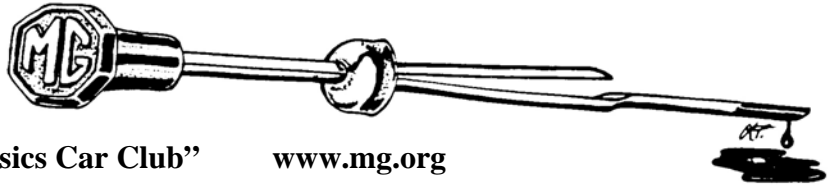


# The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

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

Volume XXXII, Issue 10

Dedicated To Preserving The Marque Since 1973

October 2004

## MARQUE TIME

Thanks to Frank Worrell, our fine new banner debuted at the September meeting. The banner will help in advertising the Club to the general populace and serve as a beacon at events for those who have consumed too many pints. Thanks to Paul and Carmen Thiergardt for hosting the meeting. Carmen's food was outstanding and plentiful...and to think that Paul is a meat and potatoes guy who doesn't eat left-overs. Luckily Cynthia and I were able to take some home and my father-in-law ate for a week. Well, I have to admit I ate most of the banana things.

In case you missed a recent Click and Clack column in The Virginian Pilot, a letter asked Tom and Ray which cars do they drive. “Because I am absolutely positive that they must be the most well-engineered, reliable, comfortable, fuel-efficient and cost effective cars one can buy...” Ray's answer was a 1997 Honda Odyssey; and Tom's answer: “I used to drive a 1953 MGTD, which met every one of your criteria except for well-engineered, reliable, comfortable, fuel-efficient and cost-effective. But I parked it at my brother-in-law's last year, and now I take the bus or green-line train everywhere.”

Wish I had some progress to announce on my MGTD restoration but my time has been devoted to Ocean View condo mini-restoration, getting it ready for selling. At one time I thought that I was somewhat more efficient at home-projects than auto-projects but I have determined that I am woefully slow at both. I like to think that it has something to do with my exacting nature but maybe clumsiness is a factor; such as the added time it takes to find and retrieve that screw you dropped through the decking into the sand. For me, no job is simple; just ask me to relate my experience of what would seem to be the relatively uncomplicated replacing of the cooling fan on an air conditioning compressor. Simply unbolt, disconnect, buy a replacement, connect the wires, and bolt it up. The unbolt and disconnect went fine, but the rest....

Andy Wallach

## UPCOMING ACTIVITIES

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

- Oct. 1-3 Waynesboro BCC, [www.svbcc.net](http://www.svbcc.net)  
(meet at Cosmos Friday at 9:00)
- Oct. 2-3 SCCA Solo II, Pungo Airfield  
[www.odr-scca.org](http://www.odr-scca.org)
- Oct. 5 Tuesday meeting at Alan & Beckey Watson's (see back page)**
- Oct. 10 Hunt Country Classic  
[mgcarclubdc.com](http://mgcarclubdc.com)
- Oct. 15-17 Sportscar Vintage Racing Association  
at VIR, [www.virclub.com](http://www.virclub.com)
- Oct. 17 Virginia Wine Festival at Town Point Park (see page 3)**
- Oct. 19 Dipstick Deadline**
- Oct. 24 Moonrise Bay Winery drive-out (see page 4)**
- Oct. 30 Driver Days, [www.driverva.com](http://www.driverva.com)  
(call Beckey Watson for reg form)
- Nov. 3 Wednesday meeting at Chuck & Becky Hassler's**
- Nov. 7 SCCA Solo II, Pungo Airfield  
[www.odr-scca.org](http://www.odr-scca.org)
- Nov. 21 Tech Session at Susan & Terry Bond's**



# SEPTEMBER MINUTES

Doug Kennedy

El Presidente' Wallach opened the meeting promptly at 8:04 Lucas Central Time. He immediately thanked Paul and Carmen for their annual hosting and invitation to Carmen's House-o-Gourmet-Delights. With the fine food tempting us from the next room, Andy served up the agenda with gusto and dove right in.

David and Randy from the Triumph club were welcomed (really, I'm not joking).

