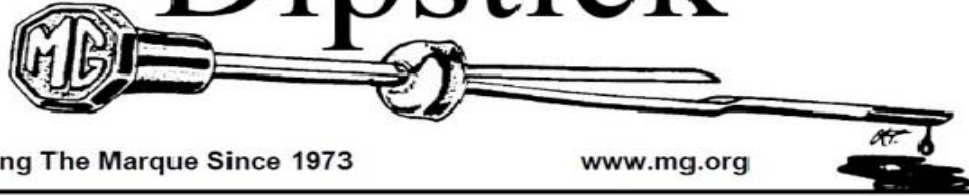




# The Dipstick



Dedicated To Preserving The Marque Since 1973

www.mg.org

Volume 50 Issue 3

March 2023

## *Activities* Report, March 2023

As you read this, February is nearly behind us and Spring, lovely Spring, is coming quickly. Appropriately, our March meeting will be at Cindy Lee Hall's beachfront home in Ocean View. Thank you Cindy!

A day drive is planned for Sunday, March 26, to the Williamsburg area, and will include lunch, a magic show, and a visit to Alewerks. More details will be coming soon, and there are driving options such as the James River Bridge and the Jamestown ferry for those wishing to avoid the dreaded HRBT (although Sunday shouldn't be too bad).

Did anyone travel to the "100 years of MG" feature at the Simeon foundation auto Museum in Philadelphia on February 11-26? If so, give us a write up! (Yes, see Mark Davidoski's article on page 7).

Tidewater MG's Spring Tech Session gathering will be at the home of Jim And Betty Villers on April 16. This will be an opportunity to check out Terry Bond's brake bleeding techniques, or anything else that our in-house experts can help with. Contact Jim if you know you'll have a specific problem to address. And bring brake diapers.

Then April 22 is the typical weekend for the Williamsburg British car show, more to come. The Tidewater MG annual Spring Tour is scheduled for April 28-30 and will be a three day festival of driving, drinking (not Necessarily at the same time) and comradeship. Thanks to Alan and Becky Watson for putting this together one more time. An event not to be missed! Next: summer is coming!

Drive ye well and often,

Bruce

### Coming Events

#### TMGC Events

- March 7 – TMGC Monthly meeting in Ocean View
- March 26 – TMGC Williamsburg Event/Drive
- 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



# Marque Time! President's Message

Thanks to Bruce Easley for continuing with the "Horrible Idea Tour" started by Tad Carter several years ago. While Feb 4th was one of the coldest days this winter, it certainly was not a horrible idea to drive down to Edenton, NC, a lovely waterfront town that I had never been to. A hearty group of MG drivers took back roads down through NC, visited one of the many wind turbines along the way and had a great lunch and tour of the town. A shout out to the other peninsula members PJ & Faith and Mike & Carolyn who made the long, cold drive down to the Southside for the

journey.

The top on my 79 MGB never fit tight against the rear of the side glass, allowing a draft blowing on our necks. Since it was going to be so cold, I knew I needed to do something to help reduce the cold air coming in from behind. They say necessity is the mother of invention so I grabbed a couple of the many black Hagerty bags I got at car shows and folded and rolled them into a 2-3 inch thick bundle then stuffed them between the top frame and the side material, pushing it against the glass for a much tighter fit. This greatly helped to reduce the backdraft and made the drive more comfortable. And, they didn't fall out! Hmmm, maybe a future tech article?

PJ & Faith made the drive with their top down, as usual, so they win the prize for hardest, or most frozen, drivers. I think this is the first drive where the number of GTs equaled the number of roadsters at 4 each. There certainly is an advantage at times in having a GT, of course having one each is best!

I got an email from Kelly MacPherson requesting that she be relieved as club Secretary. I want to thank her for her nearly 2 years of supporting the club in that position. Thankfully Michelle Parker has agreed to take over as interim club Secretary until the fall elections. Again, our club succeeds when members step up and help out when the need arises.

