



The Dipstick



Dedicated To Preserving The Marque Since 1973

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Volume 50 Issue 4

April 2023

Activities Report, March 2023

As I write this, it's the first day of SPRING! Warmer temps! Cruisin! Driving topless! While the winter wasn't terrible, it's nice to "turn the corner" into warmer weather.

Our next event will be this coming Sunday, March 26, and we have 23 people signed up for the "March Magic Drive". We'll cruise to the "northside" and parade along the waterfront in Yorktown, then taking the beautiful Colonial Parkway en route to lunch and the Wagsters Magic Theater. In 2020 the Wagsters were presented with the prestigious Merlin Award, "magic's equivalent of an Oscar" by the International Magicians' Society for "Best Theatrical Magic Production", so we expect a really fascinating show. Something new!

Then as we move on to April, we try something else new with our April Fool meeting (April 1) as a Brunch at the home of Scott and Michelle Parker beginning at 09:30. New time and place... we'll see what's on the menu and agenda. Next, get your MG to JVs (Jim Villers Garage and Speed Shop) for your Spring Tune-up on April 16. Always a good and educational time at the lovely abode of Jim and Betty. Registration is still available for the annual Williamsburg Car Club British and European Car Show on April 22; the deadline is April 8, so sign up if you're entering a car, but at least try to attend this excellent gathering of Brit classics. Then April wraps up with the 3-day Spring tour to the Appomattox area of Virginia and Points West. We are very fortunate to have Alan and Beckey Watson coordinating this again this year. Always a blast!

May will also have great opportunities to get together, beginning with our May 2 meeting at Andy Wallach and Cynthia Faschini's in Norfolk. Be pre-

Coming Events

TMGC Events

- April 1 - Monthly "Breakfast" meeting at Parker's
- April 16 - Spring Tech Session at the Villers garage
- April 22 - Williamsburg, VA British Car show
- April 28-30 - TMGC Spring tour
- May 2 - Meeting at Wallach's
- May 27 - TMGC 50th Anniversary Banquet



Marque Time!

President's Message

Thanks to Cindy Lee Hall for hosting the March meeting on a cool, blustery evening in her lovely home on the Chesapeake Bay! She hosted the January meeting there in 2020 a little before the world was up-ended with the COVID-19 pandemic so it was good to return there.

I want to thank Allen Hazlett for sharing his story of his MG history in the March Dipstick. His background with MGs and his friendship with Dick Knudsen made for interesting reading. Back in 2020 Robert Perrone and I wrote our histories with MGs and

LBC's and encouraged others to do the same. Since then, only two others have taken up the challenge, Geoff Haynes in 2021 and now Allen Hazlett. We know there are other interesting stories to be told so please consider sharing yours in the Dipstick so we can all enjoy.

During a recent spell of cool weather and not wanting to work outside or even in the garage, I pulled down an MG book to read, "The Story of the MG Sports Car" by F. Wilson McComb, a British automotive journalist who worked at the MG Car Company in the 1960's. I won't say how long that book has been sitting unread on my bookshelf, but I think I bought it at MG 2006 in Gatlinburg, TN. Or, maybe MG 2005 in Olympia, WA. The book was a First Edition printed in 1972, basically covering the first half of the MG Centenary. It started with a brief biography of Cecil Kimber, then went on to provide a history of the company and the many models it produced. The pre-war history was interesting, but honestly there is a dizzying number of different models and configurations to keep track of, more than my limited brain can remember.

The most interesting part of the book was not the book itself but what was inside. There was a typewritten air mail letter (when was the last time you saw one of those?) inside from the author to Dick Knudsen (who Al mentioned in his article) written in 1974. The correspondence concerned an article Mr. McComb was going to write for Mr. Knudsen for the 1974 Classic MG Yearbook, something I am not familiar with but others may be. So, if you get a chance to buy old books on MGs don't pass it up as you never know what you may learn or what you may find inside.

Safety fast. Mike

Activities Continued:

pared to see and learn about MGTs from Andy, and enjoy their excellent hospitality. Saturday, May 6 is official "Drive Your MG Day"; don't be derelict – get out there and show yours off with pride, and drive up the "envy" factor in Tidewater! Just to take advantage of the May weather, we will have the traditional "Dessert Drives" again: for the Peninsula drive I'll meet drivers at the Yorktown Battlefield Visitors Center on the 24th and the Southside drive led by Rob MacPherson will convene BEHIND (the rear parking lot) Harris Teeter at Princess Anne Rd and Nimmo Parkway, both at 6:30 PM. To wrap the month up, (drum roll, please) TMGCCC's 50th anniversary "Golden Jubilee" celebration at Sewell's Point Country Club will be held on Saturday, May 27. No doubt a debauchery of MG porn videos and gastronomical sin that will be toasted for years to come!! Men, women and cars together!! Clear all else on your calendar and be there or regret it forever!!

