

# The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

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

Volume XXXII, Issue 8

Dedicated To Preserving The Marque Since 1973

August 2005

## MARQUE TIME

Great tech session and great meeting. Thanks to the Childers for hosting the tech session; astute advice and super food. For me, it is amazing how well the brake lights work after one attaches a disconnected wire at the pressure switch under the car. Mark diagnosed my lack of turn signals as a bad bulb and a bad flasher relay. Thanks to the Thiergardts for hosting the July meeting. Paul needs to convert his new riding lawn mower to an MG tow tractor. My advice on Carmen's gourmet cuisine ... stay to the sweet end of the meeting and you might get some to take home. Aldino (my father-in-law), Cynthia, and I feasted for a couple of days.

Elections are coming and we will need candidates. All current office holders have served in their positions for at least two one-year terms and our by-laws (published each year in the back of our directory) state that “No member may serve more than two consecutive terms in the same office.” I'll announce the nominating committee in August; the nominating committee will present a slate of candidates at the September meeting; we will have elections at the October meeting; and the new officers assume office on November 1<sup>st</sup>. Please volunteer.

Since I now spend more time in the garage during my semi-retirement than I did previously, I have made some aesthetic improvements. Besides new wall covering and cabinets in January, I just installed plastic floor tiles. Looks real nice and it is certainly more comfortable lying on the tiles versus concrete when under the cars. Still making steady but sporadic progress on assembling Cynthia's TD while my son Josh juggles taking care of his daughter, Eleanor, and working on his MGA. He has finished the brakes; working on installing the exhaust; then new floorboards, seats, a windshield and on the road. Remember looks aren't everything...it's the driving that counts. Need to also announce a new potential club member. My daughter Jennifer gave birth to Andrew. Guess I'll just have to buy some more TDs so all the family members can have their own.

Andy Wallach

## UPCOMING ACTIVITIES

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

**Aug. 3** **Wednesday meeting at Robert & Faye Davis' (see back page)**

Aug. 6-7 SCCA Solo II, [www.odr-scca.org](http://www.odr-scca.org)

**Aug. 7** **Eastern Shore Run (see page 3)**

Aug. 12-14 Roadster Factory Summer Party  
[www.the-roadster-factory.com](http://www.the-roadster-factory.com)

**Aug. 15** **Dipstick Deadline**

**Aug. 18** **Ice Cream Social Run (see page 2)**

Aug. 18-21 University Motors Summer Party  
Reunion, Grand Rapids, MI  
[www.universitymotorsltd.com](http://www.universitymotorsltd.com)

Aug. 20-21 SCCA Evolution Driving School  
[www.odr-scca.org](http://www.odr-scca.org)

**Aug. ?** **Tech Session at Linda & Jim Freeh's**  
(check [www.mg.org](http://www.mg.org) for details)

Sept. 4 SCCA Solo II, [www.odr-scca.org](http://www.odr-scca.org)

**Sept. 6** **Tuesday meeting at Andy Wallach & Cynthia Faschini's**

Sept. 24 SCCA TSD Tour, [www.odr-scca.org](http://www.odr-scca.org)

**Sept. 15** **Dipstick Deadline**

Sept. 17-18 Brown's Island BCS, Richmond  
[www.britishcarclub.com](http://www.britishcarclub.com)



## August Ice Cream Run

Thursday, August 18th - 7pm

Meet at the driving range parking lot at **Lake Wright** (Northampton Blvd off I-64) at **7:00pm**. We'll take about a thirty-minute drive by some suburban areas of interest and end up at **Ben & Jerry's** located in the shopping strip at the corner of Lynnhaven Dr & Great Neck Rd, near Shore Drive (West Marine is in the center).

For information contact Jim Villers at 481-6398

## JULY MINUTES

Will appear in the next issue

## 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	Becky Hassler	874-1477
Clubs	Mike Ash	495-0307

### Upcoming Activities (continued)

- Sept. 24 TRAACA show at Chesapeake City Park  
[www.aaca.org/tidewater](http://www.aaca.org/tidewater)
- Sept. 24 Wings and Wheels  
[www.fly.to/wingsandwheels](http://www.fly.to/wingsandwheels)
- Sept. 30-Oct.2 Waynesboro  
[www.svbcc.net](http://www.svbcc.net)

### Link of the Month

Sent in by Jim Villers

This may be old hat to some of you but I got referred to tech article on the ChicagoLand MG web site

<http://www.chicagolandmgclub.com/index.html>

It is an amazing site that keeps going and going. Check out the "Tech Tips" at the bottom of the home page, on the "Members Page" check out the library and also check out "Regalia".



