

# The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

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

Volume XXXVII, Issue 5

Dedicated To Preserving The Marque Since 1973

May 2010

## MARQUE TIME

Greetings to the MG Family. I am sorry that I was unable to make it to the April meeting. Once again business got in the way of fun. Thank you to Russ for facilitating and to Kathy and Mark for trading dates with me and hosting the event.

I decided to start 'Chip', my MG, the other day and was welcomed by a dead battery. I guess that I let the winter hibernation go on for too long. Thank goodness for the advice given to me by Frank Linse when I purchased the car. "Buy a battery chaja". With a juiced up battery, I was able to get in some road time this weekend. Few things compare to the joy of cruising in the MG with the top down. Yeah, its been a long winter. Since you are wondering, the name 'Chip' was given to our LBC after a chip of paint vanished from the hood. Yes, its a hood. I don't have a bonnet.

I hope to see many of you next month when Renee and I host the May meeting.

Safety fast!  
Bill

## UPCOMING ACTIVITIES

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

May 2 - British & European Car Show – Williamsburg  
[www.wmbgbrit.com](http://www.wmbgbrit.com)

**May 5 Wednesday - Club Meeting – Virginia Beach**  
**Hosted by Renee & Bill Olcheski**  
**Please note the change in location.**

May 15 British Motorcar Day, Rome, GA  
[www.atlantabritishmotorcarday.com](http://www.atlantabritishmotorcarday.com)

May 29 – June 6 - Drive your British Car Week

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

**June 2 TMGC Drive – Sno-to-Go in Williamsburg**  
**6:30PM Departure from Yorktown Battlefield**

**June 3 TMGC Drive – Doumar's in Norfolk**  
**6:30PM Departure from Ocean View Park**

June 5 Church of the Ascension Classic Car Show –  
1:00PM, 4853 Princess Anne Rd, Virginia Beach

June 23-27 MG 2010 – Belleville, Ontario  
[www.mg2010.com](http://www.mg2010.com)

July 1-3 GOF – Huron, OH [www.gofcentral.com](http://www.gofcentral.com)  
Hosted by the Ohio Chapter - NEMGTR

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

**July 10 Saturday - Eastern Shore Treasure Hunt (Rain Date – Sunday, July 11) Hosted by Richard Leal & Mike Ash**

**Aug. 3 Tuesday - Club Meeting – Virginia Beach**

## Upcoming Activities (continued)

Hosted by Karen & Tad Carter

- Aug. 7** **TMGC 2-State Driving Tour VA/NC**  
Hosted by Richard Hall See July Dipstick for details
- Aug. 7 Classics at Lee Hall – Contact Clay Drnec – 804-824-9198
- Aug. 15** **Summer Tech Session – Chesapeake**  
Hosted by Linda & Jim Freeh
- Sep. 1** **Wednesday - Club Meeting – Virginia Beach**  
Hosted by Ron Struewing & Anita Edwards-Struewing
- Sep.24-26 Southeast British Car Festival, Dillard, GA,  
[www.PeachtreeMG.com](http://www.PeachtreeMG.com)
- Sep. 26** **Sunday - Tentative Date for TMGC Drive-out to the Barksdale Theater – Hanover, VA**  
2PM performance of *Smoke on the Mountain Homecoming*
- Oct. 5** **Tuesday - Club Meeting – Yorktown**  
Hosted by Becky & Chuck Hassler
- TBD** **Fall Tech Session – Chesapeake - Date & Time - TBD.** Hosted by Susan & Terry Bond
- Nov. 3** **Wednesday – Club Meeting – Newport News**  
Hosted by Mitzi & Steve LaPaugh  
*Chili Cook-off*
- TBD** **Holiday Party – Norfolk** Hosted by Cynthia Faschini & Andy Wallach



## APRIL MINUTES

Mark Davidoski

The assembled crowd of TMGC loyalists (plus several guests) was called to order at 8:16 pm. Despite the pollen count being off the chart, everyone enjoyed the balmy weather in spite of the green sheen on cars and patio furniture alike.

Guests present: Pam Groover brought her son and grandson to the meeting, so we had three generations of the Groover clan with us. Neil Nacchio made an appearance and told us about his 1971 BGT that is for sale after 37 years with the same owner. The World's

Most Interesting Man (Señor Dos Equis) was also seen hanging around the garage.

The minutes from March were quickly approved, followed by Russ Ripp's VP report. Jim Villers reported that our treasury is exactly \$2660.09 in the black. Andy Wallach saw Kathy Davidoski slip into the meeting room and added his thanks for hosting the meeting.

