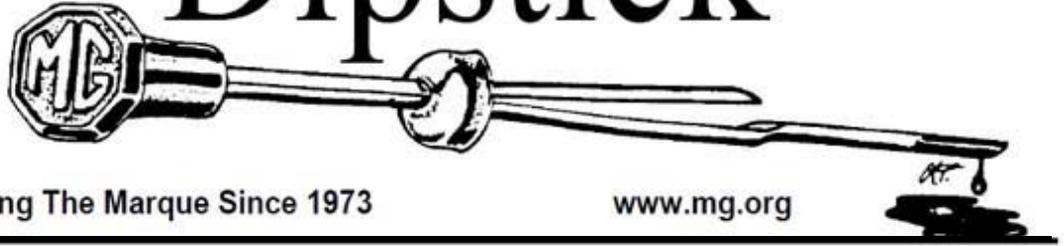




# The Dipstick



Dedicated To Preserving The Marque Since 1973

www.mg.org

Volume 49 Issue 9

September 2022

## ACTIVITIES

People who haven't been in an antique Brit-

ish car have no concept of how much fun AND interesting driving can be. Last month's Dipstick was a great example of the possibilities. From the meeting drive to Virginia's Eastern Shore, the visit to the Schaubach car collection in Suffolk, the fun articles from Alan and Beckey Watson describing their driving tour in VA/MD/PA and from the Bonds drive in WV, our members cover a lot of highway! Well, there are more opportunities to look forward to in the coming months. September starts off with our monthly meeting on the 7<sup>th</sup> at the home of Andy and Cynthia in Norfolk. A very interesting event for Sept. 11 was brought to our attention by Mike August: the Merrie Mill Farm and Vineyard Cruise-In British Revival Event in Keswick, VA from noon to 5:30 PM. This includes live British music cover bands, food, and a complimentary glass of wine! Information can be found at [www.merriemillfarm.com](http://www.merriemillfarm.com), for interested parties..Then our much-anticipated annual Fall Tour will take us on cruises through Maryland and Delaware during the 22<sup>nd</sup>-25<sup>th</sup> as coordinated by Bob McKenna.

October kicks off on 10/1 with the 41<sup>st</sup> Annual British Car Festival in Waynesboro, VA; go to [svbcc.net/carshow](http://svbcc.net/carshow) for information and to sign up. October 4 we will meet at the home of Bill and Renee Olcheski in Virginia Beach for our monthly bout of brews, chews, and car talk, as we occupy the entirety of his cul-de-sac. On October 9 there is an opportunity to join in the 26<sup>th</sup> Annual Hunt County Classic British Classic Car Show at Willoughby Farm in Marshall, VA; information for this event can be found at [mgcarclubdc/hunt-county-classic](http://mgcarclubdc/hunt-county-classic). November sees the return of the much-anticipated Chili Cook Off for our monthly meeting at Mark and Kathy Davidosckis' home in Virginia **Continued on Page 2**

## Coming Events

### TMGC Events

- Sep 7: Meeting at Cynthia & Andy's
- Sep 22-25: Fall Tour
- Oct 4: Meeting at Olcheski's
- Nov 2: Meeting; Chili Cook-off at Davidoski's
- Nov ? : Fall Tech Session
- Dec ? : Holiday Lights
- Dec 18: Holiday Brunch at Princess Anne

### Other Events

- Sep 11: Cruise-In, Keswick, VA
- Oct 1: SVBCC Show in Waynesboro
- Oct 9: British Car Show, Marshall, VA



# Marque Time!

## President's Message from Mike Haag



I want to thank Jennifer and Mike Ash for hosting the August meeting at their beautiful home on the Chesapeake Bay. A pleasant drive over to the Eastern Shore of VA and a chance to exercise our cars. At least, once we go past the first tunnel on the CBBT. It took 45 minutes to get from the toll booth to the entrance of the first tunnel due to all the tourists from NJ & PA leaving Virginia Beach to go home at the same time late on a Saturday morning. We'll know better next time. A good turnout though and a good test of our cars cooling systems! We only had one casualty, and thankfully both driver and car are ok.

