



# The Dipstick



Dedicated To Preserving The Marque Since 1973

[www.mg.org](http://www.mg.org)

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## *March Activities Report*

In like a lion, out like a lamb! That's what they say about March, and we got a little bit more of the lion this month, so we were lucky to have a great weekend for the TRAACA swap meet at Nansemond-Suffolk Academy on 8 Mar. We had the booth inside this year, but the outside booths seemed to get more visitors, as everyone wanted to spend their time outside. King Charles didn't mind though, as he stood by our table and made sure to greet everyone that came through the doors. We had donations from Mark Davidoski and Terry Bond, and as per last year, Shayne bought enough to get the club some funds! Mark, Shayne, Russ and Skip (Hampton Roads Car Club Council and Alfa Romeo club member) kept a good rotation of "keeping the watch" with Charlie, while the others did a tour of all of the booths. It was a great turnout and definitely provided opportunities for some networking.

The following weekend, Shayne and Russ joined the Car Club Council of Hampton Roads for their mystery tour. As new members of the CCCHR, all MG club members are welcome to participate in any CCCHR activity. They had a great turnout, considering there was a slight drizzle and fog, but that's the kind of weather that our LBCs grew up in, right? We received our destination maps and broke into groups of five or so cars, and headed to Coinjock Marina for lunch. Intermingled with Corvettes, Mustangs, Chargers and a handful of antique Fords and Chevys, our MGs seemed the most at home on the backwoods roads from Chesapeake to Coinjock, NC. As the newest car club in the Council, we were warmly welcomed and there was lots of interest in our B's. Russ and Shayne definitely enjoyed the comradery between the different sports car groups and look forward to more events with them in the future. By the time lunch was done, the clouds were gone and the tops came off! I will keep everyone posted of more CCCHR events as part of our calendar at future meetings.

### **Upcoming events:**

Saturday, March 29 | 10a - 3p: 2025 Landstown Commons Cruise-ins (Donation of \$3 per vehicle to enter. Proceeds benefit the various charities of CCCHR's hosting car clubs)

Saturday, May 3rd | 10a - 2p: Williamsburg British and Import Car Club car show

Saturday, May 10, 2025 | 10a - 3p: 5th Annual Rollin' with the Knights - Custom Car Show

*Safety fast.* Shayne McKean & Pam Morris

## **TMGC Coming Events**

Apr 2 - Meeting at Kampe's

May 14 - Meeting at Wallach's



# Marque Time!

President's Message from Scott Parker

Looking out my window this morning ushers in a cold, damp and dreary morning, but alas, spring is knocking at the door as the days are growing longer, birds are singing and the trees are coming back to life! I can't wait for the warmer temperatures to settle in, which will spur me to dust off my trusty ole 71 MGB GT and begin the annual pilgrimage to the host of wonderful Spring antique auto activities that pop up throughout the Hampton Roads area. Shayne is already planning a "almost Spring" trip to Great Bridge area to visit the Great Bridge Battlefield Museum and explore the back roads of Hickory. Can't wait to get out there and enjoy the warmer weather and hobnob with other antique auto aficionados.

We had a great meeting at the cozy home of Cindy Hall and her trusty side kick Eric Fee.

Although parking was a little challenging, and I think a few members opted to head back home due to the tight parking situation, we had an amazing turnout with almost 30 members supporting the meeting in Ocean View. A guest and potential future member, George, attended the meeting and expressed his desire to locate a quality MG A Coupe. He's already in contact with Bob Stein and hopefully he'll be able to find his prized jewel soon. We even had a cameo appearance of the honorable Frank Linse, aka MG Whisperer, in attendance this month. We all truly appreciate Frank and all he's done for the club and club members over the years...it was so good to see him!

Scott and Anita Kampe are up next and will host our April club meeting on Wed, Apr 2nd, 6:00pm kick the tyres, with meeting to follow. Hopefully, the weather will cooperate this time around (last year it was foggy, drizzly and cold!). So, here's to warming weather and longer days, so tune up your prized MG and head south for another great meeting in the Hickory Area of Chesapeake with the TMGC family. Well folks, that's all from the cheap seats here at the Parker home. See you next month!

*Safety fast.* Scott

## TMGC Membership

As of March 20th, we still have 101 paid memberships. There are still a few hard copies of the club roster which will be available at upcoming meetings, until we run out. Any questions about your membership, please contact me at: [membership@mg.org](mailto:membership@mg.org).