Activities: Tad was unable to attend due to ongoing maintenance. He did relay that the next Tech Session is slated for April 18 at the Linse's combination garage/fine cuisine establishment. Tad will email a current listing of upcoming activities to the membership.

Clubs: Nothing to report as Mike and Jennifer were reportedly across the pond.

Membership: Bill Yoshida reports 113 paid members – a likely record. Our newest member is Jamie Swiggart with a 1977 MGB.

Additional entry for activities: Anita mentioned the Outer Banks Charity Car Show and Bill Yoshida passed out flyers. This show is scheduled for 23-24 July and benefits the Children's Miracle Network.

History: Susan Bond reported that our history continues....

Dipstick: Ron asked for writers. Deadline for the next issue is April 12. Remember to send your articles to him and our new co-editor, Anita.

Regalia: Becky had a special sale on - \$10 Tee shirts and \$13 ballcaps, each resplendent with the much sought-after TMGC embroidered logo.

Technical: Nothing to report. Mark Davidoski made two service recommendations for Beach Radiator (fuel tank relining, radiator recoring, etc) and City Lights ("See us for any bulb made"). Both are located in Virginia Beach.

Old Business: Andy mentioned that he'll have some updated club bylaws available for staffing soon.

New Business: Alan and Beckey mentioned the upcoming Wine Tour that will run April 30 through May 2 in Loudon County, Virginia. Once again, this event is fully subscribed with 12 or 13 cars committed. Bill Yoshida suggested adding some Maryland casinos to future itineraries in that part of the state.

Marque Time: Russ Ripp mentioned Olde Towne Portsmouth Days on June 19. They usually want cool

cars.) A discussion about meeting hosting fees ensued. It was agreed to raise the host compensation to \$100 with the next meeting. Andy was over-ruled on trying to make it retroactive to his and Cynthia's meeting last month. Josh Robertson reported on his near-death experience with engine failure in the Hampton Roads Bridge Tunnel. It sounds like an engine rebuild tech session is in the offing. Mark Davidoski mentioned a 1960 Jaguar Mk IX at a fancy used car lot in Norfolk. Pam Groover thanked the club for bringing so many MGs to Vince's funeral. She also mentioned a garage sale later in the summer.

Raffle results: Beckey sold lots of tickets and the lucky winners were:

- Frank Linse: TMGC limited edition license plate holder (authentic plastic version)
- Bette Davis: TMGC Tee-shirt
- Jared Groover: Dipstick collector's CD
- Deb Linse: MG Ballcap, complete with companion ballcap from Advance Auto (also a limited edition product)
- Russ Ripp: TMGC frig magnet/bondo detector
- Steve LaPaugh: First in line for chow
- Bette Davis: TMGC business cards

We adjourned promptly at 8:53 PM, in time to continue drinking large quantities of cold beer/ale/stout/etc.



## Membership and New Members

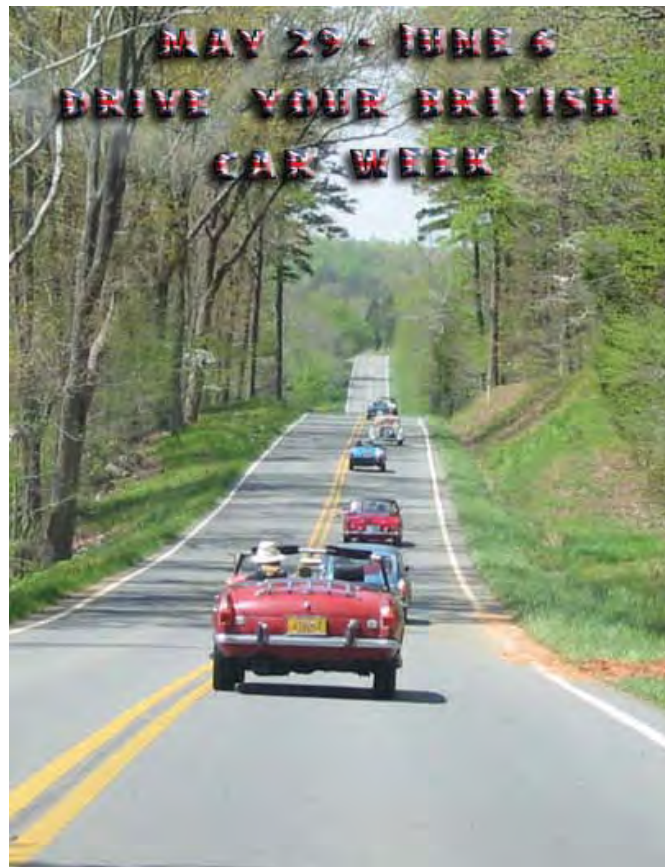
Bill Yoshida

**Memberships:** As of 12 April 2010, the membership count stands at 113 paid members. There has been no new membership since last newsletter. All dues have been turned over to Jim Villers for deposit.

