



The Dipstick



Dedicated To Preserving The Marque Since 1973

www.mg.org

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August 2023

Activities Report, August 2023

It's been hot! However, yours truly has been in Michigan for the last several weeks with the "Yoopers" (UP-ers, Upper Peninsula residents) and had to put up with coolness and occasional jacket weather. Ugh! Great to be back in the "normal" temps. And it looks like hot didn't dissuade people from attending the July meeting at the Petersons – it was great to see the pictures on line, and I'm sorry I missed it.

Our next driving opportunity is to participate in the East Coast Moss Motors "Cars and Coffee" event in Petersburg this coming Saturday, July 22 starting at 09:00. Rob MacPherson will be leading the charge, and leaving from the Huddle House at 2872 Pruden Blvd in Suffolk at 07:26. The Moss visit is always interesting, and they will have goodies for early attendees!

Betty and Jim Villers will host the August meeting at their home on Wednesday, August 2, then our next scheduled meeting will be a drive to Jennifer and Mike Ash's home on the Eastern Shore Chesapeake Bay for a Saturday gathering (party!) on September 9. We'll plan to leave as a group from the parking lot just before the CBBT; more details to come.

Also in September is the AACA/TRAACA annual meeting in Chesapeake City Park on Saturday the 16th. Then for your driving pleasure, the Fabulous Fall Tour is coming courtesy of Missy and Bob McKenna, for a four day extravaganza September 21-24. Contact Bob if you haven't already signed up and want to go.

With the October cooler weather there will be more to do. The monthly gathering will be at the home of Renee and Bill Olcheski on October 3. Saturday, October 7 is the date of the Shenandoah Valley British Car Club's "British Car Fest" in Waynesboro Virginia's Ridgeview Park. Get \$25 tickets in advance to show your car, \$30 "on field", or just attend to view the others (see <http://www.svbcc.net/carshow.html>). There are always interesting vendors and other entertainment. Since this event was canceled last year, it's being called "Back to the Future" and de Loreans are featured as well as MGs and Triumphs. And finally, there's

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Coming Events

TMGC Events

Aug 2 - Meeting, Villers'

Sep 9 - Meeting, Ash's

Sep 21-23 - Fall Tour

Oct 3 - Meeting, Olcheski's



Marque Time! President's Message

As usual, I want to start off by thanking those members for hosting a meeting. So, thanks to Faith & PJ Peterson for hosting the July meeting at their home on Saturday, July 1st. My hat's off to those members who drove their MGs on that hot summer day and for braving the usual snarls at the HRBT. I have to confess we drove a modern vehicle with AC. Deciding not to get caught in the usual delays on a summer Saturday afternoon (or, any afternoon lately) several of us took the long way home by going over the JRB instead. Longer but no stopping!

I want to thank Bruce Easley for setting up the Summer Day Drive along the James River for lunch at the Upper Shirley Vineyards and later libations at New Kent Winery & Talleyville Brewery back on June 17th. Thanks to Rob MacPherson for leading the Southside group to the meeting point in Smithfield. It was great seeing an MGA leading a pack of MGBs along the way. Thanks to Terry & Susan Bond for taking several of us over some great back roads to Williamsburg for our final stop at the Alewerks brewery before heading home.

Well, it's that time again for dues for the new club year. As I write this, we have one new member and 36 renewals for a total of 40% towards last year's 93 memberships. If you haven't renewed yet, please do so, it's the best \$20 you will ever spend. It's very quick and easy using PayPal from the Membership page on the website or the usual cash or check at a meeting or by mailing a check to Mike Ash. Thanks to those who have already renewed.

Also, in September we need a list of candidates who will run for office in the October election. I will be contacting folks soon. Remember, we are all volunteers and the club will only continue with folks volunteering their time and efforts in support of our great club.

Safety fast.

Mike

Renew your TMGC membership today!

Activities Report continued

tentatively the annual Trunk or Treat event October 29 at Big Ugly Brewing in Chesapeake which is always fun for the kids as well as the drivers. Good brews, too! We'll have more information as the date gets closer.

Safety fast.

