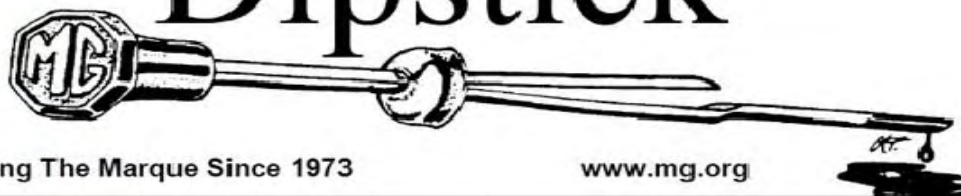




The Dipstick



Dedicated To Preserving The Marque Since 1973

www.mg.org

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October 2023

Activities Report, September 2023

As I write this, tomorrow is the TRAACA meeting in Chesapeake, which I will unfortunately have to miss due to an influx of in-laws; my dear wife's Family Reunion will commence, with people from both ends of America – Maine and California. I would rather take them to see antique cars, but with air travel pick-ups, it just ain't gonna happen. I hope everyone else has a great time... the weather forecast is excellent, with a sunny 80 degree day in store. Next up this month is the Fabulous Fall Tour starting September 21; a four-day journey along highways and byways to who knows where? I'll be gone for that as well (waaah!), but I look forward to reading all about it ... in Next Month's Dipstick!

Our October meeting will feature the wonderful annual Chili Cook off Contest at the home of Kathy and Mark Davidoski on the third. Get your crock pots and cast iron cookware ready along with your (of someone's) favorite recipe and contribute to the feast! Then, if you want some beautiful driving and fun, plan a back-roads drive to Waynesboro, VA on October 7 for the annual Shenandoah Valley Club's British Car Fall Festival to be held in beautiful Ridgeview Park. Here's the link for more information: <http://svbcc.net/carshow.html> Another good time that is returning for October will be the club's support of the Trunk and Treat event at Big Ugly Brewing in Chesapeake for October 29. Plan to be there with a bag of sweet treats to give the kiddies something to eat after they drool over your car!

As 2023 winds down, we will meet at the home of Renee and Bill Olcheski on November 8 for our monthly meeting, and then have the Fall Tech Session hosted by Sue and Terry Bond on November 12. Our annual Holiday Lights drive will be Tuesday December 5, so let's hope for pleasant weather for that and the other upcoming events this year!

Safety Fast (and always), Bruce Easley

Safety fast. Bruce

Coming Events

TMGC Events

Sep 21-23 - Fall Tour

Oct 3 - Meeting, Chili Cook Off at Davidoski's

Oct 29 - Trunk or Treat; Big Ugly

Nov 8 - Meeting at Olcheski's

Nov 12 - Fall Tech at Bond's

Dec 5 - Holiday Lights

Dec 17 - Holiday Brunch



Marque Time! President's Message

Thanks to Jennifer & Mike Ash for hosting the September meeting at their lovely home on the Chesapeake Bay on the Eastern Shore. The drive over this year was much better than last year!

Our club had a good turnout of members at the TRAACA Car Show on Saturday, September 16th in Chesapeake. A lovely day for a car show, I counted 10 TMGC MGs in the club area, along with member

Barry Basnight's MGA being judged in the AACA field. Many of our members also belong to TRAACA. Believe it or not, there are many other interesting classic and antique automobiles out there besides MGs and I encourage our members to consider joining the AACA and our local Tidewater Region to explore other makes and models and meeting and talking with their interesting owners and participating in other car events.

We have an excellent slate of candidates for the October elections. Mark Davidoski has agreed to continue as club Treasurer and Michelle Parker has agreed to continue as club Secretary. Rob MacPherson has stepped up to run as Vice President and Scott Parker has agreed to run as President. Thanks to these members who have volunteered to guide the club over the next year.

Membership renewals are stilling lagging behind and as I write this we only have 57 paid memberships against last year's 93 memberships. If you can't remember if you paid or not, contact Mike Ash or myself. 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 and we will reach out to those who have not renewed yet.

Safety fast.