The annual renewal cycle for the 2011 TMGC club year begins in June and runs through the end of August. Members that have not renewed their 2011 membership by the end of August are not guaranteed to appear in the Annual Directory when it is published. Renewal forms can be found on line at [www.mg.org](http://www.mg.org). Copies will also be included in next month's edition of the Dipstick.

I received a recommendation to include Cellular/mobile phone numbers in addition to home phone numbers in this year's directory. I plan to include these numbers for any member that cares to provide the information on their renewal form.

Safety Fast,



## Officers and Committees

President	Bill Olcheski	467-4046
Vice President	Russ Ripp	393-9908
Secretary	Michele Peters	439-8050
Treasurer	Jim Villers	481-6398
Editors	Ron Struewing	479-0084
	Anita Edwards-Struewing	479-0084
Membership	Bill Yoshida	554-0402
Activities	Tad Carter	496-9847
Historian	Susan Bond	482-5222
Technical	Mark Childers	432-9155
Regalia	Becky Hassler	874-1477
Clubs	Mike Ash	495-0307
Webmaster	Mike Haag	<a href="mailto:mikehmg@cox.net">mikehmg@cox.net</a>



## Activities Report

by Tad Carter

Wow – where should I start? How about Happy Mother's Day on May 9<sup>th</sup>.

There is a lot on the current schedule and more on the drawing board.

May 29<sup>th</sup> through June 6<sup>th</sup> marks the 14<sup>th</sup> annual British Car Week. With the goal of raising the aware-



ness of our LBCs, we have a number of events planned throughout the week. Our June meeting is on Tuesday, the 2<sup>nd</sup> at the Yoshidas' in Virginia Beach. The following night, I'll lead a group from Yorktown Battlefield up Colonial Parkway to Sno-to-Go in Williamsburg. On Thursday, we'll begin our drive in Ocean View, site of the original Doumar's, ending at the current Doumar's in Norfolk. Friday is Date Night – grab your main squeeze and head out on the town. Finally, on Saturday, there is a Car Show at the Ascension Festival in Virginia Beach. Join in on the fun for any or all of these events. More details are in the accompanying flyer.

Our Eastern Shore drive on July 10<sup>th</sup> is turning into quite an event. In addition to the car rally, the driving skills challenge, an afternoon picnic and some time by the pool at Bay Ridge, we are guests at the Eyre Hall Gardens. For those that don't know, this estate has been in the same family since 1760, and is one of the most photographed gardens in the eastern US. This may be the social event of the summer, so please make plans to attend!

We are looking at August 7<sup>th</sup> for the latest edition of Richard Hall's guided tour of southern Virginia Beach. Details will follow, but this will be a Saturday afternoon drive and dinner, similar to last year's 2-Light Tour. I know Richard has a great course set out for this event.

On August 15<sup>th</sup>, Linda and Jim Freeh will host our Summer Tech session. This is a great time to take care of any issues than may have come up during the early summer drives.

On Sunday, September 26<sup>th</sup>, we'll make another run out to Hanover for an afternoon at the Barksdale Theatre. Because of ticket limitations at the theatre, early registration will be necessary. Look for more information in June.

That's it for now. See you at the meeting.



## National Award

by Susan Bond

Al and Laurel Swenson traveled to the AACA National meet at Charlotte NC on 10 April with Laurel's Midget and received a First Junior Award with it. That means the car was evaluated by experienced judges and received more than 365 points out of 400 and is eligible to compete for a Senior Award the next time it is shown. Congratulations!!



Shown: Terry Bond, Laurel Swenson, Al Swenson

## Memorial Day

May 31, 2010





# Spring Tech Session

by Stephen Daniel  
photographs by Susan Bond  
April 18, 2010

Well, our Spring Tech Session was a big success as always!! I would like to first thank our hosts, Frank and Debbie Linse, for hosting this fine tech session.



Everyone looking at Bill's steering problem.

Upon my arrival, I found our President at work on his B, ratchet in hand and looking like he knew what he was doing. His LBC was even sporting new seat covers



Carl Nagle

too – they look terrific!

There were several smaller groups doing repairs and adjustments on their cars for the upcoming Winery Tour.

Approximately 12:30, lunch was served consisting of several different Chinese entrées. Russ Ripp remembered our hostess's promise of Chinese food and brought his own chop sticks! Over lunch topics ranged from upcoming events to swapping ideas. There were many lulls in conversation as everyone enjoyed the

fare.