*Safety Fast* –  
Mike



*Save the date:*  
**Friday, May 26**  
**TMGC 50th**  
**Anniversary**  
**Banquet**

### TMGC Offices and Committees

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# Meeting Minutes - Feb 6, 2023

By Michelle Parker

For our February 2023 meeting we packed out the meeting room of the YNot Italian restaurant in the Greenbrier area of Chesapeake. We had quite a large group, with about 40 people in attendance. I think we may have overwhelmed our waitress a little, but she pulled through and I think everyone enjoyed their dinner for the most part.

Our President, Mike Haag, opened the meeting with a promise to be quick so we could all get home to watch the State of the Union Address. This didn't appear to be high on anyone's priority list as it received some chuckles and even a couple boos. Who would want to watch a speech when you could be hanging with old friends, eating good food, and talking cars?



We had one new member at our meeting, Luke Suber, he has a '79 MGB and '77 MGB. It was great to meet him and hope to see him again.

A motion was made and last month's Meeting Minutes were approved. It was announced that Kelly MacPherson needs to step down as Club Secretary. She will be missed, she did an amazing job. Bruce Easley filled in last month, thank you Bruce, and I will be interim Secretary until elections are held in October.

Scott Parker, our VP, had a little bit of business to discuss, perhaps next month we'll get a shrug out of him. He asked for a volunteer to host next month's meeting. Cindy Hall graciously offered to host, thank you Cindy! He also asked about our thoughts on doing a Saturday morning breakfast once a year as a winter meeting alternative, when it gets dark early so we can still drive our MGs and appreciate them in the daylight. Everyone appeared to be on board and looks like we'll be having a trial run breakfast meeting in April.



Bruce Easley, Activities Director, put together our awesome "Horrible Idea Tour" this past weekend and has some more great ideas in the works. A Dessert Drive will be coming in May, as well as British Car Week. Alan Watson is putting together the Spring Tour, he's ironing out the details and hoping to start signing people up for it. It will be in the central part of Virginia, April 28-30. If you haven't heard from him and are interested in going reach out to him at [mgactivities@gmail.com](mailto:mgactivities@gmail.com). Bruce is looking to do something new in March, as the Barksdale Theater doesn't currently have anything going on. The Wagsters Magic Theater in the Williamsburg area has 2pm matinees on Sundays. To sweeten the deal, it's very close to Alewerks! So, for those interested, there would be a lunch somewhere in Williamsburg and then see the magic show. If

## The Dipstick

you're not interested in the show, you could hang out at Alewerks and wait for the others.

The Treasure's Report was given by Mark Davidoski. Last month our balance was \$1978.93. Receipts came in totaling \$77.00: \$27 from the January 50/50 and \$50 from membership fees; bringing our balance to \$2055.00.

Jim Villers brought the Dipstick Report thanking those that wrote before and reminded all that the cutoff for entries is the 20th. "If anybody wants to write something, we have pages." Mike H. mentioned Terry's great article on bleeding your brakes in the February Dipstick, in case you missed it. We heard it was a timely article for Mark Davidoski, Terry's gravity method worked out for him- the day before the article appeared.

In Membership News, Mike Ash informed us of another new member, Scott Kampe, that was not in attendance. He lives in Chesapeake and drives a '74 MGB. We look forward to meeting him at a future meeting. Our membership is now 92 members and "a whole bunch of cars."

Terry Bond gave the Technical Report. Their TC is going to be getting a new master cylinder. He discussed how he typically is careful not to strip the corners off the nuts when removing them. However, this time, he didn't need to be because there weren't any corners left on them. Vice grips previously used to remove and reattach them had already removed all the corners. Mike H said, "Didn't you buy that car from Bob Stein?" Terry remembers a number of different owners and vice grips potentially contributing. So, some new nuts will be in the plan for "Eleanor" as well.

Susan Bond, our Historian, assured us that we do indeed have history. But there was no Old Business to be discussed.

As for New Business, the 50th Anniversary party of the club is still in the early stages of planning. The date and venue are yet to be determined. Founders Inn or perhaps the Princess Anne Country Club are being looked into. The actual day of the first meeting was brought up and no one could remember. I checked the archives of the Dipstick, the first meetings minutes are there. It took place on May 6, 1973. If you have a chance, take a look, it's cool to see where it all started.

