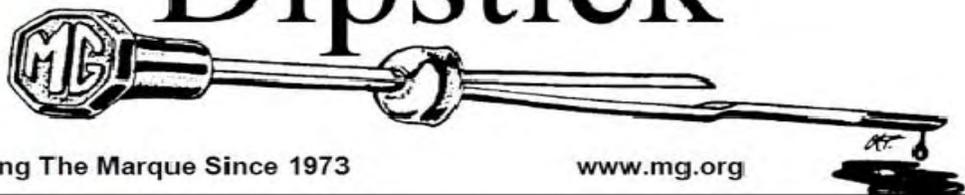




The Dipstick



Dedicated To Preserving The Marque Since 1973

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Activities Report, June 19, 2024

Is it June too soon? May was great, with what seemed like a lot of damp days, but also some beautiful warm days. Between the car shows and trip tours, we had a lot of opportunities for fun. Now, June means the year is almost half over. Did you get to drive your MG as much as you wanted, or get your wrench-turning completed? I hope so, and let's hope the high heat of summer holds off a little longer.

So what's coming in June? For the Tidewater Club we'll have a road trip to beautiful downtown Beaverdam on the eighth, to meet at the home of Beckey and Alan Watson. Bring your choice chair, so if the weather is pleasant we can relax outside on the grassy slopes and have a picnic social. Alan's plan is to meet him at the Wawa in Ashland at 11:00 AM, then a "nice drive" (road rally) to their house for kick tyres, lunch, and ice cream sundaes. As a side note, if anyone is interested in leaving for Beaverdam early, there is the AACA Collector Car Show and swap meet at 8000 Brook Rd. in Richmond from 8 to 3, with a \$10 admission charge that could be an add-on to your route.

TMGC Coming Events

June 25 - Tides Game

July 9 - Meet: Wallach's

Aug 10 - Meet: Peterson's

Sep 10 - Meet: OV Pier/Fee

Oct 9 - Meet: Olcheski's

Nov 5 - Meet: Davidoski's

Dec 14 - Holiday Brunch

June 2 is The Original British Car Day 46th annual meet at Lilypons Water Gardens (6800 Lily Pons Rd) in Adamstown, MD; check the website at <https://mgtchesapeake.com/> if you're interested. Our annual outing to "Turn Back the Clock" baseball night to see the Norfolk Tides team play the Charlotte Knights will be on June 25 at 6:30 in Harbor Park in Norfolk. Robert Perrone is acquiring the tickets for those who have signed up and will distribute them at the June meeting, or make arrangements to see him if you can't make the meeting. Get to the Park early to partake of the fifty cent hot dogs and cold beer!

Following that will be our monthly meeting July 9 at the home of Cynthia and Andy, 545 Mayflower Rd. in Norfolk, then in August we'll meet on Saturday the tenth at the home of Faith and PJ Peterson in Hampton. More details will be coming soon about times and agendas.

Safety fast. (as always), Bruce Easley



Marque Time! President's Message

Well, it looks like we've turned the summer corner. Hot days, warm nights and where did the rain go? Things are starting to get hot, muggy, and a bit parched around here as we begin to enter the summer doldrums. No fear though, just roll down those windows or let the top down and enjoy the summer events! A little heat is good for the soul and it makes you look forward to fall, but it'll take a while to get there, which is a little disappointing.

I want to thank Alan and Beckey Watson for hosting the June monthly meeting at their lovely home in Beaverdam, VA. About 20 brave MG aficionados trekked through the pesky Hampton Roads tunnel system and headed northwest where many of us linked up at the Toano McDonald's where Robert Perone led the crazy crowd through the very pleasant, tree lined backroads of Virginia to meet up at the Ashland Wawa. Alan Watson met the crew and welcomed everyone to their quaint town, and then handed out instructions for a graded Rallye to their home in Beaverdam, about 30 minutes away. After the long trip up and with several drivers without trusty navigators (aka passengers) many opted for the direct route to Watsons. I too was a little hesitant to participate in the Rallye since Michelle and I have never completed one, but Michelle was NOT. As soon as Alan handed out the instructions, she was an instant and exuberant YES! Like any good husband, I quickly followed suite and was ALL IN for the Rallye adventure along with Terry and Sue Bond and Bob and Missy McKenna....so off we all went on the Beaverdam Rallye.