Speaking of exercising our cars and driving, Bob McKenna has put together another great Fall Tour again up the Eastern Shore into Delaware. If you were on the Fall Tour in 2019 you should remember the great time we had on that tour to southern and mid-Delaware, and this trip goes a little farther north to visit many other interesting venues.

At the September meeting the nominations for Officers for the new club year will be announced. It's not too late to put your hat in the ring for the election in October so please consider volunteering to run for one of the positions.

Safety fast,

Mike

### **TMGC Offices and Committees**

President	Mike Haag	mikehmg@cox.net
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Technical	Terry Bond	terryaaca@cox.net

*Activities Continued.....* Beach on the 2nd. Jim Villers has again stepped up to help plan our December Holiday event, with a Club Brunch on the 18<sup>th</sup> at the Princess Anne Country Club. There will be a per-person charge for the event, and more information will be shared at the upcoming meetings, so mark your calendars now for this and all events. Motor well!!

# Meeting Minutes *August 6, 2022*

Location: Jennifer and Mike Ash home in the woods adjacent to the beach. (Oh, to be surrounded by this serene scenery every day! Now I know why people were pushing to stay the weekend!). I have been to Cape Charles, but this is on a whole other level – the best one. Thank you, Ash's, for opening your home up for this month's meeting. I wish the air conditioning was working better, but, man, what a view!

Now...down to the event we all came to be a part of – the August Meeting.

President: Bill, Sargent of Arms, hollered for attention as Mike Haag tried to call the meeting to order. It was like Old Home Week, everyone was catching up and didn't hear (or didn't care or were trying to get those last words out before turning their attention to the main event!)

The backyard became stealthily quiet. There was a lot of excitement because of the back up on the CBBT. (For those not from around here parts, that is the affectionate name given to the 17 miles of water views, the Chesapeake Bay Bridge Tunnel). The 45 minutes it took to get here today was a great way to test out the MG cooling systems, said Mike.

New Members: Nope. No one new. Just the old guard was present.

Vice President: No Paul today. Mike did share that there will be a parade for Veteran's Day in November. So, get your MGs ready!

If there is no one who wants to host the holiday party, Paul has offered to schedule a holiday event. Mark suggested the club on Dam Neck. With Hank being a retired Admiral, he may be the one to get the non-military folks in! Jim offered to schedule something at the Princess Ann Club. When they had one at Traka, they lost power.

Membership: We got member and those memberships keep trickling in. There is actually another new member, Scott, who is here today. (But he really not new anymore, so I'm confused).

Treasurer's Report: Started out with \$169.29 from July. Added the money from June. Then took some money out for bills and disbursements. Still owe money to Jim for posting and Mike Ash for the meeting today. Without adding that money in, we ended up with a good bit of change: \$2,514.52.

Activities Update: Bruce and Jane are on their way back from Myrtle Beach and they have the crud. They need to rest. Don't need to be here. Get better y'all!

Dipstick: Two errors this month in the Dipstick. Mark goobered up the link from the visit to the old cars that was sent to him by Jeff. However, our illustrious Mike Haag saved the day by sending out the link. Actually, Mike let everyone know that it really was Jeff who goobered up the link in the email! so not our man, Mark's problem. Also, cut and pasted the old officer names! No repeat of the Perone presidency!!!! Just a matter of cutting and pasting! (I could do that, but I don't think I could do it. I struggle as it is.)

Jim Villers has agreed to be the next Dipstick Editor! Yeah!!!! Jim shared that there would be no awards and as many errors as there are now! Way to keep it consistent, Jim!!

Technical: Just some important maintenance tips before you go on a long trip (lots of laughs). There was no room in this month's Dipstick.

History: We all got history! Mike said, we are all old enough to have history. I resemble that statement!

