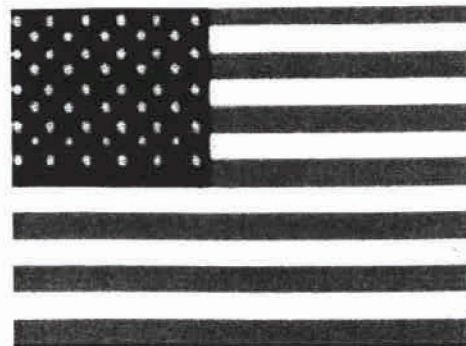


The Dipstick



"The Newsletter of the Tidewater MG Classics Car Club"

www.mg.org

Volume XXX, Issue 01

Dedicated To Preserving The Marque Since 1973

January 2002

MARQUE TIME

The mild weather of early and mid-December belied the fact that Christmas was soon approaching. Upon arriving at the Thiergardts house for the Christmas Party, and seeing all the festive decorations, any doubt as to what season it was soon evaporated. Many thanks to Paul and Carmen for hosting this year's Christmas Party! The food was delicious and abundant, and it appeared that everyone had a great time eating, relaxing, and conversing with members of our extended "MG family".

I hope everyone at the party had a chance to peruse the club "scrapbooks" that Sue brought, chronicling our clubs activities these past 2 years. It's obvious that Sue put a lot of time and effort into this, as the quality and professional looking results are something we can be proud of.

The remainder of this column, except for the last paragraph, was actually written in mid-November, after the Tech Session, in anticipation of a December publication. If it seems like you're reading "old news", well, yeah, you probably are as I have run out of time and am just too lazy to write an entirely new column, so bear with me.

Thanks to Terry and Sue Bond for hosting the Fall Tech Session and the November meeting. The weather was great, and we had a good turnout. I'm not sure if any cars were actually worked on or not, but I seem to remember Frank performing his "laying of the hands" on John Jones' car. Unfortunately, we couldn't hold the bonfire and roast our "special guest" in effigy this year because of the ban on open air burning. Sure was a nice looking pile though, and Robin did a great job on the Guy Fawkes/Osama "roastee". Thankfully though, Terry salvaged part of the bonfire experience by burning some firewood in a large kettle (or

was it a grill, I can't remember, besides it was dark) so we could grill marshmallows and make s'mores. I haven't had any of those treats since I was a kid. Never did much camping as a kid, unless I went away to church camp or went with the neighbors, as my Dad wasn't too thrilled about sleeping in the great outdoors. I remember him saying, "Why sleep in a tent on the ground when there are perfectly good hotel rooms available?"

The highlight of the Tech Session for me was the chance to drive Sue's GT. On our drive back from Waynesboro, I mentioned to her that someday I wouldn't mind driving her car, just to see what it's like driving a GT. So, during the Tech Session, she handed me her keys and said, "have fun". Not being accustomed to using a manual choke, I asked if I needed to give it some choke before starting. She said "probably not". So, like a kid with a new toy, I happily marched up the driveway and got in. Turning the key, I heard the familiar clicking of the fuel pump. After waiting a few seconds, I turned the key over. RRRR, RRRR, RRRR. I tried it a second time, with no luck. Hmmmm, maybe I should give it some choke. So I pulled it out and locked it in position. RRRR, RRRR, RRRR. I pushed the choke back in, same response. This car just isn't starting! Not wanting to flood it or wear down the battery, I decided to let it sit for a couple of minutes, and then try it again. Same thing. Ok, now what was I supposed to do? Here I am, the President of the MG club, and a car guy for 30 years who hates to ask for directions, and I can't get her car started! Admitting defeat, I sheepishly started walking back to the garage to tell her the bad news. After making a couple of detours along the way, I finally made it back and said "Sue, I can't seem to get your car started" and handed her the keys.

November Minutes

The November meeting and tech session was called to order at 4:17 PM at the Bonds' center for antique automotive maintenance and spark plug collection. The weather was absolutely gorgeous for the 20 people in attendance who along with El Presidente' Mike thanked Terry and Sue for their hospitality. Strangely, there were no projects before the meeting began and this was taken as a sign that either maintenance is at an all-time high, or many people have given up hope on their restorations!

Chris O'Conner, owner of a 74B was welcomed as a guest. He found us via the internet and Jim Villers.

Phillip Ford, who's been here from England for 14 years, was welcomed as a new member. He and his 79B found us via the internet as well.

Minutes:
Approved as written.