It took us a few minutes to figure out "how many yellow jackets we ran over" when at some point I noticed that the painted images on the asphalt were actually "yellow jackets" so we definitely got that question wrong, but after that snafu we slowly and steadily made progress and really enjoyed the challenge and the competition as we meandered along a very pleasant route to Beaverdam. We all arrived about the same time and compared answers and discussed some of the challenges en route to the Watson's. Alan and Beckey greeted the travelers with a wonderful lunch spread and topped it off with amazing ice cream sundaes that were absolutely delicious and much needed as the June afternoon heat was upon the crew. After lunch, Alan and Beckey collected the Rallye answer sheets and one-by-one they read the questions and provided the answers with some of us going...oh, duh! Well, at the end, the finally tally was "computed" and to our surprise we won! Only 3

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TMGC Offices and Committees

President	Scott Parker	TMGCPres@mg.org
Vice President	Rob MacPerson	TMGCVVP@mg.org
Secretary	Michelle Parker	
Treasurer	Mark Davidoski	Treasurer@mg.org
Dipstick Editor	Jim Villers	Editor@mg.org
Activities	Bruce Easley	Activities@mg.org
Webmaster	Mike Haag	Webmaster@mg.org
Historian	Sue Bond	
Regalia	Rose Ladd	
Technical	Terry Bond	
Membership	Mike Haag	Membership@mg.org

Meeting Minutes - June 8, 2024

By Michelle Parker

Our June meeting took us on a long morning drive on some glorious back roads up to the country home Alan and Beckey. We met up with Alan at their local Wawa. A few cars that had co-pilots took part in a rally that he had prepared for us. I had never done a rally before! I didn't even know what one was, but I love a treasure hunt or a puzzle, so I was all in! What fun, thanks Alan for setting that up for us. We had a lovely picnic lunch in their beautiful backyard before we began the meeting. The weather



Alan Watson briefing the participants on the Rallye Rules

Marque Time Continued from Page 2

answers wrong, not bad for this novice crew. I think we all had a great time at the Watson's and truly appreciated their hospitality and Rallye planning for the meeting! Thanks Alan and Beckey!

I also want to take a moment to thank Jim Villers, Frank Linse, Mark Davidoski, Tommy Keiningham, Al Jackson and I know I'm missing couple more, but this team of MG motorheads successfully removed and installed an engine in Terry and Sue Bonds MGB. It was quite the spectacle to witness this crew in action and believe me, I definitely took notes as the team meticulously worked through the engine removal and installation process. This effort allowed Terry and Sue to have their MGB back up to full strength in just a few weeks and they drove the little B up to Beaverdam for the June meeting and even continued on to Petersburg for another event the following week. Thanks again to the crew for assisting the Bonds and helping get them back up and running in short order!

For our next meeting, we'll be back in the heart of Tidewater at our esteemed and long-time members Andy Wallach & Cynthia Faschini's wonderful home located 545 Mayflower Rd, Norfolk, VA 23508. Looking forward to seeing everyone next month! Well folks, that's all from the Parker abode.

Safety fast. Scott

TMGC Membership

We ended the club year with 97 memberships and 145 MGs in the club. The new club year starts in July so club dues are now due. As of this writing, we have 35 paid memberships for the new year so we are off to a good start. Keep those renewals rolling in.

Safety fast. Mike Haag



Beckey's famous "Break Fluid" after the rallye (water, soda and beer)

have him with us.

Rob wasn't able to be at this meeting as his son, Mike's, high school graduation service was that day. Congratulations to you, Mike! So, no official Vice President's Report was brought, but Hank gave a substitute shrug. Our next meeting will be at Andy and Cynthia's on Tuesday, July 9.

Bruce and Jane Easley weren't with us that day either. The story is that Bruce declined an exceptional invitation to ride shotgun in the "luxury of Robert's Bugeye." He did give Robert just a couple points to bring up for the Activities Report: Check the Dipstick for all upcoming activities. The next activity is the Tide's game, Robert has the tickets for those that bought them.