Bruce

TMGC Offices and Committees

| | | |
|-----------------|-----------------|-----------------------|
| President | Mike Haag | mikehmg@cox.net |
| Vice President | Scott Parker | swparker619@gmail.com |
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Meeting Minutes - July 1, 2023

By Michelle Parker

On this sticky July morning we gathered at the home of PJ and Faith for our monthly meeting. We began with Kicking the Tires at 11:00, a yummy lunch of burgers and hot dogs with all the fixings and sides at 11:30, and then the monthly meeting.



Scott Kampe's MGB and Rob MacPherson with his MGA

Our President, Mike Haag, called the meeting to order. There were no new members in attendance. We had one guest, but he ducked out before the start of the meeting. He had an MG once and got rid of it, he joked about not being able to take the heat. It was good to have him with us for his stroll down memory lane, thanks for coming out. Robert Perrone's wonderfully entertaining meeting minutes from June were approved. Thank you, Robert, for stepping up and filling in while we were away!

Vice President, Scott Parker, had nothing to report but promised an article complete with pictures about the 100th Anniversary of the MG and Triumph event that he and I attended in the UK on June 10th.

Bruce Easley was not in attendance to give the Activities Report, as he and Jane were out of town. Be sure to check the Dipstick for upcoming activities. Moss Motors Cars & Coffee on July 22, 2023 from 9-1 in Petersburg will be the next activity. Rob brought up meeting up for the drive up to the event for those that are going. Several options of places to meet were discussed and an email will be sent out with the details once they are decided.

Mark Davidoski brought the Treasurer's Report. After the 50th Jubilee with all bills settled, and the receipts last month at \$2,305, plus the PayPal transfer from Jim Villers of \$206.91, and some membership dues that rolled in recently the new balance is at \$1,108.41.



The Dipstick Report brought by Jim Villers was short and sweet. Please write, include pictures, and get it to him by the 20th.

PJ Peterson and Donald Ladd in the garage

The Dipstick

For the Membership Report, Mike Ash, back from the holiday he and Jennifer had, said membership renewals are coming in and exact numbers were not handy at that point. But if you need to renew, he is back and ready to handle it.

Technical with Terry Bond brought good news of the installation of their hydraulic clutch master cylinder going well, but for sure a 2-person job. He gave a shout out to Mark Childers for teaching him a new bleeding technique on the slave cylinder. An article is in the works on that helpful information.

Historian Susan Bond said it's all online! Take a look, if you haven't yet.

There was no Old Business to discuss. As for New Business, elections are coming up in October, a list of candidates will be put together to be presented in September. Mike is looking forward to passing the Presidential baton.



Mike Ash, Mark Davidoski & Scott Kampe



The gathering in the kitchen

much bigger than PJ's engine. An MG with 750hp was the largest engine at the event, see PJ for pictures of that one! Sounds like they had a wonderful time.

Mike and Jennifer went out to the MG A Register in Memphis. They drove their Toyota to go out to it, 4 days there and 4 days back. They had some rain to start the event, but once it cleared the day was gorgeous. They said it was a very

On to Marque Time... Susan talked about her and Terry's recent trip to Pennsylvania to honor the AACA librarian that was tragically killed last year. It was about 100 miles a day on the hilly back roads of PA; which will really test your clutch skills. Susan happily reported that she did not roll back into anyone! Woohoo! Rain, covered bridges, and horse and buggy sightings were just a few highlights mentioned.

PJ and Faith took a trip to Illinois to meet up with the British V8 organization. The event had a total of 50 cars, only 2 were MG B's with the original 4 cylinders in them, all the rest were



Scott Parker, Mark Davidoski and Mike Haag

nice rally through some really lovely countryside. He estimates 100-150 MG A's at the event, with 500-600 people at the banquet.

Scott Parker shared about our day attending the 100th anniversary of MG and Triumph event at Silverstone Circuit in June. There were more MGs in one spot than we have ever seen. Lots of vendors, circuit challenge courses, and even racing. Check out the article and pictures of that, as well as some video of the event on our club's YouTube channel. We also brought back some items for Rose to put in the monthly raffles.

John and Elyse Kovac were also over in the UK in June and were able to visit the National Motor Museum seeing an MG Saloon Car, many historic British cars, and some James Bond movie cars. Some of the filming for the show Top Gear has happened there as well. As their tour took them through Scotland they saw many MGs out and about enjoying the back roads. Really sounds like they had an amazing time.