# Join us for another great summer Get-Away at the Eastern Shore

Sunday, August 7th

Will drive over the beautiful Chesapeake Bay Bridge-Tunnel to the Eastern Shore and lunch together at the Eastville Inn, then travel a few miles to the weekend home soon to become permanent of Jennifer & Mike Ash.

To join the Caravan

Travel 117 miles across the BBT. Save your receipt for the discount. We'll meet at the Crown gas station at the intersection of Fish Dike & receive 11¢ off the 4400 BBE. Fish Dike case on HB Key Watson 426 2600 for exact time and to make reservations or lunch require.

To drive directly to Eastville Inn for lunch please call Becky Watson 426 2600 for reservations.

From BBT Eastern Shore on left at 2nd turn right on 16 miles will see Crown gas station & immediately left turn on 174 miles our house. You can see Eastville Inn. Change to road 2000 towards the Eastville Inn on the right.

From Northampton Blvd. Take Shore Drive bearing left on ramp and receive 11¢ off the 4400 BBE. Turn left & park in Crown station.

From Ocean Front Area. Take Shore Drive Crown station on right. Turn left on ramp to BBT.

From Ocean View. Take Shore Drive past Amp House go under Rt 13 turn left onto Crown.

To go directly to Jennifer & Mike Ash home call HB Key Watson 426 2600 for details.

Follow same directions as above from the end of BBT except at the turn on turn right onto our house. Receive past the house 1/2 mile to the right around a corner. Turn left onto our own Neck Road 630. Receive through the farm land and then with a view of the sign and the house. Turn right onto Hangers Road. Drive through house. Receive on the left side of the house on the right side of the house.

Point of contact for this event is Becky Watson. To make your lunch reservation, please contact her at 426 2600 or Beach723@aol.com. Alan's cell phone is 757 438 2328 if you need to call along the way.

# Membership and New Members

Robin Watson

We still have 112 members, one new member this month:

Murray Brown  
2201 Haverford Dr.  
Chesapeake, VA 23320  
(757) 420-1977  
mjbrown1954@netzero.net  
He has a 74.5 B-GT and a 76 Midget.

We did lose one member from last month, Scott Kalis phoned me to say that he was in the process of selling his 77 B and would not be renewing this year. In July's Dipstick I sent out a second reminder to 44 members that had not renewed and have received 7 renewals since doing so. To those members that have not at the printing of this Dipstick renewed, I will be taking the Directory to the printers at the end of August. Please let me know if you intend to stay a member of the TMGC. Email me: wof101@aol.com or leave me a message at 757-721-9277.

## RENEWALS

**I have enclosed a renewal form with the August Dipstick to those members that have not renewed at the time of mailing. If you would like to stay a member in the TMGC please let me know or this will be the final copy mailed to you.**



## Ice Cream Social Run

June 15, 2005  
Robin Watson



The starting point, Kellam High School, had a very full parking lot due to a parents meeting we didn't know about, but we still had enough room for the nine LBCs that turned up ready to go on the very interesting multi-scenic rally. Our Rally masters, Alan & Becky, handed out the route sheets and told us that they would not be leading the way; their intention was to go direct to a vantage point to take pictures of us as we pass.



Alan & Becky Watson  
Who would believe that within five minutes of the start we would be out of the traffic! After leaving the school and making a right on Princess Anne Landing Road we passed the city offices on our right. We made a left on West Neck Road and, after a short drive, turned into the housing development by the Signature Golf Course. Then Alan managed to take the LBC's around an island (traffic circle). After a short drive around some nice homes in pleasant settings we exited on Indian River Road and took a look at Missy Elliott's new house (or country club). After a few more turns on the back roads of Pungo, we started to travel east on Sandbridge Road. At the Ocean front of Sandbridge we turned left on Sandfiddler Road. I never realized that the back gate of Dam Neck base reached all the way down to Sandbridge until I passed it.