Faithfully submitted by Activities Director Bruce W. Easley on 20 March in the Year of Our Lord 2023.

Safety fast and Safety fun! Bruce

Meeting Minutes - Mar 7, 2023 By Michelle Parker

Our March meeting was at the lovely beachfront home of Cindy Lee Hall. Thank you so much, Cindy, for your hospitality and for the delicious chili! We had a great turn out of members for the night and everyone enjoyed themselves, but no guests or first-time attenders present.

A motion was made to approve February's meeting minutes, and they were seconded and approved.

For the Vice-President's report, Scott attempted a shrug but then announced that the empty June meeting spot will be filled with a return trip to the fishing pier. He also announced that the April breakfast meeting will now be held at the Parker house. We are happy to have everyone out and are looking forward to it. It will be April 1st, but no trickery there- we will be home and it will be a great meeting.

Next, we checked in with our Activities Director, Bruce Easley. He talked about how we are having better turnouts lately and we all agreed that we are all having fun. The next activity will be Sunday, March 26. It's the "Magical Mystery Tour" to Williamsburg for lunch and a magic show at The Wagsters Magic Theater. This company was awarded the Merlin Award, which is the highest award in the magician society, so it should be a great show. The restaurant for lunch is TBD. He also announced that an update for those signed up would be out soon. April is looking to be a busy month. The Spring tour will be April 28-30 to central Virginia. At the time of this meeting, Alan Watson, who is coordination this tour, said there is still time to sign up. The motel is in the Appomattox area and is \$120 a night x 2 nights. The motel will be home base with some day drives out from there. A fun weekend is lined up for all those that attend. The Spring tech session is in April as well, on the 16th at the Villers' garage. "Bring all your problem children and we'll see if we can get things taken care of." April 22nd is the annual Williamsburg Car Show, that is always a fun event. Looking to the month of May, we have a Dessert Drive in the works for Wednesday the 24th and Thursday the 25th. Our 50th Birthday Gala event is set for Saturday, May 27th. This will be held at the Sewell's Point Country Club in Norfolk.

The treasury report from our Treasurer, Mark Davidoski, was requested and sweet little Sparky the Chihuahua piped up with her thoughts. Mike then informed us we started the month with \$1538.79. Bringing in \$124.00 from the 50/50 and \$50.00 in membership fees for a total of \$174.00 in receipts. Outgoing we had \$62.20 to regalia inventory; bringing our new balance to \$1650.59.

Jim Villers had the Dipstick report: "Everything is due on the 20th, articles are always welcome, write whatever you want, we publish almost everything." March had a great write up by Allen on his history with MG. So, if you'd like to share how you became interested with these wonderful little autos or an experience you've had, we'd love to hear your story!

Mike and Jennifer Ash weren't able to attend, but Membership info was passed along. We added a new member a couple days ago, Barry Basnight. He lives in Chesapeake and is a neighbor of Terry and Susan Bond. He's got a couple of MGA's and he's in TRAACA as well. He was unable to attend this meeting but

we all look forward to him attending soon. Our membership is now at 93 members.

We did not have a History report or a Technical report, as Terry and Susan Bond were unable to attend. Susan is still recovering from her eye surgery. Y'all were missed and, Susan, your speedy and full recovery is in our prayers!

As for Old Business, we discussed the date for the Birthday Gala. Would it be better to have it on Friday or Saturday? Examining the pros and cons of each day, it was ultimately decided that Saturday would be the best day for most.

For new Business, we got another invite for the Veteran's Day Parade this Fall. There are 15 slots open for us to potentially fill. There is a realization that the sports car hobby was really begun here in the states by GI's coming back from overseas with a love for British sports cars. So please consider driving your car in this year's parade.

Another item of new business, that was actually brought up during Marque Time, is our potential for a club You tube channel. I have been video recording our meetings and typing up the minutes from them as I'm not a skilled enough typist to do it while the meeting is going. I'd also fail at taking notes by hand, as some of what y'all say goes right over my head; believe it or not, I'm not very knowledgeable about cars and car things. When I decided that videos were the best option for me the idea came to me that I could upload the videos to You tube and anyone unable to attend could watch and still feel a part of the group. I've set up the account and have upload two meetings so far. It's on a trial run, the link will be sent out to y'all, please take a look, see what you think. I'm here for any questions, concerns, or suggestions; I want to be sensitive to the group and what works best for everyone.

