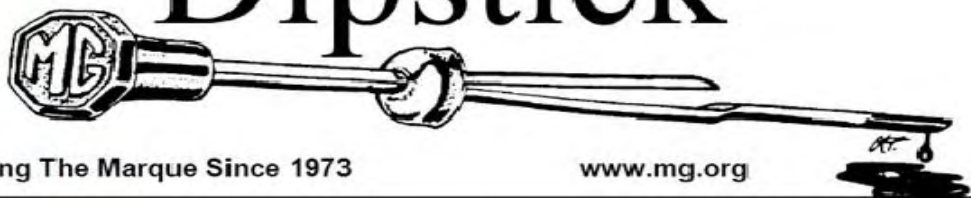




# The Dipstick



Dedicated To Preserving The Marque Since 1973

www.mg.org

Volume 52 Issue 6

June 2025

## May Activities Report

We hope everyone has had a chance to get some great drives in since our last outing to Smithfield for the Isle of Wight Museum and the Fiddling Pig! The weather has been wonderful, especially in the evenings. We did not have an outing day this month yet, but some of the club enjoyed the Williamsburg Car Show on 10 May. The reports have been positive, and all seemed to have a great time.

If you have any ideas or requests for future outings, please let Shayne and Pam know. You don't have to plan or organize anything, just let us know what sounds fun and we'll take care of the rest!

For the next outing, we are planning an Ice Cream Drive on 29 May to El Nayar in Holland Plaza, Virginia Beach. El Nayar specializes in Mexican style Ice Cream and desserts. Everything is fresh made in-house and looks to have a great reputation on social media. We will be meeting behind the Harris Teeter at Princess Ann and Nimo Parkway at 6:30 PM. From there we will take a 30 minute drive to El Nayar. There is plenty of parking and room inside to sit and enjoy a beautiful spring evening with some delicious dessert! Details will be sent out via email a few days before with the route we will drive and a copy of the menu. Hope to see you there!

### Upcoming events

Cars and Coffee Chesapeake, Great Bridge UMC, 201 Stadium Drive, 24 May 2025, 8-10 AM

Cars and Coffee Norfolk, Uno Pizzeria and Grill, Janaff Shopping Center, Military Hwy and Va Beach Blvd, 24 May 2025, 9-11 AM

Salute To Armed Forces Car Show, Landstown Commons Shopping Center, 3332 Princess Ann Rd, Va Beach, 24 May 2025, 10 AM – 2 PM

Car Club Council of Hampton Roads monthly meeting, Priority Chevrolet, 1495 South Military Highway, Chesapeake, 27 May 25, 7-8 PM

Suffolk BBQ Cruise In at the Airport, 1200 Gene Bolton Drive, Suffolk, 4 June 2025, 12-4 PM

Cheeseburger and Classic Car Cruise In, Hosted by Farmers Table of Newport News, 1135 Warwick Blvd, Newport News, 15 Jun 2025, 12-9 PM

*Safety fast.* Shayne McKean & Pam Morris

### TMGC Coming Events

**Jun 3 - Meeting at Villers'**  
**Kick tires 7:00**

**July 12 - Meeting at Tim Depow's**  
**Kick tires 11:00**



## Marque Time!

### President's Message from Scott Parker

The spring car season is officially upon us! Over the past month, many of us have been able to get out and enjoy the much warmer weather (feels like summer arrived early this year) and take part in the local car events that make owning an antique auto so rewarding. A huge thank you to Robert Perrone for organizing and leading a fantastic Spring Tour, guiding a caravan of MGs through the Lake Wright and Lexington, Virginia area. We're sorry we couldn't join this time, but we're definitely hoping to be part of the fun next year!

We had a great time at the 25th Annual Williamsburg British and Import Car Show this year. While our turnout was a bit smaller this year, we were proudly represented by Mike and Carolyn August, Russ Murphy, Eric Fee, and yours truly—along with my wonderful

co-pilot and wife, Michelle. This year's event was held at the Williamsburg Outlets near Nautica, a location that thankfully offered lots of shade—much needed with temperatures soaring into the 80s. Despite our modest numbers, our club cleaned up nicely, with three out of four members scoring door prizes! Though, we didn't bring home any trophies this time, but the show itself was a huge success and the largest I've seen during my time with the club. It was a great day filled with cars, camaraderie, and fun—everything we've come to love about this annual trip to Williamsburg.