**Minutes:** Alan mentioned that his comment "Foolish Americans" in the August Minutes should have read "Foolish Secretary." The minutes were then approved.

**Treasurer's Report:** In \$1074.50, Out \$345.47, Left \$2259.05

**Newsletter:** Sue is trying to line people up to write about events. Come on, step up and give Sue your scribble.

**Membership:** Robin reported that membership stands at 90 right now. We have some stragglers and some deletions due to various reasons including sales. The Grossmans and their 75B have joined. Welcome!

**(Editors Note):** Man-o-man, we're moving quickly tonight....Carmen's cooking seems to always put a rush on our business!

**Activities:** Beckey discussed the Brown's Island gathering and coordinated travel. The ice cream run was also covered. These are September events so details are at a minimum here. Frank volunteered to cover the Waynesboro meet for us. October 5<sup>th</sup> is the next meeting at the Watson Estate. The Pig Pick'n has been cancelled this year. It will be back bigger than ever next year. But, October 16<sup>th</sup> and 17<sup>th</sup> is the Towne Point Park/Virginia Wine Festival. David Hunt and Randy Brackett (ed. Note: TTR president and vice-president) and Andy talked about this a bit. By bringing our cars we get a free ticket, wine glass, ability to sample copiously, and gain the admiration from the masses (especially the Triumph owners). We were asked to attend on Sunday. Becky is coordinating our attendance 11-5 on Sunday the 17<sup>th</sup>. We were advised to get going as the day wears on and the wine "hooligans" show up. Seriously, this was an excellent gesture by the Triumph folks to provide some visibility and a nice social activity. Then...on the 24<sup>th</sup> is a trip to Moonrise Bay winery. This is year two (ed. note: actually three) for this great event. November

3<sup>rd</sup> is the meeting at Chuck and Becky's house on the peninsula. The tech session is being scheduled. The holiday party is also being finalized. Lastly, Alan mentioned an idea from up north which is called a Braille rally. To encourage sight-impaired children to learn Braille a rally would be held so the children can act as navigators. This would end with a social event. Vince mentioned that he has years of experience driving with a sight-impaired navigator. Whew, Beckey's been hard at work!

**History:** Nothing old or new to report. Sue does bring her slide show on her laptop to meetings.

**Regalia:** Frank has nametags that have been ordered. Come on and get em. He will also take names for more nametags. For the raffle Barry has provided a six-month subscription (for *Classic Motorsports*), and a cloth bag was also available.

**Clubs:** Mike is headed to Watkins Glen for the register meetings. Frank Hurley and Vince are also attending.

**Old Business:** THE BANNER IS HERE! Frank was commended for his work on this fine addition. The banner will now be passed around and hopefully not lost.

**Nominations:** All the existing officers have agreed to serve another term. Elections upcoming.

**New Business:** None.

**Marque Time:** Jennifer clarified that she does have as many bathrooms as garage spaces. She also enjoyed hosting us.

Jim Villers discussed some snap-n-zipper lube from a boat store. It's white Teflon but works absolutely great. Also September 11th is the community garden festival at the Hampton Roads Experimental Agriculture Center.

Alan Watson inherited a '69 B a while ago and has now procured a '79 B. This means his wife AND son now get their own B's and family harmony is maintained.

Jim Villers talked about a space-age infrared heat gun that's great for reading true temps.

Terry Bond told us about the upcoming AACA event with a focus on Rolls Royce on September 18th. Also, October 6-9 is the annual Hershey extravaganza of car everything.

TMGC has been invited to display their MGs at this year's  
**Town Point Virginia Wine Festival**

**Sunday, October 17, 2004.**

The **commitment** is to be at the show at approximately 9:00 am, arrive all together for entrance to the event, and keep our cars on display for the day.

The **reward** is a wine-tasting pass (\$25 value) for the driver and a guest!