Mike



TMGC Offices and Committees

President	Mike Haag	mikehmg@cox.net
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Meeting Minutes September 3, 2023

By Michelle Parker



MGs filling up Mike Ash's front lawn

Our September meeting was a mixed bag of weather for sure. We began by meeting up at the southside start of the Bay Bridge Tunnel to begin our journey North to the lovely Eastville home of Mike and Jennifer Ash. Heading over we had nice cool temps; which was a great relief for those that remember last year's trip. Thankfully, we were able to complete our meeting and the delicious lunch Jennifer made before the rain came through and sent us inside for a bit before we all headed out.

President Mike Haag brought our meeting to order with a thank you the Ashes for hosting us. We did not have any guests or new members in attendance that day. The minutes for the August meeting were then approved.

Scott Parker, the Veep, had nothing to report, but was just happy to be there.

Bruce and Jane Easley were out-of-town, so Rob MacPherson covered the Activity Report for him, thanks Rob. He mentioned the enjoyable trip out to Cars & Coffee at Moss Motors in Petersburg last month. Thanks went out to Sue and Don and anyone else that takes pictures at events and submits them; more would be appreciated from anyone who takes them. After today's meeting a nature walk at Savage Neck Dunes was planned, but the rain thwarted those plans. A couple reminders went out about upcoming events for this month: the TRAACA annual show in Chesapeake City Park and the Fall Tour. A slight change in plans, our October meeting will be Tuesday, October 3 at the Davidoski Home. We will be having our annual chili cook off, please consider bringing a pot of chili and or a side (something other than cornbread!). Please email Kathy what you're going to bring at davidoskicrew@cox.net. The Shenandoah British Car Festival in Waynesboro is Saturday, October 7th, with MG and Triumph being the featured marques of the event. Big Ugly Trunk or Treat is being held on Sunday, October 29th. Our November meeting will be at Bill and Renee Olcheski's home in VA Beach on the 8th. The Fall Tech Session is being hosted by the Bonds on Sunday, November 12th at noon.

The Treasury Report was given by Mike Haag, as Mark and Kathy were also out-of-town. Our beginning balance was \$1176.51, \$264.00 in receipts came in, and \$125.00 went out, bringing our new balance to \$1315.51.

Jim and Betty Villers were also out-of-town, (seems like it was a popular weekend to be out-of-town!) but the reminder went out to get submissions for The Dipstick in to Jim by the 20th.

The Membership Report was brought by Mike Ash. We are bit behind on the membership renewals. Please check with him if you aren't sure if you have paid; and if you know you haven't, please settle up with him ASAP. As of the

The Dipstick

meeting day, we were at 51 renewals.

Terry Bond then brought the Technical Report. He was pleased to announce they now have a nice firm brake pedal on the MG TC. He bought a great gadget for bleeding brakes and a short article will be coming on that. Scott Parker shared about an issue he had with his MG BGT's overdrive shifting in and out while driving. Scott Kampe was able to direct him on how to check and change the transmission fluid, an awkward but easy enough task. The MG is now running so much more smoothly! A big thank you to Scott Kampe, who also mentioned that he's found a nice gadget to make the job easier, so talk to him if you're curious.

Historian Susan Bond has our history on the website and is working on compiling this year's events to add to it.

There was no Old Business to discuss at this meeting. As for New Business, Mike was happy to report that there is a slate of good candidates for the upcoming elections for club officers for next year. Mark Davidoski will be staying on as Treasurer. I will be continuing on as Secretary. Rob MacPherson will be running for Vice President. And Scott Parker is making the move up to President. John Kovac brought information about the annual open house for the Tidewater Wooden Boat Workshop on Saturday, September 30. Sounds like an excellent community youth program. An email with all the details will be sent out, please consider coming out to support it.

As for Marque Time, Bob brought some old T series magazines free to anyone who'd like them. Mike Ash mentioned how much fun the Eastern Shore Agricultural Fair is, it's on October 7th in Machipongo, if anyone is interested in that.

Regalia With Rose! Available for purchase are: club garden flags for \$15, car coasters for \$1, window stickers- large for \$2 and small for \$1, Keep calm magnets for \$1, and 2 club baseball hats are still available as well. Meeting raffle winners were: bar badge holder and seatbelt guides both won by Bob, an MGB picture mat won by Susan, a 50th Anniversary tote bag won by Al, and Susan also won the \$29 50/50 and donated it back to the club.