Treasurer Mark Davidoski brought the Treasurer's Report: after a few deposits and one check written our balance is \$1567.39.

Jim gave the Dipstick Report: he'll be out of town, but still taking emails, so have it in by the 20th.

Terry Bond had a lot for the Technical Report. He began by thanking The A Team for coming out to pull the old engine out of the B and then put the new one in. They were testing it out and working out the kinks on this drive. Some monkeying around needs to be done, but with all the mechanical know-how in the group, it'll get all worked out soon enough. And you know some good articles will be coming from it all.

For Old Business, Scott shared about Don and his progress health-wise not being where they'd like it to be. They'd love to be with us and we'd love to have them back out.

For New Business we just touched on the upcoming Fall tour.

Marque Time brought the announcement that the ice cream des-

was just ideal, such a nice day!

President Scott Parker called the meeting to order thanking Beckey and Alan for having us out. The minutes from our May meeting were approved. We did have one guest at this meeting; Alan's father, Robin, was there. It was lovely to



President Scott presiding



Michelle Parker showing off her Beaver Card with the text "Its one dam project after another"



Terry moving an engine on a forklift with a flat tire. Hank Griffin was getting a replacement engine block for his race car.

sert would be after helping load an engine into the bed of Hank's truck. There was then some discussion from Alan about engine stuff... if you like that sort of thing, and if you're an MG driver and in this group, you probably do, you can listen in on the chat on the YouTube video. Hank then explained why he is in a truck picking up an engine, but yeah, it's all Greek to me. His explanation didn't sound good, something about a hole in something and the reaction of others let me know it isn't supposed to be there. He then told everyone

how it got there; another story you may want to hear for yourself.

We didn't have Regalia or raffle items to draw for, but Alan revealed the answers and the winners for the rally, Scott and I won the rally questions. There was also a second chance drawing won by Missy McKenna.

This meeting of Tidewater MG Classics was adjourned. If you'd like to see what you missed, check out the YouTube video of the meeting at <https://www.youtube.com/@TidewaterMGClassics>

After the meeting, Terry and Susan's MGB wouldn't start. Tool boxes were pulled out and trouble-shooting ideas started flowing and soon enough it started up! There was no caravan home, as we seemed to all be heading in different directions. See you at the Tide's game!



Becky Watson's creative deserts: "On the Road Again," "That's a Latte Miles", and "Very British"

MGB Engine Swap – By Terry Bond

Susan's 74 MGBGT has suffered from a rear main oil seal leak for a long time. We excused the drip as just an MG traditionally "marking its territory." This year's tour to Natural Bridge changed the picture slightly. Over 700 miles of twisty roads and mountain climbing hastened the demise of that oil seal – no MG should use 3 quarts of oil on one weekend trip. Lower than acceptable compression in one cylinder needed investigating also.

There are two ways to remove the engine from a B – just remove the block itself with the transmission remaining in the car. Doing so does not require removal of the rear engine support, cross member, or shift lever from inside the car. You also drop much less of the exhaust system. Of course you can also remove the entire unit – engine and transmission -- but it seemed like more work than needed. Besides, we intended to replace the clutch assembly so separating engine and transmission would be needed.

Looking at the calendar we decided to try to get the car back on the road in time for the Antique Automobile Club of America tour based in Fredericksburg, Va. A "test drive" would be to the Watson's picnic in Beaverdam.

We were fortunate to have a good running spare engine ready and waiting. A simple engine swap would keep us on the road. That spare engine was the one we loaned to Mark Davidoski a few years ago to get him to Louisville while his engine was being redone. It was a strong motor and used no oil on that trip.

Susan and I began by disassembling engine peripherals – carbs, radiator, exhaust, starter, etc. to make the engine pull as quick and easy as possible. We carefully bagged and tagged parts, cleaning them and preparing for eventual reassembly. Plenty of reference photos were taken in the process. Parts were ordered and arrived quickly.



The Crew admiring their handiwork.

Eventually, an email was sent announcing our "Tech session engine pull." We heard from several who would not want to miss the excitement.

Jim Villers, Scott Parker, Allen Hazlet, Tommy Keiningham, and Mark Davidoski came for the fun, some bringing their own favorite tools. Jim brought his special engine leveler, which proved ideal in handling the engine, especially during reinstallation.

