



The Dipstick



Dedicated To Preserving The Marque Since 1973

www.mg.org

Volume 47 Issue 9

September 2020

TMGC Meeting Minutes August 5, 2020 Hosted by PJ and Faith

The August meeting was called to order by Robert at 8:18 PM. PJ and Faith Peterson were thanked by the assembled mass of exactly 9 (Nine) other members! It seems that Covid-19 concerns and threatening skies conspired to keep attendance low.



Minutes were approved from the Dipstick.

VP report: Mike updated us on the upcoming meeting schedule, with Ocean View Fishing Pier tentatively slated for the next one on September 1st.

Membership: Reported virtually from Mike Ash – 73 renewals received so far. The Paypal option was discussed. This was put together thanks to the hard work of Jim Villers and Mike Haag.

Treasurer: Again a virtual report, this time sent in by Jim Villers directly to PJ: We have a nice balance of \$2488.47.

President's comments: We still need an overall Activity Coordinator, plus individuals willing to step up to organize specific events. A full time Secretary is also needed. Also Mike Ash is "acting" Membership chair for now, but would welcome a volunteer to cover that position if possible.

Next we were provided with an update on Andy and Cynthia's progress.

Dipstick: Please keep those articles and pictures coming! With Covid putting a crimp on activities, we are starved for material.....

Old or New Business: Nothing to report

Marque Time:

* Robert has figured out how to run wire wheels without tubes.

*Fred McCall saw a promo for the new MG (of China) SUV. The backdrop was an MGA!

*Mike Haag: Technical article index is in work. In the meantime, check out old Dipsticks on the website. Mike also mentioned that MGF's are now over 25 years old, so we should start seeing more of them finding their way to the USA.



Motion to adjourn at 8:36 PM

Thanks again for everyone observing Covid-19 protocols and thanks to PJ and Faith for an enjoyable repast with an excellent beverage selection!

Recorded by Mark Davidoski



Still Collecting – MG Stuff (First installment of a multi-part series)

By Terry Bond – with assistance from Susan and Richard Hall

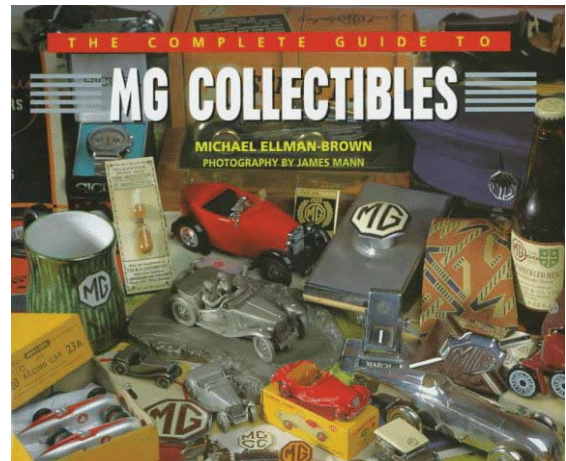
Many of us collect things related to our cars. Things related to your favorite vehicle(s) fit well into nearly every category I've collected these past few years – literature, advertising, accessories, pins, buttons, banners, even parts and special equipment are enthusiastically sought.

There is garage stuff, and house stuff. There is some cross over of course, but there is a need to enjoy your hobby without going out to the garage. That's what display cases were made for! Years ago, Susan caught the MG disease. It began when we lived in Scotland. Richard Hall helped spread things further when he helped her acquire her first MGB, and later introduced her to the wonderful world of collecting.



Richard and Susan showing off a Hershey discovery at last years event.

Fortunately, there is a book that has already been published. It covers the full range of collectibles with great photos and info.



They made a lot of MGs over the years. The varied series covered every letter of the alphabet and number. Some of it is unobtainable. Some is priced combination imaginable. For every single car produced, there must be half a dozen different things related to them you can collect.