As for Marque Time, PJ brought some information about the British V8 Organization. They are having a get together June 6-9 in Monticello, Illinois. They aren't picky about what you drive there, show up in anything if you're interested. For more information check their website or ask him at [pj.peterson@verizon.net](mailto:pj.peterson@verizon.net), he and Faith are planning on going. There are photos on the site of the 2022 meet if you'd like to see the cars that came out last year. Terry informed us of the Annual Tidewater Region AACA Swap Meet, Saturday, March 11 at Nansemond-Suffolk Academy from 8-1. Come on out, you never know what you'll find! Our club is also more than welcome to take a table to promote membership at this event. Paul brought up the Annual Tidewater Region AACA Meet on September 16 at Chesapeake City Park. It will be an event open to the public with live music and a blood drive. The event is celebrating 70 years of Corvettes but they would like a sizable turnout of MGs as well. As Terry said, they are the original sports car. Donald Ladd shared about an MGC event in Pensacola FL. This one is happening April 13-16. For more information talk with Don or check out the website.

Last but not least, we had Regalia with Rose, has a nice ring to it doesn't it. The first winner was Mike Ash, winning a bag of miscellaneous small items. Next up was Bill Olcheski, he took the magnet home. Mike A won again, this time picking a decal. The next winner was Paul Fuqua, he won an MGB matchbox car. And the last item, the 50/50, was won by Jim Villers, which he gave back to the club. Thanks, Jim!

The motion to adjourn was approved and we all made our way home.





## Horrible Idea Tour - Feb 4, 2023 by Michelle Parker

Well this was my first venture out with y'all on the Horrible Idea Tour, and when I woke up way too early for my liking on this particularly cold Saturday morning, I was certain y'all named these tours correctly. We met up in the parking lot of Rehoboth AME Church in Deep Creek with a departure time set for 9:00 AM, which is fine for many, but I'm usually just



waking up then. The brisk morning temperature of 26 degrees made sure all were wide awake and ready to go. We had 9 MG's and a few modern rides along for the drive. The only ones brave enough to ride top down were PJ and Faith. I still think the rule of only using the top when it rains needs be amended with a low temperature clause, y'all are brave!

We headed South down Highway 17 making our first stop at The Dismal Swamp Canal Welcome Center. It proved a great place to regroup, use the facilities, and find out how to make sure an MG heater is running... but is it really? Sure didn't feel like it. Oh well, that's why we bring a blanket, right? With bladders emptied we head out again. On to the wind turbines! Wow, those things are huge! I don't think many people get that close up to them. And they're so quiet. When Bruce mentioned the elevator to the top I think a few of us thought he was serious for a minute, wouldn't that be a view. Then off again, down the roads that MG's just love to drive, the back roads that wind a bit and without much on them. The stop signs become almost optional, which is great when you've got that many MG's to keep together. The only sights to see are farm land, a few bored dogs that like to chase cars (boy we made their morning), and eagles trying to score a breakfast of skunk roadkill. These country road drives remind me of riding with my dad in his MG when I was just a teeny thing. My brother and I always got squished in the "back" of his MGB GT, I think it may have been legal back then.

We rolled into the quaint town of Edenton right on time. There was lots of parking along Broad Street. I



sure thought it was cool to see all our old cars parked along the main drag of that old town. 309 Bistro and Spirits was all ready for us. The back room was a great place for our group to gather to catch up, warm up, and fuel up with lunch. I was so glad that Bruce was so organized and had a list of what we all pre-ordered, because I sure couldn't remember. During lunch I learned about the origins of the Horrible Idea Tour from Robert. Being a newbie it's fun to hear the stories of how things came to be with the group.

After lunch we had some time to spare before our scheduled trolley tour. Strolling down Broad Street there was plenty to pass the time with and it seemed something for everyone. For me, nothing is better than a bit of time in the antique store! But there were also places for "frosty beverages" or shopping or dessert, not to mention the his-



story that this town has so much of. Mr. Parker sure does love some plaques to read. Once we had all chosen which side of the street to walk down, Patriot or Socialist, we arrived at the trolley boarding site. Who knew that we'd have to cross protest lines about a Robert E Lee statue to get to our destination, haha. At least both sides of the protest were peaceful and respectful and with a permitted window of time to do so, that's how it should be done.