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Within minutes of their arrival, my engine hoist was assembled and swung into position. A few things remained to be dismantled, and Susan and I continued to finish removal of those.

It did not take long for the engine to be hoisted free of the car. We sat it on a small wooden dolly and rolled it out of the way to continue removing a few items for use with the new engine. Long hours followed cleaning things and preparing for reassembly,

It was discovered that our old clutch assembly was a disaster waiting to happen. See photos to see what they look like when badly worn. The repair was straightforward. There were a few other discoveries along the way. Our oil cooler output hose connection had broken off. My fault for messing with it after Susan told me not to! No worries-we had a spare! There was a broken bolt in the pressure plate assembly so the flywheel had to be removed to make the repair.



Badly worn throwout bearing. Note the missing chunk at the bottom.

There were a few other things I had questions about, and both Frank Linse and Mark Childers were only a quick phone call away. When I discovered that broken bolt, half still stuck in the flywheel, Mark Childers rushed right over to help before my morning coffee even got cold!



Eventually, we decided to schedule reassembly. Before the week was done, another email was sent to the engine removal crew to see if they were still game for some fun. They all wanted to see the project finished!

Once again, the team turned out ready to work. It was like an Indy 500 pit stop. Everyone had their job.

The cleaned engine bay ready to receive a new “heart” and roar once again!

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Scott Parker commented that some of us seemed agile beyond our years, crawling around under the car. Many of us are still able to bend our fingers and wrists into un-natural positions to bolt down carburetors, or reach into tight spaces. Sometimes you can't even see where you are trying to install a bolt! Greasy fingertips don't help either. Lots of Go-Jo hand cleaner and numerous rolls of shop towels were consumed!

Our background music was a cacophony of sounds – “whose got the 7/16th deep socket?” “Where'd the long bolt for this go?” “Where does the yellow wire go?” There was the occasional “oops” and a few other words best not said here. Occasionally a nut or washer hit the floor and rolled who knows where. We had spares and will find those missing pieces someday I'm sure.



Per the instruction manual, reassembly is the opposite of disassembly!



Engine in place and the pit-crew admiring their handiwork.

Eventually, the exhaust system was connected, the starter installed and things looked closer to completion.

Still, there were a few more surprises. Our spare oil cooler leaked. It was too late to get one sent from Moss so we began contacting club members. Jack Pavlidas had several so I was able to borrow and install one that still works fine. A new one arrived so we'll swap them and return his.

I had a few air leaks at the intake manifold. That necessitated making another one using parts from 3 spares.

When finally trying to turn the engine over to pump up oil pressure before starting, I could not get any life to the starter.. A quick call to Frank - "Connections." I cleaned and reattached everything. Still nothing. Scotch time! Susan took a look at my handiwork and asked why I had the battery cable disconnected! Easy fix! Thanks Susan! Now the engine turned over. Plugs in, coil wire attached, and it sputtered and chugged to life. Twisting the distributor smoothed things out. We were happy and still had time to pack for the trip.

The next day, Frank came out to help adjust the carbs and final timing. Things were close so not much adjustment seemed necessary. We spent more time repairing the hood support arm. Susan drove the car around a bit. No leaks! We could make any fine adjustments on the road.

Saturday morning, we departed for Beaver Dam. The car did well but began sputtering a bit under part throttle. After the picnic it refused to start. That problem was quickly resolved when Robert Perone covered the air intakes and cleared a gas jet blockage.

At our hotel in Fredericksburg we spent some time adjusting carb fuel mixture (Thanks Robin for the suggestion) and twisted the distributor slightly to take some of the advance out. We also used some carb cleaner and it purred, and for the next 500 miles, we made no further adjustments. Oil pressure, temp, and performance were spot-on. Susan was especially pleased with the new clutch operation.

We will eventually tackle the engine we removed, but after well over 67K miles since 2006, we expect it will need a total refresh. After all, there are always a few things you might as well do while you have the chance.

Thanks to all who helped in any way – that's what this club is all about – keeping the LBCs on the road and enjoying them.