A special thanks goes out to Andy and Cynthia for hosting an absolutely incredible May Monthly Meeting. Nearly 40 members attended on a beautiful early May evening. As always, Cynthia wowed us with a top-tier buffet worthy of a "Top Chef" title—and we didn't leave a single bite behind! She even provided a generous selection of adult beverages for everyone to enjoy.

We also welcomed two new members this month, Skip Patnode, a long-time Alfa Romeo owner and TRAACA member, and Steve Charles, who joined us after connecting during our Isle of Wight/Smithfield drive last month. Thank you again, Andy and Cynthia, for yet another amazing evening—and for hosting our meetings for over 40 years. What an incredible commitment to our club!

For our next meeting, we'll be heading to Virginia Beach to our long-time members Jim & Betty Villers home located at 3133 Inlet Road, Virginia Beach, VA 23454. Kick tyres at 7:00 PM, meeting to follow. Well folks, that's all from the Parker ranch. See you next month!

*Safety first.* Scott

#### 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      | Shayne McKean &<br>Pam Morris | Activities@mg.org |
| Webmaster       | Mike Haag                     | Webmaster@mg.org  |
| Historian       | Sue Bond                      |                   |

# Meeting Minutes - May 6, 2025

By Michelle Parker

This month we had our meeting at Andy and Cynthia's lovely home in Norfolk. Thank you to them for their gracious hospitality.

President Scott Parker called the meeting to order. He began by thanking the hosts and recognizing our guests. Steve Charles is looking for an MG, all he has left is the emblem from his first one. Skip Patnode came out to join us, always good to see him. Steve Windsor was there with Frank; he's had a few MGs through the years, he does not currently own one but still loves them. Last month's meeting minutes were approved.



*MGs parked along the beautiful Lafette River*

The Vice President's Report began with Rob MacPherson giving a hearty shrug, but quickly turned into one of the longest vice president's reports I think we've ever had. But that's okay, as important things were discussed. He opened by talking about the upcoming meeting places. That lead to a discussion of the meeting time and menu for some of those meetings. Lots of good points were made. In the early years of the club the tradition was beer and some snacks, like chips and dip, nothing fancy. It has changed over time and often is a full meal. The rule has always been, and still is: it is the host's choice. If

you host, you pick the time and the menu. We are all just grateful that you're having us out. So, if you're hosting and want to dial it back and just have a snack, go for it!



*The gathering on the backyard deck*

## TMGC Membership

We currently have 104 paid memberships with one renewal and one new member.

Renewal: Bob McClaren, Virginia Beach, VA, 1963 MGB  
New Member: Steve Charles, Suffolk, VA, No MG yet

Any questions about your membership, please contact me at: [membership@mg.org](mailto:membership@mg.org).

*Safety fast.* Mike Haag



***“Kicking the tyres” on the rear deck before the meeting***  
get anything you would like to include to him by the 20th.

The Membership Report was brought by Mike Haag: we are at 103 members and gained one more that evening with Steve Charles joining!

Terry Bond was not there to give us the Technical Report. We hope he and Susan had a lovely time in Arizona, y’all were missed.

There was no Old Business to discuss, nor any New Business, but Scott did have a few health updates to pass along. Emails have gone out with all those details, so I won’t repeat them here.

New business rolled into Marque Time: Andy’s son was able to get the lift he bought from Mike Ash installed in his garage. Doug Kennedy gave his “project cheapskate” update. Something about a gear box, taking it to Richmond so someone can work on it, and it sounds like it isn’t quite so cheap any more. Shane gave his update, lots of new stuff going on his car, but not ready to put the engine back in yet. But he did get a pretty gnarly boo-boo on his finger, ouch. There was also some good news shared about some of the club members’ young adult children and the positive things happening in their lives.



***Rob MacPherson gave the longest VP report in memory***

Regalia With Rob... We are missing Don and Rose and praying for Don’s recovery. The Ash’s won a little sign; Robert won a larger sign; Shane won a club tote bag; Steve Charles won a solar calculator and first-in-line; Mike Haag won the 50/50 and he gave it to the club.