*Safety fast.* Mike Haag

### TMGC Offices and Committees

President	Scott Parker	TMGCPres@mg.org
Vice President	Rob MacPerson	TMGCVP@mg.org
Secretary	Michelle Parker	
Treasurer	Mark Davidoski	Treasurer@mg.org
Dipstick Editor	Jim Villers	Editor@mg.org
Activities	Shayne McKean & Pam Morris	Activities@mg.org
Webmaster	Mike Haag	Webmaster@mg.org
Historian	Sue Bond	
Regalia	Rose Ladd	
Technical	Terry Bond	

# Meeting Minutes - March 4, 2025

By Michelle Parker

We had our monthly meeting at the cute pink beach house of Cindy Lee, with some delicious chili and cornbread served up for dinner; always a wonderful time there.

President Scott Parker called the meeting to order and thanked Cindy Lee and Eric for having us out, and the friends of Cindy that helped supply all that tasty food. We had a guest with us; George stopped by to try and buy an MGA and was glad he did because he got to meet us all. It was great to have him out! The Minutes from April's meeting were approved.



*Kicking Tires before the meeting.*



*Scott Parker calls the meeting to order.*

still hardcopy rosters if you need one.

The Technical Report from Terry Bond: He has some articles in the works. He mentioned that Shane has an engine-pull coming soon, so keep watch for those details for this Spring.

The Dipstick Editor Jim Villers said that whatever comes in by the 20th is what we'll all get to read. If you have anything just get it to him.

Treasurer Mark Davidoski brought the Treasurer's Report: we be-

Rob MacPherson gave the Vice President's Report with a hearty shrug and let us know that there are no changes. Our July meeting place is still open, if anyone is interested.

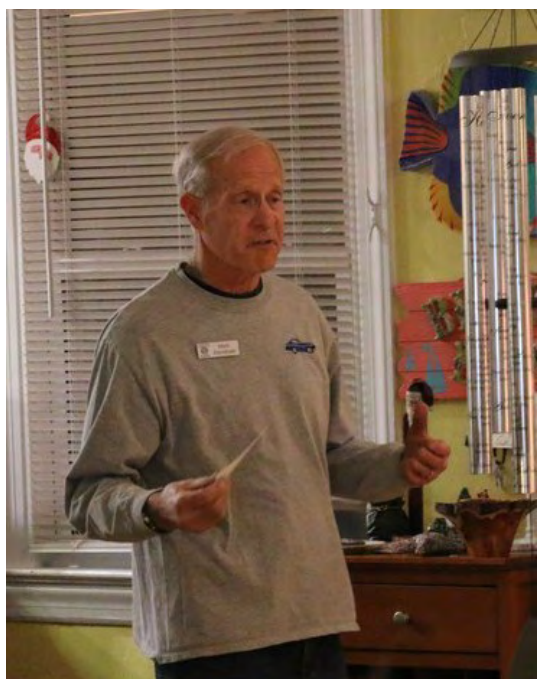
The Activities Report from Shane McKean: A thank you to all that came out to the Reddick's Folly tour, drive, and lunch outing. The next activity at the Great Bridge Battlefield & Waterways Museum was discussed. Keep your eye out for the details on that one. Our club is now officially members of CCCHR. Membership opens up some options for activities that Shane will keep us informed of. See the Calendar of Events for all the upcoming activities and details.

Mike Haag gave the Membership Report: we are still at 101 members. There are



*Shayne McKean presents activities.*

## The Dipstick



***Mark Davidoski gives the Treasurer Rpt***

gan with \$2004.50; 2 checks went out, one for the February meeting and one for the swap meet table; \$67 came in from last month's 50/50; bringing our new balance to \$1906.60.

There was no Old Business. As for New Business: Roosevelt bought a '75 MGB, Frank has been over to take a look at it and said the it is, sadly, nothing more than a parts car. So, if you have an interest in finding out more about what Roosevelt has, maybe give him a call.