Safety fast. Terry



European MG TV Ad

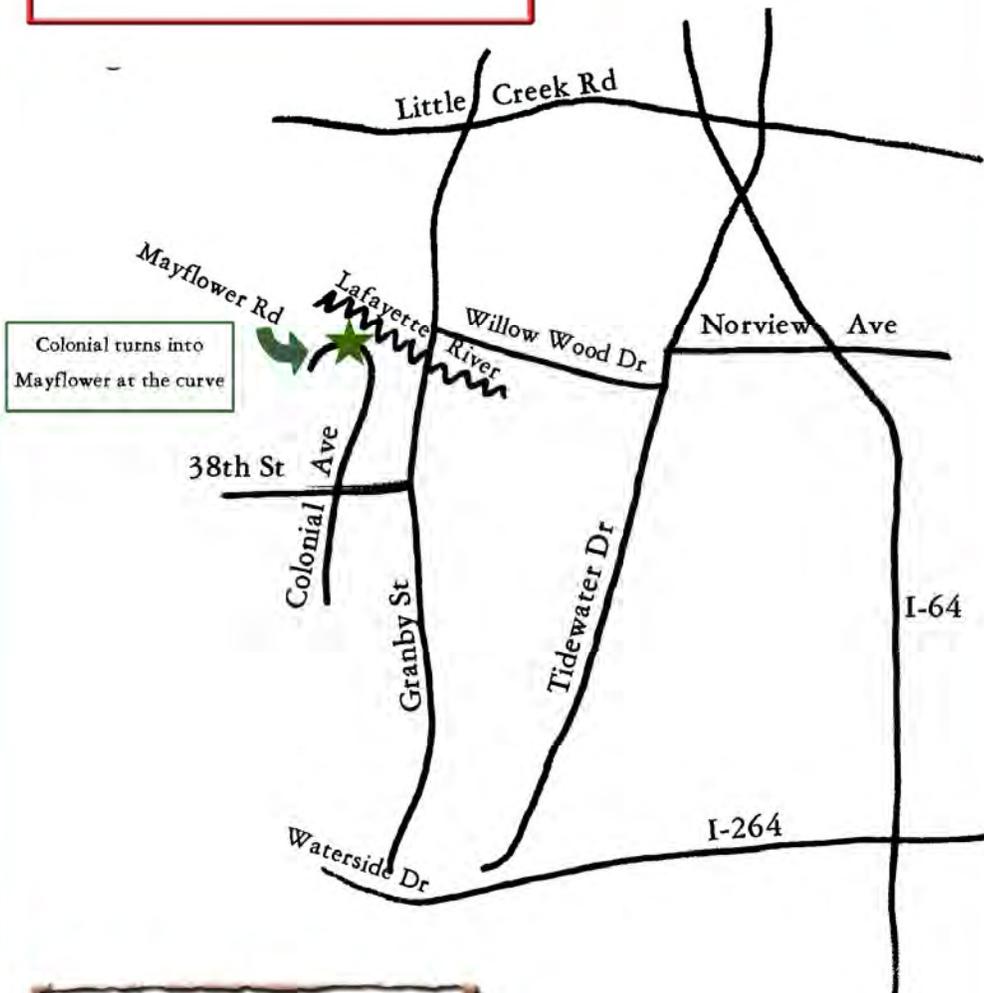
.... by Mike Haag

When was the last time you saw a TV ad for MG? I can't remember either but it had to be at least 44+ years ago.

While at the Munich airport in late May waiting to catch a flight to Oslo, Norway for our Viking cruise, we saw an ad on German TV for MG, see the accompanying pictures. Yes, not the MGs we are all familiar with but the new MGs being sold in Europe and many other parts of the world. This particular ad was for the MG4 EV and basically said the Lexus is no more comfortable. King of plucky for little MG to go up against a Lexus in advertising. Of course, the best part was seeing the MG logo at the end of the commercial. We saw a similar ad on Norwegian TV while in Oslo. We also saw a couple of MG EV SUVs in Norway, including one which was a Hertz rental car.



Monthly Meeting
Tuesday, July 9th
Cynthia & Andy
545 Mayflower Rd.
Norfolk, VA
408-2032



6:30 - 7:00 pm - Kick Tyres
7:00 Meeting