

The Dipstick



"The Newsletter of the Tidewater MG Classics Car Club"

www.mg.org

Volume XXXVII, Issue 3

Dedicated To Preserving The Marque Since 1973

March 2010

MARQUE TIME

Greetings TMGC members and best wishes for a happy and healthy month. Thank you to Joyce and Craig Cummings for hosting the February extravaganza. Thank you also to Russ for taking over the presidential duties in my absence. It can be a rough crowd. According to reports, I missed a great meeting. While the club was enjoying the friendly atmosphere of the Cummings' home, I was in Dallas at a business meeting. On my limited excursions to the outdoors, I was exposed to a cold and rainy climate. This year, winter is everywhere.

On my return flight I pondered the meaning of the letters MG. Could it be Morris Garage, 'might go' or 'mighty good'? I will leave the true and creative interpretations to those more insightful than I. I will however share the meaning of some other familiar acronyms:

BMW: Bring My Wallet, Bavarian Money Waster

Dodge: Darn Old Gas Eater

Fiat: Found In A Trashcan

FORD: backwards....Driver Returns On Foot

GM: General Misery

GTO: Getyour Tools Out

Honda: Had One Never Did Again

Jeep: Just Empty Every Pocket

Kia: Keep It Away

Pontiac: Plan On Numerous Trips In Another Car

Porsche: Proof Only Rich Snobby Children Have Everything

Saab: Swedish Automobiles Always Break Down

Toyota: This One You Oughta Tow Away

VW: Very Weird

Now, aren't you glad that you own an MG?

Safety Fast,
Bill



UPCOMING ACTIVITIES

Check www.mg.org for the latest info!

Mar. 3 Wednesday - Club Meeting – Norfolk
Hosted by Cynthia Faschini & Andy Wallach

Mar. 13 Saturday - Moss Motors Drive-out – Petersburg, VA

Apr. 6 Tuesday - Club Meeting – Virginia Beach
Hosted by Renee & Bill Olcheski

Apr. 9-11 GOF South – Jekyll Island, GA
www.MGclassics.org

Apr. 18 Spring Tech Session – Norfolk
Hosted by Debbie & Frank Linse

Apr. 30 – May 2 - 2010 Wine Tour to Loudon County, VA

May 5 Wednesday - Club Meeting – Virginia Beach
Hosted by Kathy & Mark Davidoski

May 29 – June 6 - Drive your British Car Week

June 1 Tuesday - Club Meeting – Virginia Beach
Hosted by Issie & Bill Yoshida

June 23-27 MG 2010 – Belleville, Ontario
www.mg2010.com

July 7 Wednesday - Club Meeting – Virginia Beach
Hosted by Betty & Jim Villers

July 14 Wednesday - Ice Cream Drive. In honor of Bastille Day, French Vanilla Ice Cream will be featured.

Aug. 3 Tuesday - Club Meeting – Virginia Beach
Hosted by Karen & Tad Carter

Aug. 15 Summer Tech Session – Chesapeake Hosted by

Upcoming Activities (continued)

Linda & Jim Freeh

Sep. 1 Wednesday - Club Meeting – Virginia Beach
Hosted by Anita Edwards-Struewing & Ron Struewing

Sep.24-26 Southeast British Car Festival, Dillard, GA,
www.PeachtreeMG.com

Sep. 26 Sunday - Tentative Date for TMGC Drive-out to the Barksdale Theater – Hanover, VA
2PM performance of *Smoke on the Mountain Homecoming*

Oct. 5 Tuesday - Club Meeting – Yorktown
Hosted by Becky & Chuck Hassler

Fall Tech Session – Chesapeake
Hosted by Susan & Terry Bond
Date & Time - TBD

Nov. 3 Wednesday – Club Meeting – Newport News
Hosted by Mitzi & Steve LaPaugh

TBD Holiday Party – Norfolk
Hosted by Cynthia Faschini & Andy Wallach



FEBRUARY MINUTES

by Becky Hassler

First, I need to make a brief announcement: tonight, the part of the secretary is being played by Becky Hassler. Thank you.