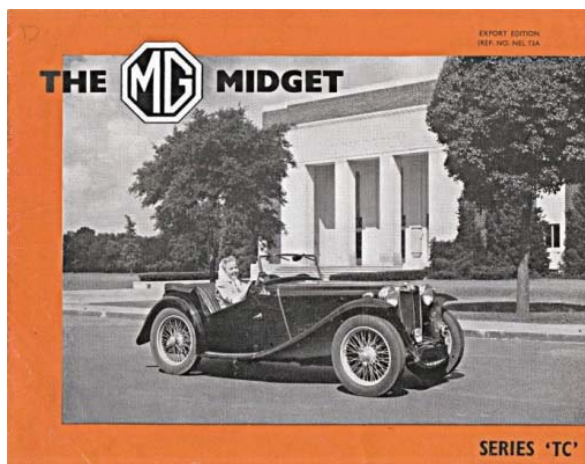
beyond reasonable when it is obtainable. As with anything you collect, condition, quality and rarity will impact prices. The earlier material is most sought after, but those who collect late model MG B related material into the later 1970s will find plenty to choose from in all price ranges.

I think that items representative of the history of the MG company itself would claim top-tier status in any collection. For example, I once got into a bidding war for a spark plug used in one of the early MG racers that achieved MG's first factory team win at the legendary Brooklands track. Not only was it a piece of MG motoring history, it would fit nicely into my spark plug collection. We could share it! In my mind, we were also justified in spending twice what it was worth, since it fit into two collections! It was fully documented and nicely mounted on a specially engraved base. I quit at over \$400 but now wish I'd have continued. Oh well, you can't have it all!

The MG Spark Plug I wish I'd have bid higher on.



This example of an early MG TC sales brochure recently sold for £200.



MG TC Sales brochure in mint condition.



Dealership advertising can be expensive, but bargains exist – this great MG sign was found by Richard in an old Virginia Beach MG dealership.

This sign was a lucky Hershey discovery a couple of years ago. It's the perfect size to form a background in Susan's display case!



A few of the small items in Susan's display - an MG quality inspector badge, 1930s auto show exhibitors pin and a plant tag.

Among the easier items to find are car models.



An early Corgi MGBGT new in the box.

They have been produced since the beginning. There were special commemorative models issued to honor significant race victories in the 30s. There were models of the newest types and styles of MG as they were introduced. There were still others that were just MG-like toys. Today, there are souvenirs, instant collectibles, and book-shelf decorations for MG enthusiasts. That'll be us! Models were made of every imaginable material. Early plastic models are delicate and quite fragile. Metal cast models are durable but lack some of the detail that was available in later improved materials. Lithographed tin, wood, even cardboard and paper were used to produce them. Today's die-cast models offer amazing levels of authentic detail. Highest on our want list has to be this large-scale, hand built, cast metal MGTC that was produced in an edition of only ten.



Richard Halls rare MGTC model

Dipstick Calendar Sept. 2020

Summer Tech Session - TBA - *Cancelled*

**Sep 1 (Tue) - Monthly Meeting - *update!*
Pleasure House Brewing, Virginia Beach**

TBD - Wings & Wheels - TRAACA - Pungo - *Cancelled*

**Sep 17-20 - Southeast British Car Festival - Dillard, GA
Contact Peachtree MG Registry for details**

Oct 7 (Wed) - Monthly Meeting - *TBA*

Nov 4 (Wed) - Monthly Meeting - *TBA*

**Fall Tech Session - *TBA*
Hosted by Susan and Terry Bond**

**Dec *TBA* - Holiday Party
Hosted by Ashley and Billy Stutz**

Dec 15 - (Tue) Holiday Lights

Bold-Faced Items are TMGC Events





Marque Time

Well, another month, and here I am again staring at a blank page. Last week someone mentioned to me that they would have a hard time coming up with something to write about each and every month for two years as TMGC president. It can be a challenge, but being full of hot air helps.

