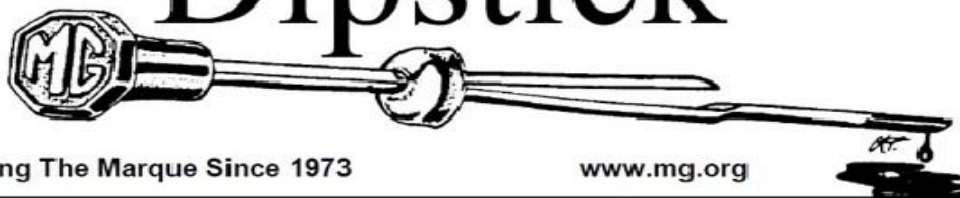




The Dipstick



Dedicated To Preserving The Marque Since 1973

www.mg.org

Volume 50 Issue 2

February 2023

Activities Report, January 2023

2023 is shaping up to be another great year, and the calendar is filling up. Our next formal activity will be a drive to Edenton, NC, occasionally described as the “prettiest small town in the South”, on February 4. Who knows what the weather will be? But don’t let bad weather deter you from joining us and having a good time – if the weather is “frightful”, an MG is not required – but your attendance and ability to have some fun is necessary. We will depart at 09:00 on Saturday, February 4 from the Rehoboth AME Church REAR parking lot at 405 Shell Rd. in Chesapeake. From there we will have about a one-and-a-half hour drive; be sure to have your petrol tank topped up as fuel stops will be very limited on the drive down. Also, have \$10 cash p/p for a heated trolley tour. We will have a close up look at a wind generator, a bistro lunch, an opportunity to visit a few shops and taps, and a heated trolley tour of historic sites. More info will be provided on Feb. 4. Please RSVP to Bruce Easley as soon as you can, so we can have a head count for the restaurant and trolley.

Also in February we will meet at a new venue Scott has found that has a private meeting area – Ynot Italian at Greenbrier. I can taste the marinara now! For those with an urge to travel a bit farther, there is the “100 Years of MG” special display at the Simeone Foundation Auto Museum, Philadelphia PA during February 11 – 26. (<https://www.facebook.com/page/126549495048/search/?q=MG>).

In addition to our “traditional” events like the Spring and Fall Tours, Turn Back the Clock Baseball night, Tech Sessions and monthly meetings, we are planning a special celebration for Tidewater MG Classics’ 50th year of

Continued on page 2

Coming Events

TMGCC Events

2023

Feb 4: “Horrible Idea Tour”

Feb 7 – TMGCC Monthly meeting at YNot

March 7 – TMGCC Monthly meeting TBD

March 26 – TMGCC Entertainment drive

April 4 - Monthly meeting – TBD



Marque Time!

President's Message

Last February in this column I remembered those we lost in the previous year. Unfortunately we lost two members in 2022 and I thought once again it was only fitting and proper that we pause and remember those who are no longer with us.

Back in early February 2022 we lost longtime member Craig Cummings. Craig and Joyce lived in Williamsburg but they still participated in club events and drives and hosted a couple of meetings at their home. If I remember correctly, they were both retired Air Force veterans and had a green MGB GT that they

drove in Europe. The car most of us remember though was his beautiful 1969 Primrose yellow MGC GT. It is so good to see that the Ladd's are now proud owners and caretakers of this car.

In late February 2022 we lost longtime member Pete Olson. Pete drove a red 1976 MGB but is more famous for his many chili cook-off awards with his "tailpipe backfire" chili. Pete was more than just another club member to me as he was also a neighbor and a friend. Several times I went down to his house and helped him with something on his MGB or just went to visit and share a beer or two. When Pete could no longer work he began to make and sell outdoor benches. I bought one and now when the weather is nice I'll go outside with an adult beverage and a magazine to read while sitting on the bench he built.

On a lighter note, Denise and I delivered the charity gifts to the Samaritan House donation center after the New Year. They were both surprised and very appreciative of our gifts. With your generosity we raised and delivered almost \$400 in gift cards, checks and cash, along with a set of building block toys. See the accompanying picture. Normally I would say that I was pleasantly surprised at the amount we raised, but knowing the club members as I do, it was no surprise that you all were so generous and willing to help those in need. THANK YOU!