Several MGBs, Donald Ladd's Midget, and a 1947 right-hand drive TC were in attendance for this beautiful day. What a site it was to see all those British Cars in one neighborhood!



Those in attendance were: Frank & Deb Linse, Terry & Sue Bond, Jack Sumner, Andy Wallach, Craig Cummings, Russ Ripp, Bill Olcheski, Craig Puryear, Ron



Struewing, Anita Edwards-Struewing, Nancy Price, Bernie Imdahl, Bill Yoshida, Harry Watson, Carl Nagle, Tad Carter, John Terschak, Barb Taychert, Pete Olson, James Gettis, Bruce Easley, Bob McLaren, Mark Childers, Donald Ladd, Roosevelt Moseley,







Andy, Bob, and Roosevelt



Barry Tyson, Mike Lalli, B.J. Staneski, and a perspective member Joe, who has the Aztec Yellow B that was his dad's. (It's all original - the key buzzer still works!! Hopefully, I got everyone's name right. If I did not, sorry.

John Terschak's B came disguised as a 1930 Ford Model A. What a disguise, John! On a scale of 1 to 10 this tech session was a 10!! For those who were there it was great to see everyone/new members and for those

who could not make it, you missed a fantastic time. We all hope to see you at the next event/club meeting. Until then, "Safety Fast"



Mike Lalli's fan motor replacement



Ron replacing the mud shield in Anita's BLE



Russ Ripp







Craig's dizzy replacement



Bill's steering problem. Arrow shows crack on right side which was later welded during the session.



Joe's original MGB



## Link of the Month

submitted by Donald Ladd

## SEAT BELT GUIDE

For 1970 and later MGB, Midget



This clever Guide keeps your shoulder strap properly over your shoulder instead of chafing against your neck or even falling off your shoulder. It also keeps your strap ready to grab when getting into your MG. Furthermore, it eliminates those twists you always have to untangle when retrieving the shoulder strap and seat belt from alongside your seat.

This is a remedy available both by original equipment makers and the aftermarket on other cars, but needed badly for our MGs.

Made of tough but flexible black plastic with UV inhibitors for long life. Installs by removing your head rest and simply sliding on for a friction fit. No tools required. Guide can also be modified for snap-on installation if your head rest is frozen.

Sold by the pair.

P1198MG:

Guide, Seat Belt, MG, Black.....\$29.95/pair

[http://www.clarkandclarkinc.com/1198\\_seatbeltguide\\_midg.htm](http://www.clarkandclarkinc.com/1198_seatbeltguide_midg.htm)



## Speedometer Gear Repair –

### MGA

by Walt Westhoff

The gears in the speedometer that rotate the shafts that operate the odometers are molded of a phenolic material. As time goes by, and particularly after long periods of non-use, the lubrication on the shafts dries up, putting a strain on the gear teeth which can ultimately result in breakage of the teeth. This is most likely to result in 2



Gear with missing teeth



or 3 broken teeth that are in contact with the main drive gear driven by the input shaft when the input to the speedometer is rotated. To prevent this, the shaft bearings should be lubricated periodically (every 5 or 10 years?), but more importantly, disconnect the speedometer drive cable on a car that has been at rest for a long period of time and do not allow the input shaft to be rotated until the gears can be checked and the shafts lubricated.

Once the damage is done, you will learn that the gears are not readily available. You don't really need an odometer, but if it's there, it should work. To remove this detriment to the pleasure of driving your car with minimal expense, consider the following method of repairing the gears. Note that this method is "geared" (pun intended) to repair a gear that has had the teeth broken off on one side.

To mold new teeth on this gear:

1. Choose a washer or similar device that the gear fits comfortably inside of and is approximately the same thickness as the gear (approx. 1/8"). See Fig. 2.



Fig. 2. Test fit prior to making mold

2. Apply a light coating of oil or mold release compound to all surfaces of the gear. You should remove the thin washer first, and put it in a safe place
3. Deposit a small amount of RTV or similar compound in the center of the washer (Fig. 3) and press



Fig. 3. RTV in place

the gear into it to force the RTV around the gear, filling the void between the gear and the inside diameter of the washer completely (Fig 4). Trim away any excess at the top surface of the washer and gear. Allow to cure completely.



Fig. 4. Gear pressed into RTV

4. Gently rock the gear while pulling it out of the RTV, exposing the outer perimeter of the gear with good teeth most of the way around and bad teeth on one side (Fig 5).