Marque Time was opened up, and Donald Ladd has a brand-new, still in the box MG 45D4 distributor, \$45 for anyone interested. He says that's about half the price from anywhere else. Paul is looking for the driver's side vent window assembly: the channel, the glass, the whole 9 yards, and door glass and the channel, both sides for a '77 B. Donald Ladd has a left-hand door with everything in it, which might work. Rose is looking forward to it being gone. So, it looks like that part might work out for him, fingers crossed for Rose and for Paul! If you didn't read the article from last month on the Davidoski's trip to the Simeone Foundation Museum, he mentioned how enjoyable a visit it was and it's an easy trip from here. It was a great article and looks like a nice trip. They currently have a display for the 100 years of MG. Going to the museum may be a good drive for the club at some point.

Regalia with Rose brought these winners: We had a small MG flag made by Donald won by Paul Fuqua; a pen, bottle opener, light, and tire gauge combo won by Cindy Hall; a Matchbox MGB won by Mark Davidoski; a TMGC magnet won by Bill Olcheski; and a double badge plaque won by Scott Parker; a tool duffle bag won by Scott Parker, and the other TMGC magnet and \$38 in the 50/50 were won by Scott Davies.

The motion to adjourn came and our meeting was ended.

Magical Mystery Drive

by Mark Davidoski



MG driving season was well underway on Sunday March 26th. Eight MGs, accompanied by a 380SL and two other “civilian” vehicles participated in a drive to Williamsburg that included an excellent lunch, a fascinating show at Wagsters Magic Theatre, and a relaxing afternoon in the Aleworks Biergarten. The weather was perfect, the HRBT was not blocked, and the camaraderie meters were pegged all day!

The southside contingent, led by Rob MacPherson and his son in their trusty MGA, departed from the usual spot off of Northampton Boulevard at 0920. Traffic was fairly heavy for a Sunday morning, but it moved nicely other than a very brief stop to let an ambulance through the tunnel.

Before we knew it, the group was pulling into the Yorktown Battlefield Visitor Center. We linked up with PJ and Faith in their MGB-V8 as well as Bruce and Jayne, our stalwart organizers, in their MGB. We departed via the Yorktown waterfront and onto Colonial Parkway for a beautiful jaunt through the

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The Dipstick



rolling countryside. Coming out on Rochambeau Drive we passed Pierce's Pit BBQ -- slammed as usual.

Our lunch stop was at Huntsman's Grill, which is at the entrance to Great Wolf Lodge. Bill and Issie were able to join the group as we sat down to order. We had most of the place to ourselves and the walls were festooned with a very wide variety of mounted hunting trophies. Cold beverages ensued, along with some outstanding meals. Our server (a son of the owner) did a top notch job handling a large and hungry group.

After lunch it was off to Wagsters Magic Theatre, just off Richmond Road in Williamsburg. The show is a fast moving demonstration of magic tricks that include amazing illusions, skillful sleight of hand maneuvers, thrilling escapes, and a healthy dose of family friendly humor. Brandon and Hannah Wagster are dedicated to their craft and deliver an unforgettable entertainment experience.

After an action packed 75 minute show, we departed Wagsters for Aleworks Brewing just a couple of miles away. The perfect weather allowed us to enjoy our draft beverages outside in the comfortable Biergarten area. Several other Aleworks customers admired the bevy of beautiful MGs while our group enjoyed a relaxing interlude before beginning our individual journeys home. Tunnel traffic was trouble free for the southsiders, which was a fitting ending for another awesome TMGC driving experience. Our thanks to Bruce and Jayne for orchestrating a memorable day that will be remembered by one and all!



TECH STUFF – By Terry Bond

I thought about titling this article as “one size fits all – NOT.”

Still working on brakes for the MGTC, and while rummaging around in the tool boxes to try and find the right sized spanners, this month’s subject matter came to mind.

Yes, I was “rummaging.” I have several tool boxes/drawers. One small tool box is specifically for my assorted Whitworth tools. A selection of spanners and sockets acquired over the years has proven essential in working on our LBCs. Remember-we have a 1935 Morris Eight that takes nothing but Whitworth!

The tools needed are readily available. Even some Whitworth stuff can be purchased on Amazon. That is, all except what you might really need! I’m convinced there is almost no such thing as a Whitworth Flare Nut spanner (wrench). Those special tools are absolutely essential in working with brake line fittings so you lessen the chance of rounding off the corners on those little parts.