New Business: Rob shared that he has had interactions with Abington that has more than just parts for one type of car. The company would like to advertise in our Dipstick. Jim stated that we certainly don't need the money and we don't need to make the newsletter more cumbersome. Someone else said this was something that has never been done. Mike said he can put a link to them on the website. Mark shared that having a parts area would be good. Terry shared the necessity of having to track down folks to get payment can be a pain.

Mike Ash ran into someone who was talking about grill badges for the MGs. The gentleman received a copy of our logo and will make those for the team. However, Mike hasn't heard back from the man. Jennifer shared that back in the day, a badge representing the club was included with membership. So, we could have an increased joining fee and then \$10 for the rest of the time. The group agreed to bring this back.

Mark Time: Jim put some struts on the rear hatch of his MG. Now he can pop the hatch and it lifts up on its own. On the spare wheel compartment, a while back, Mike did that to keep that up. He bought one off of Moss, but it was the wrong size for his trunk. Anyone that is interested can have it.

Jim went on to say something about needing a non-functioning vacuum advance. He put some type of strobe light to watch the timing and he said this gives advanced in the higher RPMs. Mike Ash said he put one on his car on the side of his distributor and it didn't work. He said his vacuum advance didn't work. He got the protonic flame distributor (am I getting it?). Mike also said something about a British vacuum (is there a difference). I think I'm getting better at this Mark Time thing, y'all, but you know best.

Today's raffle included:

- First to eat – Don is first in line!!!!!! Whoop!
- 50/50 (\$31 for the winner) – Sue! Terry is looking for dinner. Cracker Barrell will accommodate.
- A beer bottle that has been converted into a mini tiki torch.
- Air compressor in the shape of a tiny tire (too cute!)
- Tidewater MG Classic magnet – Mike Augustin
- Safety Fast boat key chain – Mike Ash – now he has to get a boat (after he gets a dock!)
- Films of the Fabulous 50s – racing footage from various California race tracks –Mike Augustin – (go play the lottery!)
- MGB shoulder belt holders that hook onto headrest – Michelle and Scott. Scott said they broke one last year.

Cliff Hangers: The beer bottle, blood sucker thing and the tiny tire air compressor are for the next raffle! For those who were not here today, you still have a chance!

Update on Robert, not really ok. Overflow hit him in from the car and he is getting treatment! Robert – God Speed!

Well, that is it for today. Until next time, guys and gals, be well and drive safe.

## **TECH STUFF .....**

### **Clutch Pedal Wear** by Mike Haag

Last summer I bought a 1974.5 rubber bumper MGB GT project from one of our former members after Robert Perrone and I cleaned out his garage. I didn't need another project, but as we have all been there, it was too good to pass up. Or, at least I thought. The car sat in his garage for 19 years, untouched, other than a bunch of junk piled inside and on top. I was pleasantly surprised when the engine freely turned over by hand and even more pleased when it showed good compression in all cylinders when spun over with a battery. We tried the clutch pedal but it immediately went to the floor with no resistance and stayed there, the return spring was missing. We tried bleeding the slave cylinder but no fluid was getting down to it. After getting it home it didn't take much to get it running. Cleaning out all the old gas in the tank and fuel lines, taking off the carbs and cleaning the fuel bowls, installing new plugs and points and fixing a couple wiring bodes was all it took for it to start and after setting the timing it ran pretty good with no smoke or nasty noises! Except when I pushed in the clutch and tried to



**Figure 1 - clutch pedal worn clevis pin hole**

put it in gear.

It would go in gear ok with the engine off but not with the engine running. It had no clutch action. A new clutch hydraulic kit was ordered from Moss and installed. Again, with Robert's help, we were able to finally get the new clutch slave cylinder bled and noticed some movement of the clutch fork when the pedal was depressed. But, unfortunately, the same problem remained in that we could not get the transmission in gear with the engine running. At that time we surmised that the clutch disc had "frozen" to the flywheel after sitting so long. I tried several things to free it up, including depressing the clutch pedal overnight with a suitable length of wood wedged against the seat, to no avail. I tried rocking the car back and forth in 4th gear a number of times, that didn't work. Jacking up the rear of the car and placing it on jack stands and starting it while in 4th gear with the clutch pedal depressed and braking hard, with what little brakes there were, I believe is what finally broke it free. I'm sure there are other ways, and I don't necessarily recommend this to others unless you are certain things won't go sideways and your car goes through a garage wall.

