

The Dipstick



DEDICATED TO PRESERVING THE MARQUE SINCE 1973 www.mg.org Volume XXX, Issue 3

ACTIVITIES CALENDAR

- Mar. 7 Wednesday – Club Meeting – Norfolk
Hosted by Cynthia Faschini & Andy Wallach
- Mar. 17 Saturday - St. Patrick's Day Drive –
Celebrating 250 Years of Dying Stuff Green
Proffitt's Auto Museum &
Captain Chuck-a-muck's Secret Hideout #2
- Apr. 3 Tuesday – Club Meeting – Chesapeake
Hosted by Pete Olson
- Apr. 15 British and European Car Show
Chicahominy Riverfront Park, Williamsburg
www.wmbgbrit.com
- Apr. 22 Sunday - Spring Tech Session
Hosted by Frank & Deb Linse
- Apr. 27 – 29 – Wine Tour X – Central Virginia
Hosted by Beckey & Alan Watson
- May 2 Wednesday – Club Meeting – Seaford, VA
Hosted by Jayne & Bruce Easley
- May 5 Drive Your MGA Day
www.namgar.com
- May 26 – June 3 British Car Week
Stay tuned to *The Dipstick* for a schedule of
local events.
- June 5 Tuesday – Club Meeting – Virginia Beach
Hosted by Issie & Bill Yoshida
- June 6-12 NAMGBR – 2012, Dillard, GA
Hosted by Peachtree MG Registry -
www.MG2012.com
TMGC Road Trip!
- June TBD - Eastern Shore Tall Ship Tour
- June 19 Tuesday - Tides Baseball – Game Time 7:15
- July 9-13 NAMGAR GT-37 – Dayton, OH
2012 marks the 50th Anniversary
of the last MGA off the production line.
<http://gt37.namgar.com>
- July 11 Wednesday – Club Meeting – Virginia Beach
(2nd Week of Month)
Hosted by Betty & Jim Villers
- Aug. TBA - Summer Tech Session
Hosted by Linda & Jim Freeh
- Aug. 7 Tuesday – Club Meeting / Picnic – Virginia Beach
Early time –Picnic 6:00, meeting 7:30.
- Aug. 12 Barksdale Theatre Drive – Hanover, VA
“Relatively Speaking”
- Sep. 5 Wednesday – Club Meeting – Virginia Beach
Hosted by Paul and Carmen Thiergardt
- Sep. 16 Classics on the Green – New Kent Winery
www.ClassicsontheGreen.com
- Sep. 23 MGB 50th Anniversary – Events being planned
www.mgb50.com
- Oct. 2 – Tuesday – Club Meeting – Virginia Beach
Hosted by Bill & Renee Olcheski
- Oct. 5-7 SVBCC British Car Festival – Waynesboro
- Nov. Fall Tech Session – Date TBA
Hosted by Susan & Terry Bond
- Nov. 3 Magical Mystery Tour – Scavenger Hunt - Tidewater
- Nov. 7 – Wednesday – Club Meeting – Newport News
Hosted by Mitzi & Steve LaPaugh

BOLD items are TMGC events



MARQUE TIME

Well, it's February, and spring is a month away, although to go outside or just check the temperatures it feels like it is already upon us! The February meeting was loads of fun, especially for those of us who arrived early enough to race around the track at American Indoor Karting. Your president made the third fastest lap time, and you know if memory serves last year's president did the same. I think we need another trip so I can break that cycle. Then I had the pleasure of another of Tad's great adventures— a drive out to Berkley Plantation. It was a beautiful day and beautiful drive. I only wish I could have had the top down, but that is a tall order for a 160 mile drive in February, even in Virginia. Well, March is fast approaching! We have the AACA meet in Chesapeake, at which I understand Sue and Terry will be setting up a table for us as usual at the swap meet, which is at the Hickory Ruritan Club on South Battlefield Blvd. Tad has a Saint Patrick's Day drive out that will end at one of my favorite restaurants; check elsewhere in *The Dipstick* or show up to find out the name of which some of you may remember we attempted to dine two summers ago but had such a large turnout we had to find an alternate location.



