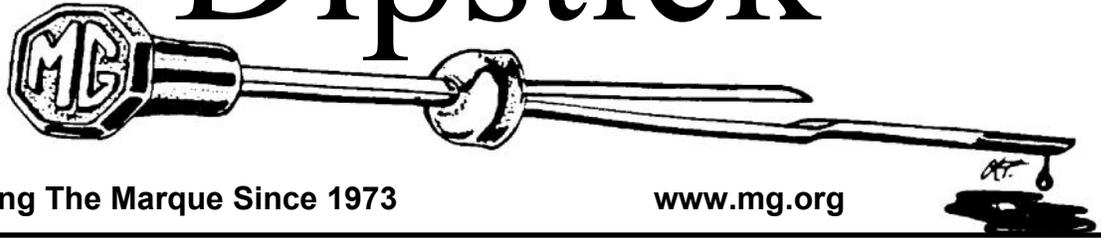




# The Dipstick



Dedicated To Preserving The Marque Since 1973

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

Volume XXX, Issue 7

July 2012

The July meeting is **SECOND** Wednesday—11th!



**Take Me Out to the Ball Game**— TMGC members got a salute during the Tidewater Tides ‘Turn Back the Clock’ Night on June 18th. Members enjoyed hot dogs, drinks and popcorn for just 50 cents each while they watched the Tides play the Buffalo Bisons. The score? A crowd of 7,529 devoured 11,900 hot dogs and 3,400 tubs of popcorn, washing it down with 7,400 sodas.

## UPCOMING ACTIVITIES

Check [www.mg.org](http://www.mg.org) for the latest info!  
(TMGC Activities are in **bold**)

### July

9-13 **NAMGAR GT-37** – Dayton, OH.  
50th Anniversary of the last MGA and the first MGB  
Web: <http://gt37.namgar.com>

11 **Wednesday – Club Meeting – Virginia Beach (2nd Week of Month)** Hosted by Betty & Jim Villers

### August

7 **Tuesday – Club Meeting / Picnic Great Neck Park - Virginia Beach. Early time –Picnic 6:00, meeting 7:30**

19 - **Summer Tech Session— Chesapeake. Hosted by Linda & Jim Freeh. 10 AM until...**

12 **Barksdale Theatre Drive – Hanover, VA.**

### September

5 **Wednesday – Club Meeting – Virginia Beach. Hosted by Paul and Carmen Thiergardt**

### FROM THE PREZ

## Marque Time



*THE PREZ!*

Here we are **half way through the year, is it really July already?** If you don't believe it just check the mercury 100+ degrees this weekend in the forecast. I would suggest it is a good time to check your anti-freeze/coolant level and its effectiveness. One might say it is late to be checking it but in my book as long as you check it, and correct it, before you're stuck on the side of the road it isn't too late. This is not the time to find out whilst driving that your cooling system is lacking.

This next tidbit is intended to see if anyone reads what I ramble on about. Our wonderful, illustrious secretary informed me; well in advance that a family commitment will keep her from attending the July meeting, so I am sending out a

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**Ask Eleanor**

Have a technical problem with your MG? Looking for a parts source? Need help with your automotive love life? Write to Eleanor care of [posti@aol.com](mailto:posti@aol.com).

*Miss Eleanor - I have been looking high and low for screws to fit MBG's. They are 1/4-28 in size in various lengths. (1/4 20 fine thread). The two big box stores Lowes and Home Depot do not seem to carry them in any relievable quantities. Any suggestions? I did find a few, suitable for holding down bucket seat slides, but they were made of Zinc. Would much prefer stainless steel, or even brass, to prohibit rusting. Of course, Victoria British and Moss carry them, but then there is that pesky S&H charge to deal with. Any suggestions? Tommy Keiningham*

Dear Tommy – Just checking—is it your MGB or you that has the screw lose? In any case, you should try your local Ace hardware store. My human picks up individual stainless fasteners there for all of us here—including Rodney. However, to find any fastener (other than my Whitworth bits), try Norfolk's American Maintenance. Eleanor.

