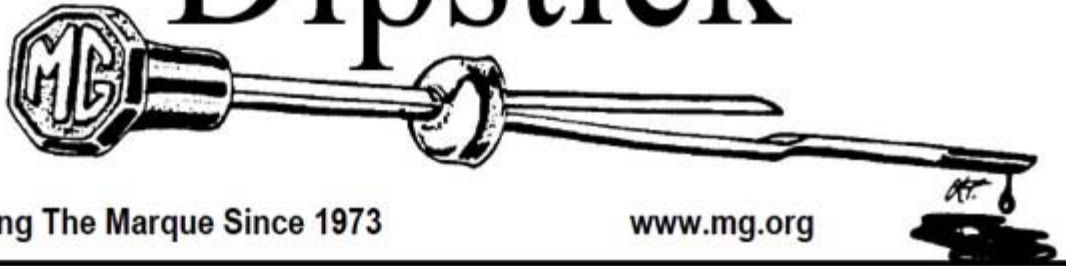




The Dipstick



Dedicated To Preserving The Marque Since 1973

www.mg.org

Volume 44, Issue 8

August 2017



Picnic Time 2017



TMGC July 12th Meeting Minutes

Thanks to Tad for organizing the July cookout and meeting held at Great Neck Park in Virginia Beach on the 12th. This was the 3rd, or maybe 4th, combination cookout and meeting we have had at this venue, but usually in August. Although it was very hot that day, by time the cookout/meeting was held it was fairly comfortable under the shelter, with a slight breeze coming in off of the water. Of course, tell that to the cooks, slaving away over the hot coals! Thanks to Tad and Robert for manning the grill and cooking our dinner. Isn't it great seeing upper management working for a change, since they get paid the big bucks!

After about 3 dozen members enjoyed a meal of hamburgers, hot dogs, and brats with all the fixings and sodas (no adult beverages since we were at a city park) followed by ice cream and brownies, Robert started the meeting around 7:40PM. He soon realized there was no one to take the minutes, as Bruce and Jayne were missing, so yours truly volunteered. The June meeting minutes were voted as approved. Robert then asked if there were any guests or new members. Jim Smith introduced his wife Donna who just moved down from Maine. Welcome to the heat and humidity of a Tidewater summer! Scott Hancox was introduced as a new member. Welcome Scott! Treasurer Jim Villers reported there was \$1400.72 brought forward from June, receipts of \$560, disbursements of \$175, leaving a total of \$1,785.72. Membership honcho Bill Yoshida reported that we ended the 2017 year with 120 paid members and 43 members had renewed plus a couple of new renewals at the meeting. Three members had dropped out, and we had a total of 203 cars, not counting Tino's MG menagerie. The club by-laws are posted on the web site – go to the Club Info page and click the By Laws link in the upper left.



Activities Director Tad reported that the Summer Tech Session is Sunday, August 6th hosted by the Freeh's. The solar eclipse Umbra Drive to SC is August 19th. There is no Classics on the Green show this year due to scheduling conflicts, and the Wings & Wheels show at the Military Aviation Museum in Pungo is Saturday Sept 23rd. He is working on another Flash Drive event some time in later October or November, and the next theater show at the Barksdale Theater in Hanover is March 25th 2018. The August meeting is hosted by PJ & Faith in Hampton.

David Kinsey talked about some upcoming changes to the club regalia, where many of the items will be available online for sale at different web sites, more to follow. The cost of new grill badges was discussed, with the costs higher than expected. Jim Villers said he had a source that could be looked at. For Technical, Jim Villers mentioned that LED bulbs for the dashboard are available in different colors, reasonably priced on eBay. Mathieu Houvinen said to make sure that you don't buy the bulbs that shoot light straight out but emit light diffused around the edges for proper gauge illumination. David Kinsey mentioned that since the LED bulbs draw so much less current that they can mistakenly cause an owner to think that the battery is stronger than it really is, leading one to buy expensive components when not needed. Not that it ever happened to him, of course.

Under old or new business (I really can't remember which it was), Robert talked about the upcoming elections and asked members to think about running for the available positions of President, Vice-President and Secretary. Jim graciously agreed to continue as Treasurer. Robert discussed the new duty of the Vice President, as agreed to at the June meeting, to coordinate the meeting schedule for the year. If you would like to support the club by running for one of these positions, contact one of the Nominating Committee members of Bill Yoshida, Mark Davidoski, or Mike Haag.