Regalia with Rose brought the following winners: A poster with info on different cars won by Mark; a set of matchbox cars went to Don; an MG Register window sticker from the 100th anniversary won by Mike Ash; a new carb synchronizer (I think) picked up by PJ and passed along to Scott Kampe; a magnet and a 50th Jubilee auto cup holder coaster won by PJ and kept this time; and \$26 in the 50/50 won by Don and donated back to the club.



Mark Davidoski presenting the Treasurer's report



Mike Haag calling the meeting to order

A small order of Club 50th grill badges will be made for anyone that didn't get one, or perhaps just mislaid it (*cough, cough -Mike Ash*) and an email will be going out about that.

The motion to adjourn was made and seconded and the July 2023 meeting was ended. If you weren't able to attend, but are interested in watching the meeting, check out the YouTube channel- <https://www.youtube.com/watch?v=TsqJQtRkpfQ&t=7s>

“Turn Back the Clock Night”



“Tidewater MG Classics” on the left field score board

June 28, 2023 By Jim Villers

“Turn back the clock” night at Harbor Park is the clubs annual excursion to attend a Norfolk Tides baseball game. This years game was between the Norfolk Tides and the Charlotte Knights.



Tommy Keiningham and Jim Villers waiting for members

Little did I know that the game, as I had always known it, has been changed by the introduction of a “clock” in many situations. The pitcher now has 15 seconds from the previous pitch until his next pitch (20 seconds with a runner on base). There is 2:15 between innings. The days of the slow, relaxed game are over where the batter knocks off the dirt from his cleats, chews his to-

bacco and spits before stepping into the batter’s box and touching the plate several times with his bat; he has 7 seconds from the past pitch (or when the umpire signals the time keeper) until he must be prepared for the pitch. The clock has reduced the length of the average game by almost 30 minutes and the game now requires almost complete attention.

Al Jackson and I arrived at the game early, finding our seats and visiting the hot dog stand for a pile of fifty cent hot dogs. By the end of the first inning, we were joined by Tommy Keiningham, Since the club section contained 19 seats, traffic must be BAD. Slowly, the group arrived until we had 12 of the 20 seats filled.

It was almost a perfect evening at the ball park with mild temperatures and enough clouds to filter the sun. The newspaper reported an attendance of 10,213, the third largest crowd this year.

The game did not disappoint with hits and runs occurring in almost every inning. The score at the seventh inning stretch was 5 to 2 and the Tides pulled away to a final score of 12 to 5. There was lots of action.



Everyone present: Tommy Keiningham, Bill Ochowski, Jessie, Chris & Robert Perrone, Jim Villers, Suzanne, Laura & Bill Yoshida, Denise & Mike Haag. Al Jackson not shown.



MG and Triumph 100 - A festival of Celebration

By Scott Parker



Michelle and I headed to the London and surrounding areas to celebrate our 30th anniversary and little did we know that the MG and Triumph 100-year celebration was happening during the same time as our visit. So, as I worked through the itinerary, I made sure we set aside a day to partake in the MG festivities at the Silverstone Race Circuit!

Silverstone was about an hour or so from London and we contemplated renting a car just for this event, but eventually figured we could navigate this trip via mass transit....so here we go! Up bright and early, we had our game plan...take the tube (aka subway for us Americans), then grab a train and head to Northampton UK (the closest major city to the racetrack) and hopefully take a taxi to Silverstone. That plan worked like a charm – tube was simple, train was pleasant and a very kind and friendly taxi driver drove us the 15 miles to the Silverstone Race Circuit. I made sure to get the Taxi companies phone number to help us get back to the train station at the end of the day. So, we had a very simple and easy initial adventure, but as you'll find out, it really didn't end that way, but hey, we're here now and let's enjoy the festivities!!

We arrived to the racetrack and were greeted by friendly Brits that directed us to take a short walk and grab a shuttle to the main concourse for the event. The day was very warm for UK standards, with highs in the mid-80's and a little humid, so we made the warm walk to the shuttle and stepped aboard a vintage 1960's bus that took us over the hill to THE MG PROMISE LAND! MGs, Triumphs, Jaguars, Morgans are far as

the eye could see. We were both in awe at the number of British cars and most of them were in very good condition. We just stared at the concourse in amazement and looked at each other, smiled and off we went to explore!