Marque Time: Doug Kennedy gave us an update on "Project Cheap-skate." For all the details watch the YouTube video, but the conversation is all about his paint stripping adventures. There is also an article he wrote about his endeavors. Frank brought up the Knights of Columbus car show at Church of Ascension coming on May 10th. That is always a nice car show, consider coming out to support it. Fred shared a solar powered tire pressure gauge that he has installed on his car and says it's been working like a champ for a while now. If that sounds like something you'd like more information about, ask him for all the details



***Rose Ladd with raffle winner Paul Fuqua.***



***The gathering in the kitchen with Cindy Hall.***

Regalia With Rose: "Color Me Drunk" won by Paul; a tote bag won by Ted; a model of a '45 MGTC won by Shane; an antique clock that Don added the club logo to won by Scott; a set of club logo coaster won by Mark; and the \$31 50/50 was won by Doug. Plus there were several small items that are available for purchase.

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>

## TECH STUFF – Spring Service Checklist - By Terry Bond

Did you really think I was going to discuss the springs on your car? No, we'll save those for another issue another time. What we're going to look at this time is really giving your LBC a thorough service to get ready for SPRING.

Yes, spring driving season is almost here. We're in the process of going over some things that we know have been ignored too long. Sure, we change the oil as often as needed. We do check fluid levels frequently on those components that are easy to reach. We air up the tires (tyres) and then just go. But, to do things properly, there should be a much more methodical and through process. It will take the better part of a day (or in our case, a weekend). Along the way, were looking at the car "over, under, around and through." We're not only just topping up fluids, but making some important checks and adjustments along the way. We're also going to try and identify any problems that might be starting to emerge.

With thanks to John Twist, perhaps the best known MG wrench-twister and MG Guru, here is a check-list that he uses, that I have added a few items and a bit more detail to. For each item listed, a good look is the beginning. It is also important to start a list of things you'll need to tackle in the future. That will become your "priority" project list.

For example, one item you might want to check on the MGB - the pads between the front cross-member and frame. They become compressed and worn over time and might require replacing to eliminate looseness there. It could translate to a vibration felt while the car is being driven. Replacing those pads is not a terrible job, but it's not quite as simple as just doing an oil change.

While you are under the car looking around, it's a great time to look at your engine and transmission mounts. Those especially can get saturated with dripping oil and looseness can develop. Perhaps replacing them is something you can add now to your project list.

It's a good time also to inspect your exhaust system, especially the condition of clamps. Nothing worse that dropping part of your exhaust system going over a speed bump (ask me I how know).

While such problems noticed during spring inspection might not keep you off the road, they are not going to go away on their own. Human intervention will eventually be required – and that's much more than just turning up the volume on the radio so you don't hear the noises. At least knowing what needs to be done lets you schedule repair for a convenient time. That also allows you time to order the necessary parts. But, let's get back to the Spring Inspection and Service.

First up is to safely get your car up where you can work under it. Not everybody has a lift so using jack-stands and safely elevating the car lets you perform necessary work from the laying-down position. Safety glasses on – get started!



- \* Change Engine Oil and Filter
- \* Inspect and fully lube Front Suspension
- \* Check tightness on all bolts including front hubs. When did you last grease them?
- \* Inspect front steering rack for condition of rubber boots. Check oil level.
- \* Check tie-rod ends for wear and deteriorated bushings on all suspension components.
- \* Top off front shocks with proper fluid
- \* Check Differential Oil –top up as needed
- \* Check Gearbox Oil – top up as needed – inspect oil seals too!
- \* Check Universal joints for any looseness and lubricate as needed.
- \* Lubricate hand brake cable (this may require more than one person to operate the handbrake while greasing)
- \* Check for oil leaks under the car. This is also a good time to check for hydraulic fluid leaks from the clutch slave-cylinder or hose.
- \* Adjust Front and Rear Brakes (check brake hoses and lines too)
- \* Inspect Front Brake Pads
- \* Check / Inflate Tires (30F / 32R)
- \* Check Cooling Hoses and Clamps
- \* Check Fan Belt(s)
- \* Check All Under-bonnet Fluids (brake fluid, coolant, hydraulic clutch fluid). Inspect all lines, hoses and fittings for signs of leaking.
- \* Check Running Lights headlights, and all other lights, (turn signals, hazard switch, dashboard lights, etc).
- \* Inspect Wipers and Washers
- \* Ensure Battery(ies) are secured
- \* Ensure Battery Clamps clean & tight
- \* Inspect for insect or rodent damage

When you are ready – give it a test drive.

Open a suitable refreshment and celebrate your accomplishment. You will feel more confident and your

LBC will be much happier.

