated traffic. This requires blasting rock, crushing it, and transporting it to fill in other places. Needless to say, it was a terrible drive, and no one thinks it can possibly be finished before the Olympics – even if they were delayed for 3 years!

We arrived at our destination in the village – which is pseudo-Swiss, and very, very nice – ready to be greeted by old friends and cold beers, and MUCH



better weather; warmth and sunshine, at 4,000+ feet and snow-capped mountains surrounding us!

That first evening, before dinner, were two meetings: the first was for NAMGAR Chapter contacts, to discuss the needs of chapters and membership as a whole. One of the biggest concerns is – how do we increase membership and prepare for future ownership of our cars (we’re all getting older, folks!)? Many of the ‘next generation’ aren’t interested in OUR cars, but it was felt by many, and the Board concurred, that involving the MGB groups/local clubs, and having classes for Bs at our gatherings and local A-club meets (which really doesn’t affect our Club) is a way of fostering more interest in A’s, since this is a group of tinkers and restorers, who are often younger than our group, and might get interested in owning an ‘A’. Other suggestions were for members to attend other types of local shows like Biker meets (they, too, are getting older, and may want a more protective vehicle sometime down the road!), hot-rod clubs, etc. In other words, involve ourselves with other interest groups – which I think the Tidewater Club does in the car-world – and make our presence known as a group of ‘friendly guys’ and improve the image that some may have of us. This is something all the Registers should perhaps be thinking about. The NAMGAR Club insurance came up again (but we discussed that at one of our meetings already). The second meeting that afternoon was the First-timers reception, where Chairman, George Merryweather, welcomed a significant number of members at their first GT. Incidentally, GT-32 had classes and awards for MGBs – a first at an MGA national meet!

Each night, there was a hospitality room – beer and wine on the host club, The Canadian Classic MG Club.

The following day, Tuesday, arrived with balmy temperatures and sunshine (which remained for the rest of the trip). The car show was held at the Whistler Golf Club, which was a 5-minute walk from the hotel and somehow, golf was played around us! There were over 100 cars in the show, many driven thousands of miles, from Florida, mid-West, eastern





Canada and the furthest, was from Connecticut! The rule of this meet was “no box lunches”, so lunch was a lovely cold buffet catered by the Golf Club on their patio. Later in the day there were a couple of presentations, one of which was “The Cars of Jay Leno” – a popular talk.

Wednesday offered a TSD rally to Lillooet, through spectacular scenery. Mike and I just did the drive, following the AAA map! Lillooet was the start of one of the Gold Rushes to the Yukon, and is called Mile One on some maps. Nowadays, jade-mining is its claim to fame. At the end of the rally a lunch was catered in a shady park with a creek running through it. The scenery really was spectacular – lakes with snowy



mountains reflected in them, and this in the middle of July! There were a couple of tech talks later in the day, one of which involved the cut-in-half engine and gearbox that some of us had seen at an Oregon meet; another talk on synthetic oil, and for the ladies – or anyone interested – a talk on BC wines, but no tasties! (hotel regulations) so we don’t know how many people attended that one!

Thursday, we were given tickets to ride the gondola to the top of Whistler Mountain (7000ft), and anyone who wished could take a rather rocky hike (NOT recommended for seniors!) up to the next lift-level, which was a 4-seater open chair lift to the very top; so no-one admitted to being a senior! From up there we could see miles of the Coastal Range mountains. There are also 42 ski slopes at Whistler! People



were still able to ski on some of them. The “biggie”, though, is mountain-biking down the lower, snow-less trails; the village has dozens of bike-rental booths, and the bikes have no mud-guards! They even had little bikes for 2 to 4-year-olds with little see-saws set up for the toddlers-in-training to ride over. It was a hoot! The village is all-pedestrian, so no bike or skate-boards allowed, much to kids’ disgust! All hotel parking is underground, and business parking all on the perimeter of the village.

The banquet was a 5-minute walk away, and was very well catered. We were seated with club-



members Carol & Bruce Woodson, who is also Vice-Chairman of NAMGAR, and the guest speaker, Larry Campbell, a former mayor of Vancouver and presently a Senator in Ottawa. Does anyone know this – the Canadian Senate is appointed, not elected?!?! We were totally ignorant of that. This guy is an MG-owner, very decent, and risen from the ranks of the Mounties. He gave a talk on his youthful drag racing of his MGB up the mountain – which, if you MUST have a dinner speaker, was an OK topic!

This GT was one of the best-organized and well thought-out events we have been to in a long time. Thank you, Peter and Anne Tilbury, and all your cadre

of helpers. Tidewater club-members, you missed a great event. Next year, GT-33 will be in Seven Springs, PA; try to make it – it's not too far to drive – why, even Mike and I might take a car!