It's even more of a challenge when, as a club, we are doing very, very few things together. Normally we spend a fair amount of time together, particularly in the spring and early summer, but this year has been... well, you know how it has been.

And, since I spend most of my time at home, if it weren't for some of my good friends in the club, I would not be able to get out much at all. So thank you to Bill and Renee, Bruce and Jayne, Mike and Denise and a few others that I've spent a little time with this summer.

And having good friends is even more important these days, since there are even fewer opportunities than usual to do anything else socially.

Like the other day, a woman phoned me and said *"Come on over, there's nobody home."*

I went over. She was right. Nobody was home.

All right, I stole that from Rodney Dangerfield. But I "borrow" some of my best material on a regular basis, and the 3 people that read this every month never object.

In the meantime, in looking forward to seeing some of my friends, I hope we have a great turn out for the September meeting at [Pleasure House Brewing](#). I hope you'll join us, and I'll even let you buy the president a beer!

Safety Fast,
Robert



Taffie - An Auto Biography

By Andy Wallach

I was created in 1954. My first recollections of my life were in 1964, when I came to live with the Pophams in Longmeadow, MA. (I hope you do not mind being addressed in the first person by a car; I *know* you talk to us...) My duties were very pleasant, transporting a beautiful high school girl named Carol to high school. I have fond memories of fun-filled trips to the mall, the beach and just around town with Carol and her friends. I also attended Automotive Mechanic classes with Carol's father, Earle, for a brief time, where I enjoyed the attention and TLC I so richly deserved. However, the New England winters had not been kind to me and I had developed skin lesions even though I had been recoated a cream color. The color and my nationality, TF, are the basis for my name, Taffie. After three or four years, I was relegated to the back of the garage being replaced by an MGB.

In the spring of 1967, a guy named Andy visited me and fell in love ... Well, actually he fell in love with Carol and, when visiting the Popham residence, noticed me. After minor negotiation with Earle Popham pointing out all my defects, Andy purchased me for \$350 (or as others remember \$250) in June 1967. I had a fun and bouncy 150 mile ride down to Long Island. At the very end (after a victory lap around the block) I had a seizure. I was pushed into Mike and Connie's (Andy's brother and sister-in-law) garage. Luckily Mike was a mechanic.

Andy returned (spending a summer in Sweden is rough) and provided encouragement and minor help to Mike as I was made road-ready. Mike replaced my push-rods, a piston, and the tooth ring on my flywheel. I also got an aluminum right rear inner wheel well...and off to a senior year in college.

College life in Baltimore was fun. I ran from the row house where Andy lived to Johns Hopkins University (while it may not be evident ... Andy did go to class) and to Goucher College in Towson where Andy's, now fiancée, Carol lived (when not visiting Andy) and attended school. I had my minor ailments. A starter motor that Andy had to pull and clean from time to time and I got a new fuel pump ... an ugly after-market one. (Andy can show it to you. It is up on the 2nd floor of his garage with all the other junk.) I did have a problem of hic-ups when going over bumps which was not due to alcohol consumption (by me or Andy) but deteriorated shocks and bushings.

Upon finishing college (took me only one year while it took Andy four), a rental truck transported me back to Longmeadow for Andy's and Carol's wedding. Loading and unloading was fun and easy. Drive up a grass slope behind a college building and off the retaining wall right on to the truck. At the other end, raise a freight/car elevator to just the right height. Unfortunately, my rightful place at the wedding and the honeymoon was usurped by that MGB. After a pleasant summer at camp in Sturbridge, MA, sleeping under the stars, (Andy and Carol were counselors), I again was relegated to the back of the Popham garage where I spent the next four years while Andy served in the Active Duty Navy.