The trolley tour was informative and interesting; it was also heated, major bonus there. I just love old architecture and the history behind it all, so this tour was right up my alley. Jim said something about learning more about the houses and history than he wanted or needed to know but that all in all it wasn't a bad tour. I'd say the only downside to the trolley tour was their "no dog" policy which kept Tommy and his sweet puppy copilot from coming along. The town of Edenton has quite a rich history and I'd love to go and visit again when it's a tad warmer and walk around the town a bit more.

Once the tour was over we were free to head where we liked and then head home on our own, or a loose meet up for those that wanted to head back together was scheduled for 3. Thank you, Bruce, for putting this "actually wonderful and not horrible at all" tour together for us! I think we all had a lovely day!



Valentine's Day Target of Opportunity –

# Simeone Foundation Museum, Philadelphia, PA

by Mark Dividoski

A recent overnight trip for a college basketball game served as the catalyst for our first ever visit to the world-renowned Simeone Foundation Museum in South Philly. Several club members have been recommending the Simeone Collection, so we finally made the trip.

The featured display was “100 Years of MG” featuring an eye-watering assortment of cars ranging from a 1931 K-type Magna, through more familiar models (T series, A’s, B’s, C’s, Midgets) up to



an MGF. The cars were a combination of racing variants belonging to the museum and loaners from the Philadelphia MG Club.

The Simeone Collection depicts authentic racing cars from the pre-First World War era all the way to the current day. European and British marques include Bugatti, Ferrari, BMW, Mercedes, MG, Jaguar, and Healey, to name a few. Backdrop displays highlight every major racing venue from Brooklands, LeMans, Nurburgring to Watkins Glen and Sebring. High





performance street cars (Cord, Delahaye, Auburn, etc.) of the rich and famous are also sprinkled around, as are record setting efforts at places like Bonneville. (We especially like the 142.6 mph Healey 100.)

The museum is convenient to I-95 and has ample parking. The annual event schedule includes periodic “Demo Days” which offer live driving demonstrations and technical briefings of selected cars on the three-acre back lot. The immediate neighborhood is interesting in and of itself, with a huge trucking terminal, Philadelphia Police Impound Lot, and a wide variety of sketchy used car outlets nearby. (Honest Al’s, etc.)

This may be a destination for a future TMGC drive out. The Simone Collection is recognized as one of the finest auto museums in the world. Seeing the MG display was especially enjoyable. And OBTW, the home team won their evening game 62-50: the perfect Valentine’s Day bonus!





# MGs and 6 degrees of Separation

by Allen Hazlett

This story and my love of MGs was inspired by an article in “Moss Motoring” Jan. 2023 by Michael Mascelli of Latham, NY. His love for MGs started when he was a teenager in 1965 captivated by a 1938 MG TA. He later saw this car for sale but couldn’t afford it. He was told about a TD that he maybe he could afford as it was in pieces and boxes located at a small MG dealer in the little town of Maryland, NY owned by Gordie Morris and naturally was call “Morris Garage.” He purchased it and brought it home on a trailer, restored it and still has it today. He became an expert upholsterer and did many custom interiors for MGs, one of which was a friend’s 1962 Twin Cam MGA. This car was also originally purchased at “Morris Garage” by a man from my home town (Oneonta, NY which is 7 miles from Maryland, NY). My connection to all this is that I purchased my first MG, a 1965 Midget from “Morris Garage” and over 50 years later while on a TMGC trip to Lynchburg, Va. to view a private collection of cars and in one warehouse the owner had several British cars and to my great surprise there sat that very Twin Cam with the “Morris Garage” sticker still on the back bumper. I have actually ridden in that car with the original owner.