Here is another big problem often encountered – Any of these British cars that have spent some time living in the USA have been “retrofitted” with odd sized fasteners. Whether metric or SAE sized, if a suitable correct fastener wasn’t available, something else was made to work. In some cases, using the incorrect sized bolt to cut its own threads into something was deemed appropriate by a prior mechanic. That’s ok until you have to remove and replace!

Our TC is a great car, and Bob Stein proved to be a fantastic care-taker for it before it came to our garage. However, there were things done during its prior restoration (a long time ago) that we are finding as we make some repairs. It’s been an enjoyable spirited and reliable performer, but when the brake Master Cylinder needed replacing we discovered some of those older repairs.

We also wanted to install new soft brake hoses, and to do that would involve taking some things apart.

This photo shows one of the main problems we encountered. Apparently, during its earlier life-time, the brake lines were taken apart. Perhaps new lines were installed. The brake line nipples had been badly “buggered.” Was it because someone did not know, or have handy the correct spanner (1/4” Whitworth)? Obviously vice-grips may have been used.



How not to tighten (or remove) a brake line nipple!

Trying to get these undone was a real challenge. We had to resort to cutting the pipe, removing the brass fitting at the end of the Master Cylinder and clamping the piece in a vice, then heating it with a torch to separate the pieces.

How not to tighten (or remove) a brake line nipple!

Thankfully the large brass bolt holding the banjo fitting onto the Master Cylinder was in good shape. I had the proper sized Whitworth ring spanner to safely remove it without damage.

The next step was to remove the rest of the brake line and front flexible brake hose from the bracket holding it tight to the frame of the car. Fortunately, I had the right tool for the job!

Because of the condition of the brake line nipples I had decided that replacing the entire system of lines and fittings was in order. I may have been able to loosen some of those “buggered” fittings, but remember, I still would need to tighten them down again later. Since the typical instruction on assembly of British cars is always “...assembly is the opposite of disassembly...” I realized that having new parts and the correct tools is a good idea.

The photo on the next page shows another problem that is well known on these early T series cars. The Master Cylinder itself is attached securely (VERY securely) to an iron bracket attached to the frame of the car. The long “tube” extended from the Master Cylinder is shown on the left-hand side in this photo. Removing that nut can be a problem—commonly known as a “PITA” project – Pain-in-The.....

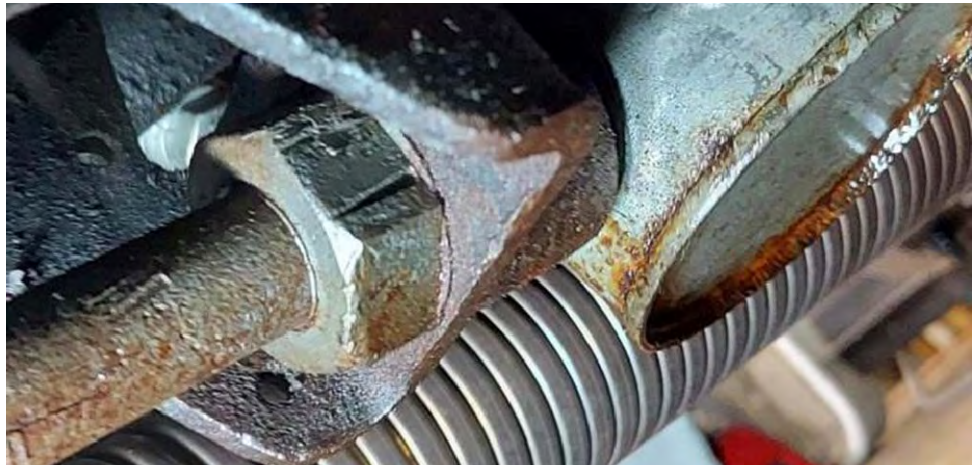
There is no room to get an open end spanner onto that nut. If you could, there is no room to swing it! The tube projecting from the Master Cylinder is too long to put a deep socket over it. What size is the nut anyway? A proper sized ring spanner (box end wrench for the Yanks among us), is the only tool that seems suitable. Apparently, someone also thought a chisel and hammer might be suitable at some point during its life! I’m sure it would work again, but I consider it a last resort item.

So, I grabbed a small assortment of Whitworth spanners and crawled under the car. None of my Whitworth



Removing brake line and flexible hose from the frame bracket using the CORRECT sized Whitworth spanner.

spanners fit! Several times, I got up, went to the tool drawer/tool box to try and find a “correct” spanner. I did not have a Whitworth tool big enough. I did not have a Metric spanner that would fit. As a last resort I pulled out an old set of large “Blue Point” spanners – the good old American 1 1/8” ring spanner was an excellent fit. I later double- checked



Brake Master Cylinder showing mounting bracket to frame and large nut holding it.

my accidental discovery and learned that indeed, that size is the recommended tool for the task. I never would have thought an American sized nut would have been used there!