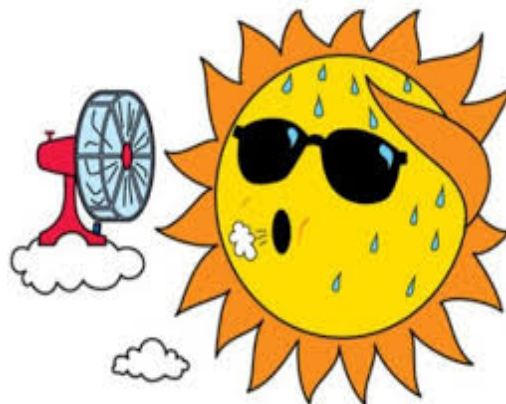
The raffle was held, with an MG decal going to Durant Phillips and Bill Blair winning the 50/50 of \$24. The meeting was adjourned and we all pitched in to clean up the picnic shelter so we could leave by dusk.

Mike Haag





Marque Time



Some people want to be President when they grow up. Most of us grow up and realize what that means and pursue other goals. Then again, some of us never grow up. Wait, why do I have a feeling that most people are thinking about me now?

Anyway, now is your chance. No, not to be President of the United States, but an even loftier goal. Yes, to be President of the Tidewater MG Classics. Or perhaps Vice-President, or Secretary. What prestige. What honor. And then of course there are the perks that come with these high offices. I'm still waiting for someone to tell me what they are, but I was promised perks, and I'm still holding out hope.

But seriously, I would like to take another opportunity to encourage anyone and everyone in the club to speak to any one of the members of our nominating committee to run for any one of those positions. Mike Haag, Mark Davidoski or Bill Yoshida would welcome any nominees for any of those offices. Feel free to talk to them if you are interested yourself, or if you would like to nominate someone else. (I would be a good idea to check with someone before your nominate them to see if it's all right to do so, but they would be flattered, I'm sure.)

And if this doesn't encourage you, consider this. At the last meeting in July it was suggested that the bylaws of our club be amended so that I can continue on as President for a third year. Yes, I thought that might change someone's mind. Now we will probably be flooded with nominees.

And that is the way it should be. So consider doing your part for TMGC and talk to Mark, Bill or Mike.

Safety Fast,
Robert



Activity Report – August 2017

We start off August activities with our **Summer Tech Session on the 6th**, hosted by Linda and Jim Freeh's in Chesapeake. The usual starting time is 10am, with lunch at around noon. I'm not sure what is on the menu this time around, but the BBQ has been worth the drive in the past. Come on out and take advantage of the expertise, and make use of a plethora of tools and the shelter of a garage to get your car in tip-top shape.



For those traveling with us to view the eclipse, departure date is Saturday, 8/19 for our trip to Santee, SC. **SYZGY 2017 – Journey to the Umbra** – any non-crossword people can look it up. At last count, we have 10 cars and 20 people traveling into the darkness. You'll have to wait until October for the write-up from this trip, as we will be underway at press-time for September.

Due to circumstances beyond the control of the organizers, Classics on the Green will be on hiatus for the 2017 season. However, expect them to be back bigger and better than ever in 2018. This has always been a good show. We look forward to its return.

More locally, Wings and Wheels returns to Pungo in late September. Slated for 9/23, this show may be the best deal around. Your registration fee or your visitor's admission includes admission to the Military Aviation Museum and the Jerrassic Dinosaur Park- old cars, old planes and old critters, right here in Virginia Beach!

Here are a couple of things you might want to do on your own:

Richmond International Raceway is having their first **Charity Laps Under the Lights on Friday, 8/18**. One could leave Tidewater via Rte-10 to miss the weekend traffic, grab a bite to eat somewhere along the way, and hit the track at RIR – 5 laps for \$20. A late evening return Tidewater would suggest that your headlights and taillights should be in working order for this drive. Visit RIR.com and search on "track laps". The date and sign-up isn't posted yet, but I know people – 8/18/17.