Imitating the sound of a gavel, our most excellent Vice President, Russ Ripp, opened the meeting with the click of his boot heels right around 8pm. He thanked our wonderful hosts, Joyce and Craig Cummings, for having us on a night that could have gone either way, weather-wise.

We had one new guest tonight: Roy Gavalin, who has a 1965 MGB. He also became a new member.

Treasurer's report: We started with \$2,808.83, paid out \$50 for raffle and regalia and dues, disbursed \$198.74 for various stuff, ending with \$2,660.09

For the activities, Tad reported that he had found hosts for all the meetings this year. Beckey and Allan Watson are planning their annual wine tour for the weekend of April 30 – May 3rd through Loudon County, Virginia. Due to the accommodations, they will have to limit the participation to 24 people. So sign

up soon. The Moss Motors tour is scheduled for March 13th. Tad will put out an email with the specifics for those who signed up.

No report for clubs.

Susan Bond brought in a great album that she put together for 2009. Many of us enjoyed looking through it. It takes a lot of work to put the photos together. We appreciate the work you do.

Membership is up to 111 dues-paying members.

Ron Struewing reported on the Dipstick and let us all know that Peggy has stepped down as the co-editor. He extended a warm thanks to his lovely wife Anita Edwards-Struewing for graciously "volunteering" to fill her shoes.

Mark Childers didn't have anything specific for the technical portion of our meeting but did answer a question about when oil pressure gages transitioned from mechanical to electrical.

No old business to report.

For marque time, it was brought to our attention that the March 2010 issue of Classic Motorsports magazine had an article on 21 best ever timeless designs featuring older MG models.

The raffle was held and our newest member was the lucky winner of a license plate holder, while others won a patch, a hat, and first in line for the Cummings' fine fare.

The meeting was adjourned so we could taste the delicious chili and corn bread our hosts had prepared for us.



Membership and New Members

by Bill Yoshida

Memberships: As of 06 February 2010, the membership count stands at 112 paid members. Since the February report we have one new membership.

The new membership mailed in after the February meeting is:

Roy & Janice Gavilan
Williamsburg, VA
1965 MGB

Roy attended the February meeting and was welcomed as a guest. As a club member we hope to see you at many future meetings and events.

Dues: All dues received prior to the February meeting have been turned over to Jim Villers for deposit.



Moss Motors Tour

Petersburg, VA

Saturday, March 13th

We'll be touring their facility, including warehouse, shipping operations and upholstery shop. Moss will be open for business that day, and will gladly accept and fill our orders for immediate pick-up. The tour should last about 90 minutes.

Following the tour, we will head a few minutes up the road in Petersburg to The Brickhouse Run Tavern for a noon lunch. The Tavern is providing a special "British" menu for us as the restaurant does not yet have plans for full lunch service.

A group will leave from Hardee's in Suffolk (Rte 10 & Rte 460 - so. of 58) at 8:30am for a drive out Rte 460 to Petersburg, arriving at Moss a little before 10. After the tour, we'll have about a 15-minute drive before lunch. Following lunch, assuming a 1:30 departure from Petersburg, we'll head over to Rte 5 for a drive into Williamsburg, arriving 3:00-3:30. We'll pick up I-64 in Williamsburg and head to our respective homes. If a Peninsula group chooses not to start in Suffolk, please plan to arrive at Moss by 10:00am.

RSVP to Tad no later than March 5th. We are limited by the size of the restaurant to a group of 40. A lunch menu has been emailed to everyone as you need to make your lunch choice at the time you RSVP.

Tad Carter: 757-496-9847

tcarl@mac.com

Activities

by Tad Carter

We are closing in on our first event of the 2010 season, with our visit to Moss Motors in just 2 weeks. As I write this, registration has reached 30 participants! To all who will be joining this tour, I hope you enjoy the day, the meal and a return to warm weather (I hope, I hope). Keep in mind the upcoming Spring Tech Session when you get to Moss. They may have just the thing to finish off your latest project.

Speaking of the Tech Session, we will be hosted by Frank and Debbie Linse on Sunday, April 18th at their home in Norfolk. This is a BYOP event – P=Parts, Projects or Problems. There will be a host of qualified technical minds on hand to solve almost anything. The doors will open for the first project at 10:00AM.