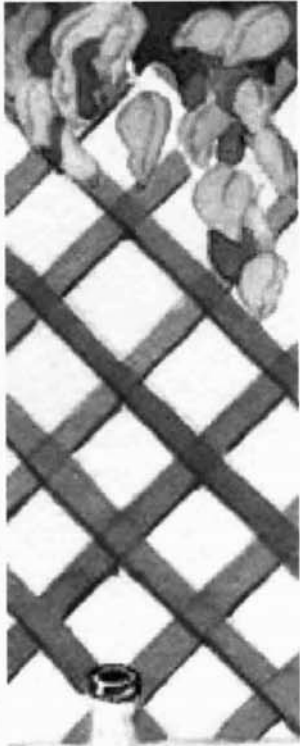


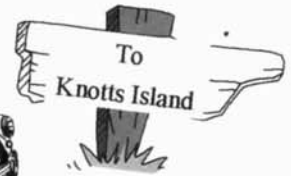
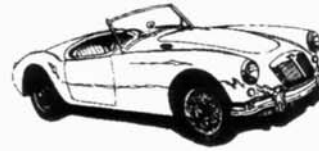
Several of the places we visited at the last two year's wine tours will be at this event, including Burnley, James River, Cooper's, First Colony, and Barboursville.

**Please respond to Beckey Watson  
([beach723@aol.com](mailto:beach723@aol.com))  
to sign up for this event.**

A list of names must be provided to FestEvents prior to the event in order to be admitted.

Cheers!





Announcing TMGC's Third Annual trip to  
**Moonrise Bay Winery in Knotts Island**  
on Sunday, October 24, 2004.

Meet at Kellam High School parking lot,  
2323 Holland Road, in Virginia Beach;  
departure at 2:00 p.m.





**Please bring either a fruit, a cheese, or box of crackers  
to share with the group  
as a complement to our wine tasting.**



Due to a change in NC laws, there will be a small charge per person  
for the wine tasting and tour this year.

If the weather is nice, we can be outside under the pavillion,  
and if it's a chilly autumn day, we can be inside in the Timber Room.

**For more info contact Beckey ([beach723@aol.com](mailto:beach723@aol.com))  
or call 426-2600.**

 Wine a bit...   
You'll feel better.

Frank mentioned that a nice '78 B in Carmine Red is available and located on Vince's front lawn. It's reasonably priced.

Bob McLaren has '71 and '74.5 Bs for sale.

The raffle was held and the Secretary kept his seven-year losing streak alive, and the meeting adjourned so

## Membership & New Members

Robin Watson

### Total membership 94

Since the September Dipstick, we have had 2 new members and with 22 that have not renewed this year we now have a total of 94. The 2 new members are:

James & Talley Powell  
203 62<sup>nd</sup> Street, Virginia Beach, VA 23451  
(757) 422-6404, nh2o4u@cox.net  
with a 1967 B-GT

Bob West  
4192 Charity Neck Rd., Virginia Beach, VA. 23457  
(757) 426-0979  
with a 1952 TD and a 1963 B.

I have almost finished the changes to this years Directory and it will be ready for mailing in October.



## Officers and Committees

President	Andy Wallach	622-8315
Vice President	Alan Watson	426-2600
Secretary	Doug Kennedy	460-5037
Treasurer	Jim Villers	481-6398
Editors	Peggy Craig	382-7547
	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	Frank Linse	461-7783
Clubs	Mike Ash	495-0307

## Tech Stuff

Mark Childers

### Tonight's episode: Ohm on the Range

The '70 is running again after a three-year hiatus. A new battery and some fresh gas were all it needed to start right up and purr like a kitten, just as though it had been driven into the garage the night before. Well, it needed slightly more than a new battery before it cranked fast enough to fire right up. The starter developed a mild case of the drags as soon as I turned the key. Nothing severe, but it used to spool right up just as soon as the key hit the start position, and something wasn't quite right. I reached around and felt the cable connections. The positive post was warm to the touch, and the ground cable was downright hot. Ordinarily, I would have simply cranked down on the terminals with a half-inch wrench or a half-pound hammer, whichever was closest at hand. But I was enlightened and empowered. While thumbing through an old copy of Car Craft magazine, I got a refresher course on chasing down voltage drops in the primary power circuit. Before I changed anything, I set out to determine how many problems actually needed fixing.