Soaking with a little Kroil penetrating fluid, and having our grand-son give it a healthy pull while he was visiting recently, loosened the nut easily.

I since learned this is such a problem project because nobody seems able to figure out what size the nut is! You would assume it’s Whitworth. Nope. SAE!

I’m pleased to report the source of a new Master Cylinder recommended by Bob Stein provides an excellent replacement with a LARGE-LONG nut on it that is easier to latch onto and turn. A SAE wrench fits it perfectly.

The brand new, correct length brake pipes I purchased have the correct threads to screw easily into all the brass banjo fittings. Best of all, the brake line nipples are all AMERICAN sized, which means a proper Flare-Nut wrench will fit them perfectly. I learned in the process that Whitworth sized Flare Nut spanners are impossible to find.

The new brake hoses also have fittings that are American SAE,

We still have a few fittings and lines to remove, but – .”...assembly will NOT be the exact opposite of disassembly...” It’ll be much EASIER!

Thanks for bearing with me on this project – just a few more knuckles to bust then we’ll be back working on the MGB.

Safety Fast –

Terry

MGs and 6 degrees of Separation Continued

Last month, Allen Hazlet wrote about his memories of a “Morris Garage” in Maryland, NY. Here is a picture of the garage at the time Allen remembered it.



GOF CENTRAL

Gathering of the Faithful
Celebrating 100 years of MG Sports Cars
South Bend, IN June 20 - 23, 2023



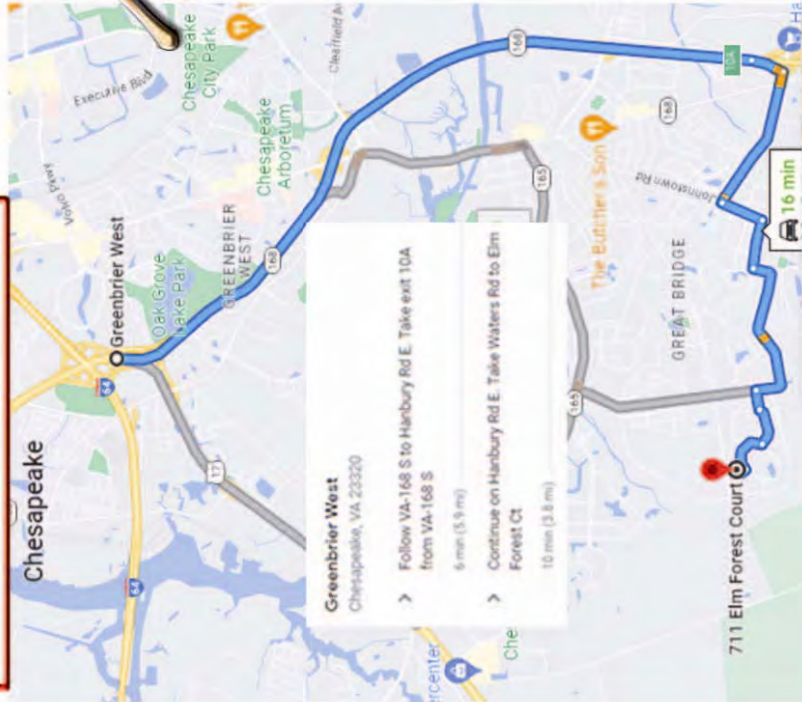
The *Olde Octagons of Indiana* and *Hoosier MGs* present another great MG event for you. GOF Central combines special friends, activities, and food for an MG centenary birthday party to remember! The Embassy Suites in South Bend, Indiana is the guest hotel and headquarters for GOF Central. All MGs and enthusiasts are invited!

For details and to register, visit GOF2023.com.
Be sure to watch the video!

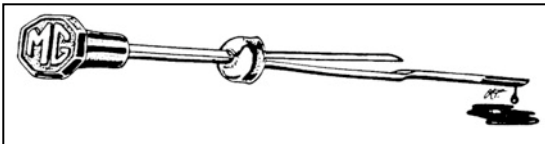




Monthly Meeting
Saturday, April 1st
Scott & Michelle
Parker
711 Elm Forest Ct
Chesapeake, VA
23322



9:30 AM - Kick Tyres
10am-12pm Meeting



First Class

The Dipstick Tidewater MG Classics

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

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