*Dear Wildflower—My owner is getting me back on the motorway after a long while in the car park. The blokes done a lot of work mind you but I can't help but feel dashed when I hear an English exhaust note on a sunny day. Well, Bobs your uncle.—'77 Queen B*

Dear Queen B—You poor dear, you do seem to bit muddled from your long convalescence. This is 'Ask Eleanor' - Wildflower is the 'other' one. However, I am quite pleased to hear that you are nearing full recovery. Your bloke sounds like a good fellow—many of our relatives have gone to the great salvage yard in the sky because of long illnesses that could have been recovered from. I look forward to seeing you at one of the family gatherings. Oh, and Bob's my human, not my Uncle. Eleanor

**MARQUE TIME**

(Continued from page 1)

request. I will be looking for a volunteer at the July meeting to take the minutes.

It would be great however if someone reading this were to step forward and tell me they have it covered before I even have to ask. I look forward to seeing many of you at the July meeting and the various other outings that Tad has set up for us in the coming weeks.

Our editor has sent out a request for stories about our first MG, or maybe our favorite MG. I'm going to take this opportunity to talk about mine.

A few years back I was thinking about buying a convertible but nothing in my price range was appealing to me. If I had to get something with a payment I wanted a four or five passenger but they are not very sporty even if you can find them. I was looking for an older, no electronics type of, car for a hobby. I mentioned this to a friend who then told me she was selling her MG for health reasons.

I had seen MG's when I was younger but I don't think I ever paid them much to do, I do recall loving the lines of the old Jaguar Xk-120's and the E type roadsters. I thought about it and decided to check it out. I had seen the car before but didn't remember it well; I told myself that if it had wire wheels it would be mine.

I checked the car out a few days later, I didn't buy it on the spot but did call first thing the next morning and when she answered the phone and said how can I help you, I responded with "You can take the for sale sign off my car". She and her husband told me about the club when I was writing the check. I didn't think much of it at the time.

Little did I know that the best part of owning the MG would be the great people I have met that call themselves members of Tidewater MG Classics.

Russ Ripp  
President

*Safety Fast*

**TMGC Officers**

President	Russ Ripp	393-9908
Vice President	Steve LaPaugh	593-5927
Secretary	Michele Peters	482-1012
Treasurer	Jim Villers	481-6398
Editor	Bob Stein	588-6200
Membership	Bill Yoshida	554-0402
Activities	Tad Carter	496-9847
Historian	Susan Bond	482-5222
Technical	Mark Childers	432-9155
Regalia	Mitzi LaPaugh	344-7887
Clubs	Mike Ash	495-0307
Webmaster	Mike Haag	mikehmg@cox.net

# JULY ACTIVITY REPORT

By Tad Carter

July Meeting Reminder - Because of the Independence Day holiday, our July meeting will be delayed a week. We will be at the Villers' home in Virginia Beach on the Wednesday the 11th. I'm unable to be with you that night, so get the VP to forgo his customary shrug and have him read the following notes to you. Or better yet, read them now and move on to Betty's good cooking just a little bit earlier.

Over the last few weeks, MG Experience has had a thread asking "What did you do with your MG today?" The vast majority of the responses involve replacing, fixing, cleaning, shopping for parts and other non-driving activities. Perhaps 1 in 10 actually has their car on the road. I hope the real numbers are a little more in balance and those that are driving don't have time to post, while those that do post are doing so as they take a break from their repairs.



For those of you with cars in need of repair, mark your calendars for Sunday, August 19th and our Summer Tech Session at the Freeh's home in Chesapeake. Jim has reminded me that they have a large garage area that can accommodate multiple projects in case of a repeat of 2011's rain showers.

For those with road-ready cars, I invite you to join in on our August 12th trip to Hanover and the Barksdale Theatre. The plan is for an early departure from VB and a -up with any Peninsula members for a scenic drive to Hanover. We are planning brunch at the Hanover Tavern this year. The restaurant was recently re-opened and features a classic Southern Brunch menu.

After that, we'll head downstairs to the theatre for what promises to be another great performance – Nice People Dancing to Good Country Music. As has been stated

before, this isn't about dancing or country music, (*Editor—see the sidebar for a plot summary*) and you'll have to judge the people for yourselves. I have a few more days to accept reservations, but please let me know if you want to join in on the fun by July 15th. Tickets for the theatre are \$32 per person. RSVP to [TMGC\\_Activities@me.com](mailto:TMGC_Activities@me.com).