### The low down on high resistance...

Just because a battery cable is clean and tight doesn't always mean that it can carry full voltage to the starter. All copper wire has some inherent resistance to the flow of electrons and this resistance increases with a rise in temperature, and also with length. Smaller wire has a greater resistance to current flow than larger gages, and soldered connections offer less resistance than those that are crimped or twisted. Loose connections, corrosion, and moisture all contribute to increased resistance. When a wire terminal is not clean and tight, resistance increases, and heat gets generated, leading to higher circuit resistance, and so on. This causes the battery to work harder, and the most noticeable result is less voltage at the starter and the starter ultimately catches a case of the drags. Now, if this goes unchecked, the starter windings are also getting hot trying to do more work with less efficiency, causing the battery to lose even more voltage. One big unhappy vicious circle that ends with the classic dying gasp from the starter that sounds something like "uh-ruh", followed by a stream of invectives from the nut behind the steering wheel. If the resistance in the starter gets out of hand, solder begins melting from the windings at 361°F and its life is foreshortened. Or terminated.

## Chasing down the culprit

Begin the test with the ground terminal. Disconnect the distributor low-tension wire for safety. Using an inexpensive digital voltmeter (under \$10 at Northern or Harbor Freight) set to 2 VDC, place the POSITIVE probe on top of the negative battery post (not the wire terminal) and the NEGATIVE probe on the area surrounding the grounding surface on the chassis (unpainted, clean metal). Have an assistant crank the starter for a second or two and record the voltage. Under .25 volts on the meter indicates a sound ground. Anything over a quarter volt: put the POSITIVE probe on the negative battery cable terminal, and place the NEGATIVE probe on the area surrounding the ground. If any voltage registers, remove the ground from the chassis and battery, scrape the ground area, and retest. If the voltage drop persists, the resistance is inherent in the battery cable or between the terminal and the wire, and it should be replaced. For three bucks, you can simply replace an MGB ground lead and skip this whole portion of the test. That's what I did....

In order to do a voltage drop test between battery and starter, fabricate a long positive probe wire to extend the meter's positive lead. A 5-foot length of #12 wire with alligator clips on either end can be used to extend the voltmeter probe, and won't affect the voltage drop readings enough to matter. This time, the NEGATIVE probe lead is fixed to the positive post of the battery and the POSITIVE lead is attached to the starter post using the alligator clip (and be careful not to ground it lest the smoke escape from the wire). Don't be surprised if you get a 1 volt (or higher) drop while cranking. If your MG has a firewall mounted solenoid; you can also check voltage drop across the solenoid, and from the solenoid to the starter. The cranking voltage drop at the starter directly affects the voltage available to the ignition circuit, and if the drop is severe enough, it can cause the voltage across the plugs to drop dramatically. Clean and tighten all terminals and try to get the drop below .6 volt. If the drop remains above .75 volts, a new cable might be in the cards. It's a beast of a job, but it's a lot cheaper than replacing a starter and/or a ring gear. I had a bad terminal on the starter end of the cable which was cured by soldering on a new copper lug while lying on my back. No fun. Reconnect the distributor low-tension lead so as not to run the battery down trying to start the beast...

### *Safety Faster!*



## August Special Tech Session

At Libby Keeler's, August 22, 2004  
Robin Watson (and Susan Bond)

Once again I was first there but, unlike the last Tech Session at Frank's, I knew I was not 24 hours early because I had been talking to Alan the night before about this one. I walked up to the open garage where the 73 B and 52 TD were parked — outside the garage was the 74 Midget. After a few minutes Libby came out fol-



lowed by Gregg, and the first thing Libby did was to apologize for the coffee being late. I did not know at the time that Susan was bringing the coffee, but not to worry Susan, it was worth waiting for, along with the assortment of doughnuts that you and other members brought along. I asked Libby what the problems were that we would be working on. She told me that the Midget was not running and she felt the battery would need a jump. And the TD brakes did not work. Then



Jim Simpson came along is his Midget and we started to look for the trouble. After a look around we cranked it over but it did not try to start at all.