Safety Fast –
Mike

Activities Report continued

existence, as well as 100 years of MG existence. More information to come. Get your MGs tuned up and ready to rock and roll, but remember – this club is about the people, not just about the cars. If your MG is up on blocks right now, don't let that stop you from driving along in whatever else is in your driveway!

TMGC Offices and Committees

President	Mike Haag	mikehmg@cox.net
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Regalia	Rose Ladd	twfrog@hotmail.com
Technical	Terry Bond	terryaaca@cox.net

Meeting Minutes - Jan 4, 2023

by Bruce Easley

Our group convened at the world famous Gus and George's Restaurant in Virginia Beach on January 4 at 6 PM, with dinner on the program before the actual monthly meeting. We had a large crowd and kept the waiter busy, but he did a great job.

Sometime around 7 PM President Mike Haag called to meeting to order. Upon inquiring whether there were any new members or guests, our newest member Greg Bentz identified himself and noted he is the proud owner of a 1954 MG TF, inherited from his father. Welcome, Greg! (The poor guy got buttonholed later with offers of support and suggestions for working on his TF.)



VP Scott Parker inquired whether there were any volunteers for hosting the February meeting at a home. None being made, Scott stated that we would be meeting at the Greenbrier YNot Italian restaurant on February 7.

Activities Director Bruce Easley described some of the upcoming events, to include a "Horrible Idea Tour" in the potentially frigid weather on February 4. The drive will be to the south, with no interstate or bridge

tunnel travel and will include lunch and a tour; itinerary details to be sent out by email. Also reserve a spot on your calendar for an "Entertainment Drive" on Sunday, March 26. The Simeone Foundation Auto Museum in Philadelphia, PA will be hosting "100 Years of MG" during Feb. 11-26, if there is interest in a trip there. A call for volunteers to host the annual Spring Tech Session was answered by Jim and Betty Villers, with the event to



be held at their home on April 9. Jim also agreed to again make a reservation for a Holiday Brunch in December at the Princess Anne Country Club.

Jim Villers, our Dipstick Editor told members that this month would be a good time to submit articles to him for inclusion in our monthly newsletter. Articles on trips and maintenance would be welcomed for inclusion in the next edition. Mark Davidoski, our previous Dipstick editor, now our Treasurer, formally passed the baton to Jim by presenting him with a “Viscount Dipstick” badge. For a membership report, Mike H stated we have 91 members, owning 137 MGs.

Our Technical Director, Terry Bond noted he has another article forthcoming, and Jim V mentioned the tool for measuring moisture content in brake fluid which had been previously discussed. When he asked the group how many change out their brake fluid regularly, only one hand was raised – by PJ Peterson. Someone then mentioned that leakage and then adding don’t really count (Ho ho!). When called upon, our Historian, Susan Bond, confirmed that we have history and that many forms of documentation such as scrapbooks with pictures are available.

For New Business, a committee is working on planning a celebration for recognizing the 50th anniversary of Tidewater MG Car Club in the May/June time frame. Contact Mike H or Scott P with any suggestions you may have.

For Marque Tyme, Alan Hazlett discussed his new (to him) MG. He has sold his MGB Roadster and become the owner of a pale primrose 1969 MGC GT in beautiful condition with the original engine. A picture is in the on-line “Oil Spot”. Last but not least, Rose Ladd held the Regalia Raffle with prizes including a Chilton MGB manual, a TMGCC magnet, a “Grumpy Old MG Owner” sign, an MG tool apron, and the 50/50 money split for ticket sales. Lucky winners included Michelle Parker, Tommy Keiningham, Mark Davidoski, Bob and Linda Pellerin, and Jim Villers. Rose also announced that she has MG cloth carry-bags, decals, and MG hats for sale. TMGCC MG apparel is also available through her.

A call for adjournment was approved, and car discussions ensued.





Horrible Idea Tour - Feb 4, 2023

Is an antique car tour in February a “horrible idea”? Not necessarily. This one should be fun, educational, incorporate beverages, and not require bridge tunnel driving. Who knows what the weather will bring – horrible or great? Driving an MG is NOT a necessary part of this trip, but it’s more fun.