I was now finally able to get the car in gear and move under its own power, although the brakes needed work as well. However, the clutch pedal action just didn't feel right as the clutch only engaged near the end of the



**Figure 2 - clutch pedal reworked**

pedal travel. So, after all this I'm finally getting to the point of this article.

I removed the pedal box cover once again for a closer inspection and noted that the hole at the top of the pedal for the clevis pin that connects to the pushrod of the clutch master cylinder was elongated and no longer round. In fact, it had almost worn through the metal on one side. See Figure 1 to see how worn the hole was. This helps explain why there was no clutch action until the end of the pedal travel. It also suggests that the car has more than the 95K miles shown on the odometer. Probably add a 1 in front of the 9!

I found a machine shop in Kempsville that could weld up and re-drill the hole in the proper location. I also had them press a new bush into the pedal pivot bolt hole at that time. While they were working on the pedal, I completely rebuilt the entire braking system so the car would actually stop once I finally got it drivable. See Figure 2 for the re-worked clutch pedal with clevis pin and a new pivot bush installed. Now the car starts, drives and stops on its own. If your clutch doesn't seem to engage until near the end of the pedal travel, check this hole for excessive wear. Now, if I could find someone to weld in new floor pans and toe board repair panels I could move forward with this restoration.

### ***Speedometer Cable Issues*** – By Terry Bond

There are always some things to do – the list keeps growing too! It's called "tinkering."

Just prior to our departure for the long hot trip to Beckley WV for an AACA National car show, we took a look at our list of things to check, tighten and fix.

There were two things that quickly rose to the top of the "fix" list. One was an annoying issue with the speedo, the other was cosmetic – a seat upholstery problem!

The old speedo cable was periodically binding up and causing the needle to bounce all over the place. Greasing it was useless so obviously, wear was an issue. It was just waiting for the opportune time to either break, or freeze and damage the speedo head.

We've done enough of these that a few tricks make life easier. That means a 2 hour job instead of a 6 hour job!

Fortunately, I had the front driver's seat out to handle some needed upholstery work. It's much easier to get under the dashboard without the seat. In our younger days... well, we won't go there! Just snake yourself in on your back and prepare to work up under the dashboard. You'll have to be creative trying to use both hands while holding a flashlight. One of those magnetic LED lights works great!

Under the car (properly jacked up and supported on jack stands per a previous tech article), unscrew the cap holding the speedo cable onto the transmission and pull it out.

From under the hood, note where the cable fits through the firewall. In our case, there is a hole for it just between the heater box and the brake pedal box cover. You may have to destroy the rubber grommet surrounding the cable so be sure you have a replacement on hand. This is a simple hardware store item.

From under the dash, loosen the speedometer so it can be pulled out from the dashboard. You don't need to completely remove it, just pull it out far enough to get access to the speed cable cap nut on the back.

You may need to push a few wires around inside but it's not too difficult. You can then unscrew the speedometer cable from the back of the speedometer. Once you get the speedometer cable loose from the back of the speedometer head, tie a long piece of string snugly around the end of the cable.

From under the hood, withdraw the speedometer cable out through the hole in the firewall. Leave the string feeding back through the hole though. You'll find that a heater duct tube may partially block the hole, but it is somewhat flexible so one person under the dash and another outside pulling should eventually free it. The string tied to the end should be long enough to stay in place going through the firewall hole to enable getting the new one threaded into place. Untie the string (or just cut it) leaving it running through the firewall where the speedo cable used to go.

It is said that "replacement is the opposite of disassembly" and this can be true – with that helpful piece of string. Remove it from the end of the old cable and tie it snugly around the end of the new one. Have one person feed it through the hole while another person under the dash helps guide it past any obstructions and into place.