We took a plug out and checked for a spark — no spark. We checked for voltage at the coil, we had voltage there but nothing from the distributor. By this time other members were arriving. Frank and Vince came over to lend a hand, also Susan and Terry arrived with the coffee. After a bit of chatting and a cup of coffee I noticed Terry was beginning to move spare parts from the shed and lay them outside. With enough helpers around the Midget I went over to help with the parts.



Within 30 minutes those left around the Midget had it running and I later found out that they had put on a new distributor that was found in the garage and all that was needed now was a new battery. The brakes on the TD still need to be looked at, but a few parts are needed on hand before that is taken care of, otherwise it would be left stripped down and unable to be moved around if needed.



Libby decided it would be nice to take the Midget around the block once it was started, but there was a slight problem – the clutch plate had rusted to the fly-wheel. After the fairly easy tricks didn't work, the solution was to jump start it in gear, with everyone standing well back. It was great to see it on the road again. Gregg will be taking it for inspection and wanted to see if he could fit into it – yes, just barely, and getting out was interesting, too.



Libby wanted all the MG parts out of the shed, including the loft, so she and Gregg had brought them all down – so many there was no room inside for the lawnmower. So we pulled them all out and sorted them into piles by model. The MG Encyclopedia (otherwise known as Vince Groover) told us which pile. The TD stuff was boxed up and returned to the shed, it would be too hard to replace if needed in the future. The B stuff included lots of things Bill had pulled off a parts car and hadn't needed at the time, mostly labeled.



Those who don't have their own parts cars snapped them up. The Midget stuff was harder to find a home for, not as many of us own them. The unusable stuff was put in a trash pile, to be disposed of whenever the bin isn't full. There were a couple gearboxes and some wheels left, but hopefully someone will want them, too. Libby put the lawnmower back in the shed and thanked us for the help. We thanked her for all the neat "stuff".

## August Ice Cream Social Run

Susan Bond and Robin Watson

After a summer of rain and more rain we were very fortunate to have a glorious, top-down evening for the Ice Cream Social Run on the 26<sup>th</sup>. Eleven MGs and a TR3 met for a natter in the South Trust Bank parking lot on Newtown Road. We had a bit more time than usual to tell MG stories because rally meister Alan





Watson was a bit late, but gave Robin a call to say he was filling up the gas tank and would be 10 minutes. Actually he may have been late to make sure all members were there and

ready to go. Many ice cream veterans were there – Jim & Betty Villers, Mike Haag, Vince & Pam Groover, Frank & Morris Worrell, Robin & Olive Watson, Alan & Colin Watson, Terry & Susan Bond. Also joining us



on this trip were Jack & Ann Cabanillas and new members Frank D'Angelo, whose 73 B had caught up with him from Fairfax, and Greg & Catherine Grossman



with their 75 B, along with Randy Bracket in the TR.

If you remember last month's ice cream run, we were buzzed by



Greg & Catherine Grossman

navy jets around Fentress Field (I feel sure they did not see us). But this month Alan organized an "urban rally" and we buzzed the locals through a neighborhood of amazed people, passing

several members homes in the process. I was about seventh in line and got to see the looks and hear the comments from joggers and home owners as we went by. One or two LBCs is one thing, but they could not



believe they were seeing 12 on their streets on a week-night. Alan said he had a starting point and an ending point and just pulled out a map for the route. He must have had fun drawing squiggles on it, I'm not sure I could find some of those places again without the directions.

Bruster's on Indian River Road was doing a booming business but we didn't mind standing in line, had plenty to talk about. Bill Seib and Leslie Paul met us there and explained their lateness – something about having



to jump-start the B. The ice cream was good. I did not hear any complaints about what they had, however

some of the members were surprised with the size of the helpings. Catherine ordered a child's size and finished up with enough that, had she a freezer with her, she could have taken some home for the children. I was lucky I was towards the end of the line and ordered



a single dip in a cup of White Raspberry Ripple that was just right. When next in that area I intend to stop and try that again. After the lining up for the ice cream was over we all met in groups in the car park catching up on our type of news.