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>

[www.youtube.com/@TidewaterMGClassics](https://www.youtube.com/@TidewaterMGClassics)



***Scott Parker calls the meeting to order***

## 2025 Spring Tour - Tuesday, Apr 22 by Mark Davidoski

Spring Tour kicked off at 8:15 on a beautiful Tuesday morning. After gathering at Lake Wright for our initial briefing with Robert "The Organizational Hammer" Perrone, it was off to contend with the HRBT. The initial convoy included Denise & Mike, Susan & Terry, Andy & Cynthia, Mark & Kathy, Tommy, Jim & Betty, and Rob. A persistent slowdown since the early hours gave a reason to follow Jim & Betty to the last entry ramp in West Ocean View. Once clear of Tidewater traffic we pulled into the McDonald's in Toano in order to pick up additional drivers, including PJ & Faith and Bruce & Jayne. From there we followed Robert on the pleasant back roads to Ashland — always an enjoyable and relaxing route.



*The first stop was the McDonalds in Toano to meet additional tour members*



We arrived in Ashland about 20 minutes later than planned (due to the HRBT) so after refueling the convoy headed directly to The Caboose for an early lunch. There we linked up with the rest of the entourage, including the Watson's, Riese's and McKenna's. Refueled, rehydrated and refreshed, we headed out of the home of Randolph-Macon and headed to higher elevations out west.

Our first tour destination was the Pleasant Grove Museum in Fluvanna County. The immaculately preserved antebellum home is the headquarters of the county Parks & Recreation Department. Our enthusiastic docent regaled us with an account of the early tobacco economy and associated transportation methods during the late 18th century and through the unpleasantness of the 1860's.

Stop #2 was the Wood Ridge Farm Brewery near Loving-



*The docent described moving tobacco barrels down river on Batteau boats*

ston, Virginia. The driving was memorable, including a slight detour on Grape Lawn Drive. This named road was actually a winding and narrow unpaved trail that meandered by a babbling brook. We passed what appeared to be an amateur naturalist at one point. He gave us an enthusiastic welcome as we motored past him. The brewery turned out to be the perfect spot to hydrate outside in the springtime sunshine. The view overlooking the farm was most relaxing, with a variety of resident animals to include the vocal peacocks that wandered about.



*Parking at the Wood Bridge Farm Brewery*

On to the Gin Hotel, where we added Tad & Karen to the assemblage of LBC owner/operators. The Gin is in the heart of downtown Lexington and was built in 1926. It has since been updated into a boutique hotel with an onsite restaurant/bar and 39 rooms. The modernization has been done with attention to detail resulting in a very comfortable place with convenient adjacent parking. Good pick Robert!



*The Gin Hotel in downtown Lexington*

After freshening up it was off to The Palms; just two blocks away. Most restaurants in downtown Lexington are closed on Tuesdays. This makes The Palms a busy evening destination that is well known to locals. The Palms offered a great menu, an excellent beverage selection and a hardworking staff! Following supper several folks strolled a bit nearby and some headed for a rumored Scotch tasting led by Terry. Others (like this reporter) were tired enough to hit the sack almost immediately! Day #1 went into the record book as another winner!



*Dinner at the Palms*

*Gathering after dinner at the hotel*



# 2025 Spring Tour - Wednesday, Apr 23 by Alan Watson



Wednesday, April 23, 2025 by opening the drapes of our hotel room, we were greeted with the view of a beautiful spring morning in the mountains. Most of our intrepid group enjoyed the complimentary continental breakfast provided by The Gin Hotel, some wandered off down the quiet streets of Lexington looking for other options. Regardless, all were present and accounted for at 8:15 when we met our fearless leader, Robert, in the lobby for our initial instructions to the Virginia Transportation Museum in

***Parking outside of the Transportation Museum*** Roanoke.

We departed the hotel, following mainly Route 11 South, a typical beautiful scenic byway so familiar in Virginia. We waved at the Cadillac Diner, a stop this group has made a couple of times before. We pulled into the parking lot of the museum shortly after their opening time of 10:00 AM and got in line to pay the curious group rate of \$8.44 pp. Our tour guide, Greg, was a mechanical engineer by trade and an



***The last Norfolk & Western steam engine***



***Terry Bond checking out the car collection in the Transportation Museum***



***VA Tech entry in 2006 DARPA self driving competition***



*The main steam engine exhibit*



*A "Mule" tow engine from the Panama Canal*

enthusiastic docent of the museum. Many folks found the tour fascinating, but others' eyes started to glaze over as he got more and more technical. One of the most interesting things I learned was that locomotive wheels are tapered by about 3 degrees, meaning that the driving surfaces are in effect cones. As a train goes round a bend the wheels shift left or right slightly, meaning one of them is riding on a smaller diameter "cone" which travels slower, while the opposing wheel is riding on a larger diameter cone travelling faster, thus allowing the train to go around the bend where one wheel has to move faster than the other because of the curve radius. Still awake?