Your check-list may vary. It may also expand as you look and learn, but these are the basics that should be checked. Starting out with a fully serviced vehicle makes maintenance during the year much easier. This will also help you stay ahead of any problems that might be starting to reveal themselves.

Here are some fluid recommendations:

Engine and gearbox—For engine and gearbox, SAE 20W-50 engine oil is the most often recommended. Castrol GTX 20/50 is a common and well-regarded option. Our own personal preference is Valvoline VR-1 20/50. Any high quality oil brand 20/50 should be suitable though.

Brake fluid - Our cars can use DOT 5 fluid but DOT 3 or 4 is typically used . Refer to my previous article on Brake fluids if you want to know more. Note: do not mix Dot 5 fluid with other fluid types!

Rear end - EP 90 oil: All post 1950 MGs require EP 90 oil for the rear axle, with the exception of the MGB V8 which uses EPX 80/90.

Shock Absorber oil - The correct oil is spec AWE68. ISO. Oil weights are not directly comparable with SAE viscosity numbers. The ISO oil AWE68 flows like a 20W SAE oil, but is specific for hydraulic applications, and quite readily available at farm type stores. An acceptable substitute is available from motorcycle dealers – 20W fork fluid does the job. Note-if there is no visible signs of leaking, there should be no need to top things up.

Ok – print the check-list, put on your safety glasses, grab your led flashlight and let's get busy. The spring tour is coming up!

*Safety fast.*

Terry



*It is time to get ready for spring! Review Terry's checklist and be ready for touring.*

# Project Cheapskate Meets some Strippers

by Doug Kennedy

When last we left Project Cheapskate my 1962 MGA MkII was being pulled apart to its bones and prepped for a “painter to be named later.” The goal of Project Cheapskate is to DIY as much as possible and then spend money on the outside help that will make the biggest impact...paint and bodywork. Happily, this car needs a minimum amount of bodywork but the paint is about a quarter inch thick. So, after meeting with a painter and asking the critical question “What can I do to get the cost down” the answer was obvious, “Strip off the paint.” Well, sorry to disappoint some of you. This isn’t a story about meeting anyone named “Kandi” or “Chastity” and a brass pole standing nearby. No, it’s an update on the moist disgusting MG-related job I’ve done yet. I’ve pulled rats’ nests out of rocker panels, had various fluids leak out from engines and differentials, pulled shards of glass out of a windshield frame with a club member while we were fueled by the Greek liquor Metaxa while we removed bloody shards of glass from our arms. But nothing prepared me for the gelatinous nightmare of present-day paint stripping. So, a little back story. When I dove into this I researched the most effective paint-stripping methods that didn’t involve sandblasting. Repeatedly, the answer was one thing: Methyl Ethyl Ketone (MEK). Unfortunately, MEK strippers were banned by the EPA for consumers a while back. Apparently, it had something to do with permanent eye damage if you hovered over the vapors and some other liver-related nastiness if you breathed it for a while. Not to worry I thought, I know some boatyard operators in Maine, a little cash, and I’ll be in business. So, late one day when I was confident the yard manager might be gone, I put on my best “Can you help a guy out” look and approached the dirtiest tech there. “MEK paint stripper? Yeah, that stuff is great, we’ve got it.” Jackpot! He even wanted to show me how well it works on stripping old boat paint. A few passes with a rag and we stood there watching the paint bubble and pop off all on its own. His comment...”Yeah, pretty amazing huh, that’s the Cancer working!” Uh....”Time to check the MSDS for the dangers” I started to think. No need to, the black-market price was out of my budget. Back to the internet webs and onto two possibilities. The first was the current version of Kleen Strip’s Aircraft Stripper. While most sites lamented the quality of the “new” formula they agreed that it was probably best. However, a newcomer on the “stage” was the stripper from a company out of New Zealand called “Cooper’s Strip Club.”<https://coopersstripclub.com/> They sell a kit with the stripper, a “flusher” to clean it off, a couple spray bottles, some wire brushes, steel wool and grit-infused pads. This product has been used extensively by furniture strippers and it seems that the car hobby is catching on.



To test both I set up a fender and taped off a couple squares. Next, I applied the aircraft “gel” and covered it with plastic as recommended and sprayed a fine mist of the Cooper’s. This is the first difference. The gel needs to sit for 20 minutes while the Cooper’s starts working almost immediately.

In one minute the paint was bubbling and in five minutes the Coopers was ready for its first scraping.