Those who organize the ice cream runs and the route to be taken would like some input from members who participate in the events. Last month we had a low number take part and this month a bigger turnout. Is it the start and finish points that attract members? Or the day of the week? Or does the turnout depend on prior commitments and what you are doing that night? In other words, are we giving you what you want? Don't be shy, let us know what you think. Your MG will thank you!

## September Meeting



New and old banners



### This in from Chuck Hudson:

“This week’s *AutoWeek*, 23 August (2004), has an article titled ‘Road-Wary Warriors’. The first paragraph says NASCAR’s first race at Watkins Glen not only had US stock cars but also five MGs...Can you imagine a TC or TD up against an Olds 98 or a Cadillac on a 40’ wide track and beating them?!!!!!!”

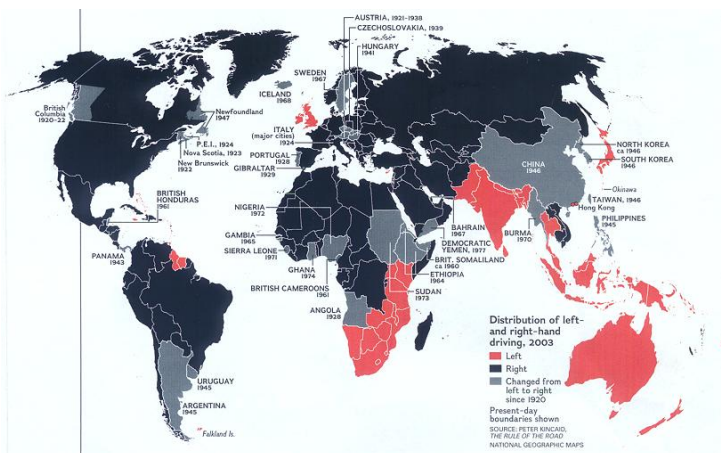
## Who Drives Where

Susan Bond

I am just getting around to reading the March 2004 National Geographic – my busy season lasted a lot longer than usual this year – and found an interesting article in the “Geographica” section, “Right (or Left) of Way”, detailing which side of the road the world drives on.

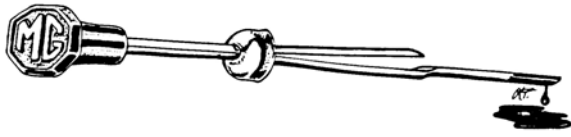
“In bygone days, English cavaliers kept left so they could draw swords with their right hand to fend off approaching highwaymen. In France and the 13 colonies, teamsters steering heavy wagons pulled by six horses rode the left-rear horse and drove on the right to judge clearance when meeting on oncoming wagon.” I guess England didn’t have any heavy wagons and we didn’t have any cavaliers. Any way, motorists followed the riders’ leads and now about 70% of the world drives on the right like we do. There was a neat map showing which countries are which, including grey countries (hard to tell from the red ones when it is printed in grayscale) which have switched from left to right in the last 84 years (some Canadian provinces, Iceland, Sweden, Austria, Czechoslovakia, Hungary, Portugal, Argentina, Paraguay, China, Burma, Philippines, Taiwan, and a bunch of countries in Africa.) I knew about the major lefties, UK, Australia, and Japan, but wasn’t aware of India, Pakistan, Thailand, Hong Kong, most of the Far East Islands, New Zealand, 10 or so countries in the southwest corner of Africa, and 2 small ones in South America.

I can’t find my atlas to name some of these countries and a lot of these names have changed in the last few years anyway, but you get the idea. The lefties and former lefties are mostly former colonies of the British Empire. We are lucky we had those heavy wagons.



Also from National Geographic...in the September 2004 issue they have a blurb promoting the issue of their Traveler magazine which comes out October 1. The subject is a grand tour around the world and the picture used to illustrate Tasmania, Australia is the front view of a TF with the number plate “MG - 1955”. I wonder if they feature the car in the article?