The Spring Wine Tour will run April 30 – May 2. Beckey and Alan Watson will lead us through the Loudon County wine country, with several stops along the way to visit assorted points of interest. Please check with the Watsons if you are interested. Parking spots are limited on this tour.

There is a late addition to this year's Dipstick calendar. The 14th annual *Drive Your British Car Week* is May 29th through June 6th. This is a great time to get our cars on the streets and have some fun.

That's all for now. See you on the 3rd at Andy & Cynthia's.



Officers and Committees

President	Bill Olcheski	467-4046
Vice President	Russ Ripp	393-9908
Secretary	Michele Peters	482-1012
Treasurer	Jim Villers	481-6398
Editors	Ron Struewing	479-0084
	Anita Edwards-Struewing	479-0084
Membership	Bill Yoshida	554-0402
Activities	Tad Carter	496-9847
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

The MGC

by Mark Saylor
Editor, American MGC Register

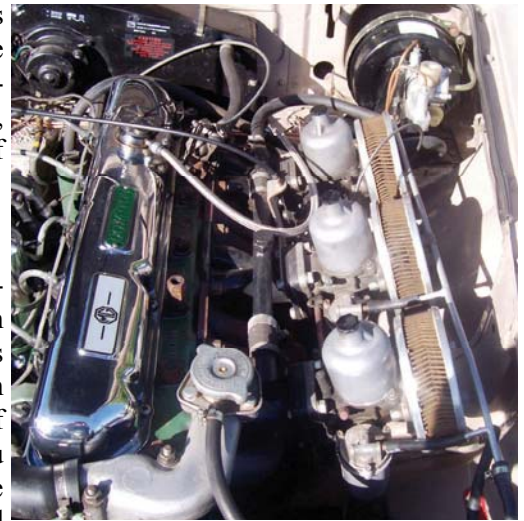
The MGC - a car that to this day evokes more emotion and debate than any other model that left the gates at Abingdon. Doomed by poor planning and execution, underdevelopment during its brief production run, internal politics, bad relations with the motoring press, and almost no marketing, it lasted only 2 years with a production run of a mere 9002 cars.



The MGC was compared to two great cars of that era – the Austin-Healey 3000 and the MGB – and was found to be lacking. It didn't have the performance of the former, and lacked the "sportiness" of the latter. But one only needs to look at the two factory MGC GT "Sebring" aluminum-alloy bodied race cars, "Mabel" and "Romeo", otherwise known by their English registration numbers *MBL 546E* and *RMO 699F* (see above), to see the true potential of the MGC. They were more than a match for anything in their class and proudly represented the MG marque at such legendary venues as the Targa Florio, Nurburgring and Sebring. One can only imagine what they would have been able to do if they had raced at Le Mans.

Fast forward to today. The MGC enjoys a "cult" status among the MG fraternity. Owners and enthusiasts are able to look past its initial shortcomings and see a superb grand-touring car that with a few modifications, like those done by the Downton (who's "Stage 3", or in Downton-speak the "Triple Carburetor Con-

version No. 45" package is shown here) and Nicholson tuning firms during the car's production run, is capable of dramatically improved performance and handling. An MGC is more than capable of taking you from home to show and



back, while still keeping up with the pace of today's traffic. It offers you the performance of an AH 3000, while sharing many parts with the MGB, giving you a rare car without the prices rare cars often command. But that may not be the case for much longer.....

It is this rarity that has saved many an MGC. Many have been restored from rustbuckets to show-winning condition because of it. The majority of the MGC-specific body shell parts have been NLA for quite some time and for this reason owners have gone to tremendous lengths (and through tremendous amounts of \$\$\$) to revive a car that had it been a MGB would have resulted in a new body shell – not an option for the MGC – or a trip to the breakers! One owner even used a Heritage BGT shell to restore his MGC GT, as seen below.



This is why an estimated 2500 to 3000 MGCs are still in existence – quite impressive given the low production amount

and almost 40 years of use! That the MGC was marketed only in Europe, North America and the UK during its production run has also led to many cars being saved from a certain death, as now reside in Australia, New Zealand, South Africa and elsewhere, where they have been restored and are enjoyed by their owners and highly sought after by others.