First up, we headed to the sea of tents to get out of the heat and see if we could grab some MG bling! They had car club tents for nearly every MG model period, from the pre-war Triple Ms through the MG B/GT and even had a new car area



Grandstand Area – MG Generations Display and Discussions

for the fresh Chinese made MGs that are still very popular in the UK. We visited some craft tents and met some very nice folks, then headed to the large MG Car Club tent, and when we walked in, we were in MG heaven! T-shirts, hats, badges - you name it and they probably had it. We quickly surveyed the area and began to load my backpack with MG goodies. The MG Car Club folks were super friendly, helpful and very excited to see us Yanks supporting their club and the event. So, now all loaded up with MG gear, and big smiles on our faces, off we went to the Grandstand!



Pre-war Triple M

We made the short walk to the Grandstand where they were displaying and discussing all the MG generations. For this event, several nicely maintained cars drove up and parked in the front of the Grandstand area, where an MC would describe the generation and interview several of the drivers to get the back story and history of the cars, and in many cases, the longevity of a particular car in the family. Once the discussion and interviews of a particular generation were complete, the cars exited the stage and an older generation of MGs would enter the stage and the process of discussion and interview would begin again. We both found this event to be very interesting and informative. We were only able to witness a few of the generations, but learned a great deal from the discussion and interviews.

The next event was the California Cup, which is a timed obstacle course comprised of several safety cones placed in various positions to allow cars to navigate the cones via a planned route. The Cup tested drivers weaving, circling, backing and speed aptitude against drivers in similar vehicle classes. Several cars ranging from early Triple Ms to more modern MGs participated in the Cup and they even had the opportunity to make multiple runs to improve their score. This event was a such joy to watch as some older cars carefully navigated the cones in a slow and methodical fashion while others, including a resto-mod MGB GT, rocketed out of the gate and quickly completed the course in record time....we couldn't believe how fast that modified GT navigated those cones....definitely not something I could do (or want to do) in my GT.

After grabbing a quick bite from local food trucks, we headed to the larger race area to watch Morgans, MGs, Jaguars, Austin-Healeys and other British cars speed around the F1 circuit and man these cars sure



A well traveled MGA

were fast. I can only image how much fun it must have been for the drivers to test their cars abilities across this challenging raceway. After baking a little in the sun, we headed back to the concourse and worked our way through the sea of British autos, thoroughly enjoying the sights and meeting several MG owners, which to no surprise, are just as proud of their cars as we are. Many folks pointed out that MG actually exported more cars to the States than



This was a funny window sticker

they sold in the UK. Nowadays Brits often purchase rust free US cars from the west coast and export them to the UK since many of their cars rust out due to the dreary UK weather most of the year. We had a blast talking with other MG aficionados and after wilting in the strong afternoon sun, we headed our way back to the entrance to begin our track back to London....and this is when the “fun” began.

So, as we walked back to the entrance, I called the trusty taxi number that was provided by our cabbie earlier in the day and via an automated request I “hailed” a taxi and a Siri type voice informed me that the taxi would arrive in 30 minutes. So we waited and waited and waited and after 40 minutes still no taxi. Getting a little nervous, I called again hoping to reach a human, but to my surprise there was no way to talk to a real person. Now, getting more nervous, Michelle and I both scrambled to find a taxi...Uber – unavailable, Lyft – unavailable, other UK ride apps – unavailable....getting a



A MG 1300

bit frantic now, via Google, I called a different taxi service and reached a Human! The operator said they would arrive in 30 minutes (heard that before), so we waited, and then the operator called me back and said they need the fare upfront since it was a long trip...my brain went “Red Flag”, but realizing we didn’t really have another good option, I forked over my credit card number and hoped for the best. Thankfully, about 35 minutes later and few more calls to the operator, a blue Toyota Prius taxi arrived!! The taxi driver was great: friendly, very chatty and super fast! We arrived to the train station without issue and were only one trip away from London...almost there...so we thought...ugh!

We walked in the train station and immediately realized something was wrong. The station attendant announced that a fire occurred on the track and all trains heading into London were suspended with no estimated repair timeline. We quickly began evaluating our options...stay, and hope for a quick repair or take a taxi to a neighboring train station (about 15 miles away) that was fully operational, so we opted for the taxi to ensure we got back in the evening. Luckily, a father and son from Lithuania also needed a ride to the station, so we all jumped in the cab and after a quick stop for cash (everything in the UK is cashless...all tap and go, except this taxi!!) we arrived at the train station!

