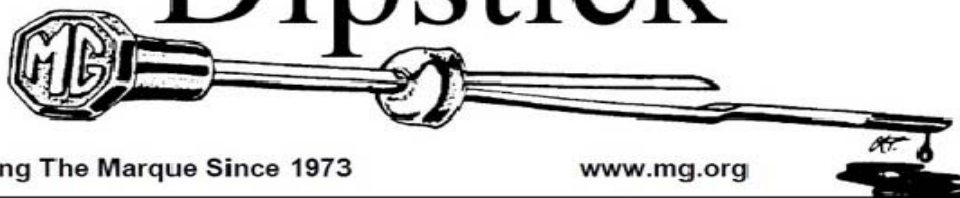




The Dipstick



Dedicated To Preserving The Marque Since 1973

www.mg.org

Volume 50 Issue 5

May 2023

Activities Report, May 2023

Let the good times and the MGs roll! Get your touring hats and bonnets on! We have things to do and places to go in this gorgeous Spring weather, particularly after getting everything tuned and ready at Jim Villers' Tech Session this past weekend.

Next Saturday April 22 is the annual Williamsburg British Car Club Brit and Euro car show in Williamsburg. Show off your buggy or be there to cruise the displays and compliment the other cars. It will be fun; right now the forecast is for 79 degrees and partly cloudy on show day. For those who may be staying over in Williamsburg, the Williamsburg Craft Beer Festival will be held the following day starting at 1 pm for \$15, to benefit non-profits.

Then on April 28 we begin our 3 day Spring Tour to parts West courtesy of the intrepid explorers and guides – the Watsons. I'm really looking forward to some serious road time and time with friends! When we get back it will be May already, and we'll get together at Cynthia and Andy's for our regular meeting and an opportunity to swap stories on May 2.

May will be a busy month with "Drive your MG Day" May 6 and the traditional Dessert Drives Wednesday May 24 on the Peninsula and Thursday May 25 on the Southside. Meet at 6:30 for both drives, with departure from the Yorktown Battlefield Visitor Center on the Peninsula, and BEHIND the Harris Teeter at Princess Anne and Nimmo south side. As the Grand Finale for May, our celebration team has been working hard putting together the "Golden Jubilee" Banquet for the club's 50th anniversary, to be held at the Sewells Point Country Club in Norfolk on May 27. Stay tuned for more details on this extravaganza non pareil!

Coming Events

TMGC Events

May 2 - Meeting at Wallach's

May 6 - Drive your MG day,

May 24 - Dessert Drive (N)

May 25 - Dessert Drive (S)

May 27 - TMGC 50th
Anniversary Banquet

Jun 6- Meeting, Ocean View



Marque Time! President's Message

Thanks to Michelle & Scott Parker for hosting the April meeting. I must admit I was somewhat skeptical about having a Saturday morning brunch meeting, but all that disappeared when we pulled up to their house and noticed all the MGs and people in the driveway! We had a very good turnout indeed, including some very tasty brunch food to boot. Don't worry, if you missed that Saturday meeting we have two more scheduled this year, one in July and one in September.

I need to apologize to Fred McCall as he wanted to follow us as we left to get oriented back to Virginia Beach. My plan was to go back the same way we came down but unfortunately I made a left turn instead of a right turn on Waters Road when we left the neighborhood and the direction lady on the phone wanted to take us to Rt. 17, which was not the way I wanted to go. Not being familiar with that part of Chesapeake, we had a scenic tour until I gave up and followed her directions to Rt. 17 to get us back on track. Thankfully I had the EZ-Pass in the car and I saw Fred pull off at the last exit before the toll.

I want to thank Bruce Easley for the March Magic Tour to Williamsburg. Both the weather and the HRBT made for a nice outing. I had never seen a magic show in person, and even though I know it is sleight of hand to trick the eye, there were things they did that just defied explanation, other than it being magic. Reminds me back at work sometimes when we couldn't figure out why something did what it did, we just called it FM, "freaking magic".

Thanks to Jim Villers for hosting the Spring Tech Session on the 16th. There was a good turnout, especially of GTs but maybe the threat of rain later helped bring them out. A couple of cars actually got worked on too.