My other MG connection is knowing a person well known in the MG world. Some of our TMGC members probably know of him and Terry and Sue Bond know him from their Hershey days. That would be Richard Knutson, he was a co-founder of “The New England MG TD Register’ and publisher of “The Sacred Octagon”. He was an English Professor at the local State College in my home town and I got to know him as a teenager jealously watching him tool around town in his TC. Years later while working at our local Post Office I helped him with the paperwork required to obtain a 2nd class mailing permit for “The Sacred Octagon”. Over 50 years later after moving to Virginia I was fortunate enough to meet and chat with him at “Moss Motorfest 2017” at Petersburg, Va. where he was being inducted into the “British Sports Car Hall of Fame”. He graciously signed 2 books for me that he had written, both of which mentioned my hometown and Gordie Morris. He also was a friend of Gordie Morris of “Morris Garage”. Unfortunately Dick passed away not too long after. The MG world lost a very knowledgeable and passionate man.

My journey through the MG world started with that Midget from “Morris Garage” and continued off and on with 6 Bs over the years and now continues with my acquisition of a Pale Primrose Yellow (Don’s twin) 1969 MGC GT and hopefully will continue for many more years and the Good Lord willing.

SAFETY FAST.

## So, who the heck is Whit Worth anyway?

by Terry Bond

If you speak any British around your LBCs, you'll be familiar with the term "Whitworth" when it comes to nuts and bolts, spanners, and sockets. Here is the "rest of the story."

The Whitworth thread was the world's first national screw thread standard and was created by Joseph Whitworth in 1841. Until then, the only standardization of thread sizes was what little had been done by individual companies. Whitworth's new standard specified a certain thread angle, depth and radius..

The Whitworth thread system was later to be adopted as a British Standard to become British Standard Whitworth (BSW). These thread sizes were first used by the Royal Navy on Crimean War gunboats.

The British railway industry soon adopted Whitworth as the standard, and as the need for standardization in manufacturing became more and more important, the standard spread.

### What the heck is "BSF" and all that other "BS" BS?

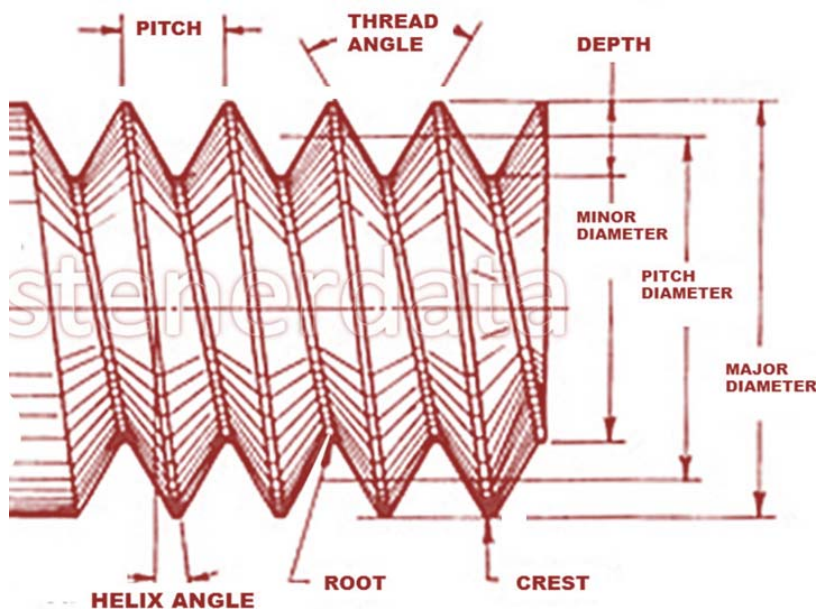
The British Standard Fine (BSF) standard has the same thread angle as the BSW, but has a finer thread pitch and smaller thread depth..

The British Standard Cycle (BSC) standard was used on British bicycles and motorcycles. It uses a thread angle of 60° compared to the Whitworth 55° and very fine thread pitches.

You'll also occasionally encounter The "British Association Screw Thread (BA). It is similar to Whitworth and is sometimes found in the same machinery as the Whitworth standard. However it is actually a Metric based standard using a different thread angle and its own unique head sizes. It's most often used in precision machinery. Some would debate whether our LBCs fall into that category!.

So, what about those markings on my spanners (wrenches)? I've got a 1/2" W and it seems to have no relationship to a 1/2" bolt?