After a few more turns we were back on Sandbridge Road going west to Lago-Mar Pizza for our ice cream. Although Alan had checked with Lago-Mar Pizza to let them know we were coming, they had managed to run out of Ice Cream cones before we got there, but they did find an assortment of coffee cups and mugs to put the ice cream in. We then sat outside on their deck enjoying the food, drinks, ice cream and the company



of the TMGC members. The group consisted of Vince & Pam Groover, Barb Taychert & Mike Knepler, Michael & Sindy Donovan, Sue & Terry Bond, Mike Haag, Linda & Jim Freeh, Jack & Linda Pavlidis, Jim & Betty Villers, Alan & Becky Watson and Rob & Olive Watson. Kate & Carl Fisher met us at the Lago-Mar Pizza.

Olive & Robin  
Watson



Linda & Jack  
Pavlidis



Barb Taychert &  
Mike Knepler



Vince Groover, Kate Fisher, Pam Groover

Terry & Sue Bond



### June Tech Session at Mark Childers' Mark Davidoski

The much anticipated Summer Tech Session was held on June 26<sup>th</sup> at Childers' Garage in pastoral Chesapeake. Early morning drizzle turned into steady rain-fall, but the weather failed to dampen the enthusiasm of a respectable turnout.



Carl Fisher &  
Mike Haag



Linda & Jim Freeh



After a cup of joe and the obligatory doughnut (courtesy of Mark & Debbie) the early arrivals set to work with a water pump replacement on Carl Nagle's 1980 B LE. This "25-minute job" morphed into a 3-hour learning session. It turned out that the failing pump was from an earlier car. Carl's replacement pump, although correct for his car, was not quite as deep as the one he'd been using. Mark Childers saved the day with a deeper pulley, which returned all dimensions to spec. Carl ended up bloodied and a bit greasy, but satisfied with a first class installation. (Carl was aided by several members, including Mark Hiby, who pitched in when he had finished working on Mark Childers's see-through personal computer.)



Mike & Sindy Donovan



Betty & Jim Villers



While Carl and his helpers labored on the water pump, Mark Childers spent some quality time with Andy Wallach's 1954 TF. Inoperative brake/tail lamps were quickly traced by Andy to a loose wire. Partially inoperative turn indicators were eventually isolated to a faulty flasher. Mark finally got the system working by jumpering around the flasher. Andy ended up with more functioning lights than he arrived with, so another win for the technical staff! (Andy's top also performed well in the steady rain.)

Michael Donovan was another early arrival with his recently acquired 1978 B. Michael spent the morning sorting various details, including his headlight switch, in preparation for some sheet metal repairs coming up later in the summer.

At 1145 the bar was opened and a sumptuous luncheon buffet was provided in Debbie's kitchen. Several dozen bratwursts and hotdogs were consumed by an appreciative crowd, along with a large number of Yuenglings and sodas.

The third major evolution for the day was a tonneau installation on Alan Watson's 1972 B. This generated a fairly large crowd of interested spectators, but Team Watson wisely decided to defer completion to another day, when additional specialty tools would be available. Despite the fact that the tonneau was not completed, Alan departed in a



cheerful mood, thanks to the interesting little number that the Regalia Department representative (Becky Hassler) delivered for Beckey Watson's use!

The main event for the day was Mark Childer's "Valve Adjustment 101" lecture and demonstration, performed on Chuck and Becky Hassler's 1980 B LE. Copious notes (mostly mental ones) were taken by all in attendance.

Later in the day, Sue Bond's BGT was brought in for some turn indicator troubleshooting. The blinkers were working at warp speed, which was diagnosed (in theory) as a mismatched flasher and bulb combination. New flasher on order.

Vince Groover was unable to attend, due to Pam's recent shoulder injury. Vince did manage to phone in, and received the good news that the recently installed top on Mark Davidoski's 1965 B is performing flawlessly. (Hats off to Linse-Groover Coachworks!)

In all, the day was a resounding technical and social success. Poor weather made for a slow start, but by early afternoon there were no fewer than 10 MGs on the property, along with 14 members and one guest. Jim Freeh brought his old college roommate, Mark Dawley, in Linda's 1968 B. Mark proved to be a font of LBC knowledge and provided valuable tips to several members. He also shared some great pictures of his XKE and the other vehicles in his stable.