Don't forget the club's 50th Anniversary "Golden Jubilee" Banquet on Saturday, May 27th. More details forthcoming.

Safety fast.

Mike

Activities Continued: June is next, with the year soon half over. Better get out and drive, show or race whenever you can! We will be back for our waterfront dinner and meeting at the Ocean View Fishing Pier at 6:30 on June 6. A winery drive to the South or West may also pop up on one of those later June weekends, just to keep us moving.

Safety Fast! Bruce

TMGC Offices and Committees

President	Mike Haag	mikehmg@cox.net
Vice President	Scott Parker	swparker619@gmail.com
Secretary	Michelle Parker	mlparker619@gmail.com
Treasurer	Mark Davidoski	davidoski@cox.net
Dipstick Editor	Jim Villers	190SLJim@cox.net
Activities	Bruce Easley	easleybw@aol.com
Webmaster	Mike Haag	mikehmg@cox.net
Historian	Sue Bond	susanbond@cox.net
Regalia	Rose Ladd	twfrog@hotmail.com
Technical	Terry Bond	terryaaca@cox.net

Meeting Minutes - April 1, 2023

By Michelle Parker

Our April 1st meeting didn't have any tricks but we did try something new. This time we had a brunch meeting at Scott's and my home. While a few members got a bit turned around getting here, once everyone finally made it I think we had a wonderful time and I'm so glad that y'all could come out and join us. We had 27 members present, including one of our new members, Scott Kampe. It was so good to meet him and hear about his love for the MG. It was also great to be able to have all my kids and grandkids here to see what it is we do when we go to all these club meetings.



Mike Haag, our President, opened the meeting with a thank you for brunch and a motion to approve the March minutes. They were approved. I would like to thank Mr. Villers for being an awesome editor and keeping all my minute-taking errors out of the March Dipstick. I believe I've learned a valuable lesson to not throw it together too quickly as it will be riddled with mistakes.

Scott Parker, the Veep, brought forth an honest shrug this time. The only thing he had to say is how he has a greater appreciation for the hosts now that we have done it. And yes, I'll second that, thank you to all y'all for hosting us in your homes from time to time.

Activities Director, Bruce Easley, said a cheerful good morning and shared with us about the Magical Mystery Tour from last weekend. Sounds like a good time was had by those that were able to go. Great magic show, relaxing chats at Alewerks, and some fine MG driving weather. Shout out to Rob MacPherson for finding the backroads route to get there the MG way! Bruce mentioned that fellow club member Mike August was playing drums that night in a trio at the Gloucester Brewery, and that if anyone was able to make it, it should be a good time and a great way to show some support to a fellow member. He reminded us of the April 8th pre-registration deadline for the Williamsburg British Car Club Show. The show itself will take place April 22, 2023. The Williamsburg Craft Beer Fest is the next day and may be a good reason to stay overnight in Williamsburg. Our Spring Tech Session is coming up at the garage of Jim Villers on April 16th at noon. No lunch served at this meeting but there will be coffee and some snacks. An FYI that May 6th is the official Drive Your MGA Day, for those that have an A. Our annual "Dual-ing Dessert Drives" this May will be Wednesday, May 24th for the North side, meeting up at the Battlefield parking lot. The South side will meet on Thursday, May 25th BEHIND the Harris Teeter on Nimmo Parkway. The plans for the Golden Jubilee Banquet are coming together thanks to the hard work of the anniversary committee. The date is set for Saturday, May 27th at the Swells Point Country Club in Norfolk. Bruce has an idea for a wine drive on the South side for June, but nothing definite yet. Bill Olcheski mentioned that on Saturday, May 13th the Church of the Ascension will be having their car show again. In the past we have had conflicting events and turn out for this one has been low. It's a good-sized show, it may be fun to have a nice line of MGs in it. With no conflicting events this year we could have a great turn out for this one. The show has \$20 registration. There will be prizes and a food truck. A big thank you to Bruce for all the wonderful activities he coordinates, however, all are welcome to come up with ideas and opportunities for the group to participate in. Just let him know your ideas and he'll help get it planned.