Whitworth and BSF spanner markings refer to the bolt shank diameter, rather than the distance across the flats of the hexagon.. Confusion can arise because each Whitworth hexagon was originally one size larger than that of the corresponding BSF fastener. This leads to instances where for example, a spanner

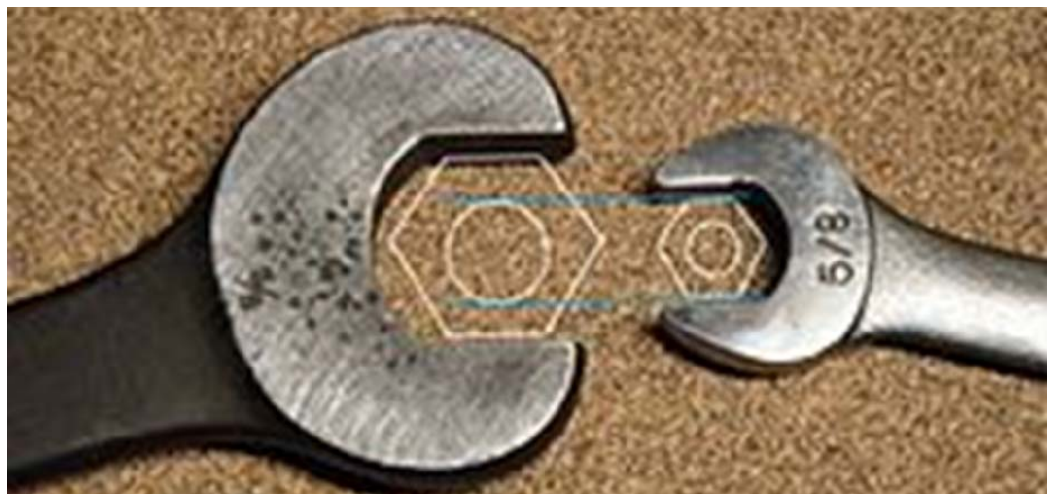




marked 7/16 BSF is the same size as one marked 3/8 W.

British Morris and MG engines, basically, from 1923 to 1955 were built using metric threads but with bolt heads and nuts dimensioned for Whitworth spanners and sockets. In 1919, Morris Motors took over the French Hotchkiss engine works which had moved to Coventry during the First World War. The Hotchkiss machine tools were of metric thread but metric spanners were not readily available in Britain at the time, so fasteners were made with metric thread but Whitworth heads.

The Whitworth System, with its associated BS thread system, was in use by most British automobile manufactures until about 1948, when Canada, the US, and the United Kingdom adopted a “Unified Thread System”. The Unified System was adopted by the British automobile industry on a large scale in 1956, when most of the common fasteners on the cars built that year were of the Unified Thread System. The fact that the major market for these cars was in the US was no doubt a major factor in the decision. The Unified System is basically the same as the American system in use—the two thread systems were American National Coarse (ANC) and American National Fine (ANF). They became the Unified coarse and fine. A few related industries, notably SU, did not make the switch, and used Whitworth and BS hardware until they ceased production.



This photo illustrates how a 5/8 BSW spanner (left) compares with an American made spanner (wrench) also marked 5/8. The British designation refers to bolt diameter while the American version refers to the bolt head measurement.

Although there is some limited ability to interchange American and British Whitworth spanners, it’s always best to use the right tool for the job. Whitworth tools are readily available and if you are working with an early LBC, you should have an assortment handy.

Remember-safety fast, especially with these “knuckle busters.”

*Safety Fast –*

Terry

Park in the empty lot located at 702 W. Ocean View

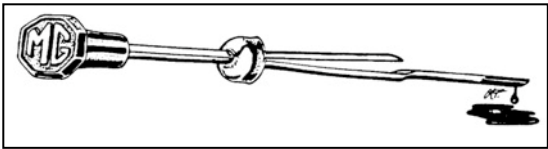



Tuesday Mar. 7th  
 Cindy Lee Hall  
 722 W Ocean View Ave  
 Norfolk, VA 23503  
 757-876-5148

From 64 take exit 273 onto 4th View St turn Left at W. Ocean View




6:00 pm - Kick Tyres  
 6:30 Food and 7:00 meeting



# First Class

## The Dipstick Tidewater MG Classics

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