** Since this is a first-time evening event, keep an eye on the details. For daytime events, the arrival time is before 2pm. Cut-off time for evening arrival is not posted yet.*

Also, **American MGC Register Association** is hosting an event the weekend of **9/29 – 10/2** in Abingdon, VA. All British cars are welcome. In addition to the show, events include a road trip to Hungry Mother State Park, an evening at the Barter Theatre (*Sherlock Holmes and the American Problem*), a trip to the Bristol Motor Speedway and a tour of the Birth of Country Music Museum. If your Dipstick editors have room, you may find info in this edition. Otherwise, check out the AMGCRA website in the Calendar (next page.)

Our next meeting will be held on Tuesday, August 1st at Faith and PJ's home in Hampton. We'll kick tires at 7:30, followed by the meeting at 8:00.

Until then, enjoy the ride!

Tad Carter

Dipstick Calendar –August 2017

Aug. 1 – (Tue) Monthly Meeting in Hampton
Hosted by Faith and PJ Peterson

Aug. 6 –Summer Tech Session
Hosted by Linda and Jim Freeh in Chesapeake

Aug. 18 – Charity Track Laps at RIR
www.RIR.com (Search for Track Laps)

Aug. 19 – 22, 2017 – SYZGY 2017 –
Journey to the Umbra

Sep. 6 – (Wed) Monthly Meeting
Ocean View Fishing Pier

~~Sep. 16-17 – Classics on the Green – canceled for 2017~~

Sep. 23 – Wings and Wheels - Pungo, VA
Military Aviation Museum

Sep 29 – Oct 2 – AMGCRA – CBA XXXVII – Abingdon, VA
www.mg-cars.org.uk/amgcr/

Oct. 6-7 – Shenandoah Valley British Car Festival –
Waynesboro

www.SVBCC.net

Oct. 3 – (Tue) Monthly Meeting in VB
Hosted by Renee and Bill Olcheski

Nov. – TBD – Fall Tech Session

Nov. 1 – (Wed) Monthly Meeting – in VB
Chili Cook-off Hosted by Pete Olson

Dec. 12 – (Tue) Holiday Lights

2018 Calendar

June 13-17 NAMGAR GT-43 – Richmond, VA

June 17 – 22 - MG2018 – Gettysburg, PA
www.MG2018.namgbr.org

Bold-Faced Items are TMGC Events

Is Your Car in Need of a Tech Session?

Bring it to Linda & Jim Freeh's Garage
Sunday, August 6th starting at 10 a.m.



633 S. Centerville Tnpk.
Chesapeake, VA.
482-1401

MG on the Auto Train

By Alan Watson

Beckey and I have talked for years about taking the MG down to Florida on the Auto-Train, so it's not surprising that when we started making plans for our 40th wedding anniversary that we decided this was the year. Our original plan was to take the train down one way, drive to Key West, then drive back on Route 1 all the way home. We live 5 miles from Route 1, and on our bucket list is to eventually drive all of Route 1 in the MG. We nixed this idea when we calculated that the round trip from the train station near Orlando to Key West and back was longer than the drive from the Orlando station to home. We determined that this trip would be the southern part of Route 1, from its origin in Key West to Sanford, and we will ride the train both ways.



The Auto Train is operated by Amtrak, who purchased the private venture back in 1983. There is only one route for the Auto Train, and only two stations in the USA. The northern terminus is in Lorton, Virginia, about 30 minutes south of DC. The southern station is in Sanford, Florida, 30 minutes north of Orlando. They run one train a day in each direction. There is one brief stop in Florence, SC long enough for a crew change, re-fuel and re-water. Amtrak considers this the longest passenger train in the world. Our train consisted of two engines, 17 passenger cars and 18 car carriers.

Amtrak has specific requirements for what vehicles they will accept. I wasn't worried about overall height, length or luggage racks on our LBC. However, they require a 4" ground clearance. Over its 45 years my poor B has gotten shorter -- hey haven't we all? I only had 3 ½" under the muffler. So I purchased new header pipes, had them shortened prior to install, removed the resonator, and I now boast 5" of ground clearance (and a cool-sounding "B.")

Prices for the Auto Train vary greatly depending on time of year, the direction you are traveling, and the accommodations you choose. You are required to bring a car to make a reservation, you cannot ride simply as a passenger.