## Khediye 18<sup>th</sup> Annual Car Show

Jack Price

Photos by Bob Stein and Susan Bond

The 18<sup>th</sup> annual car show sponsored by the Khedive Temple was held on Saturday, August 18, at the Shriner Temple in Chesapeake and is one of the largest car shows in the area.



Morris Worrell & friend with his B

It was started 18 years ago by George Eason as a fundraiser for the Shriners, to help raise money for the benefit of the Children's Hospitals. It has been very successful. Each year the car show brings in approximately



Stephen Daniel's B

250 cars of all types, ranging from 1914 to 2007.

This year there were 30 categories to compete in. There were two categories for Foreign cars: Foreign Cars All Years and European Sports Cars. Of course the TMGC was represented — by 5 MGs, plus a Morgan and a



Susan Bond's BGT



Jack Price's Midget

Model T Ford. Bob Ross entered his 1982 Morgan +8. Frank and Morris Worrell,

Stephen Daniel and Susan Bond were there with their MGBs. Richard and Sandy Hall brought their MGTD, and Jack Price



Sandy & Richard Hall and their TD

was there with his MG Midget. Terry Bond brought his 1914 Model T.



Bob Ross's Morgan

It was a great event whether you won in any of the categories or not. Unfortunately none of the MGs or the Morgan won any first or second place awards,

but Frank Worrell won the Checkered Flag sponsors award with his 1978 MGB and Terry Bond won first in antique cars with the Model T. Being an all-day event, and coupled with a craft show and flea market, it was a fun day and I trust everyone had a good time for Charity. And a thumbs up for the members who participated in the worthy event.



Terry Bond and the Model T



## 75 Years of Jaguar

Geoff Wheatley

(Ed. Note: This is a rerun from last month — a paragraph went missing in some editions.)

In 1931 a small manufacturing company in Blackpool England that made sidecars for motor cycles, a means of transport popular at that time, decided to design a car. In reality the owner of the Swallow Sidecar Company, William Lyons wanted a car that would impress his customers and yet cost little more than any popular family vehicle.

The end result was the Jaguar SS1 that was offered to the public in the spring of 1932. It was a sleek looking vehicle featuring the long low hood associated with the Monte Carlo style of continental car. Under the imposing hood was

a two liter side valve engine supplied by the Standard Motor Company who made engines for almost every British manufacturer except Rolls Royce, Ford and Morris.

With a tail wind the SS1 might hit seventy miles per hour. However, by 1933 a two point five power unit was featured that gave the car an extra five miles an hour for top speed.

Despite this the image was one of grace and performance indicated by the chosen name of "Jaguar". It is interesting to note that this was not the first name chosen by the company. As the fastest animal on four legs is the Cheetah this was seriously considered but as the term could easily be associated with a dishonest situation. The name Jaguar won the day and became both the Company name and of course its symbol, now recognized throughout the world. In reality performance was secondary to the sheer grace and charm of the Jaguar and its showroom price of just over three hundred pounds. Similar looking vehicles that might have gone a little faster cost at least 50% more. Remembering that these were the years of the depression when money was tight even in the market for these quality cars, Jaguar had the edge on any competitor. Years later Lyons was described by a leading motor publication as the man who could build cars that looked more expensive than they were which in turn gave them extra showroom appeal. This was true right through the post war period of Jaguar production. Beautiful styling coupled with a performance equal to almost any other vehicle on the road at an attractive price. Even in the heyday of Jaguar between 1950 and 1970 Lyons kept the price range within the pocket of the average motorist, yet these vehicles set a standard in style and design that many other manufacturers could never follow.

As already mentioned, the early Jaguar SS range was never a fast car unless the purchaser requested that a special power unit be installed which could be accommodated at the Jaguar factory for a few pounds more! One such modification was the use of the Standard OHV two and a half liter high compression engine that could push the performance up another ten mph. In 1936 at the Brooklands Race track the stunning SS90 with this power unit recorded a true 90 mph followed in 1938 with the famous SS 100 that justified its index by recording 102 mph on a measured mile. To add to the new attraction of speed for Jaguar the SS 100 sold for only three hundred and ninety five pounds, again about half the cost of any other car in that performance class. The only rival that Jaguar had within its price market was the MG VA and SA which were also well styled cars. However, if you look at the sales figures for the two marque's, Jaguar out sold MG every year between 1936 and 1939. MG had one advantage over Jaguar, their small sports cars had an impressive record on the race track while Jaguar had to wait till the 1950s to achieve that endorsement.