Many thanks to Mark and Debbie Childers for another great day at their compound off of Ballahack Road. Everyone departed with additional MG knowledge as well as full stomachs. In the end, only one Yuengling remained untapped!

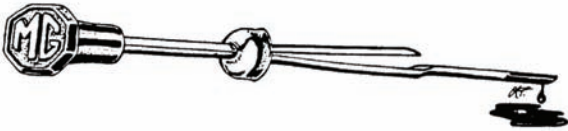
The next TMGC tech session is slated for the Freeh's estate in August, where we hope to learn if Sue was able to return her turn indicators to normal operation.



## Mailing the July Dipstick

Robin Watson

Usually mailing the *Dipsticks* is a slick, organized operation. Susan gets word to me that she is picking them up and Olive and I meet her for lunch, take them home, prepare them, (seal, label and stamp) then off to the post office and catch the afternoon mail in Pungo, putting the Dipstick into your hands the next day. The July issue was not so slick but quite a tale to tell now that it is behind me. The first part went the same (having lunch together) but I told Susan that I would not get them in the mail Monday because that was my lawn cutting afternoon that week, especially as I had spent Saturday at the Indy Car race at Richmond with Alan, and then the Sunday Tech session took care of the weekend. So Olive said she would help me after breakfast Tuesday and we could catch the 9.30am mail out of Pungo.



Well, at the time we had 68 of our members that had renewed which meant that I had to put the second reminder in 44 copies. So, to make it easier, I printed the labels in two sets, which took me awhile Monday night to learn how to do. I could not get my grandson, Colin, to help as he was still at work. Tuesday morning, because of another excellent full Dipstick from our editors Susan and Peggy, along with the input of our members, I knew the Dipstick, without the extra renewal copy, would be close to the one ounce, so I had decided that when I had them ready for the stamp that I would get both weighed even though my scale showed the lighter one just under the ounce. At the post office, the one that usually goes for 37 cents I was told would be 49 cents. When I questioned why, I was shown that the top of the scale is marked to the size of the letter and so our Dipstick now comes into the new category size that costs 49 cents for the first ounce. So, I asked for the 49-cent stamps. Now, the good part! The post office does not sell a 49-cent stamp even though they have a rating of 49 cents. And the only way they could

make up this amount was with one 37 and four 3-cent stamps, which meant that I would have to put five stamps on each Dipstick. So I asked for the 37-cent stamps and then I was asked how many 3-cent stamps I needed. In my state of thinking about all these stamps that I had to put on, I told him the same amount, meaning as the 37 cent mailings. It was not until I was putting the stamps on that I realized he had taken me to my word and only given me enough to put on one 3-cent stamp per mailing.

Now, MY big mistake — as I finished putting the last 3-cent stamp on, I realized I had put the stamps on the wrong pile of Dipsticks and now had 40 cents on the ones that needed a 60-cent stamp. So back to the post office for some 20-cent stamps to correct that mistake and some more stamps for the proper batch of 49-cent Dipsticks. I was now getting fed up with stamps and all this time at the post office. I decided that it would be better to pay an extra 1cent and only put 3 stamps — a 37, 3, and a 10 — on each Dipstick instead of 5 stamps. By the way, I did not make the 9.30am posting. And the TMGC now has some spare 60-cent stamps ready for the next Dipstick that is over 1 ounce.

(Ed. Note: aren't you glad stamps are now self-adhesive?)



## Speed Bleeders...

### A neat product that works!

Bob McClaren

I recently received this e-mail from Peter Roberts, a member of the "T-ABC Forever" group on the Internet, and through this contact I found a product called "Speed Bleeders" and they actually work very well. If you have ever faced the task of bleeding air from the brake system or the clutch hydraulic system on an MG, you know how frustrating it can be. Sometimes it is difficult to find a helper to push the pedals while you operate the bleeder screws under the car. Pam isn't always around when I need her foot. Therefore I read Peter's e-mail with interest and checked out the product for myself.

Here is the text of the e-mail:

Hi Folks!

I am still working on my brake mystery and thought I would pass along some good news. For those who have yet to become acquainted with the trials of one-man brake bleeding, let me introduce Speed Bleeder. They are well known to the racing community, but new to me.