The least expensive way to ride is with a coach seat. The coach seats on Amtrak are nothing like what you will find on an airplane. First, they are only two abreast, no middle seat. They recline way back without interfering with the people behind, and they are equipped with leg supports as well as footrests when reclined. Unlike other Amtrak coach seating, on the Auto Train dinner and breakfast in the dining car are included in the price of your ticket. The downside to coach seats is hoping you don't have crying babies or cell phone talkers at 1 AM near you. Each coach car has several bathrooms and a shower room for all to share.

For a few more dollars, you can book a roomette. This is a small room about 3'6" wide and 6' 6" long. It has a sliding door into a central corridor and drapes for privacy. The roomette has two individual seats facing each other with a small table in between. At night the two seats collapse to make a lower bunk, and an upper bunk folds down from the ceiling. There are also shared bathrooms and a shower available in each railcar.

Or you can book the bedroom. This room is "generous" 7.5' x 6.5' and has a love seat and a single seat facing it with a table in between. Here the love seat becomes the lower bunk and an upper bunk folds down above it, leaving the single seat available after the beds are down. This room also includes a private shower and toilet.

Both the northbound and southbound trains leave at 4:00 PM and arrive at their destination at 9:00 AM. Check in for the cars starts at 11:30 and you must be checked in by 2:30. At that time passengers board the train and the train is assembled for its run. The cars are loaded onto the double decker car carriers in random order. As you arrive at the station you drive up to a ticket booth and show them a picture ID. They put a magnetic number on the driver's door and this is your car number. You then drive up to the terminal and get out of your car, taking with you whatever you will need on the train. From this point on you will not have access to your car until your destination. While you are unloading your suitcase from the boot, an employee walks around your car, recording a video noting any pre-existing damage. She made a comment about every paint bubble, rust mark, and worn mark on the hood (!). Then the MG was driven off to a staging area until it was time to load. The car carriers each hold 10 cars, 5 up and 5 down. The car carriers are backed into four or five parallel tracks with the loading ramps alternating between high and low so as the cars are loaded, the loading driver decides which is better for the car, high or low. The MG was loaded onto a lower level by design, not wanting to take a car with low ground clearance up the ramp. We watched the drivers decide who the unfortunate guy was that would have to drive the MG on to the train, each pointing at the other. The "winner" struggled a little no power steering and a large turning radius, but the car went on without a problem. Both the loading and unloading of our B can be seen on YouTube.com, search Beckey Watson Auto train.

Once you get to your destination, the car carriers are uncoupled and pushed to the unloading ramps... and then you wait. First off are the "Priority Cars." After that, the cars are unloaded in random order, it makes no difference when your car was loaded as to when it comes off. On a full train it can take up to 2 hours for your car to be off-loaded. For an extra \$50.00 you can request a priority status which guarantees your car will be one of the first 30 off. Since we had a seven-hour drive once we arrived in Florida we opted for this choice southbound, but not north bound. Our car was "Priority 4" and was the 6th car unloaded. On the return trip we were not priority and had about a 40-minute wait for our car. What was fun was watching the MG being off-loaded and listening to the comments from the other waiting passengers. You could hear the B start inside the train; we can pick out its throaty roar anywhere! Then this little white car appears, some passengers applauding, some children commenting "Look at the little car mommy" etc. We were very proud of our LBC.





As a passenger, life on the Auto train was a blast. Time passed quickly as we initially travelled through familiar scenery, Fredericksburg, Doswell, Ashland then Richmond, Petersburg and Emporia. We had opted for an early dinner seating at 5:00 and afterwards proceeded to the lounge car. We returned to our sleeper with a bottle of wine and enjoyed the view until 10:00, which is when we had asked for the beds to be turned down. We woke up 8 hours later passing through Jacksonville, Florida. We each had a quick shower and back to the dining car for breakfast. Shortly after that we arrived at the station, well rested and ready for our seven-hour drive in the Florida summer heat.

So why take the Auto train? Is it quicker? No, it's an 11-hour drive from Lorton to Sanford instead of 17 hours by train. We left our house at 9:30 AM, and at 6:00 PM, eight hours later, we are passing through Ashland, 20 minutes from home! Do you save money? No, you could drive and spend a night in a hotel cheaper than taking the train. You could probably fly and rent a car for less if you are only going to Orlando for a few days. You take the Auto Train for the experience. It's nostalgic, it's fun, it's relaxing and you meet some interesting people. There is only one auto train in the U.S.; this is the chance to ride the true Americana experience. How else could your LBC go 1,700 miles in neutral?