We will depart at 09:00 on Saturday, February 4 from the Rehobeth AME Church REAR parking lot at 405 Shell Rd. in Chesapeake. From there we will have about a one-and-a-half hour drive to Edenton, NC, described as “the prettiest small town in the South” (you be the judge). Be sure to have your petrol tank topped up as fuel stops will be very limited on the drive down. Also, have \$10 cash p/p for a heated trolley tour. We will have a close up look at a wind generator, a bistro lunch, an opportunity to visit a few shops and taps, and a heated trolley tour of historic sites. More info will be provided on Feb. 4.

Since the trolley can accommodate 18 people including one wheel chair and our lunch provider can provide a separate dining room if there are enough attendees, please RSVP by text or email to Bruce Easley at 757.570.2042 or easleybw@aol.com by January 27. We may have limited menu options; I’m still working on that. Just in case, please indicate with your RSVP whether you would prefer a Chicken Club sandwich (\$10), Baha Steak Sub ((\$10.50), a Vegetarian Wrap (\$8), or a Tuna Club Wrap (\$10.50). Each comes with one side. Also, please let me know if you will participate in the Trolley Tour.

Our return drive will be by a different route and gas will be available just as we leave town. A rest stop will be included both routes.

TMGCC 2023 Calendar as of Jan 20

- Jan. 4 – TMGCC Monthly meeting at Gus & George’s Restaurant, Va. Beach
- Feb. 4 – Horrible Idea Tour
- Feb 7 – TMGCC Monthly meeting YNot Italian Greenbrier location
- Feb. 11-26 – “100 Years of MG” -Simeone Foundation Auto Museum, Philadelphia PA
- March 7 – TMGCC Monthly meeting TBD
- March 26 – TMGCC Entertainment drive
- April 1 – Carolina British Classis XV, Cayce, SC. 8AM-5PM
- April 4 - Monthly meeting – TBD
- April 9 – Spring Tech Session at the Villers home
- April 20 – GOF South 2023 & NAMGAR – Gainesville, FL
- April 22 – Williamsburg, VA annual British Car show (? – TBD)
- April 28-30 – TMGCC Spring tour
- April 30 – 25th Annual Britain on the Green – Lorton, VA www.britainonthegreen.org (Triumph registry, but all marques welcome)
- May 2023 – TMGCC 50th Anniversary
- May 2 – TMGCC monthly meeting at Wallach/Faschini home
- May 23/24 – TMGCC Dessert Drives
- May 27-June 4 – 27th Annual British Car Week
- June 6 – TMGCC monthly meeting at Ocean View pier
- June 28 – Tides baseball Turn Back the Clock night
- July 1 (Sat) – TMGCC Monthly Meeting at Peterson’s
- Aug 2 (Wed) – TMGCC monthly meeting at Villers’
- December 17 – Holiday Brunch at Princess Anne Country Club

TECH STUFF - By Terry Bond

Brake Bleeding (Without Calling 911)

Now that you've decided which brake fluid to use (or replace), it's time to "bleed the brakes." There are a few ways to accomplish this, but first you'll need a few things.

First, get the car up on jack-stands. It can also be easier if wheels are removed. You'll need to get some clear plastic tubing that fits snugly over the tip of the bleed nipples. The tubing should be long enough to reach easily from the tip of the bleed nipple to good sized glass jar to catch the brake fluid you'll be "squeezing" out of the lines during the process. Your catch jar should be sitting comfortably on the floor under the bleed nipple. You'll also need a small wrench (spanner if you speak Brit) the right size to loosen up (but not remove) the bleed nipples. A can of the right fluid (maybe two) are also necessary. Don't forget plenty of rags or paper towels, and wear safety glasses.

I'm going to assume a few things here – like your brake hoses are in excellent condition as are your wheel cylinders and master cylinder. I will also assume your car as a dual reservoir master cylinder. I am also assuming your brakes are at least "almost" properly adjusted.

There are also a few things to pay close attention to. Bleed your brakes one wheel at a time, starting with the furthest away from the Master Cylinder.

Only loosen the bleed nipples about a ¼ turn, or enough to allow some fluid to "drip" out. When you alternating tighten and loosen them during some of these methods noted below, be sure to tighten them snugly to prevent additional air being drawn into the lines.