Russ

Safety Fast

Russ



Activities Report – March 2012

by Tad Carter

By the time you read this, the first event of the year will be in our rear view mirror. A group of about 30 will have braved the cold weather for a trip to Berkeley Plantation, followed by lunch at Cul's Courthouse Grille. You can look forward to plenty of pictures in the newsletter and online Photo Gallery.

Our next drive is only a few weeks away. In late February, I'll send out notice of our March 17th event, when we venture out to Windsor and a visit to Proffitt's Antique Museum. He has a collection of cars, bikes, boats and automotive memorabilia that looks quite interesting. I think Terry and Sue's garage has the support products for everything in Cecil's collection. That drive will be a little later in the day. We'll meet close to the Monitor-Merrimac Bridge Tunnel to accommodate our Peninsula friends at 11:30, visit the museum in early afternoon, and then head over to Capt.. Chuck-a-muck's Secret Hideaway #2 for a late lunch. This is one of a number of local restaurants featured on Guy Fieri's Diners, Drive-ins and Dives. Can you name the others? There might be a quiz. Following a feast on crab cakes and other delicacies, we'll be back to Tidewater before the leprechauns take over. I will ask for an RSVP on this drive so that the restaurant can be prepared.



Our first Tech Session will be on Sunday, April 22nd, and will be hosted by Frank and Deb Linse in Norfolk. The garage opens at 10:00. Be there with your projects to set your car up for the rest of the driving season.

The rest of the schedule is taking shape. There are several old favorites, as well as some new adventures to enjoy. I hope you find plenty of opportunities to get out on the road and share some miles with your fellow club members.

I'm very pleased to report that we have found hosts for all of our meetings and Tech Sessions through November. A big THANK YOU goes out to all of you that have so graciously offered your homes for these events. One quick reminder about the July meeting - since our normal meeting date would fall on the 4th, we have moved that meeting back a week. We will be with the Villers in Virginia Beach on Wednesday the 11th.

As for March, we will see you on Wednesday the 7th at Andy & Cynthia home in Norfolk.



MEMBERSHIP

by Bill Yoshida

Memberships: As of 20 February we have 116 paid memberships with one outstanding “promise” to renew their memberships for 2012. This makes 213 individual members in the club.

New Memberships: We have one new member that joined in Mid-February.

John Fowler
Millboro, VA 24460
1946 MG TC (TC1971); 1950 MG-TD (LHX2457)

Dues: I hold a check for \$20.00 for turnover to Jim Villers and I am still expecting \$20.00 in dues from one remaining member that “promised” to renew for 2012.

Cars: Total cars – 175

Cars & Types: 169 of the following cars:

MGA	A- Coupe	B	B-GT	C	C-GT	TC	TD	TF	Midget
19	2	79	16	2	2	8	24	5	12

6 additional unique MG types – 6 (1-Cooper MG/ 1-MGNA/ 2-VA/ 1-YB/ 1-ZB)

February 2012 Meeting Minutes

by Mitzi LaPaugh

In the absence of our faithful, quick-witted club secretary, Michele, El Presidente inquired as to whom would like to take the minutes for the evening. Seeing no volunteers, he proposed that perhaps we should just forgo the minute-taking. It was motioned and approved that we not record the minutes of the February Meeting, which should, I assume, make the approval of the minutes a cinch at our March meeting! Just say, “Aye!”



American Indoor Karting

February 7, 2012
by Don Ladd



Volunteers Needed

Life has a funny way of changing things up on you. I've recently added a second part-time job to my schedule, and I'm about to interview for a full-time job to add to my schedule, hopefully in place of the two part-time jobs!! As it stands, I am serving as your current Regalia "Queen" and Co-Editor for *The Dipstick*. My Co-Editor, my dear husband Stephen, is also your current Vice-President. With both of our work schedules and church ministries we're involved in, we're swamped and getting overwhelmed. At first, I thought of only requesting a new Regalia "Queen", but in light of what's about to happen with our collective schedule, we believe we need to hand off both the Regalia and Co-Editors positions.