## The Dipstick



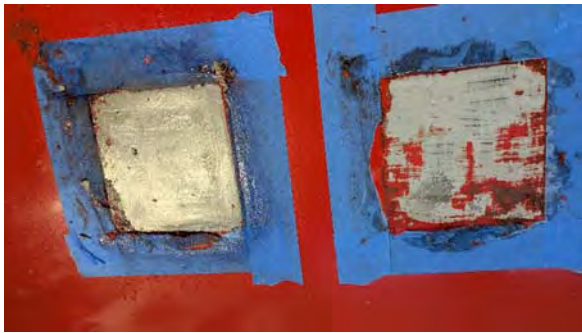
*Aircraft jell covered with plastic.*

That's when I realized my car had three coats of paint AND three coats of primer!. More Coopers while the gel continued to sit, some more scraping, some abrasive pad



*Coopers bubbled within a minute.*

work, and...stripped! Time for the gel and it did indeed take off the first couple of layers so it needed a second coat and a third. So, the big weakness was the fact that it took three times longer than the Coopers. Photo on the left is after 20 minutes. Coopers is down to bare metal. Aircraft stripper has removed one layer of paint but two more and their primers are still waiting.



*After 20 min, Coopers is bare metal.*

As well, the gel is just plain nasty. It slides off everything, needs brushes, and requires a never-ending pile of rags to keep things clean. The Coopers on the other hand just needs a few sprays to keep the surface wet. Moving on to the rest of the fender proved as easy as the test square. Lots of spraying, scraping, spraying, wiping down with the flusher, which seems to be a bit of a neutralizer, and it was down to bare metal and filler. The Coopers does soften filler but it probably makes more sense to sand the filler as I give each panel a final sanding to bare metal anyway.

The downside of the Coopers? Well, if you have a single coat of paint it's a lot more economical than gel stripper because a little goes a long way. A whole MGA would probably take +/- \$400 of stripper. While a lot, that's a lot less than the hourly shop wage to have someone do this for me. The problem now, and the downside though, is the multiple layers of paint on my A. So, the solution? Well...as always, when the going gets tough, the tough go to...Harbor Freight. Their "Surface conditioning" tool is a third off this weekend and will let me get all Medieval on the first few layers and use the Coopers as the finishing touch. Next time... "The Great Strip-Off, Part II"



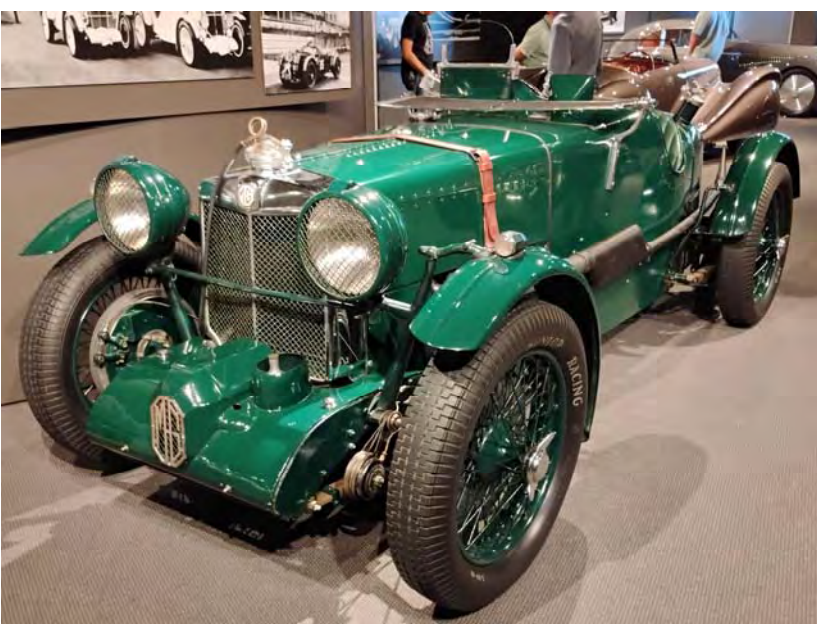
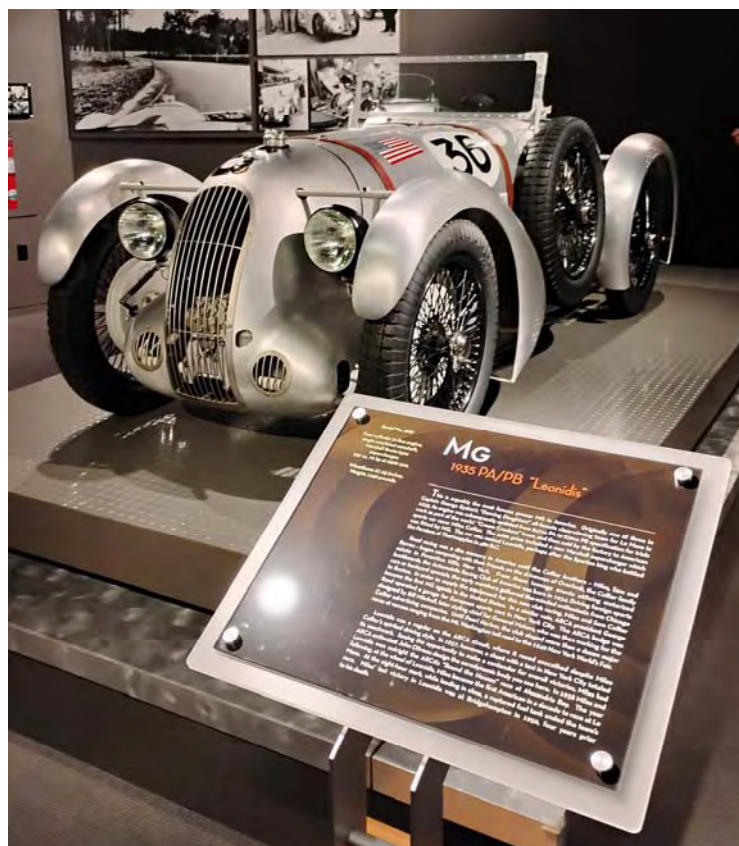
*Coopers is expensive for large areas; a Harbor Freight "surface conditioning tool is a cheaper process.*