Besides the train portion of the museum, there was a small collection of antique cars, including a 1913 Detroit Electric Car, a 1914 Ford model T, and a 1970 Plymouth Superbird. The area with boats had a nice display of model ships, including HMS Victory.

We left the museum around 12:30 and embarked on a comfortable 10-minute walk through some of downtown Roanoke's city streets, passing several quaint

shops and boutiques. Lunch was at the Three Notch'd Brewery and they were quite pleased to greet a large crowd walk in for a weekday lunch. Their beer selection was extensive, the food menu interesting and varied, and the staff were friendly and efficient. Highly recommended if

you are ever in the area.

We left Three Notch'd Brewery and strolled back to our



*Lunch at the Three Notch'd Brewing Co.*



cars to head off to our next stop, Great Valley Farm Brewery and Winery. This time we took back roads off of back roads, a wonderful driving exercise for our LBC's and our shifting

arms. Goose Creek Valley road was an excellent choice and we were all ready for a cold drink when we rolled into our destination.

Great Valley is a nice destination with indoor and outdoor seating, beer, wine and soft drinks and beautiful mountain views. After an opportunity for both people and cars to cool off we mounted our cars



*The wonderful view and beer at the Great Valley Farm.*

and headed back to the hotel.

We arrived back at the hotel after driving 114 miles for the day. We parked our cars for the night and headed off to Salerno's for dinner. There we were seated in a large group room and the wait staff were great, especially considering they were a little short staffed for the night. Salerno's is known for its wood fired Pizza and craft beer selections, but their menu was quite extensive with gluten-free and vegetarian options. The draft beer was self-service, 30 taps and you paid by the ounce -- a great way for the beer aficionado to sample different beers.



*Dinner at the Salerno Wood Fired Pizza and Tap House*

A short walk back to the hotel and we ended the evening in the ballroom, gathered around a large round table sharing beverages and Betty's snacks. We were all a little surprised,

but very entertained, with a visit by Rodney Dangerfield and his one-liners; he (Robert) had us all in stitches. We then cleaned up the ballroom, like it never happened, and headed to our rooms to get ready for Thursday's adventures.



*The day ended with stories by Robert Perone in the hotel ballroom*

## 2025 Spring Tour - Thursday, Apr 24 by PJ and Faith Peterson

Thursday started with packing up all our things, checking out of the hotel and then packing up our car. We found out early on that some of our members had already departed and a few more would be leaving after our first stop.

Our first stop of the day was the Jackson (Stonewall) House Museum. We were broken up into smaller groups. This was Jackson's home just prior to the Civil War. The house had two levels with the upper level having the parlor, study, dining room and bedroom. The lower half having the kitchen and slave's quarters. It was ex-

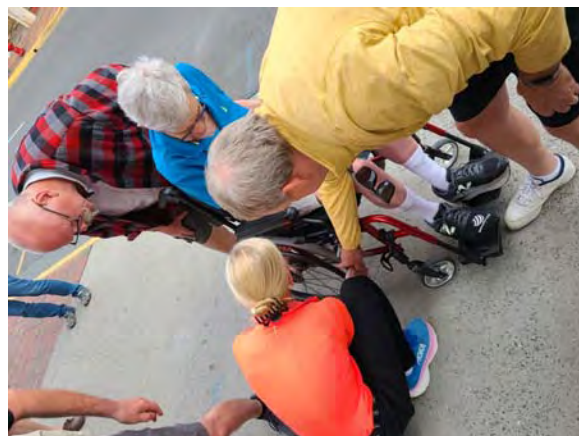


*Rear of the Jackson home*

plained that the upper level use to be at the street level but due to concerns with the steep roads a large portion of the land was dug out which made the main level now the upstairs. There was also a garden behind the house. Several pieces of furniture were owned by Jackson, some where of the period and some were reproductions. About mid-morning we departed Lexington for the Blue Mountain Barrel House. We managed to lose the group almost immediately as Google Maps was on the fritz. After several attempts at restarting the program we were on our way. From what we could learn we traveled about the same back roads as the main group and arrived shortly after them. We believe this stop was made for restocking purposes as several cases of beer wheeled themselves out of the building to our waiting cars. Not exactly sure where all those cases were stuffed. We also had the privilege of christening the new restrooms which had just been completed the day before. Talk about being lucky.