Both positions are simple enough. The Co-Editing isn't too time consuming. Layout is fairly easy, especially if you're familiar with MS Publisher. If not, it's relatively easy to learn. Regalia involves managing a small inventory of MG Regalia, selling of said inventory, selling raffle tickets, ordering of name tags and the ability to hand over the money to Jim.

Please, visit with me at the March meeting or call 757.344.7887 or email ilovemgas@gmail.com to ask any questions, or better yet — volunteer! Thank you so much! - Mitzi LaPaugh





Berkeley Plantation

February 18, 2012

by Susan Bond



How much do we need to jack up the membership fees to put up El Presidente in these fine digs?



Chairman's Cable



Maintaining the Brood.

High time the *Cable* turn squarely back to proper **MG** subject matter. This month

I thought it would be worthwhile reporting on a few things I've learned over the past six years of ownership doing basic maintenance and making sympathetic improvements to the TC in pursuit of reliability and longevity. Some of these necessary changes have been required due to time's relentless march bringing with it certain obsolescence or parts supersession. Others have been necessitated by some very old parts finally failing. When I purchased my TC back in March 2005, it was a much loved but lightly used car that the good Professor maintained regularly, but because it was run only locally for short trips, there were a few things that eventually required attention.

Checking my TC Service Log (actually "TC Log Vol. III"), a classic AMPAD 6"x9" Greentint spiral bound *Steno Book*, continuing the fine tradition of the previous caretaker of TC 6977, I dutifully recorded back on September 25, 2005: "Have enjoyed a wonderful first summer of ownership which has been remarkably trouble free. The little machine has performed well throughout the summer motoring season, but had one problem. On a local drive I noticed what looked like excessive oil(?) spraying out of the right side of the bonnet coming through the louvers. No! Upon closer inspection back safely in my driveway I discovered it was not "oil" but "gas" squirting out of several locations along the tired looking nylon covered braided fuel line to the carbs after the fuel pump. Have immediately ordered new TC fuel lines from Moss Motors (braided stainless steel with Teflon lining), both the 18" pump-carbs and 14" carb-carb line." I should have suspected something was amiss because on further reflection, I had smelled a strong odor of gasoline, and here's the critical clue I missed: when I turned the ignition key to prime the pump, unusually, it *kept ticking* and didn't stop, unlike its normal satisfying tick-ticking which had always ceased upon

pressurization of the fuel system. So, the entry for Sunday October 2, 2005, reads: "I spent the morning on a few tasks to get the TC ready for the MG T-Party North of Boston Tour [which some of you may recall was later cancelled that year due to bad weather]. Replaced both flexible fuel lines with the Moss-sourced, S.S. Teflon-lined hoses. Was worried I might have to drain the fuel tank before switching them out. Not a problem; did not turn the ignition key, therefore no fuel pressure from the pump, and thus upon disconnecting, not a drop of fuel spilled. Overall, very satisfied with the repair job. Sense of accomplishment. Enjoyed short 4-mile test run. All is well again."

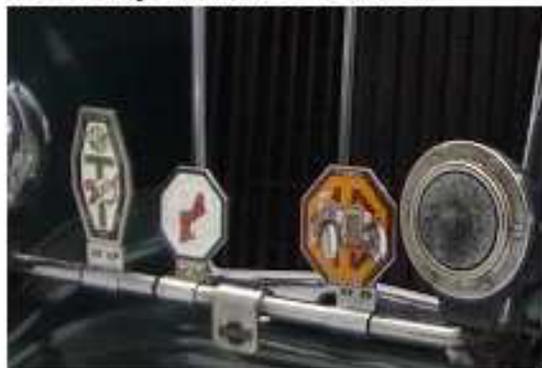


Folks, this was a lesson about not only some old fuel lines, but likely, the effects of ethanol on old rubber. **Check your fuel lines and take action.** The Moss Teflon-lined S.S. hoses are excellent. A potential catastrophe [engine fire] was narrowly averted.