With nothing else to cover, the meeting was adjourned and the eating began. Check out the video of the meeting on our YouTube channel for all the shenanigans. <https://www.youtube.com/@TidewaterMGClassics>



Members assembled on the lower deck before the meeting; note the view of the Chesapeake Bay



AACA 49th Annual Meet

The Virginia region of the Antique Automobile Club held its 49th Annual Meet on Saturday September 16 at the Chesapeake City Park. The Corvette was the Featured Marque to celebrate seventy years since the first Corvette in 1953. The meet also recognized the Tidewater MG Classics Club as its featured club in recognition of the fifty years since the club was founded.

The weather was perfect and over 180 cars were on the show field including 10 MGs in their special MG Club front row show spaces.

Congratulations to all who attended.



Barry Basnight's nice MGA on the show field.



Bill Olcheski 's MGB and Scott Parker 's MGB GT



Mark Childress and Al Hazlett

DRIP-DRIP-DRIP – something’s leaking on my foot!

by Terry Bond.

While cleaning the MGBGT for a recent trip, I noticed something slimy on the driver’s side floor mat. It was a mix of dirt and some unknown substance I thought had been tracked into the car. It wasn’t fresh and there were no visible signs of something leaking. I cleaned it up.

When we reached our destination, Susan noticed the spot on the floor mat had returned. It was now obviously a leak from the clutch master cylinder, although I could still not determine exactly where it was coming from. There were no visible leaks from under the hood. We topped up the fluid and nursed it home without incident.



Once home, we tackled it immediately and quickly

View of our clutch and Master cylinder assembly with front cover removed.

diagnosed the problem. A seal in the front of the clutch master cylinder had failed. Every time the clutch pedal was pressed, a fine “mist” of hydraulic fluid shot out the front along the shaft. It collected inside the cover, eventually dripping down along the pedal arm and onto the floor mat beneath it. A quick call to Moss Motors and a new unit was on its way. Meantime, we began to ponder one of the most dreaded jobs on the MGB – replacing that unit and bleeding the system.

There are two ways to do this. The easy way, and the hard way. The easy way is disconnect everything – brake and clutch master cylinders. Remove the pedals, then remove the entire brake/clutch master assembly frame work. It's much easier to work on it while it's on the workbench.

The difficult way is to attempt replacing the clutch master cylinder without disconnecting the brake system.

We chose the difficult method as we did not want to disconnect the brake system. Reconnecting brake and clutch fluid lines would be much more difficult. The possibility of fluid leaks in both systems is something we did not want to risk. The second important consideration was not disturbing the slave cylinder and its piping. There was no problem with that unit.

To do the job requires two people with tiny hands, fingers that bent backwards and in an unnatural angle, and wrists that rotate 360 degrees.

We were glad the car had been converted over to DOT 5 Silicone fluid when we restored it. There was no corrosion from leaking fluid and there would be no possibility of damaged paint during the process.

Time was important as we were planning to drive the car back up to PA for a week-long tour. We anticipated nearly 1200 miles of driving.

Here is how we accomplished the task. Your results may vary!

First – chill the beer, and make sure the batteries in your little LED pen-sight are good. It's the handiest tool in my pocket these days.

Put the car up on jack stands. It's easier on the back if you don't have to bend over so far.

Open bonnet. If needed, remove the support rod as it can get in the way. The bonnet will lay nicely against the windshield frame protected by a soft blanket. Remove the air cleaner for the rear SU carb. Cover the carb opening with a piece of wide masking tape so nothing gets dropped in.

Unplug the wires going to the brake light switch. No need to undo the switch and upset the adjustment for your brake lights.

Remove the phillips head screws holding the front cover of the brake and clutch master cylinder assembly. They are easy to get to since they are at the on the flange holding the cover in place.

Once the cover is removed, you can then remove the pedals by taking out the cotter pins and removing the nuts on the pedal shaft. It's a good time to check the pedal bushings and shafts to make repairs if needed.



Ours were good and did not need any attention at this time. (We removed only the clutch pedal.)

Look at the framework holding everything together and you'll get an idea of what is necessary to remove and reinstall the clutch master cylinder.

For ours, Susan worked inside the car under the dashboard while I worked from above. A long extension reached through to the bottom bolt for removal. You might also be able to reach that bottom bolt (or nut) using a special wrench (spanner) designed for difficult to reach fasteners.