Without question the dramatic style and engineering design of the Jaguar in the post war years set a standard that few could rival. When the XK 120 hit the London Motor Show in November 1949 orders in excess of the following years production were placed during the two weeks of the show. One American importer wanted to take the complete production of the following three months and another offered to pay in advance for as many cars as Jaguar could produce and ship to the USA. When the XK140 won the Monte Carlo a few years later the same story applied and to top it off an-

other Jaguar set a new world speed record to complete the picture. The famous E Type was styled on this performance and again set a new image for a sports car that virtually anyone could purchase without going into bankruptcy for life! All this from one man's desire back in 1931 to build a car that looked expensive but was not!

## Link of the Month

### “Stirling Moss breaks the Class F world land speed record at Bonneville, 1957”

Check out [www.auto-history.tv/moss](http://www.auto-history.tv/moss) for the story and video of Sir Stirling's MG-powered record-setting drive of 50 years ago.

And if you would like to learn more about this legendary driver, visit [www.stirlingmoss.com](http://www.stirlingmoss.com). You can even buy a tee shirt that says “Who do you think you are? Stirling Moss”.

## MPG

Sent in by Geoff Wheatley

A 2006 study found that the average American walks about 900 miles a year.

Another study found that Americans drink an average of 22 gallons of beer a year.

That means, on average, Americans get about 41 miles per gallon.

## This is the new Mercedes Benz SCL600

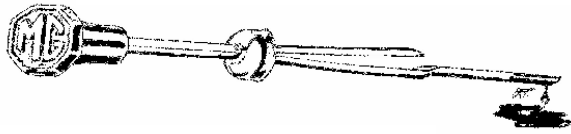
Sent in by John Tershak



“Here is what is different.

No steering wheel, you drive it with a joystick. No pedals either. Can you drive with a joystick? Your kids and grand kids probably can. The influence of video games in our lives has really arrived, wouldn't ya say? SCARY THOUGHT THAT NOW A 7-YEAR OLD COULD STEAL YOUR CAR AND PROBABLY DRIVE IT BETTER THAN YOU.”

# The Dipstick



## The Tidewater MG Classics

Susan Bond  
541 Forest Road  
Chesapeake, VA 23322

Affiliated with




North American MGB Register

North American MGB Register  
"Newsletter of the Year"

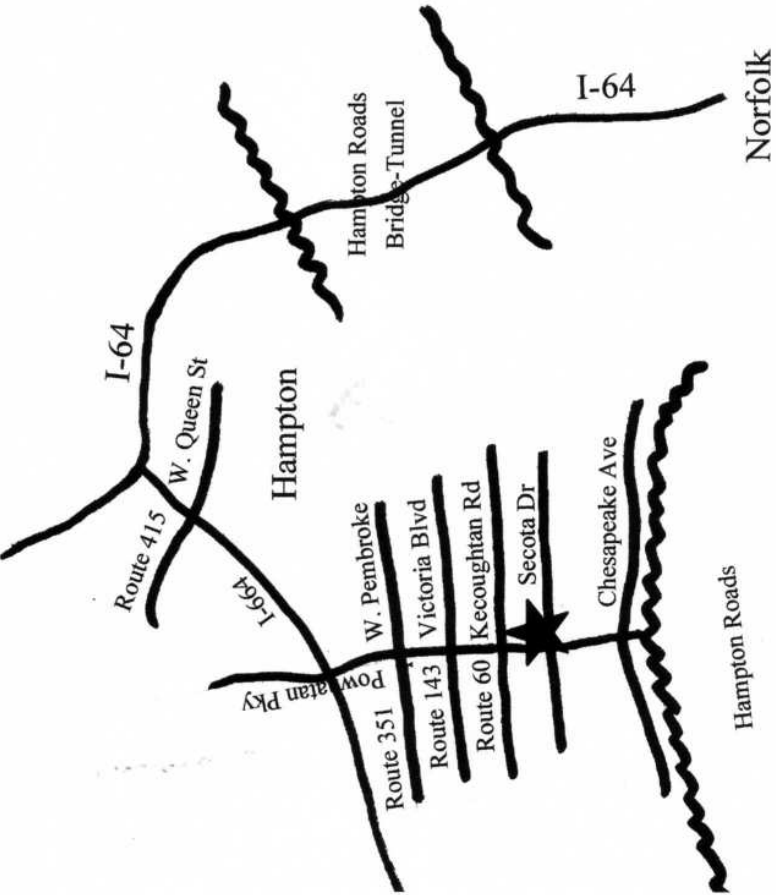
## FIRST CLASS

**Monthly Meeting**  
**Tuesday, September 4th**  
J.D. & Lara Hawthorne  
128 Powhatan Pky  
(Suggest parking along Secota Dr)  
Hampton, Va  
757-723-0630



7:30 - Kick Tyres  
8:00 - Meeting

Newport News  
Williamsburg



Hampton Roads  
Bridge-Tunnel

I-64

Norfolk

Hampton

Hampton Roads

Hampton Roads

Hampton Roads