Our next lesson has us stopping at the TC Log entry for September 29, 2006. It reads: "Although the Professor 'ran the TC without the fan blades for several years and never overheated even on steamy Indiana days in traffic,' I worried about running the machine without them. To save wear on the water pump and weight-robbing power of the heavy steel two-blade original XPAG fan blades, I decided to (at least temporarily) fit a plastic fan blade. I was able to source a 6-blade ultra light-weight nylon fan blade from Summit Racing in a 14-inch diameter size. I needed to trim it down to approximately 12-inch diameter and open up the center hole, drill new bolt holes in the TC pattern and spacing. It worked out well and fitted up

nicely. On a long run, temp. never got > 185°F.* A quick check of the companion "TC Parts Log Book" indicates that the universal-fit flex-type nylon fan purchased from Summit was part no. FLX-414 and cost exactly \$16.88. Note – another option is to fit the light-weight 1973-1976 MGB plastic fan, part no. 434-340. I later was able to source one of these (after a *long* back-order) from The Little British Car Company, for the princely sum of \$101.96. It only comes in yellow plastic, which can be painted a more suitable and appropriate "Black" with the new Krylon *Fusion*[™] paint specially formulated for painting plastic, and the bolt hole pattern fits the XPAG fan mounting pattern nicely). I have this MGB fan blade on my spares shelf for the future, but the cheap Summit flex blade is working fine.

The next Service Log entry of interest is dated September 19 & 26, 2006, and finds me once again preparing for the T-Party's North of Boston Tour scheduled that year for October 1, 2006. "In preparation, I spent two weekends in September getting the machine ready, prepped, and tidy. Washed and waxed the exterior, vacuumed the interior, and polished all chrome. I used the wonderful 'Autosol' sourced from LBC Car Co., which removed all minor oxidation/pitting with a little elbow grease and imparted a great shine. Technical name is "Edel-Chromglanz" (a German polish product). Great stuff. . . . October 1, 2006, the day scheduled for the T-Party North of Boston drive rain was expected, so for the second year in a row, the trip was postponed. Last year this trip was cancelled entirely. This year, 2006, October 8 was the 'rain date.' In honor of this being the 1st driving tour of TC6977 with the T-Party, I decided to tart the machine up, a little. So, on October 7, 2006, I mounted 3 badges on the badge bar: New England MG 'T' Register, MG T-Party and T-ABC's Forever."



Well, those who joined us on October 8, 2006, may recall that the North of Boston Tour *finally* happened. Organized and planned by then Chairman Roy Crane, this driving tour would take us on a beautiful route around Cape Ann, MA. A bright blue, sunny sky, cool 60°F fall morning found my brother, Andrew, and I ready for this first big adventure in TC 6977 with the club.



The route took us through Essex, Manchester By the Sea, to Singing Beach (pictured above), Ocean Street, along Shore Drive in Magnolia, Hesperus Ave, to Gloucester's Stage Fort Park (our picnic spot), and along Route 127 to Rockport's Bearskin Neck. TC 6977 performed admirably, with no issues.

The TC Log Book entry for October 15, 2006 reads: "Since TC 6977 performed so well last weekend, I was encouraged to believe that the little machine might be up for another adventure. So with a modicum of confidence and a good measure of trepidation I set off for another Grand Day Out. Our Chapter of the New England 'T' Register, the T-Party, was having a picnic in New Hampshire, but a very special one, indeed. Twenty intrepid souls visiting from England (yes, Old England), all members of the MMM Club (Magna, Midget, Magnette) shipped 10 pre-war MG's across the pond (Atlantic) from England to tour "New" England. The T-Party was hosting a picnic for them at the Nowlan's home in Amherst, NH. I set out from Hamilton at 10:00 am, top down (I've never had it up!) on a crisp 58°F sunny day, leather flight helmet, Barbour jacket, goggles, white silk scarf, string back driving gloves, two platters of Jumbo Shrimp cocktail, and arrived 2.5 hours later in Amherst. What a drive! Fall colors on the trees, mostly back roads, 40-50 mph the whole way.

Again the TC performed admirably, no issues other than an occasional (single pop) backfire on deceleration. . . but what a day—nearly 40 MG T-Series or earlier cars, including our visitors' machines—two M-Type (boat tail) Midgets, J-2, PB, 18/80, NA, and PA, plus Chris Nowlan's beautiful L2 Magna with supercharger and pre-selector-type Wilson gearbox, among many TA's, TC's, TD's, TF's, Y's, etc.