It can be screwed onto the back of the speedometer head, and the unit pressed back into place and tightened down.

Feed the rest of the cable down through the engine compartment and reconnect it to the transmission. It's recommended that a dab of lithium grease at each end will help keep it well lubricated for a long time.

The rubber grommet can be hard to replace but the easy way is to simply cut it through on one side. That makes it much easier to reinstall.

So-.no blood was lost, no parts left over, and the speedo performed like new again for our trip!

## ***Seat Recovering*** – By Terry Bond

The upholstery problem was an appearance issue. We felt that presenting the car at a National show with a ripped up driver's seat would not be appropriate. Thanks to a cat inadvertently shut up in the garage a few years ago that had sharpened her claws on the seat back, some small ripped threads had become large tears over the years.

During restoration, I had done a complete re-upholstery job so was familiar with the process. The worst part of the job was removing and reinstalling the seat however. It's just tedious work in places where small hands are very desirable. It's a great time to clean old French-fries, candy wrappers and other things from under there anyway. A bonus is finding some spare change and some things you thought were gone forever, like a favorite small screw-driver.



***MGB GT Seat mounted on portable workbench, held in place using C clamps. This photo shows old upholstery being removed carefully by rolling it up over the foam backing. Note headrest is removed.***

Remove any of the stiff metal C-clips that hold things in place along the bottom rail of the seat back. Then, just roll the seat covering up like unrolling a pair of stockings. Any parts that seem to be sticking to the foam can easily be freed by using your hand between the material and the foam.

Once removed, give the new cover a trial fit. They should be marked Left and Right. Choose the correct one! It helps to use a plastic bag trimmed to fit over the top edges of the foam padding. It really makes the

Again, disassembly is straightforward. The seat back was what we were concerned about and Susan had procured a set of replacement seat covers from Moss when they were on sale. We opted to do just one seat, hopeful they would end up matching.

I “mounted” the seat onto my old Black and Decker portable workbench and held it firmly in place with some C-clamps. Next was removal of the headrest (just pull up), the seat back adjusting lever, and the plastic hinge covers at the bottom end of the seat back itself. For this job, it’s easier to just leave the seat back attached to the base, although a total upholstery job would require working both pieces separately.

Removing the old cover can be a bit tricky and requires patience. Chances are that much of the glue that held the upholstery onto any of the foam backing has deteriorated a bit and lost its grip. That’s a good thing as you want to carefully remove the old upholstery without any damage to that foam.

upholstery easier to put on. You can use some painters tape to hold the plastic nicely in place. You can either remove the plastic and tape before the final installation or leave it along. Nobody will ever know it's still in there and it sure makes assembling things much easier.

Once you are satisfied with the fit and have become familiar with how to do it, you can reinstall the new upholstery cover. If needed you can use some spray adhesive up inside the cover along places where it must fit tightly into grooves in the foam backing. Just be sure follow the directions on the can of spray upholstery adhesive you use. There are also directions included with the upholstery kit itself.

Roll the seat covering down from the top carefully, twisting as needed and pulling to position it all correctly. This of course assumes your seat foam padding is in good condition.

Once everything is in place you can pull tightly at the bottom and refasten the c-clips. Some spray adhesive along that bottom "rail" of the steel seat frame helps to keep everything tight and secure. Don't forget the card stiffeners in the little "pockets" at the end of the side panels. Two screws hold them in place at that bottom end. A hole needs to be cut into the side panel for the seat back adjusting arm.

Now you can admire your work and enjoy a cold brew while you gather the courage to reinstall the seat in the car. Having done it a few times it gets easier and is actually like the book said—"just the opposite of removal."

Happy motoring and Safety fast-  
Terry



**Completed re-covering of seat back. Headrest has not been reinstalled yet.**



**41<sup>ST</sup> ANNUAL  
BRITISH CAR FESTIVAL**

**OCTOBER 1, 2022**

**RIDGEVIEW PARK  
WAYNESBORO, VA**

**Shenandoah Valley British Car Club invites you to celebrate the  
41st Annual British Car Festival!**

One of the oldest car shows on the East Coast, the SVBCC British Car Festival remains a favorite car gathering!