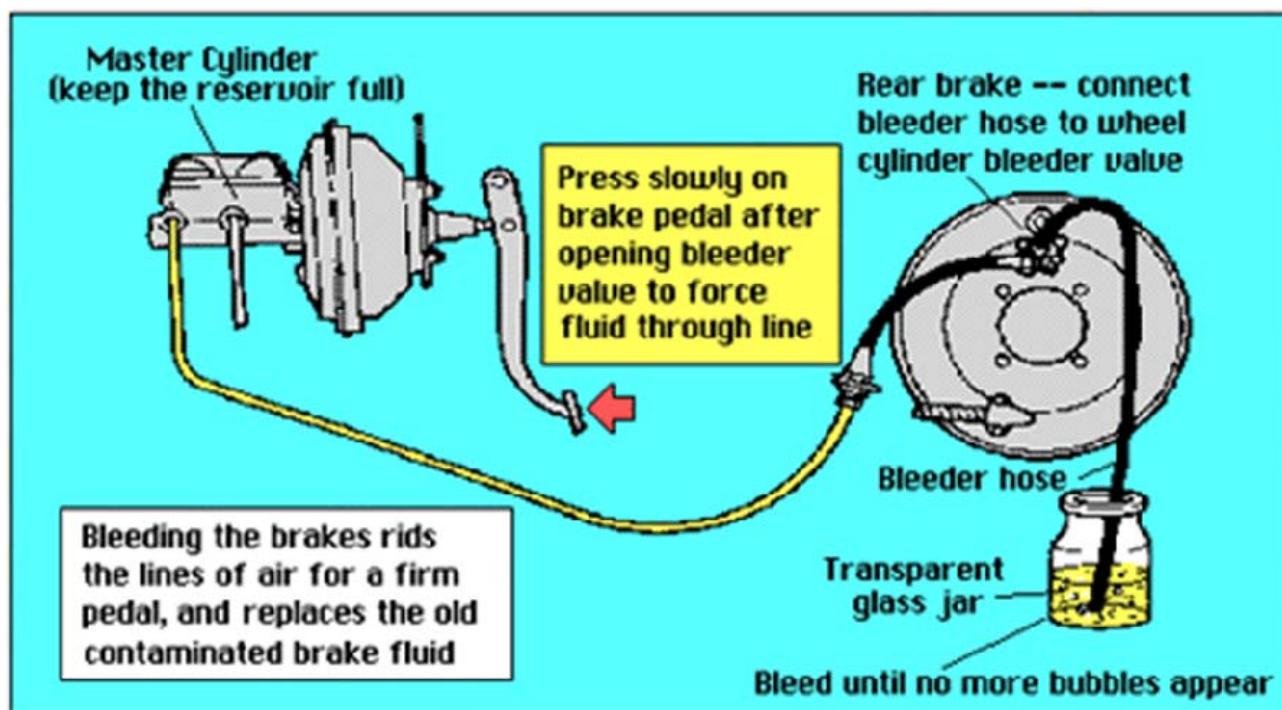
The Dipstick

Watch the fluid level in the Master Cylinder and keep it topped up. This prevents additional air being drawn into the brake system.

When you are pumping the brakes, be sure to leave the cap on the Master Cylinder in place. This will again prevent air from being drawn in, and may also prevent inadvertent splashing of the fluid. Remember – some kinds of brake fluid make excellent paint stripper, so be careful with it. A few rags placed around the Master Cylinder might prevent some grief later if you spill some during the process.

Here are some bleeding methods briefly explained:

Gravity – just open the bleed nipple furthest from the Master Cylinder and fluid drip into your collection jar. Hopefully any air in the system will find its way out. Advantage-you can do other things while you wait-but do watch the master cylinder and keep the fluid topped up. Disadvantage- you will probably forget to do that and end up with no fluid and all air in the system, or your catch-jar will overflow and make a mess! Not the best or most efficient method IMHO.