Our next stop in the Service Notes is from August 18, 2007. "The machine has been 'missing' recently under load and usually once hot. I had suspected over-rich carbs due to my experimentation with filling the dash pots with heavier oil. I also thought perhaps the condenser or coil could be suspect. Upon closer inspection, I noted loose fitting spark plug caps on the spark plugs, much green oxidation/almost corrosion on the copper ends within the caps, and pretty dirty, sooty old spark plugs (3 tired looking L-10 Champions and one mismatched L-85). So, I fitted 4 "lightly" used original L-7 Champion plugs (after cleaning them), tightened up the wire caps for a snug fit, filed the points and all looked good. A shakedown run proved successful; no more misfire at any engine speed

and good power." Then I did some research on TC spark plugs and learned the following: The proper plugs are 14 mm, ½ inch reach. The original plugs specified by MG were Champion L10S. Alas, these are obsolete and were superseded by Champion L-7, which in turn were superseded by the L85, which yet again, was superseded by Champion L82C, the current plug recommended by Champion. Other equivalent plugs to the L82C are NGK B6HS, Bosch W7AC (copper) or Bosch WX7AP (platinum). Hotter Plugs include the Champion L86C, Champion L90 (too hot for most XPAG applications) which is equivalent to NGK B5HS (hot); more appropriate are NGK BP6HS (normal heat range), and NGK BP7HS (a cooler plug). The Service Notes entry for October 21, 2007 reads: "Noticed difficulty starting and some misfiring last week. So, decided to investigate. The tired, cracked and corroded spark plug wires needed replacement; ordered a set of original type screw cap plug wires from Moss. Had to cut each to length and put all end caps & nuts on myself. Note that as supplied, allowance made for length barely adequate; also new wire is lower quality with fewer strands than that of the old set. But, finally assembled and on car with new distributor cap (old one had some corrosion too). Also decided to change out the used L-7 spark plugs and fit new Champion L82C's to try them out and give a fresh spark to match the new plug wires and distributor cap. [Editorial note—I have since changed to NGK B6HS plugs gapped @ 0.022" which supposedly have a broader heat range than the equivalent Champions]. The old points were also shot; decided to replace condenser (pre-mounted plate type) and new Lucas points. Used hand crank to find high spot on distributor cam (symmetrical type) and adjusted new points gap to 0.010". At first car wouldn't start; re-checking the old points/condenser set I found an insulator spacer I missed/forgot to refit under the new points. Once installed again car fired right up!" [A later Service Notes entry from September 9, 2010 reads: "Cleaned points, still good. Points gap was set 0.010 but now seemed too tight (last 2 weeks a stumble @ 2-3,000 rpm). Readjusted to 0.012" to help correct low rpm miss/stumble. Opening up the points gap appears to have corrected the problem. Suspect the plastic arm on the points block had worn against the lobe of the distributor cam and

the gap got too narrow causing a slight miss at low rpm.”].

From October 21, 2007, “Performed the end of the season oil change. Attempted to change the oil filter but encountered a problem: spare cloth filter inherited from the Professor proved too tall/long by approx. $\frac{1}{4}$ - $\frac{1}{2}$ ” and canister couldn’t close. Also tried paper filter from Moss but too wide & short. So, old filter element left in.” Well, that gave impetus for some research into the state of the market for available TC oil filter options and for seeking the wise counsel of experience.



The Dipstick



The Tidewater MG Classics

Mitzi LaPaugh, Co-Editor

809 Pine Tree Ct.

Newport News, VA 23608

FIRST CLASS

Affiliated with





Monthly Meeting
Wednesday, Mar 7th
Andy & Cynthia's
545 Mayflower Rd.
Norfolk, VA
622-8315



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



Little Creek Rd

Mayflower Rd

Lafayette River

Willow Wood Dr

Norview Ave

Colonial Ave

38th St

Granby St

Tidewater Dr

I-64

I-264

Waterside Dr

Colonial Turns into Mayflower at the curve.