Another trip in the back of a truck and I was in Norfolk. A long and fitful restoration began. Luckily, Carol met Jim Banvard in 1975 (or maybe '76—it was when Andy was in Nebraska for some Navy reserve thing. Carol sat in on a class at Old Dominion University for Andy who was out of town. A highlight was the amazing speed that Hank Giffin has for taking things apart. (For some reason he was not around when things needed to be put back together). Andy's little daughter, Jenny, contributed to my restoration as well. She very helpfully painted some lovely blue stripes on my side—I have to believe, given my ancestry, that they were intended to be racing stripes. Disassembling my engine revealed that one of my cylinders had been used for a mouse burrow while I sat in the Popham garage; tailpipe provided entry. Jim with minor assistance from Andy rebuilt the engine. Andy took me completely apart. My body was dipped in acid. I was re-skinned in stainless steel (not recommended ... too hard to work the metal). In 1983, I moved to a condo in Ocean View. By then I had been joined by three TDs, though only one lived with us. The other two were (and still are) baskets of parts. Finally in 1985, I returned to the roads having been restored to my original skin coloring, Birch Gray. (Well, really a Ford Gray). I was only off the road for 17 Years.

I now live in Colonial Place in a big, but crowded, garage. Besides me and two restored TDs and an MGA, are the two frames from the TD basket cases awaiting the assembly of their bodies. While used only rarely, I am honored to transport Andy and his beautiful wife, Cynthia. I went to a meet where I received a 1st. I attended a New England MG T Register Gathering of the Faithful (GOF) where I received 2nd in the TF class. (It is certainly beneficial to be a TF and not a much more common TD. Only competed with three other TFs at the Williamsburg GOF; there were probably 30 TDs.)

Travel Logs by Faith

Hilton Head Island, South Carolina

Well it started out to be that time again to take the covers off our cars and rev up the engines, but the travel season has been a bit short lived so far this year and it's not due to Lucas wiring although some could argue that one bug looks alot like any other bug that can't be seen.

We were lucky enough to hit the road in early February, headed south, of course, with a brisk breeze to the north. As I was driving, it was down the interstate as much as possible, with just a few back roads for good measure.

We arrived on Hilton Head Island late in the afternoon but once our bags were unpacked we headed to the beach for an early evening stroll. Ah, yes, the best part about being on Hilton Head Island is the chance to walk the beach every signal day.



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We did take time out from the beach for two side trips. Thanks to Bruce and Jayne, we made arrangements to travel to Daufuskie Island. After reviewing several options we decided on a tour of the island instead of going it on our own. The tour company made arrangements with a local water taxi driver for our transportation to and from the island. We learned about the different routes to the island based on the tide. So we took one way to the island and a different route back.

Once on the island we were met by one of the tour guides. We hopped in our golf cart, joined up with others for the tour and set out exploring the island. We decided early on in the tour it was best to have a guide as not all the roads are paved and knowing which way to turn even on a small island could be challenging.

The majority of the history of the island centers around the Gullah who are descendents of slaves brought over to work the fields. Indigo was the first commercial crop but was replaced by sea island cotton. After the Civil War a majority stayed and continued working on the island. There are no grocery stores or medical facilities located on the island so residents travel to the mainland by ferry for those services.

Pat Conroy who taught on the island for a year wrote a book about his experience "The Water is Wide".



The next day we took a guided walking tour of historic downtown Savannah, Georgia. Our guide picked us up at our timeshare and then drove us to Savannah via several back roads. Once there we started on our two hour walking tour on a very pleasant 70 plus degree day. We learned about the early history of the area and how it was established. A bit of Civil War history regarding Lee's March to the Sea, and a bit of movie history with an emphasis on the Forrest Gump movie. We even saw Forrest Gump outside the Savannah theater. We enjoyed lunch down at the river front with a stop for ice cream at Leopold's before returning to Hilton Head. With so much left to see we are hoping to be able to return some day.

Northern Virginia and Washington, D.C. (Pre-Covid19)

We hit the roads one last time in early March, with me as the driver once again. Not all interstate this trip but plenty of interstate travel in the HOV lane to the metro and back to the hotel on our way to and from downtown Washington, D.C.