Our fluid leak was not apparent until we actually depressed the clutch pedal and saw the fluid squirt from alongside the pedal shaft. There were no other leaks noted and no evidence of fluid other than inside the front cover. It simply wiped clean.

The entire unit is held onto the car with hex-head bolts in the bottom flanges shown in the above photo. There are two additional bolts holding the framework to the firewall. Captive nuts on the two "arms" shown above make removing and reinstalling those bolts easy.

Remove the two bolts holding those "arms" against the firewall. It must be done from inside the car, up under the dash. They are easy to see and easy to reach. Loosen but do not remove the bolts holding the bottom flanges to the shelf they are attached to. Stuff some rags or paper towels in around the rear of the clutch master cylinder to catch any fluids that might leak.

The bolts holding everything in place have a tapered pointed nose on them. It makes them much easier to reinstall later. Remember, we chose to NOT remove the brake master cylinder and left all brake lines still attached to it.

While you are under the dashboard, remove the large rubber plug in the firewall. That will provide access to the rear of the clutch master cylinder. It may take a twist of your neck and use of that LED penlight to see. A bright trouble light on the engine side helps illuminate everything nicely too.

Open the fluid canister of the clutch master cylinder and using a plastic syringe draw out as much fluid as you can. If you are using regular DOT 3 fluid, be careful not to spill any on your paintwork. DOT 3 brake fluid is one of the best paint strippers you can buy today!

From inside the car under the dashboard, use a long extension on your ratchet handle and un-



Framework supporting both brake and clutch master cylinders.

screw the bolt holding the brass banjo fitting and fluid pipe to the master cylinder. There are two copper washers on that bolt. Although they can be reused, I recommend replacing them with new.

Once you have that bolt out, the brass “banjo” fitting should be disconnected from the master clutch cylinder. The fluid pipe should still be attached to it and should remain so. By keeping that pipe still attached, you are eliminating one source of possible fluid leaks later on. You can gently “bend” that fitting and pipe out of the way.

Now carefully remove the remaining hex head bolts holding the brake and clutch master cylinders. Do not disturb any of the fluid pipe line connections. Try not to damage the rubber gasket under the framework.

At this point you should notice there is quite a bit of flexibility in actually moving that framework around without disturbing the piping and fittings. Be careful not to force anything or kink any of the piping. This “flexibility” allows enough room to get bigger hands in and around to replace the clutch master cylinder.

Two bolts hold the clutch master cylinder to the framework itself. You should be able to remove the top bolt on the clutch master cylinder easily. The bottom bolt can be much more difficult. It can be near impossible to actually see it so patience and fingertips must be employed!

Once you have those bolts out, you can easily remove the clutch master cylinder. Theoretically you should be half way done. Theoretically!.

So, is “reassembly really the opposite of disassembly”??? Logically, yes. Practically, it’s time for a beer. It should be adequately chilled by now.

To install the new clutch master cylinder I recommend inserting the bolts into the master cylinder flanges so the lock washer and nut can be installed from the under-hood side. It’s much easier when you can see them and get to them!

There are several “tricks” to do this. You can use a small piece of tape, or even a drop of glue from a hot glue gun to hold the bolt firmly in place onto the Master cylinder flanges.

Wiggle the brake and clutch master cylinder framework around and get the new clutch master cylinder into position, carefully lining it up so the bolts go into their proper hole in their frame. Tighten the nuts firmly. While it is easy to do a final tightening on the top nut and bolt, the bottom one isn’t quite so simple.

If you need to hold the bottom flange bolt while tightening the nut onto it, a swivel socket on a long extension can be inserted through that under-dash opening.



Special curved or “half moon” wrenches with bends that enable access to tight spots.

It can be tricky as you cannot see that bolt from inside the car easily and it is too far forward to get a hand into that opening to feel for it. Best bet is to have someone inside the car with the tools while someone under the hood with a nice flashlight provides guidance. There is plenty of wiggle room on that framework to help with this. A tip – wrap some masking tape around the flexible socket. It will still be flexible but will have enough stiffness on it to do what you need.