Membership:
Robin Watson has taken over the membership Chair's role. Get your dues in ASAP before he send his son "the enforcer" to your home.

Newsletter :
Sue was heartily thanked for her recent contribution.

Activities:
Holiday party 12/14 at the Thiergardt's home. We also need a volunteer to take over for Peggy who is stepping down after all her hard work.

Marque Time cont:

As we walked to her car, she asked me if I had the clutch pedal pushed in? "Uh, yeah" was all I could muster. She chuckled, and then informed me that her car had developed the habit of not starting if the clutch pedal was pushed in. Now, I know that most other cars have a neutral safety switch, but I didn't think that MGs had one, and if so, it was working backwards! Maybe this was an early Lucas anti-theft device that finally started working after 30 years? Sue got in, without pushing in the clutch pedal, turned the key and her car fired right up. Much relieved, I climbed in behind the wheel. Barry, who was standing by and chuckling at what he saw, got in the passenger side, and off we were.

I was immediately impressed with the power her car has. When I gave it the gas, the acceleration was much more than I am used to in my rubber bumper B, which seems to be always driving into a strong headwind or towing a large object, like a house. I was also impressed by how much quieter her car is. You can actually listen to the radio and carry on a normal conversation. After a few miles, we swapped positions and Barry drove it back. This is the 2nd chrome bumper MGB I have driven, and both cars had much more low-end power and acceleration than my car. Now I'm envious.

Driving home that night along the dark, two lane roads of Chesapeake and Virginia Beach, with the heater keeping the cabin nice and warm against the cool night air, and Celtic music from the "Thistle and Shamrock" on NPR playing on the radio, I remembered how much I enjoy driving this car and realized I just don't drive it often enough. If it only had more power, it would be near perfect.

In an attempt to eke out a little more power from my engine, I had done the usual tweaks, such as a Weber carb, low backpressure exhaust, K&N air filter, Lucas sport coil, and Bosch plugs. In the process, all of the anti-smog and emissions pieces were removed, which also helped the engine to breathe better. This last item provides a segue into the latest adventure with my car.

The inspection was due on the MG, so instead of driving all the way back to Portsmouth, I decided to take it to a local Exxon station just down the road from where I now live. Big mistake! I had gotten my MG inspected at this one garage in Portsmouth for several years with no problem, and I should have driven back there. Everything went well at the Exxon station until the inspector started looking underneath the bonnet with a flashlight. After what seemed like a longer than required time, he said, "There's no catalytic converter or EGR valve. I replied, "This car is 23 years old, and you never know what previous owners do to these cars". He said, "Sorry, if it left the factory with it, it needs to be there". I realized I wasn't going to win this one. After all these

years, I was busted! I've never had a vehicle of mine fail a safety inspection before. What made it worse was that what failed the car wasn't safety related at all, but missing emission equipment. A word of warning here, if you have a rubber bumper MGB and have modified the engine like myself, make sure you have a "sympathetic garage" to get it inspected at. Thankfully, I have almost all the bits and pieces, but it will be a pain to reinstall it all just so they can visually sight it on the car. I know the guy was just doing his job, I just wished he hadn't been so good at it! So now I have yet another unplanned project to do, and the MG will be sitting in the garage for awhile.

Thanks to Dan Kirby for trying to put together our first Lucas Nite Rally. However, with his heavy work schedule, time running out, and with the Grand Illumination in downtown Norfolk on the same night, we decided it would be best to cancel and try it again some time next year.

As I write this, the January meeting is scheduled for Wednesday, the 9th, at the El Rodeo Mexican restaurant, just like last year. Check elsewhere in the Dipstick for details, and the website for any changes. See you there.

Safety Fast! Mike

November Minutes cont.

Spares:

Mark and Debbie were thanked for hosting the pig pickin. We then discussed our affiliation with the MG Owners Club. What this all has to do with spares is beyond me but if you've ever been to one of our meetings you know that we're not too anal about sticking to the agenda.

Archives:

Sue showed the albums that she's been working on. They looked absolutely great and will be enhanced with YOUR pictures of past events.

Old Business:

None

New Business:

None

Marque Time:

No work to discuss but Terry and others discussed the Hershey Auto Show/Flea Market. It had a pretty good amount of vendors...like 26 miles worth! Advice centered around purchasing items immediately rather than hoping they'd still be there when you return, reserve hotel rooms early, prepare to see people paying 100 grand

November Minutes cont.

cash for cars, and overall it's quite a spectacle.

The raffle was held and Paul walked away with the prize.