We were able to visit several of the Smithsonian Museums and walk around the Mall and Tidal Basin before everything shut down the middle of March. The cherry trees had started to bud but had not yet really blossomed except we noted that our spring allergies were in full bloom and we were glad to have brought along our sinus medicine.

The two larger museums we visited, those being the American History and Natural History, had significantly longer lines and could take up to half an hour just to get inside. Not as bad as going to the airport as we didn't have to take off our shoes but we still had to empty our pockets and go through scanners. It was not quite as bad at the Air and Space Museums, we visited both the one in downtown D.C., and the one at Dulles Airport, with even smaller lines at the American Indian Museum and the Museum of Asian Art.



We had not visited in several years and discovered that not everything remains the same. All of the museums had been updated or changed since we last visited with some of the museums still under renovation. We spent 3 1/2 days visiting the area and were lucky to have had some decent weather as well as getting pretty good using the metro.

Now we are in a holding pattern and hoping that we will be able to resume traveling sooner rather than later.

Happy Trails, *Faith Peterson*

TMGC Officers and Committees

President	Robert Perrone	574-3233
Vice President	Mike Haag	Mikehmg@cox.net
Secretary	Vacant	
Treasurer	Jim Villers	822-9182
Editors	Mark and Kathy Davidoski	499-4647
Membership	Mike Ash	678-0963
Webmaster	Mike Haag	Mikehmg@cox.net
Historian	Susan Bond	403-1169
Technical	Terry Bond	403-4614
Activities	Vacant	
Clubs	Mike Ash (acting)	678-0963
Regalia	Rose Ladd	737-2468

Parts of Our Lives

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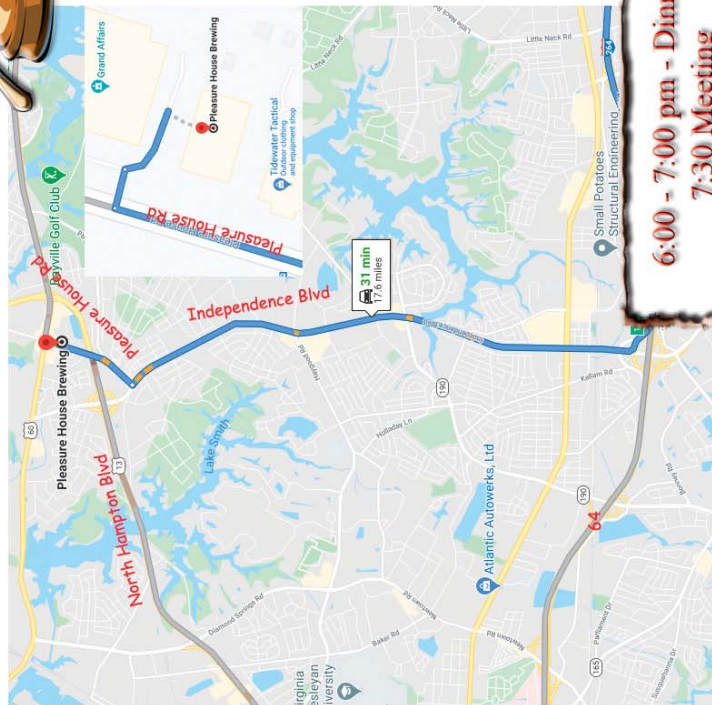
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 Lockwasher
 Lug Wrench
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 Radiator
 Relay
 Socket

Solenoid
 Spanner
 Starter
 Switch
 Tachometer
 Thermostat
 Windscreen

Submitted by Beckey Watson



Monthly Meeting
Tuesday, Sept 1st
Pleasure House Brewing
2032 Pleasure House Rd.,
Virginia Beach, 23455
A food truck
will be on site.



6:00 - 7:00 pm - Dinner
7:30 Meeting

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