Upcoming Events - Car Show season is almost upon us. There are a number of events listed in the Dipstick calendar (unless we've exceeded our pixel quota). There should be more details available for the August Dipstick regarding our local MGB-50th Anniversary on 9/23 and our Magical Mystery Tour on 11/3. I know you can't wait, but alas, you must. Please save the dates.

August Meeting Reminder - On August 7th, we will once again have a picnic in Great Neck Park in Virginia Beach (off N Great Neck Rd by Cox HS). Due to the park's closing at dark, we will eat and kick tyres at 6:00, followed by the general meeting at 7:30. Burgers, dogs, salads, PG-rated beverages and desserts will be available for your gastronomic pleasure.

The park narc has reminded us that alcoholic beverages are not permitted. As a further reminder, when we turned off Great Neck Road last year by the high school, we were welcomed by Virginia Beach's finest with a little "speed-sampling". While our LBCs are usually not a threat to challenge any speed laws, the 25MPH limit should be observed in this area!

## Barksdale Theater Trip Mystery Solved!

### What is "Nice People Dancing to Good Country Music"?

This is the story of Eve, who lives over the Nice People Dancing to Good Country Music Bar is paid a visit by her niece Catherine, a novice nun who's been asked to leave her convent. It seems Catherine suffers from a curious compulsion to yell obscenities at the wrong moment and even, on occasion, bark like a dog. Roy, an honest if simple fellow from the bar downstairs, wants to court Catherine whether she's a nun or not.

Jim, Eve's live-in boyfriend tries to set him straight and give him the real insight of what love does to a man. Eve feels she should give her niece the benefit of her experiences with men before allowing her to venture back into the mad modern country world. What follows is not simply comic and well-observed, but romantic and affecting as well.



# TMGC June MEETING MINUTES

Michele Peters  
Secretary

We began our June 2012 meeting at the Virginia Beach home of Bill and Izzy Yoshida at 8:01 in the evening, with a large group of members, spouses and some former members, old friends, and irregulars (you know what I mean!) including George and Peggy Craig and Pam Groover. Great to see you all. I was thinking they came out for a dip in Bill and Izzy's pool, but then no one undressed and plunged in....all that beautiful warm water wasted....every year Bill invites us to use the pool and every year no one does...one of these days your Secretary will start a new trend and actually take a dip.



**El Presidente**, Russ Ripp, got us started off right on time. Yo, Prez - Good job! And El Vice-Presidente Steve LaPaugh was his usual shrugging self, except he did utter an "Eh."

**New Members and Guests:** None (OK! The more food and booze for us!)

**Treasurer:** Jim Villers excited us with the report that we had \$13,000 in our coffers and got everyone so jazzed that we immediately began planning our next SUPER party....and then he deflated us by stating that it was all a mistake...not \$13,000 but rather \$1,300 dollars. Geez, Jim! Way to get a girl turned on...to the possibilities and then...no satisfaction there! :) )



But of course, that means I will have to back off of my "dipping" into the spirits cooler...yeah, maybe that pool will have to wait...



It's all good, though, because although we don't even have \$1,300 in the coffers (head sinking further down on my chest), we DO have enough for one small but respectable party, so...your Secretary can live with that! Someone mentioned that the mistake was probably due to the fact that our Treasurer also performs the same function in his Mercedes Benz car club....well, that sounds about right....but even with one tenth the moolah, I bet we have more fun!





**Activities:** Tad did his usual awesome things. See his report elsewhere in The Dipstick.

**History:** Susan wasn't present, so we have no history this month.

**Newsletter:** Bob Stein asked for folks to submit articles for The Dipstick by the 20th of the month. He continues to look for stories about our first MGs.

**Membership:** Bill was present (duh – his house), so we got a report this month. According to Bill, we still have 220 individual members and 179 cars in the club. Eleven people have paid this memberships for 2013 already...that's awesome. The rest of us should try to get our money into Bill by next month when our new fiscal year begins.

**Technical:** Mark wasn't with us unfortunately. In other tech news, the plastic for back windows on the roadsters can be had for \$65.00 from a place on George Street between Newtown and Kempsville in VB. But don't ask me any more details....I was barely listening.