Festivities begin with Crullers & Coffee at the Car Show on Saturday, Oct. 1st staged among the massive trees and lovely views of Ridgeview Park in Waynesboro. British Classics, British Motorcycles as well as British DNA & Kit Cars are Welcome!

There is an on-site food vendor, lots of door prizes, and special car displays!

Get registration information & form, directions, maps, & show updates at  
<http://www.svbcc.net/carshow.html>

Registration forms may also be printed to mail with a check.

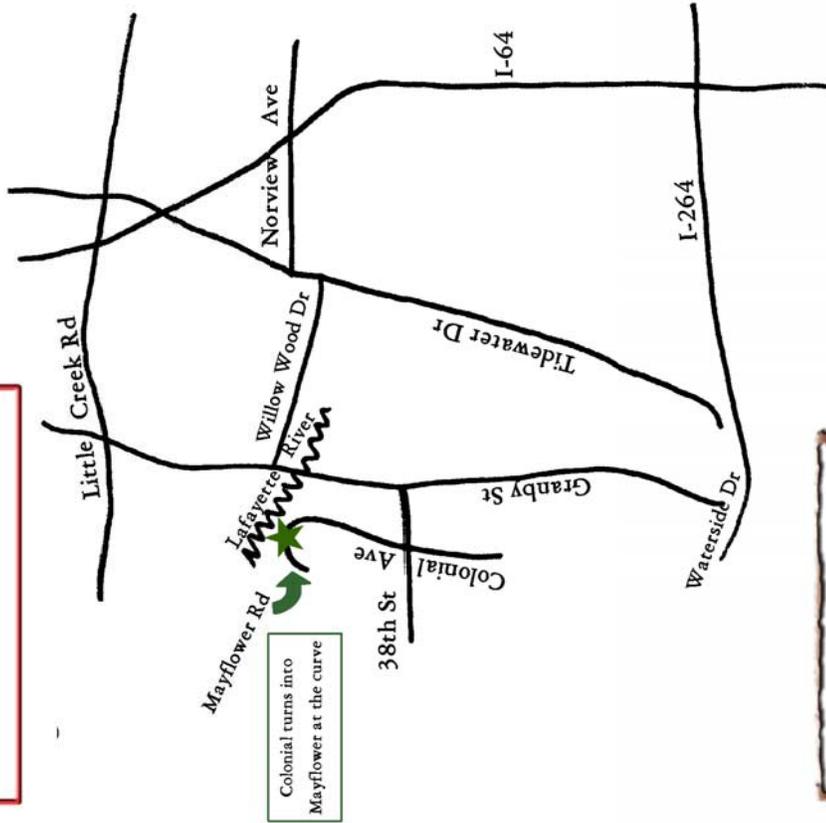
GPS Coordinate for Ridgeview Park: 620 South Linden Avenue; Waynesboro, VA 22980  
(I-64, Exit 94, Follow Signs)

A portion of 2022 Car Show profits will go to the Blue Ridge Area Food Bank. Last year, we raised a \$2250 donation!

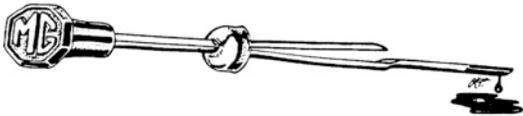
MAIL TO: Shenandoah Valley British Car Club, Ltd. ; P.O. Box 323; Waynesboro, Virginia 22980



**Monthly Meeting**  
 Wednesday, Sept 7th  
 Cynthia & Andy  
 545 Mayflower Rd.  
 Norfolk, VA  
 408-2032



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



# First Class

## The Dipstick Tidewater MG Classics

C/O Jim Villers  
 3133 Inlet Road  
 Virginia Beach, VA 23454

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