Fig. 5. Gear removed, mold formed

5. Using a sharp blade, cut away the section of the newly created mold where the bad teeth are located (Fig 6).



Fig. 6. Flat spot with no teeth cut away



6. Clean the gear to remove the oil or mold release compound.
7. Using a file, remove what remains of the bad teeth from the gear. Undercut approximately 1/16" below the gear teeth to allow for the mold material to contact the main body of the gear beneath the teeth when they are molded.
8. Mix up a small amount of strong epoxy and deposit it into the mold, locating it primarily where the good teeth are molded. If you do not have a layer of cured silicone compound at the bottom of the mold, you should apply a **very light** coating of oil or mold release compound there first to facilitate removing the cured part. The silicone material has an inherent mold release quality in it.
9. Press the gear into the epoxy with the section without teeth positioned in the mold where the good teeth were molded, forcing the epoxy up into the mold and filling the void between the stripped gear teeth and the good teeth in the mold (Fig 7). Rotate



Fig. 7. Ready for epoxy and new teeth

the gear slightly as you insert it to mesh the good teeth in the gear with the teeth in the mold. You may need a small amount of weight applied to the top of the shaft to hold everything in proper position. Leaning a wrench on it worked for me. Trim any excess from the top of the gear and mold. Allow to cure completely.



Fig. 8. Epoxy in place, molding new teeth

10. Gently rock the gear while pulling it out of the mold. You should have a gear in your hand with all of its teeth that might need a little trimming with

a file and/or sharp blade to remove excess flash material (Fig 9).

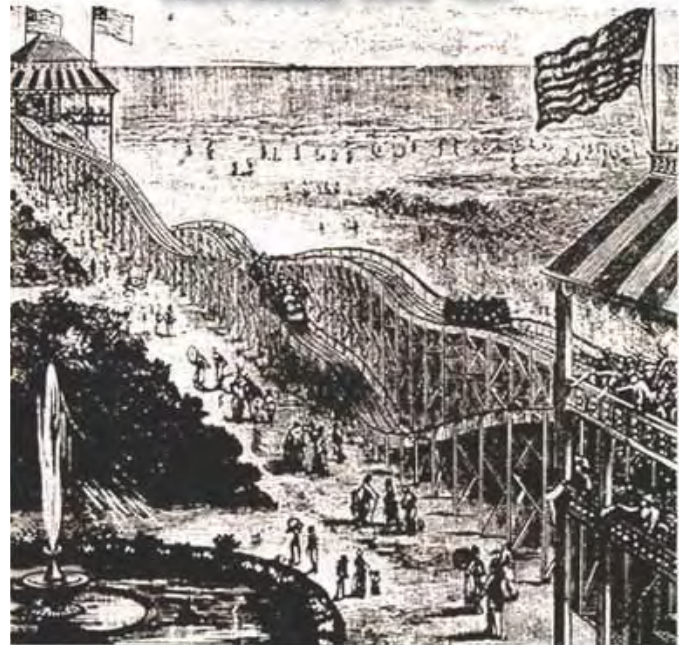


Fig. 9. Gear removed with new teeth

11. Install the thin washer over the shaft, lubricate the shaft lightly and install the repaired gear in your speedometer, carefully checking for proper operation. I have no idea how long this will last. Workmanship factors and the type of epoxy used will mostly determine that, so I can only offer this as a possible solution and wish you good luck.
12. Since both of the odometer gears are identical and if one of them has all of its teeth, you could use that one to make the mold, simplifying the process a bit.

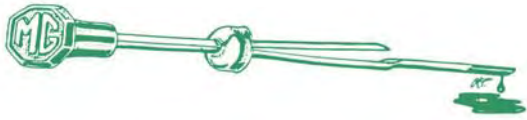
Safety Fast!

Coming soon the 1st 2010 Ice Cream  
Run.  
In Honor of the first Roller Coaster in the U.S.  
Wednesday, June 16th



Le Marcus Thompson's Switchback Railway at Brooklyn's Coney Island opened in Spring 1884. This was America's first Roller Coaster. The Switchback Railway was an instant success and made the inventor hundreds of dollars per day.

# The Dipstick



## The Tidewater MG Classics

Ronald Struewing, Editor

5483 Doon St.


Virginia Beach, VA 23464-7732

## FIRST CLASS


Affiliated with




**Monthly Meeting**  
**Wednesday, May 5th**  
**Bill and Renee Olcheski**  
**1409 Edgartown Court**  
**Virginia Beach**  
**467-4046**



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





Turn onto Roundhill at traffic light.  
Right at 3rd street (Clemsford).  
Right at 2nd street (Edgartown Ct).