**Old Business:** None

**New Business:** Dave mentioned that he had the book "The Last Open Road" available for anyone in the club to



borrow. All he asks is, after borrowing it, if you will return it with a note or memory of your own MG experience jotted down in the cover.

**Marque Time:** The Diamond Jubilee was going on in May...we all bowed our heads in acknowledgment of the head of the Mother Country, and practiced doing the "Queen's Wave" with our hands...who started that, anyway? I like it...

**Raffle and Regalia:** We gave stuff away to the raffle winners...you know who you are. A plea was made for contributions for the raffle. If you have something you think other members might enjoy winning, please bring it to the next meeting so we can beef up the raffle numbers. Thanks in advance from Mitzi!



We adjourned at 8:29 pm and got down to chowing on all the fantastic and varied menu laid out for us by Izzy. Oh yeah, and you, too, Bill. I don't know if it was the pool or the general and usual friendliness, or what, but folks just kept hanging around that night, jawin' and chawin'.

It was nice and relaxing fun, especially after the third beer. And yes, I know these Minutes are unusually short, but your Secretary is getting more succinct in her old age. Verbosity isn't what is used to be. I mean, aren't you pleased? Well, even if you aren't, you know how you are invited to handle that....smiles....





# Handel's Ice Cream Run

by Al Hazlett w/photos by Bob Stein

After being washed out Wednesday evening for the Yorktown to Williamsburg ice cream run, 8 Little British Cars (Mgs of course) of TGMC gathered at Harris Teeter's at the Municipal Center of Virginia Beach. Those attending were myself, Rose Ladd with grand daughter Skylar, Donald Ladd, Terry and Susan Bond, Russ Rip with a mysterious female navigator, Tad and Karen Carter, David Kinsey, Jack and Linda Pavlidis, Frank and Morris Worrell and Bob Stein.

Rose and her grand daughter arrived in the blue Midget and they learned how to put the top down to Don's amazement when he arrived later from work. Terry Bond ignored requests to continue down the line of cars after removing road dust from the GT. (I think he developed selective hearing) There was supposed to be 10 cars but Bob Stein got caught in rush hour traffic and Frank Worrel just couldn't find the place, though they eventually joined us for ice cream at the end.

Tad, our amazing events coordinator, then led us on a very enjoyable ride on a pleasant top down evening through rural southern Virginia Beach, eventually passing the last home area of a local famous individual, Grace Sherwood, the Witch of Pungo.

The ride lasted approximately 25 miles and 45 minutes, ending at Handel's for an amazing variety of choices to satisfy our ice cream cravings at the expense of expanding waistlines, but I heard no complaints.

After some usual chit chat and entertainment while watching President Russ feed ice cream to his adorable female companion for the ride, (gotcha, it was his dog) everyone meandered (I think David Kinsey traipsed) out for home at different intervals and in different directions. A wonderful time was had by all who attended. Thanks Tad.



AND YOU THINK YOU HAVE A BIG RESTORATION PROJECT? - This 1928 MG MK IV Sports car was found in 1999 on a farm "carefully dismantled" and laid in the ground under two inches of concrete. The car is thought to have been taken apart and hidden to avoid being scrapped during World War II. It was only when the shed was pulled down and the floor dug up that the car was discovered with all its identification including Guarantee plate and original number plates. Only 135 examples of this

# 2012 Year-End Report

By Bill Yoshida

**Memberships:** The 2012 Membership Year ended with a total of 120 paid memberships with 220 individual members in the club.

**2013 Renewal Memberships:** We had 9 memberships that had prepaid their dues for 2013 and I've received 11 additional renewals as of 30 June. Harry & Kennie Watson will not be renewing their membership this year.

**Cars: Total cars** – 179 (If all members from 2012 renew for 2013)

**New Membership:** We gained one new membership in June.

Mike & JoAnn Jones  
Chesapeake, VA 23322  
1960 - 1600 MGA FHC

**Cars & Types:** 173 of the following types of MGs:

MGA: 21, A- Coupe: 2, MGB: 80, MGB-GT: 16, MGC: 2, MGC-GT: 2, MG TC: 9, MG TD: 24, MG TF: 5, Midget: 12, Other/Various MGs: 6 (1-Cooper MG/ 1-MGNA/ 2-VA/ 1-YB/ 1-ZB).