Mark Davidoski, the Treasurer, was unable to attend and he and Kathy were missed. He did, however, pass along the Treasury Report. Our starting balance was \$1650.59. Total receipts were \$59.00, coming in from the March 50/50 raffle in the amount of \$39 and \$20 in Membership Fees. There were no disbursements and our ending balance was \$1709.59.

Jim Villers, our Dipstick Editor, announced that the end of the month will be very busy for him and if all entries could come in as early as possible that would be helpful and appreciated. He was also asking if someone going to the Williamsburg Show could do a writeup about it, otherwise it'll just be pictures.

Mike Ash was unable to attend and give the Membership Report. He and Jennifer were missed as well. As previously mentioned, Scott Kampe, a new member, was in attendance and introduced himself. He has had MGs since he was 17 years old. He said he has taken a lot of ribbing over the years for his love of them but this hasn't deterred him. He currently has a '74 B, an earlier one with metal bumpers. He told us how he and his wife are able to continue drives together with the aid of a Hoyer lift that they use with the top down on the MG to help her slide down in, as she is wheelchair bound. What a great idea and a great way to continue on with sharing a hobby you love. It was nice to have him out and we hope to meet his wife sometime soon. We also had "Lenny" James Pearce back out, it's been awhile since he's been able to attend and it was good to see him again. He said he currently has 5 MGs and 3 are for sale. All in need of restoration, except for his driver. He mentioned particularly that someone may be interested in his MGC GT. If you're that someone, give him a holler.

Terry Bond brought the Technical Report. He is glad that we are all enjoying his series on brakes for the TC. A progress report with pictures is in the works. A lesson learned is that you're never really sure what size nuts and bolts are on your car until you start to take it apart. As well as the need to shop around when it comes to buying parts. Moss is easy, but may not always be the best price. A source article is good idea for an upcoming issue. Stay tuned!

History with Susan bond our Historian... We do indeed have history! Jim and she are working on putting together a DVD for the Jubilee. Donald Ladd will then make the DVD's once the content is compiled. Thank you, team, for putting this together for us.

There was no old business to discuss. As for new business, the Golden Jubilee is set for Saturday, May 27th. We have a 4-hour block of time to use the facility. The starting time was discussed and it was decided to begin it at 5pm. We are also looking to get an article published about it in a newspaper, magazine, or such. Bill Olcheski knows a reporter for the paper and is going to reach out to her about coming out and doing a writeup. If you have any contacts please bring those to Mike Haag's attention.

The floor was opened up to Marque Time. A bag of replacement control knobs was passed around and Mr. Villers mentioned how one does not fit all. Know which way your knob turns before you choose a new one. Pick the right direction, otherwise your knob won't work. Good to know! We heard more about the emerging details of the 70 Years the Corvette special exhibit at the TRAACA car show in Chesapeake City Park on September 16th from Barry Basnight and Paul Fuqua. We were presented with the option to set up as a club in the club area or in the competing area to be judged. We decided to keep us in the club section. This event is not for corvettes only, so please consider bringing your MG out. Checkout the YouTube video for our full meeting and the detailed discussion about this upcoming show. Just search "Tidewater MG Classics Car Club" on YouTube and you'll find our club channel and the videos. Subscribe if you'd like to be notified when new videos are posted. Bill Olcheski volunteered to be the club's liaison between our MG Club and the TRAACA event coordinators. Flyers on the event are being refined and will be out soon. Frank and Paul are redoing that "free" project car. They have a bunch of stuff leftover, so if you're needing something for a B, they may have it. "Free cars are never free."

Regalia with Rose Ladd... \$2 for the large club stickers and the little ones for \$1 are still available. Prizes were: a tire gauge, pen, bottle opener goodie bag won by Scott Kampe, an MG Classics magnet won by Rob MacPherson, a New England "T" Register tote bag won by Al Swenson, a black duffle bag won by Paul Fuqua, and the \$21 50/50 won by Don Ladd. We discussed the Jubilee and decided to only have a 50/50 at that event. It was also suggested and voted in favor of the host of our meetings getting one free entry ticket for the 50/50 drawing beginning at our next meeting. Thank you to Rose and Donald for always doing such a great job with regalia! Donations and ideas for prizes are always welcome and appreciated.