Once those flange bolts on the new master cylinder are tight, turn your attention to that brass banjo fitting at the rear of the master cylinder. I recommend using new copper washers of the correct size. Wiggle the framework around until you can get that bolt and the washers started. Get them as finger tight as possible and ensure the washers remain in proper position and are seated. Begin to tighten up the bolt and banjo fitting carefully. Once firm, turn your attention to the frame holding the brake and clutch master cylinders. The framework needs to be tightly held down so you can get the banjo bolt really snug at the back of the master cylinder.

First, Install the two bolts holding the framework to the firewall. Snug them up! From under the dashboard, you should have a clear view and easy access to do a final tightening of that banjo bolt. Be careful and don't over-do it. It's always better to give it just another bit of a turn later if you do encounter any drips here. You don't need to strip any threads at this point.

Tighten down the frame work, reinstall pedals, top up the fluid and turn your attention to bleeding the clutch slave cylinder.

To make this job easier, use a good sized "C" clamp to hold the arm of the slave cylinder fully squeezed in. Open the bleed screw (with clear tube attached) and let the fluid drain into a small jar using gravity. Keep an eye on the master cylinder and keep it filled. After you see fluid running through the plastic tube with no air bubbles, close the bleed screw. You may be able to coax a few more small air bubbles through by cracking the bleed screw open a bit while having someone depress the pedal, then tighten up the screw using the usual method of "down/up." It should not be difficult if you did not disturb the slave cylinder or anything connected directly to it.

Inspect carefully for leaks. If all is good, replace the front cover onto the frame work holding clutch and brake master cylinders, recheck tightness of all fasteners, reconnect the brake light switch, remove the masking tape from the carburetor opening and reinstall the air cleaner assembly. Attend to the bonnet if you've taken off your struts or the support rod and give the car a test drive. See, reassembly is indeed the opposite of disassembly (if you don't lose any parts along the way).


Time to celebrate with another cold beer!



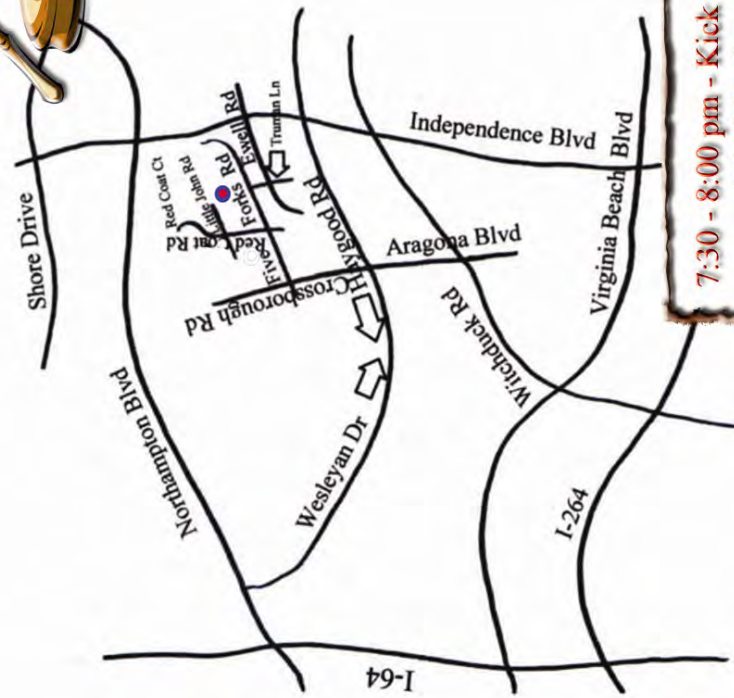
Are you Looking for a MGB-GT?

This MGB-GT resides atop a shipping container in back of Coastal Import Car Service on 21st Street in Norfolk.

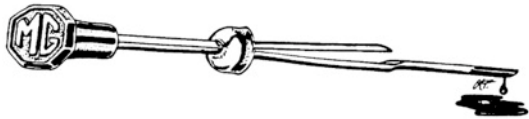




Monthly Meeting
 Tuesday, Oct 3rd
 Mark & Kathy
 Davidoski
 4705 Little John Rd.
 Virginia Beach
 499-4647



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



First Class

The Dipstick

Tidewater MG Classics

C/O Jim Villers
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 Virginia Beach, VA 23454

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