Last Month Was the Annual Renewal Month. In late May sent out an e-mail to the 9 members that had paid their dues in advance for the 2013 membership year. If you did not receive an e-mail, or have not already sent in your membership renewal fee, it is currently due. I will begin sending out "delinquent" notices by e-mail after the July meeting. I will have renewal forms available at the July meeting and renewal forms may also be found on line at the TMGC web site ([www.mg.org](http://www.mg.org)) under the "Club Info/ Become a Member" section. If there are changes to your previous data, please fill out a new form and highlight any changes to last year's data. Membership is still only \$20.00 for an entire year.

**2013 Annual Directory.** I will be assembling the 2013 Directory over the next few months. If you have a new photo that you would like to be included, please submit it by e-mail to [williamryoshida@verizon.net](mailto:williamryoshida@verizon.net). I will try my best to use it. Parking for the June Meeting at the Yoshida's: Provided that it has not rained heavily the previous day, or that it is raining the day of the meeting, we will be parking cars in the back yard to hold "Kick Tyres" followed by the meeting poolside just as we have done in previous years. If the ground is too wet, please park your car on the street, and we will hold the meeting indoors. Regardless of the weather, Issie and I hope to see you here.



*Newest Member of Eric and Cindy Lee's four-wheel 'family' - a 1980 MGB Limited Edition.*

## Our 1967 MGB Roadster

by Dave Spriggs

I am a "ghost" member of Tidewater MG Classics ... on the muster sheet, but have not yet attended a meeting. It was killing me not being able to participate in your "Day Drives". Something had to be done.

I married into a 1967 MGB Roadster in 1970. It was black with red interior. My wife has been the only owner and the car has less than 30K miles. It has nearly as many sea miles as land miles. It went by ship from Norfolk VA to Guam, Guam to Long Beach CA, San Diego to Norfolk. Even though the car went to Guam, I did not, due to a change in my Navy orders.

It sat there for several months until I tracked it down and had the Navy ship it to Long Beach. The old girl had been sitting in the garage for about 9 years and was deteriorating.

My cousin-in-law Greg in MD does high end British car restorations as a sideline. We agreed that he would take on my B and restore it to "Driver++" condition. Of course, when it is completed, I plan to write a Dipstick article. In the interim, I thought you and others might like to see the images.





# Church of Ascension Cruz-In - June 2nd

Photos by Susan and Terry Bond



# TMGC at the Tides Baseball Game

(Photos by Donald Ladd)



## TMGC TECH TIPS

# Call the Sheriff! This Carb's an Outlaw! (Part 2)

By David J. Kinsey

*(Editor's Note—this is part 2 of an extensive article on Weber Carbs—it will be continued in future issues)*

The “shelf” was still buggin’ me and the dyno also showed the air/fuel ratio was about 14:1 whereas it should be closer to 12:1 – she was runnin’ a little lean. This observation, and the advice to go a step up in primary jet size, was provided by Chuck at Abacus, Jeff Schlemmer at Advanced Distributors, and Hap Waldrop at ACME Speed Shop – all experts. I remembered I had an extra “insulator” purchased for the Weber 32/36 – a gasket size/shaped piece of plastic, about 3/8” thick, intended to insulate the carb from the hot manifold.

I thought I could modify this insulator to become a transition piece, with the bottom matching the intake manifold and the top matching the outlet of the 38/38 carb. This would, in theory, create a smoother flow of air/fuel into the intake manifold without taking a grinder and file to the manifold itself, therefore the change was easily reversible. At the same time I would replace the existing primary jets with jets one step larger. Bob at Brit-Tek agreed this seemed like a good course of action.

Even without a transition spacer there are two changes required to simply swap from the 32/36 to the 38/38 if you bought the manual choke. I prefer the manual, especially since I already have the cable in the dash.

You MUST have a complete, unadulterated choke cable. The 38/38 manual choke cable approaches the carburetor from the front rather than the rear, so the cable has to circle around the front of the carb and attach to the engine side. Both carbs have the choke linkage on the engine side, but the 32/36 comes at it from the firewall and is a much shorter route. A shortened choke cable won't make that trip on the new carb.