# The Dipstick



## The Tidewater MG Classics

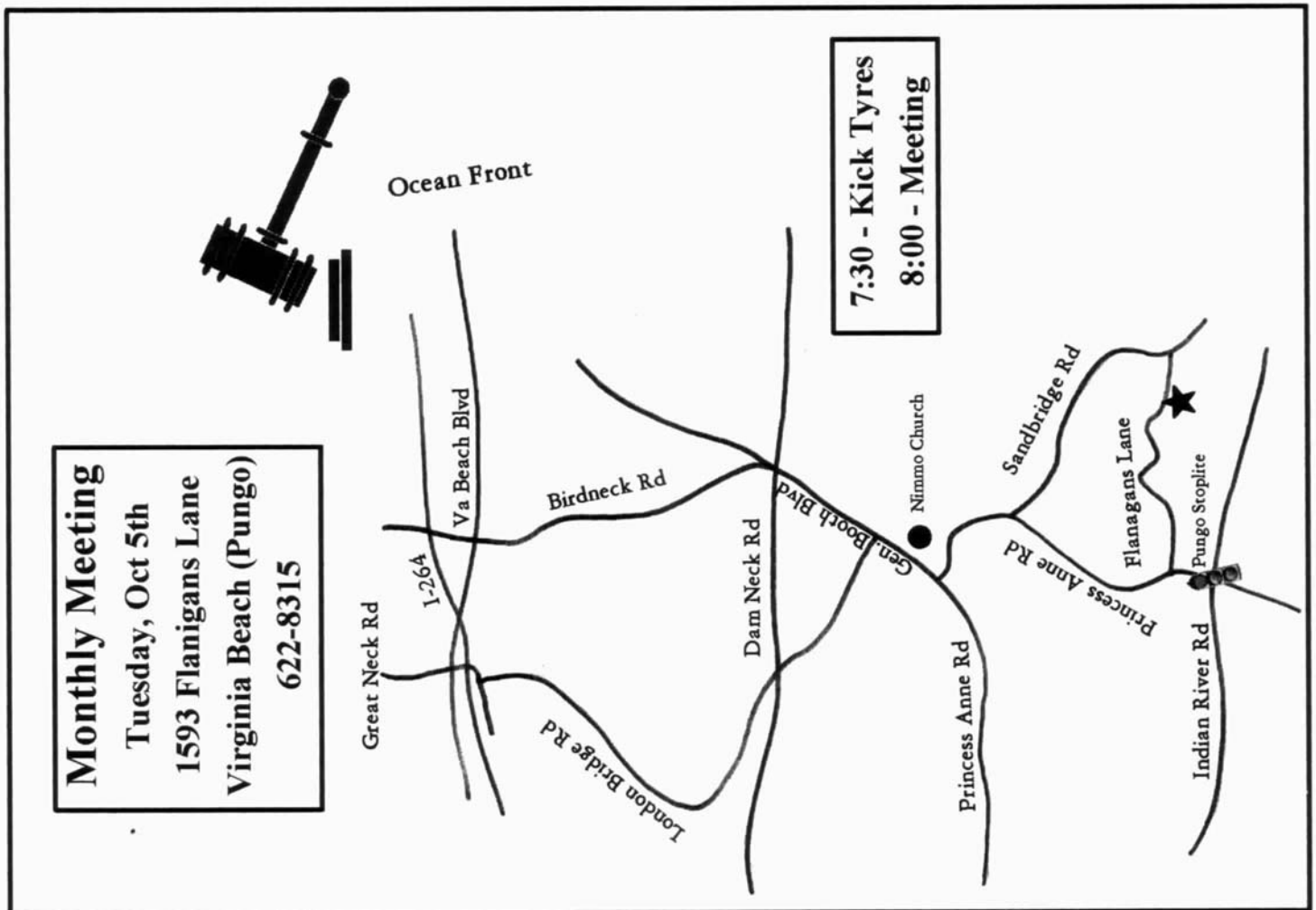
Susan Bond  
541 Forest Road  
Chesapeake, VA 23322

Affiliated with



North American MGB Register

## FIRST CLASS



**Monthly Meeting**  
Tuesday, Oct 5th  
1593 Flanagans Lane  
Virginia Beach (Pungo)  
622-8315

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