With nothing else to take care of, our meeting was adjourned.

MG Technical Gathering by Jim Villers

Spring finally arrived on Sunday, April 16, just in time for the TMGC Spring Tech Gathering at the Villers garage. I use "Gathering" as this Tech Session was more of a social gathering than the serious work effort that normally occurs when the sessions are held in Frank Linse's tiny driveway.



The good weather encouraged a lot of club members to drive their MGs; a total of 14 MGs; including six GTs which might be a record. Betty had put out donuts and cookies which received a good reception; coffee was less appreciated as the focus was on the refrigerator. An observation was heard that the cooler had too much Bud Light and not enough fine local brew (Jim says that there will be additional selections at the meeting in August).



Within a half hour, the driveway was full of MGs and the club welcomed several new members. One of the "new" cars was Mike August's very original 1972 MGB-GT with its Aqua exterior and blue interior colors (both unusual). Bob Stein arrived in his newer

TC which is always a centerpiece.

While the majority enjoyed the sunshine in the driveway, there was some work progressing in the garage. Allen Haslett arrived early in his recently acquired primrose MGC GT which he said was running lean and that he could only drive the car with the choke pulled out. He came to the right location and Frank Linse was soon at work adjusting the jet seat to richen the mixture in the two SU carburetors. A quick check on the carburetor synchronizing and the car ran much better.

Mike August commented that his windshield washer pump was not functioning and a quick electrical check confirmed that the pump motor was not turning. The pump was removed and disassembled, cleaning on the bench and the motor began working normally. The pump was then reassembled and installed on the right inner fender. One more happy customer.

With the "hard" work completed, there was a fun image; Mike August was cleaning his windshield with a beer in his hand so it was "assumed" that he was experimenting with a new windshield washer fluid.

Lastly, the question came up about the "normal" ride height of a GT. Susan thought that her car was sagging a little in the rear which was confirmed with measurements of two other cars. Close inspection of the tires lead to a check or tire pressures which were also a little low. With the addition of a little air, the tires looked better and the rear was raised slightly (but not enough), Terry's new project is to replace the "tired" rear spring with new ones.

While the coffee was hardly touched, the donuts were mostly eaten and all of the "good beer" had been consumed, the Tech Gathering was declared a success.





Tidewater MG Classics History



Created by Susan Bond, Digitalized by Jim Villers

Susan Bond has been the Club Historian for over twenty five years and the MG Club is very fortunate that she has saved yearly scrapbooks detailing club events for all of those years. She took and gathered pictures and articles for every event and utilizing newsletter software, printed them into attractive and colorful history binders. Most of us are familiar with the bulky binders as she would haul one of them to a meeting for members to review and to reminisce about the more enjoyable events of the year.

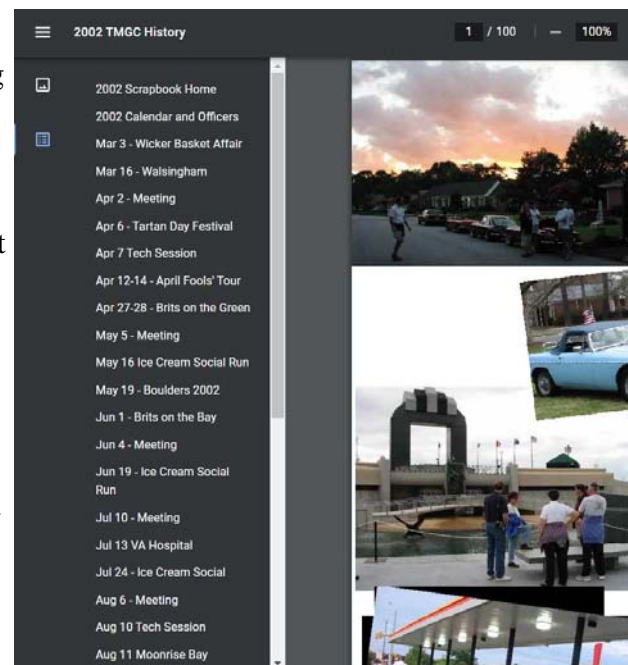
For previous Club Anniversaries, Jim Villers has taken Susan's history binders and digitized them into a "History CD" that was distributed to the membership. With another ten years of history, the digital size of the files made placing them on a single disk impossible. So the decision was made to put all of the Club History on-line on the Club's website.