On another note, the MG performed well in Florida. Besides the muffler modification, I also installed an auxiliary electric fan to aid in cooling. I anticipated, and was right, that there would be several times we were sitting in traffic in 95-degree heat, and I know our B has a tendency to overheat in those circumstances. I also installed an auxiliary switch for the fan so I could be proactive and turn the fan on before the temperature gauge started to rise. This fan paid dividends. We also paid \$4 to get a Sun Pass for the Florida turnpike, Florida's version of our EZ-Pass. It allowed us to keep rolling at the tollbooths and was well worth the surcharge. Tolls from Orlando to Key West were about \$18 each way.

It turned out to be the trip of a lifetime,



COOLING SYSTEM AIR PURGE TOOL

Ensuring all the air is purged out of the later cooling systems can be tricky without this handy tool. Tool threads into the filler plug hole and allows easy topping off of the cooling system to ensure all air is evacuated

Sold by Moss for \$53.89



Use the following parts from Home Depot and make your own for less than \$12

Kink-Free Hose Saver Store SKU #557063 \$4.95



1/2 in. Lead-Free Copper and CPVC CTS MPT x Slip Transition UnionSKU #187844 \$3.78



Metal Double Female Adaptersku#1001565704 \$1.99



Final assembly/cost: : \$10.72 +tax



Submitted by Donald Ladd

"Turn Back the Clock" on June 27 *by Jim Villers*

"Turn Back the Clock" at Harbor Park is a fifty cent hot dog promotion created by Dave Rosenfield to increase attendance for the Tides baseball games. I can attest that it has been a success considering the many years of MG Club attendance, including Tuesday's game against the Louisville Bats. With only a pair of LBC's in a parking lot overflowing with SUV's, the contingent of twenty TMGC members gathered for a few fifty cent hot dogs and ten dollar beers, taking their normal seats behind home plate to enjoy the game.

The game began defensively but by the third inning, the Bats had scored a quick 3 runs on strong hitting. They scored 2 more runs in the fifth inning and Andy Wallach and Cynthia Faschini headed for the parking lot. It was a great night for a Bats fan with 7 runs and 8 hits by the fifth inning.

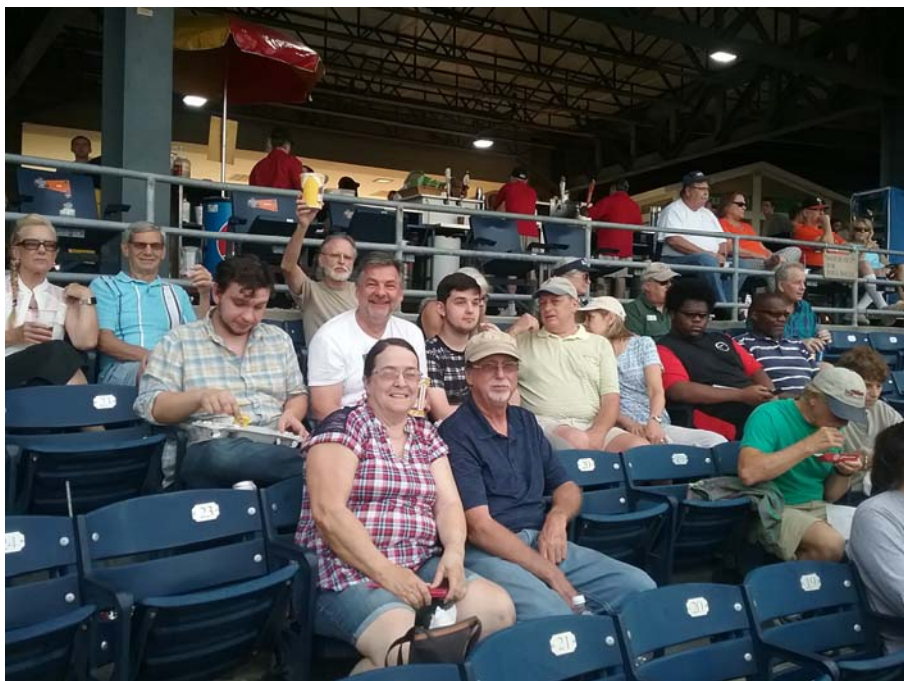
On the positive side, the weather was a perfect 71 degrees with a slight overcast to cut the sun and no bugs of any kind. The beer was cold and the dogs were cheap. What could make a better evening at the park? Tommy Keiningham headed for the gate at the top of the sixth.