After our cars finished refueling their beer tanks we headed to our lunch stop at The Brew House. After downing a delicious meal we headed out back to our respective destinations.

And now for the rest of the story. Faith and I headed back towards the Lexington area. This time on 460, a few back roads and eventually on 220 heading for Low Moor, Virginia, where we would be spending the



*MG mechanics replacing a loose screw on Andy's wheel chair*



*Our excellent tour guide in the bedroom*



***Parking outside of the Blue Mountain Brewery***



night at the Travelodge. We arrived in the late afternoon, checked in and had dinner at the diner that was adjacent to the hotel. Then early to bed (or so we planned) to get an early start on Friday. We were nestled down until the fire alarm woke us up at 12:30a.m.. We then exited the building with all the other guests and waited outside for about 30 minutes until the staff was called by the fire department, told it was a false

alarm. They then entered the building and could then turn off the alarm. We then returned to our rooms.

Luckily, the only other alarm going off was the alarm clock to announce the start of another beautiful day. As we had some early showers, the top of the MG got to make an appearance and stayed up until our return home. Oh, those pesky, spotty showers.



***Lunch at the Brew House Pub***

We headed out I-64 to 220 North and up to Falling Springs Falls. The falls can be seen from the road or a short 100 foot walk to the lookout. Which is the safer way to view the falls. Then back into the car for a trip up 220 past several golf courses and hot springs (also the name of the town). Saw hundreds of cows, several horses and two bison. In Monterey we turned on 250 and headed toward Staunton. We stopped at the site of the McDowell Civil War Battlefield which was one of Stonewall Jackson's victories followed by a stop at the Confederate Breastworks Interpretive Trail. Onto Staunton with lots of twists and turns, reminiscent of the previous days travels.

We made it into Staunton in time for lunch and then checked into the Holiday Inn. Saturday, again a few morning showers, and we were headed for home via the Interstate, with mostly on again, off again showers, so we didn't do any side excursions, and arrived back into Hampton as the sun was finally coming out.

Great adventures with great friends.

## Project Cheapskate Gets a Mohawk and Fat Lip..... by Doug Kennedy

When we last left Project Cheapskate its paint was getting stripped with a “Metal Conditioner” that came straight from the Industrial Revolution. It was at that point that I fell in love with this car’s metalwork and made an important decision, the metal wasn’t going to be covered with Bondo and finished with a new coat of paint, the metal WOULD be the finish. A chance encounter with some low rider “lead sled” builders in Oakland a few months back revealed their love for a product called “Gibb’s Protectant.” This is an industrial product that manages to protect metal without silicones that get gummy or make repaint a festival of fisheyes. So, all of Project Cheapskate’s scars and imperfections will be on display. Each has a story to tell, but this car’s steel and aluminum, including a face that looks as punished as a prizefighter’s on the losing end of a 15-round match, lend themselves perfectly to the next life this MGA will live, a hill climber. Sights are set for the Equinox Hill Climb in 2026 <https://www.hagerty.com/media/events/mount-equinox-has-been-tempting-racers-to-its-summit-for-74-years/> So, Project Cheapskate is being reborn as a Vintage Racer! Anyway, Gibbs has been applied and is a great product. When a little surface rust pops up in a spot I missed it only takes some 600-grit and Gibbs to take care of that issue!



**Gibb’s Protectant**

So, bumpers off and front “Sebring Valance” in hand, it was time to fit a barely flexible piece of fiberglass to a metal front-end that has seen its fair share of panel beating. There are many ways to fit this valance and the easiest is to just run some screws through the front into the existing valance mounting strip. But, “easy” also looks “cheesy” so instead I cut the metal mounting strip off and chose to run screws down into the valance’s top flange. My trusty Harbor Freight grinder with a cut-off wheel in hand, a flurry of sparks, some paint to keep rust at bay, and it was time to fit the valance. Uh-oh. My fears were confirmed; Project Cheapskate’s “massaged” front end wasn’t agreeing with the lines of