Thankfully, due to the persistence of many suppliers in the UK, US and Europe, more MGC parts are

available now than ever before. Also, MGC owners tend to be a tight-knit bunch who will go out of their way to help someone else put or keep their MGC on the road, whether that means help restoring the car, sourcing a part or providing invaluable technical advice.

The MGC also enjoys tremendous club support, whether it is Ginny and Barrie Cartmell in the UK with the MGC Register of the MG Car Club, or Keith Sanders and Mark Saylor of the American MGC Register.

Admit it – now you want an MGC! Well, find a Register member or MGC owner at a show near you! Chances are he or she will know where one is. Or simply contact any of the above.

To paraphrase the slogan for Morland's Old Speckled Hen beer, the MGC is a "Most Gratifying Car"!



GASOLINE AND THE PROBLEMS WITH OLD AGE!

by Geoff Wheatley

A few years ago I recall all the fuss that surrounded fact that non-leaded gasoline was going to ruin the engine of your beautiful classic car. I had friends and colleagues who stayed up half the night worrying about the future of their cars and buying just about every magazine on the market, to see what the experts were saying about the loss of lead in vehicle fuel. As we all know, very few engines ever got destroyed by the change in fuel production and various products suddenly appeared on the market that would replace the lost benefits of leaded fuel for those who needed a simple solution. I don't know if these products are still around but obviously, our classic cars are still being driven all over the country – so something must be right or those experts of doom and gloom were wrong! Now we have another set of experts who are concerned about the use of Ethanol in modern fuel, with suggestions that this may well represent the same threat that unleaded fuel presented when it was first introduced. From all the data that I have read and there is plenty around, the worst thing about the Ethanol-blended fuel is that its life in the gas tank of a car is limited. After about three months in a non-vented tank it may start to separate, this means that the ethanol separates from the gasoline. This may sound serious, but remember that the amount of ethanol in any gallon of gasoline is 10% or less, so the effect is not that dramatic. It is true that this separation can cause water to be attracted into the fuel tank by the process of separation, usually in a

vented tank; how much is still open to debate and its effect is also unclear.

With pure Gasoline, i.e. fuel that has not been supported by ethanol, water can still develop in fuel tanks over any given period of time, as evidences by the rusty gas tanks that I have seen and replaced over the years. The answer to that problem is simple and not expensive. At last once a year, simply remove the drain plug of your gas tank and drain off whatever is inside, but make sure that the tank is down to its last cup full of fuel before you do this.

When I know that one or more of my cars will be under a dust sheet for a few weeks I invest in a bottle of fuel stabilizer; this increases the life span of the fuel. I have recently read that ethanol may damage aluminum; however, I have yet to see any report that states this is correct. At worst it may cause some effect if more than 25 % is used. Since no fuel that I have ever seen or purchased has more than 10%, there seems to be no truth in this suggestion. There is one thing that I have learned over the many years over which I have been involved with beautiful old cars, use the very best fuel you can buy. The additional octane will make sure the engine is running at its full capacity. Another tip that I have found useful is to find a location to fit an extra fuel filter in the feed line, if possible. Even with a modern filter, some unpleasant stuff can get through and clog the carburetors - usually when you are on the road and it's raining.

In addition to my cars, I also have a boat. A few years ago, the boating publications were full of news of the threat to marine engines and fuel lines by the ethanol mixture. There may be some truth regarding rubber fuel connections, although I have never encountered such things. Just to be sure, I replaced all the rubber lines with strengthened plastic lines and, to date, have not encountered any fuel problems.

We survived the loss of leaded fuel and I am sure the same will apply to addition of ethanol. So don't start losing sleep over the fate of your baby, tucked away in the garage under a dust sheet; it will be ready for the open road whenever!



One of our members, Nancy O'Neal, is selling her 1979 MGB. If anyone is interested please contact her directly at (757) 477-7700 or nancyo@pinn.net.

The Dipstick



The Tidewater MG Classics

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FIRST CLASS

Affiliated with



March Meeting
 Wed, Mar 3th

Andy & Cynthia's
 545 Mayflower Rd
 Norfolk
 622-8315

7:30 - Kick Tyres
 8:00 - Meeting

Colonial turns into
 Mayflower at the curve