The bottom of the sixth inning began to get interesting for the Tides; a sharp single up the gap and then a home run followed by a very animated "conversation" between the pitcher and umpire resulting in his ejection. In the seventh inning, a hit, walk and a double with a collision at the home plate line and the Tides had two more runs. Bruce and Jane Easley called it an evening.

The eighth inning was boring; I counted six active cell phones even though Louisville got two hits and then hit into a double play. Rose and Donald Ladd, David Ford and his son followed Robert Perrone and his two sons heading for the exit.

They say in baseball that "it is not over until it's over"; the bottom of the ninth inning turned exciting; with the Tides trailing 7-4, their bats came alive. First a hit, then two walks, a long sacrifice scored a run and then a sharp hit to right field scored a second run. With the tying run on third and the winning run

on first; the batter struck out. Tad and Karen Carter, Terry and Sue Bond, Pete Olson, Al Jackson, Vicky Koch and Jim Villers called it a night. It was over.



Another wonderful evening of baseball; our expectation is for a win next year.

TMGC ANNUAL RENEWAL

Please fill out the form below and return it to Bill Yoshida with a check made out to TMGC for \$20.00 at the next meeting or mail to:

TMGC
c/o Bill Yoshida
4732 Little John Road
Virginia Beach, VA 23455 (757) 554-0402, Cell (757) 633-8303
williamryoshida@verizon.net

Names: _____ & _____

Address: _____

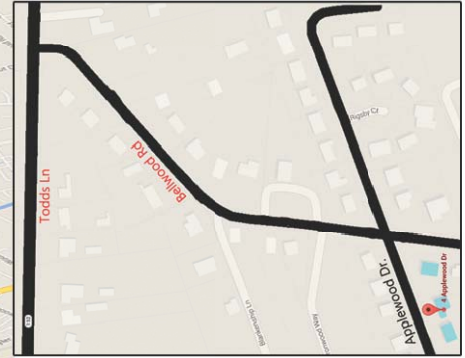
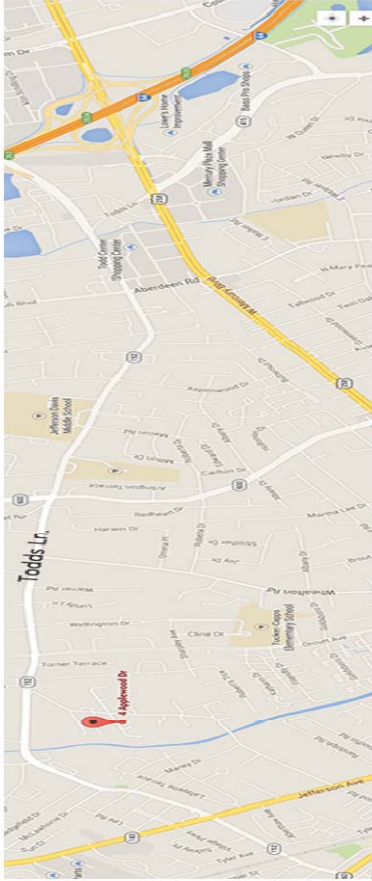
Phone # _____ Cell # _____ E-mail: _____

Do we have your permission to publish your home phone and e-mail address in a member's directory for club use only? _____

MG's owned? _____

Are you affiliated with any National Auto Clubs? If yes, please list below:

"Save an Octagon"



7:30 - 8:00 pm - Kick Tyres
8:00 Meeting

Monthly Meeting
Tuesday, Aug 1st
PJ & Faith Peterson
4 Appledore Drive
Hampton
896-9606

The Dipstick



Tidewater MG Classics
C/O Kathy & Mark Davidoski
4705 Little John Road
Virginia Beach, VA 23455
davidoskicrew@cox.net

Affiliated with



North American MGB Register

FIRST CLASS