Speed Bleeders replace the bleed screws in your wheel cylinders. They are built with a ball and spring mechanism that provides a one-way valve. Open them a quarter turn with no concern for allowing air to bleed back into the system. Thus, you can get behind the wheel and push the brake pedal without the need for a Trusted Assistant to open and close the bleed screw.

On TC 0604 the correct size to order is 7/16 X 20 for the front cylinders, and 5/16 X 24 for the rears. Go to [www.speedbleeder.com](http://www.speedbleeder.com) for details. They are nice folks and very helpful.

Gosh, it is a pleasure to recommend a good product, even though I have no connection with the outfit.

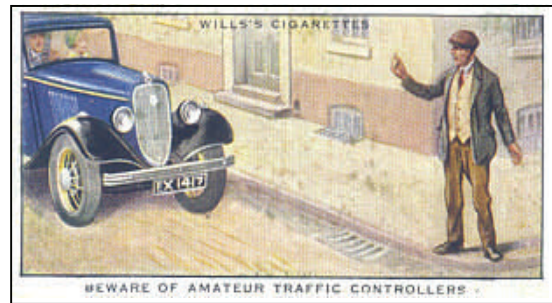
Peter

My first experience with speed bleeders – I checked out the website and ordered a set of speed bleeders for TC 3443 (they are \$7 each) but when the package arrived a couple of days later, I was in the process of changing the clutch hydraulic system fluid on my 1971 MGB and used one of the 7/16" X 20 TPI (Threads per inch) speed bleeders for the clutch hydraulics. I removed the old bleeder screw and replaced it with a speed bleeder, pumped out all of the old fluid, refilled the system with clean fluid, and about 3 pedal pumps later, I was done.

It worked so well that I decided to call around Tidewater to see if anyone locally carried speed bleeders rather than waiting a few days for another order from Speed Bleeder Products, Inc. (I used a thread gauge that I purchased from Speed Bleeder [\$7.50] to check the size and the number of screw threads on the brake system bleeders on my MGB. The front brakes use 3/8" X 24 TPI and the rear brakes use 1/4" X 28 TPI.) The good news is that NAPA Auto Parts on Virginia Beach Blvd. had one size of the speed bleeders that I needed and A&B Auto Parts on Princess Anne Road in Norfolk had the other size and was able to order speed bleeders and get them in one or two days. The price locally is about \$7 each. The not-so-good news is the locally obtained speed bleeders do not have the neat little rubber dirt excluder caps that come with speed bleeders ordered right from the company.

I now have my 1971 MGB completely outfitted with speed bleeders. I replaced four old bleeder screws with new speed bleeders, replaced the system fluid, and bled out the complete system in about one hour...all by myself! If you haven't tried speed bleeders, at least check out the website. I liked the bleeders so well that I have a set of speed bleeders ready to install in the brake system on Pam's 74-1/2 MGB (I just installed a speed bleeder in the clutch slave cylinder earlier today). I also have a complete set for the TC's brakes. Someday I intend to measure the sizes required for the MK2 Jaguar... but that's another story. I can also recommend the "Speed Bleeder hose and bag combo" that Speed Bleeder sells (\$6). It does a great job of collecting the brake fluid that is bled off and the tubing and bag is reusable.

By the way, I did get Peter's permission to use the text of his original e-mail before I wrote this article. He also shared a website address of an article on how to build a pressure bleeder that is worth looking at. Here is the address...<http://www.bmw-m.net/TechProc/bleeder.htm>. The pressure bleeder article was written for a BMW but we can adapt it easily to MGs.



## MG Sightings

Susan Bond



On our way to MG 2005 we passed this MG dealership sign in Aberdeen, Washington. It's beginning to show its age, but the building now houses a Volvo repair shop, with Jeff's Used Tires next door, so it probably doesn't matter much. Too bad.



## Another one!

Susan Bond

Before the July *Dipstick* even reached you, Chuck Hasler sent me a posting from an MG bulletin board with **another** MGB GT song! "MGB-GT" was written and recorded by Richard Thompson and appears on his albums *Mirror Blue* (1994), *Live At Crawley* 1993 (1995) and *two letter words: live 1994* (1996). (Only *Mirror Blue* is available at Amazon.com, and it costs \$23.49) I couldn't find any place on the web to listen to this song, so you will have to make do with some of the lyrics, available in their entirety at [www.richardthompson-music.com](http://www.richardthompson-music.com).