The meeting portion of the day was concluded at 4:42 PM and we all adjourned to the refreshments with the speed of a newly lit Guy Fawkes bonfire. For some Guy Fawkes bonfire background check: <http://www.bcpl.net/~cblade/guy/html/ritual.html>)

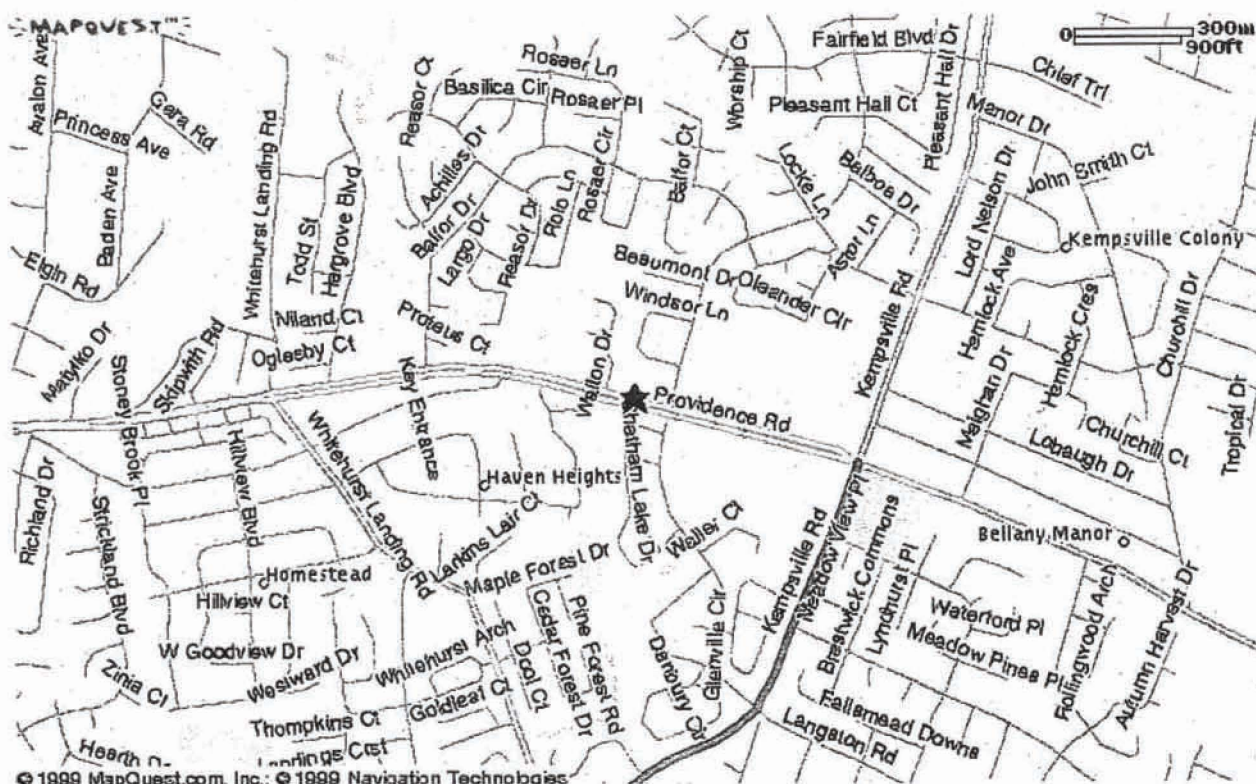
Monthly Meeting Wednesday January 9th, 2002

El Rodeo's

7:00 PM Arrival

7:30 PM Dinner Meeting

Across from Fairfield Shopping Center In Front of Kroger's Grocery Store



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FIRST CLASS

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Club Meeting Wednesday January 9th At El Rodeo's

Officers and Committees

President	Mike Haag	496-7348
V.President	Barry Tyson	488-7304
Secretary	Doug Kennedy	460-5037
Treasurer	Jim Villers	481-6398
Editor	Ed Kehrig	497-8073
Membership	Alan Watson	426-2600
Activities		
Historian	Sue Bond	482-5222
Technical	Mark Childers	473-1757
Regalia	Frank Linse	461-7783
Clubs	Mike Ash	495-0307

MG's For Sale

1971 MGB GT. Runs, has typical rust but floor pans are excellent. Includes work manuals. Delivery can be arranged. \$1300. (757) 482-1946

1976 MGB Roadster. Body is in excellent condition. Nearly new top. Rust in dog-legs but floor pan is excellent. Includes work manual. \$1500. (757) 482-1946