**The front valance  
with sections to  
allow a flex fit**

this valance. Some sections were a half-inch off from where they needed to be and a hard turn would have seen the front tire ripping the valance right off! A web search found that this is actually pretty common and “fixes” include sectioning the valance, re-glassing, and a layer of filler. Not wanting to go that way I decided to take The Oracle’s advice and try cutting some notches out of the top lip to provide some “give” to things. This went well but definitely had the “Pucker Effect” enabled because there’s a VERY short period of time between “flex” and “snap.” A quick trip to Harbor Freight for a dozen \$1.99 spring clamps, some drilling, a handful of 11/32 stainless machine screws and...success! The addition of some MGA fender welting, Seymour stainless steel paint, and clear coat and it was time to kick back for a well-deserved PBR or three.

Next up was the addition of a “headrest fairing” from Auto Vintagery in Califor-

nia. This shop, run by James Alcorn, has been involved with restoring a ton of A's, including the sale and/or restoration of 42 Twin Cams! It's great to find these dedicated enthusiasts whose business supports our hobby so well. In this case, after a great chat, he put into production the fairing, and three weeks later, it arrived entombed like a mummy in a cardboard sarcophagus. My initial reaction was one of complete surprise, in the best way. After wrestling the front



*MGA with the front valance installed*

fairing into place and scratching my head over the rudimentary fiberglass quality, this fairing's build quality was amazing. The glass was tightly woven, and the resin was expertly applied. A light sand with 220, some stainless steel paint, a couple cans of gloss clear, and it sported the best rattle can paintjob this side of a \$29.95 special from Earl Scheib. Note to anyone who wants to spray clear....all I can say is this, three light coats to make things tacky. Then, go crazy like you've just knocked loose a hornet's nest and the only thing between you and them is the can of Raid in your hand. Unless you want a crate of orange peel applied, you need to soak it. Of course, that produces runs. Fear not, I just picked up the fairing and kept it rocking from one side to the other until things dried with no sags. This is a technique The Oracle and I used a couple decades ago on an MGB door where one of us said mistakenly, "I think it'll be okay with one more coat." It wasn't.



*Painted headrest*

So now Project Cheapskate enjoys a summer vacation while I head north for a bit (note to burglars, we have cameras and various "Home Alone" booby traps everywhere, as well as amazingly nosey neighbors). Having chickened out on a DIY rebuild, the gearbox is in Richmond at club member Bruce Woodson's shop Mercer and Woodson Automotive where Bruce and his tech Jim (to the left) will address a second gear synchro that makes noises like a handful of ball bearings in a blender. I knew it was a good decision when a host of B's, Austin Healey's and a Porsche or two were awaiting attention. Work will continue from afar though. My seats and dashboard are going with me for rebuilding, and sights are set on a fall completion. Stay tuned!



*Jim and Bruce Woodson with trans*



*The MGA with the headrest installed*

## 25th Annual Williamsburg British and Import Car Show May 3, 2025 ....Pictures by Eric Fee



## Replacement of worn bushing on SU6 and 4 carburetors

by Donald Ladd



Tools needed:

1. Cut threads off 5/16 x 3" bolt
2. Using JB weld secure 5/16" washer to 5/16 x 3" bolt see **Figure 1**
3. Ream out 7/16" nut using Reamer 3/8" high speed steel (5/16" shank) and cutting oil
4. Secure 7/16" nut to Reamer 3/8" high speed steel (5/16" shank using JB weld see **Figure 2**
5. Ream out old bushing from disassembled SU carb with modified reamer tool as shown in **Figure 3** using counter-clockwise direction (be careful and don't run reamer all the way thru leaving approx 1/8 of aluminum casting if you have one short and one long bushing), if all your bushings are the same size then the longer side will have to leave more of the casting see **Figure 5** for short side and **Figure 6** for long side
6. Insert new bushing from SU rebuild kit using modified 5/16 x 3" bolt as shown in **Figure 4**

Repeat for remaining bushings



**Figure 1**



**Modified reamer tool**  
**Figure 2**



**Turn CCW**  
**Figure 3**



**Figure 4**



**Figure 5**



**Figure 6**

## Monthly Meeting

Tuesday, June 3rd  
Jim & Betty Villers  
3133 Inlet Rd.  
Virginia Beach  
481-6398



7:00 - 7:30 pm - Kick Tyres  
Meeting to follow