First verse:

Oh I've got a little car and she might go far  
She's the mistress of my heart now  
She's a '65 with an overdrive  
And I fixed her in every part now  
Two in the front and two in the back  
110 on the old Hog's Back  
(Ed.: Is he referring to MPH?)

Chorus:

My MGB-GT, she's a runner now  
MGB-GT  
Oh my MGB-GT, she's a runner now

Last verse:

Now an Alpine's fine if you've got the time  
And a Healey'll set you back some  
And a TR4 costs a little bit more  
But it don't have the same attraction  
Hard top handy, in case of the weather  
I don't care if it rains forever

Rick Ingram, long associated with NAMGBR, replied to the post, "We had the DJ at 'MG International - Indy '96' play this song throughout the event. Needless to say, it was a 'hit' with the participants ... and quite a catchy tune as well!"

Has anyone else heard it? Are there any other MG songs?

## British Car Quiz

Sent in by Chuck Hudson

From Octagon Car Club Bulletin, No.421/June 2005

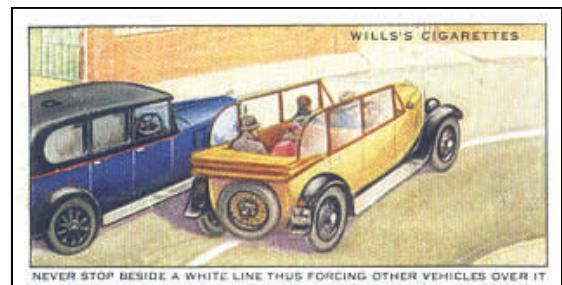
"Those members interested in entering British Motoring History quizzes perhaps may like to enter the latest one. A firm called British Car Heritage has compiled a fun 50 question trivia quiz on the above subject. The quiz is open to anyone and can be entered on line by going to [www.britcar.co.uk](http://www.britcar.co.uk) ... "

## Notes from the Editors . . . .

Susan Bond

What a busy month! MG 2005 was great, as was the touring we did before and after — this year we **will** get around to writing about the trip. I took my laptop so Peggy and I could work on this issue by e-mail. She left for her trip the day before I got back. Many thanks to everyone who got articles to us before she left!

Hopefully this issue won't cost as much to mail as the last one did. (See Robin's article) We didn't realize there were new rules for oversize mailings. One or two larger issues per year won't break the treasury, but it helps to know the cost ahead of time. Keep those articles coming, they sure are fun to read!



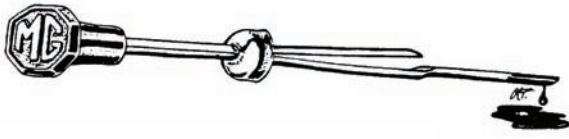
## John DeLorean

Geoff Wheatley

I have just returned from the "Old Country" where gas at the current exchange rate is now selling for \$8...That's right EIGHT DOLLARS a gallon, and we think its high here!

Whilst reading the latest news on the future, if any, of MG, I noticed that John DeLorean has passed away--the guy who took the British taxpayer for a cool 77 million pounds sterling back in 1981/83. To be quite honest no one in the UK is particularly sorry about his passing especially Margaret Thatcher who was the PM that gave him the money in the hope that his venture would create jobs in a very depressed industrial area in Northern Ireland. It did for about two years. Then the British Government wanted to know where their investment had gone and at that point Mr. DeLorean decided to depart for New York, USA, leaving behind the now famous DeLorean DMC-12 car with the gull wing doors and the steel skin unpainted stainless steel body. As to be expected, the company collapsed early in 1983 and John decided not to return to clear his desk at his Irish factory. This man was a leading light at GM back in the 1970s but his ego and an inability to count were his downfall. As a once British taxpayer, but not at the time that DeLorean did his magic touch with Thatcher, I have little sympathy for either the man or his actions. He was not a Tucker, Ford or Morris, fighting to create a new product for the good of the majority. He was, at best, a sharp operator who got caught on his own petard and was lucky not to end up in jail. In today's corporate world he would have been obliged to answer for his actions so it seems we have come a long way in a short time as far as corporate crime is concerned.