The Old Fashion Way - Invite a friend over to help. One of you will have to pump the brake pedal while the other crawls under the car to open and close the bleed nipple while you periodically yell “down” or “up” in order to pump fluid (and the air in it) into the catch jar, closing the bleed nipple between the “down” and “up” strokes so no additional air gets sucked into the system. Someone needs to keep an eye on the master cylinder though and ensure it remains full. Advantages –faster, and you have someone not under the car to watch the fluid level or go get another beer. Disadvantages – may not be totally efficient, especially with silicone fluids that are more easily aerated.

Vacuum – this process actually uses vacuum to literally suck the fluid through the system. It involves some special equipment. Advantages – can be done with one person. Some say it is more efficient and perhaps best for total fluid replacement, especially for Silicone fluid. Disadvantages- much more difficult to prevent air from entering the system, It can be hard to get a good seal between the vacuum line and the bleed nipple. This can be quite a messy operation! Inexpensive vacuum equipment can be purchased on-line or at Harbor Freight.

Pressure Bleeding - (also known as “continuous flow.”) - using additional equipment. This method uses low constant pressure to “inject” fluid through the master cylinder into the brake system. You can then open the bleed nipples individually and allow fluid and air bubbles to escape. Advantages – one person operation, most efficient method. Disadvantages - can’t think of any right now!

The go-to equipment for the MGB has been Gunson’s Eezi-Bleed.kit. It can be purchased on Amazon for \$78.00.

Here is a neat link to the Eezi-Bleed instruction and parts manual from the Moss website. It explains far better than I can how it operates.

<https://mossmotors.com/media/instructions/386-868.pdf>

When we bleed the brakes on the MGB I’ll take some photos and explain this process fully as I intend to use the Kit I’ve had on the shelf for a few years now.

It may take multiple attempts to get a firm brake pedal, especially if any new components are being replaced, or if you need to completely flush the system so be patient.

Regardless of which method you use, here are a few tips to make the operation more successful.

1. Before you begin, pump the pedal a few times slowly. This will hopefully move any large air pockets closer to the bleed nipples.
2. Use a bit of grease on the tip of the bleed nipple to help get a good seal on the tubing. It will lessen



the chances of drawing any air in at that point. Teflon tape can also be used.

3. A bit of Teflon tape can also be used on the bleed screw threads as well. While it's not necessary for installation or operation, it can help prevent any air from creeping into the system while bleeding.
4. Open bleed screws only about quarter turn when bleeding brakes. That minimizes the chance to draw air into the system while bleeding. Test this before you connect the rubber tubing by turning the bleed nipple slightly until a drop of fluid comes out.
5. The difference between "DOWN and UP" when providing instructions to anyone pumping the brake pedal for you. DOWN is when the pedal is depressed, forcing fluid (and air) through the lines to your catch jar. Obviously the bleed nipple should be OPEN during that operation. UP is when the pedal is returned to the "UP" position. The bleed nipple should be CLOSED during this so no additional air or dirty fluid is sucked back into the system.

Have fun, be safe and take good care of your LBC!

Safety Fast, especially when stopping!

Until next time-

Safety Fast –
Terry

TMGC Garden Flag

by Mike Haag

After taking down the Christmas garden flag in front of our house, I got "approval" to put up the TMGC garden flag I bought at the January meeting. See accompanying picture. This is a good looking flag, sure to increase the value of your home. Just ask any Hampton Roads realtor, I'm sure they will agree. Only \$15, a small investment to enhance the look of your yard or home. To order, contact our club Regalia chair Rose Ladd at 757-737-2468 or email at twfrog@hotmail.com.



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!



The Dipstick

Monthly Meeting
Tuesday, Feb. 7th
Y-Knot Pizza
1036 Volvo Pkwy #7
Chesapeake, VA

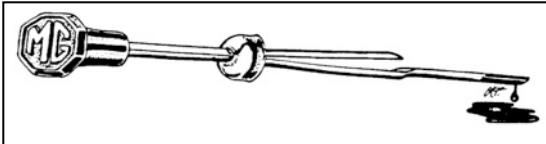
**6:30 To Eat
and Meeting to Follow**

1036 Volvo Pkwy, Chesapeake, VA 23320
8 min drive ~work

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8 min drive ~work

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8 min drive ~work

1036 Volvo Pkwy, Chesapeake, VA 23320
8 min drive ~work



First Class

The Dipstick Tidewater MG Classics

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

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