The challenge was to put the history files online in a manner that they could be conveniently viewed. Since some of the original files were up to 500MB in size, the download times were excessive. Through splitting the full year into January-June and July-December and through compression routines, the file sizes were reduced to below 100MB and most files will download in less than a minute.

The History files are in Portable Definition Format (PDF) and can be viewed directly by most web browsers. Our testing was done with the Chrome browser, but we have verified that Firefox and Safari browsers also work well (some security settings or options may prevent the files from being displayed correctly). The History files are "bookmarked", meaning that the browser can display an index to individual events for the easy navigation. Accessing the bookmark navigation pane, might require clicking on an "option button" on the top right or left of the screen. Once a page is displayed on the screen, it can be scrolled up or down with the scroll wheel on the mouse or by using the scroll bars on the right.

While Susan rightfully deserves credit for the History Scrapbooks, Donald Ladd has contributed pictures for over twenty years and the editors and contributors to the Dipstick have provided much of the text that brings the pictures to life.

So, log onto the Club website and follow the "History" tab at the top and explore the rich history of our club.



TECH STUFF – By Terry Bond

Brake rebuild – continued. The things you’ll discover along the way.

First, I’m pleased some have read my series on brakes. I’ve heard from a few members they are also doing needed repairs. Everything from brake line and wheel cylinder replacement to just bleeding them seems to be taking place. No doubt we’re anticipating a safe touring season.

Meantime, the complete brake rebuild continues on the 1948 TC. We’re now beginning the reassembly process after gathering all the correct new pieces needed (we hope).

Hmmm-the manual says “reassembly is the opposite of disassembly.” True-but that assumes what was disassembled was correct to begin with. Sadly though, repairs made over the lifetime of any car have made “original” a quite nebulous term. There will be interesting discoveries to be made! That’s a guarantee,

In this case one of our “discoveries” was the rear “three way” fitting. It’s a neat brass fitting shaped like an X. The main supply pipe for fluid comes into one side through a flexible rubber hose. Two hard lines are then screwed into opposite sides of the remaining “T” to direct brake fluid to each of the two rear wheels. A fourth threaded “hole” in the fitting is used to screw in a hex-head bolt that holds the fitting itself tightly onto a flange at the rear differential housing. The photo better explains.

For our fitting, when the brakes were re-piped at some point in its prior life that bolt had become lost and in its place, something else that “looked about right” was substituted. A metric treaded bolt that was far too long was simply screwed into the softer brass fitting, cutting its own threads in the process and bottoming out before the fitting was tight against that axle housing. That meant the fitting was there flopping around loose. That makes it very difficult to undo anything attached to it without causing damage. Careful use of an adjustable wrench, jaws wrapped in electrical tape, held the fitting while all else was carefully disconnected. Total time on this part of the project – one sleepless night trying to figure how to do the job, then another half day actually doing it. Allow at least three days soaking time for the Kroil penetrating fluid to work its magic on the brake line fittings. A correct bolt was purchased, threads were chased to restore them and all is well again.

Brake lines attach to left and right sides of fitting to distribute fluid to left and right rear wheels

Main brake supply hose attaches to front tube of this fitting.



Bolt securing fitting tightly to rear differential housing flange attaches here.

A good lesson for fellow “hammer mechanics” is take photos, move methodically, and be very observant! Yes, as you work on your cars, look around and think “BIG PICTURE.” Play “detective.” Realize that just fixing the problem may not be the complete problem. What is connected to the item you are replacing may also have a problem. Are the threads stripped? Is the hole wallowed out? Has something been “jury-rigged” during its lifetime of exposure to well-intentioned “fixers?” This may be a good time to clean things up a bit, apply a little grease appropriately, and check for loose parts, or learn more about things hanging down. Yes, you are sure to spot a stray wire not connected to anything, a bracket with a hole in it but no bolt, a length of electric tape hanging down that goes somewhere and has started to unwrap, or, an empty hole somewhere that might indicate something was once attached and has subsequently disappeared.