# The Dipstick



## The Tidewater MG Classics

Susan Bond  
541 Forest Road  
Chesapeake, VA 23322

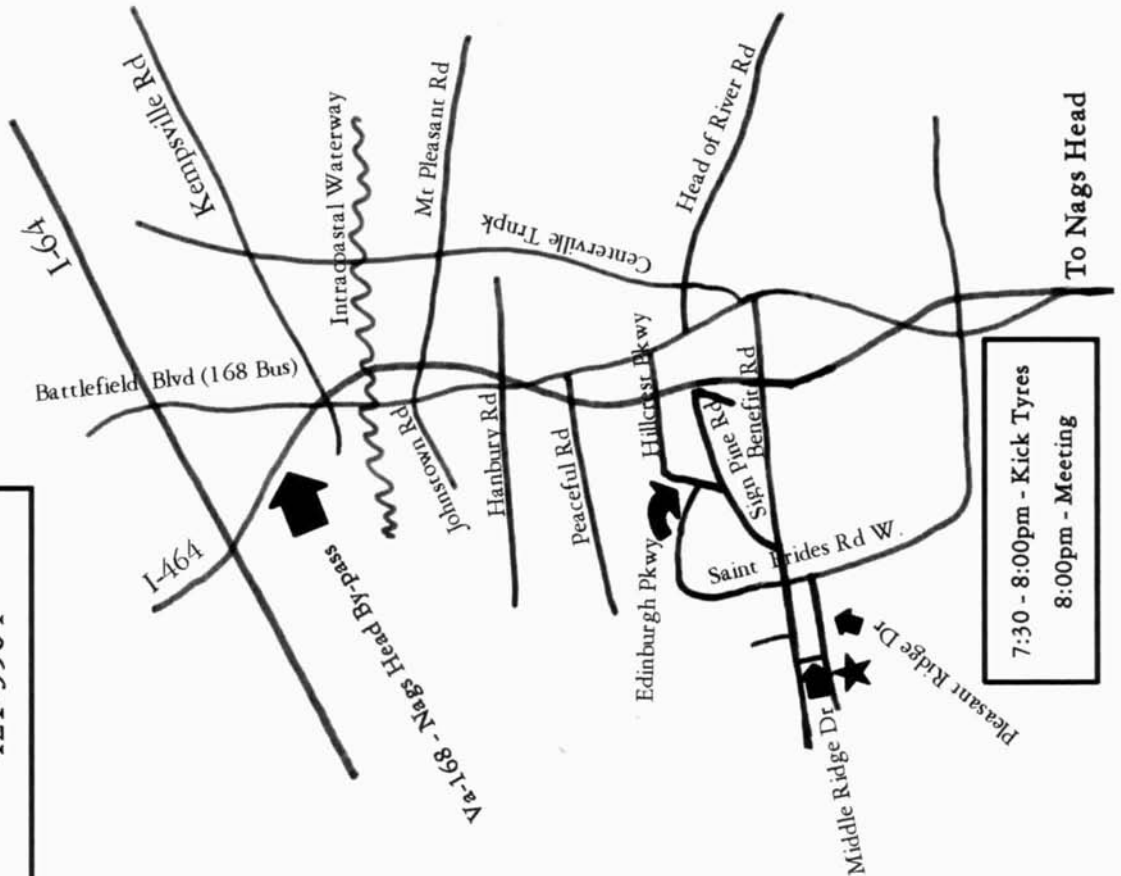
Affiliated with



North American MGB Register

## FIRST CLASS

From VA-168 - Nags Head By-Pass going south:  
Take Hillcrest Pkwy West, exit 8A - go 0.5 mi  
Bear right at Hillcrest Pkwy - go 0.2 mi  
Turn left at Edinburgh Pkwy - go 0.8 mi  
Turn left at St Brides Rd W - go 0.1 mi  
Turn right at Sign Pine Rd - go 0.9 mi  
Turn right at Benefit Rd - go 0.6 mi  
Turn left at Middle Ridge Dr - go 0.4 mi  
Turn right at Pleasant Ridge Dr - go 0.2 mi



**Monthly Meeting**  
**Wednesday, Aug 3rd**  
**Robert & Faye Davis**  
**1016 Pleasant Ridge Dr**  
**Chesapeake**  
**421-3504**

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