Thankfully, trains were running normally and we jumped on and worked our way forward to an air-conditioned car and enjoyed the ride back to London. We finally made it back to the hotel around 9:30pm! Man, what a day, even with the added drama, we had a great time and very memorable adventure! Maybe next time, we’ll rent a car.



A nice MGA coupe

CHEMICALLY DEPENDENT!

What's your favorite secret recipe??? by Terry Bond

Our LBCs are indeed “Chemically Dependent.” Of course, gas and oil are vital fluids. Don't forget that dashpot oil for the SU carbs. There is brake and clutch fluid, and gear oil for the diff! We've covered brake fluids before, and as we prepare for a clutch master and slave cylinder renewal on our MGB GT (preemptive measure after noting a small leak), I began to think about all the other “juices” on the shelf in the barn.

There are cleaning solutions (carb, brake, etc); there are penetrating oils; there are various lubricants (lithium, graphite, etc); and there are “magic” things like Seafoam, Marvel Mystery Oil, WD-40, or even home-brew things you have in small unmarked jars. I'm sure it's all legal too. And, not the least hazardous!!!

I'll make this a simple and short column this time and pick what has become one of my favorite items in



Kroil penetrating oil in three sizes; small 10oz spray can; Large 13 oz spray can and a 8 oz can

the shop. And – I’m also extending an invitation to everyone to send me a quick email explaining a bit about your own favorite “juice.” Whether it’s an additive, a primary ingredient, or a “mixture” I’ll be glad to share this stuff as time and space permit over the course of the next several months. We’ll even cover your favorite car wax!

Note, we’re not talking about your favorite beer. I know it’s often proven to be essential in maintaining your LBCs, but let’s keep it specific to stuff used on the cars.– not things you ingest for your own pleasure. Goodness - I could not afford to use good Scotch to clean MG parts!

Ok, so my favorite commercially produced has recently become KROIL. It’s a penetrating oil like none other I’ve used.

I was given a few drops by our neighbor. He uses it when working on his sailboat and motorcycle. I had not tried it simply because it’s not easily found on the shelf locally. Amazon was our friend on this one, so we ordered a few small cans of it.

I can tell you this stuff worked like MAGIC when trying to free up frozen brake pipe fittings on the MG TC. A couple of squirts in the right place, and a little patience were first steps. Then begin to apply a little torque on the frozen fitting. A couple more squirts then call it a night and enjoy your favorite ingestible liquid refreshment. Next day all but the worst of my frozen fittings unscrewed nicely. Those that didn’t come loose simply had buggered fittings with no hex left onto which a spanner might fit. Surgery was necessary for those. But – KROIL has since worked wonders on a few other things we’ve tried. It’s been around since 1939 -<https://www.kroil.com/>

So, “WD-40” is still on the work bench, but to remove frozen nuts and bolts, KROIL is what I reach for first these days.

Oh, you might want to know it’s not cheap. But-you get what you pay for, and a little goes a long ways.

So, as soon as you are done reading this send me an email and give us a link or info on your favorite stuff. Until then I’m going to enjoy some of mine.

Upcoming stuff – we’re nearing completion of the brake system rebuild on the TC. The B is next in line for the new clutch master and slave cylinder. Having done it before, there are some “tricks” you need to know before you tackle the project. It can be a PITA project if you aren’t careful. We’ll it might be anyway. We’ll see.

Till then,

Safety fast.

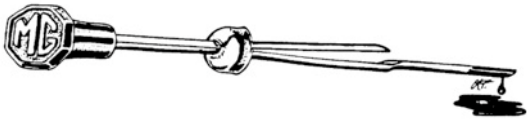
Terry



Monthly Meeting
 Wednesday, Aug 2nd
 Jim & Betty Villers
 3133 Inlet Rd.
 Virginia Beach
 481-6398

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

Map Labels: Shore Drive, Inlet Rd, Broad Bay Bridge, Stop Light, Adam Keating Rd, Great Neck Road, Va Beach Blvd, I-264, Lynnhaven Pkwy, Rosemont Rd, Independence Blvd



First Class

The Dipstick Tidewater MG Classics

C/O Jim Villers
 3133 Inlet Road
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