Most any job on an old car usually results in fixing something besides what you started to begin with.

Another important lesson – think “good manufacturing practice.” Look at things critically and ask “would they really have done it that way? Agreed, it’s often hard to figure out why the British workers on the assembly lines did things, but I had to question why modern zip-ties were used to hold the rear brake line to the rear wire loom and gas line in one bundle. Turns out the rear brake pipe running down the full length of the frame had been improperly routed. Now it’s correctly routed and properly attached with a small clip that was totally missing. I wondered what that extra hole was for when I disassembled it all!

Here is another wonderful discovery – the heat shield box around the master cylinder itself was totally absent on our car. A new reproduction was obtained but trying to figure out how it mounted was of course NOT “...the opposite of disassembly.” I could see no way to attach it to the car. A little more investigating, and after looking at photos sent to me by Bob Stein of his TC, I discovered there were two small holes in the bracket holding the master cylinder. During restoration of our car, after removing the heat-shield and master cylinder, the chassis had been painted. The paint had filled the



Photo of an original showing two bolts mounting the “box”



Our new Master Cylinder mounted in its protective “box” with heat shield. Note the two holes on the right side “mounting flange.” But, what does it mount to? The bracket attached to the car frame where the Master Cylinder attaches showed no holes corresponding to those on the flange on this “box” until I scraped away some old paint.



mounting holes for the heat shield! The heat shield box was never reinstalled.

I thought it might also be interesting to include a photo of the Master Cylinder we removed from the car. It clearly shows the result of a car that had been sitting for a long time without regular usage.

As they say on TV – “But wait-there’s more...” but I won’t go further on TC specific stuff as the language gets pretty salty, especially when talking about incorrectly installed brackets, odd, unknown sized bolts and nuts, and brake pipes wrapped around cross-members because they were too long. Thank goodness there are resources, including club members, that provide the level of detail needed to return things to correct. We’ll get there eventually.

Meantime, observe, think, and make it right while you have the chance.

Safety Fast –

Terry

“ God save the MG, The Queen can take care of herself”



The MG you have dreamed about

This is the all electric, two seat MG Cyberester; (Cyber Roadster) designed in

London to reflect the spirit of the classic MG two seat sports cars of the past..



Tidewater MG Classics



50th Anniversary Banquet

Where: Sewells Point Golf Course Clubhouse 660 Ruthven Rd, Norfolk

When: Saturday, May 27, 5:00

Cost: \$30 per/person

Agenda:

5:00 - 6:00 PM - Social Hour

6:00 PM - Group photo on the steps

6:30 - 7:30 PM - Dinner Buffet

7:30 - 9:00 PM – Awards, Marquee Time for MG memories, stories & tales of adventure

Menu:

Garden Salad

Sides fingerling potatoes, green beans

Entrée: roasted beef. Chicken Alfredo, Pasta

Vegetarian meal available upon request

Open bar (credit cards only)


Directions: Take I-64 to I-564 towards the Navy base, exit right onto Terminal Blvd, take the first right onto the Sewells Point Golf Course. Base access is not required.




The Tidewater MG Classics Car Club was formed by a group of MG enthusiasts in May of 1973 to promote and preserve the MG sports cars they cherished. Originally organized as a "T" series club only, the club later opened membership to all models of MGs.



RSVP to Mike Haag - mikehmg@cox.net

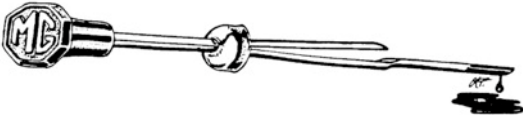


Monthly Meeting
 Tuesday, May 4th
 Cynthia & Andy
 545 Mayflower Rd.
 Norfolk, VA
 408-2032



Colonial turns into
 Mayflower at the curve

6:30-7:00 Kick Tires
 7:00 Meeting



First Class

The Dipstick Tidewater MG Classics

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

Affiliated with:



NAMGAR
North American MGA Register