## The REVS Museum by Rob McPherson

Last Thanksgiving I was in Southwest Florida to visit my brother and we visited the REVS Institute in Naples, FL. The REVS Institute is housed in a modern 80,000 Square Foot facility in Naples, FL and is open to the public. They hold over 120 cars that are restored/maintained in drivable condition. This is a “must see” museum.

### 1935 MG PA/PB “Leonidis”

This is arguably the most famous prewar MG in America. Originally one of three in Captain George Eyston’s “Dancing Daughters” female class-winning team for Le Mans in 1935, its engine was subsequently updated from 847cc PA to 939cc PB specification for trials work as part of the works’ “Cream Crackers” team, and then sold by the factory to American sports car racer Miles Collier. The sales price included a new Marshall supercharger which was fitted by MG. The car was named Leonidis, perhaps after the Spartan king who battled the Persians at Thermopylae in 480 B.C.



### 1934 MG K3 Magnette

The K3 Magnette was among the finest sports/racing machines of its time. For £795 anyone could buy one – directly from an MG catalogue. Few competition cars were so readily available.

Few more than 30 MG K3s were built, a figure dwarfed by the legion of victories the car enjoyed and its significance in motor sport history. Many historians regard the K3 Magnette as the quintessential small sports car of the between wars era.

Monthly Meeting  
Wednesday, April 2nd  
Scott & Anita  
Kampe  
  
449 Thistley Lane  
Chesapeake, VA



Map showing route from Chesapeake, VA to 449 Thistley Lane. The route is highlighted in blue and includes the following instructions:

- Take VA-168 S to Hillcrest Pkwy. Take exit 8A from VA-168 S. 10 min (9.1 mi)
- Follow Hillcrest Pkwy and Falls Brook Run to Thistley Ln. 3 min (1.1 mi)
- 449 Thistley Ln, Chesapeake, VA 23322

A callout box with a brown border contains the text: **6:00 - Kick Tyres Meeting to Follow**

Map features include: Gas, EV charging, Hotels, More, Chesapeake, Highway 17, Oak Grove Lake Park, Fun Forest Playground, Stumpy Natural, ALEXANDRIA, GREENBRIER EAST, GREENBRIER WEST, GREAT BRIDGE EAST, Dismal Swamp Tract of Cavalier Wild, Dog Ranch, and 449 Thistley Lane. A travel time box indicates 12 min (10.2 miles). A traffic control bar at the bottom shows 'Live traffic' and a color-coded speed scale (Fast, Slow).