Even with a full-length cable I had to put a different hole in the rubber plug at the firewall where the choke cable comes through into the engine bay. The existing hole was underneath



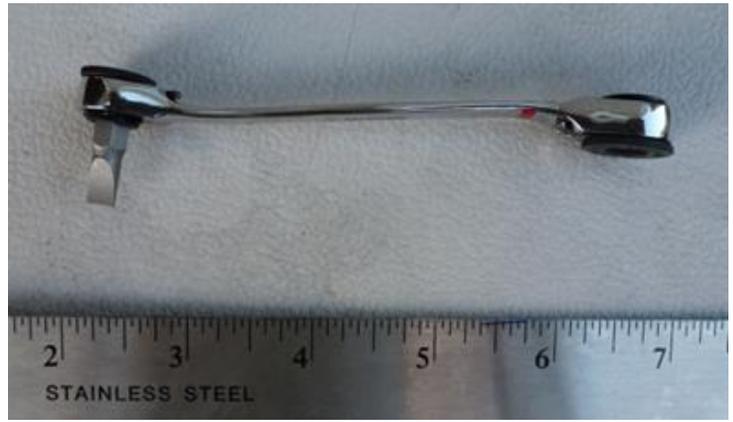
the clutch master cylinder and the resulting upward angle took away flexibility. Drilling a new hole, just above the clutch master cylinder, was easy and worked, but barely. It takes every fraction of an inch to get the manual choke attached.

Other than the choke cable, initial installation was a piece o’ cake. This is what I did – but as they say on TV, “your results may vary!”

1. Order the Weber 38/38 Outlaw from your preferred vendor and in your preferred configuration, i.e., automatic or manual choke. The manual choke model is called the DGMS.
2. If you don't already have a full-length choke cable. Moss # 331-490 for the T-handle. Even if yours is full length (with the factory metal ends at each end of the cable housing) I advise getting a new cable anyway as you may have to remove the cable from the housing in order to re-fit the cable above the clutch master cylinder at the firewall. If the end of the old cable is frayed at all, you're gonna be fussin' and cussin'. Get some powdered graphite in a tube as well so you can lubricate both choke and accelerator cables and linkage. Maybe a new accelerator cable, too?
3. Order the insulating spacer for the Weber DGV. Pierce Manifolds or Weber Carbs Direct # 99005.119
4. Order some new primary jets in a few sizes. I recommend size 145, 150 & 155. Pierce Manifold #73801.145, ...150, ...155 .
5. Determine your desired air filter configuration – the stock DGV filter assembly (small, rectangular job) fits just fine. I chose to upgrade to a larger, oval K&N filter which has about 30% more filter surface than stock K&N # 56-1070 . (\*\*Reason behind lean A/F ratio?!)
6. Get a new fuel filter.
7. Have at least one good hose clamping device/plug for the fuel hose.
8. Have a couple of ½ inch box/open end wrenches handy. You may find that the angle of the open end of one works better than another.
9. Have standard and small needle-nose pliers.
10. You'll need two or three lengths of flathead screwdrivers to make preliminary and final adjustments to the idle mixture and idle speed.



- 11. I encourage you to also have a small, ratcheting, flathead screwdriver tool for final adjustments of the idle mixture screw as the screw on the engine side of the mounted carb is impossible to get to with any size conventional screwdriver. The screw is knurled so you can turn it with needle-nose pliers, but that's difficult, damages the "knurl" and not very precise.
- 12. Have a large (at least 2'x3'), flat, clean, well-lit surface for the jet exchange operation.
- 13. Brace your bonnet as far up as you can get it.
- 14. Use a trouble-light or other additional light source and a fender blanket/towel.



CONTINUED NEXT MONTH



### 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"*

# The Dipstick



Tidewater MG Classics  
Bob Stein - Editor  
7500 Pennington Road  
Norfolk VA 23505

Affiliated with



North American MGB Register

## FIRST CLASS

**Monthly Meeting**  
Wednesday, July 11th  
Jim & Betty Villers  
313 Inlet Rd.  
Virginia Beach  
481-6398

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

Map labels: Shore Drive, Inlet Rd, Broad Bay Bridge, Stop Light, Adam Keating Rd, Great Neck Road, Va Beach Blvd, I-264, Lynnhaven Pkwy, Rosemont Rd, Independence Blvd