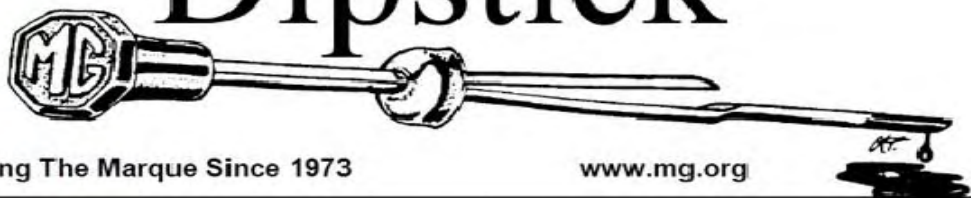




The Dipstick



Dedicated To Preserving The Marque Since 1973

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Volume 52 Issue 5

May 2025

April Activities Report

What beautiful weather for driving we've had lately! Taking advantage of a beautiful day, TMGC invaded Smithfield with five Roadsters, three BGT's, two MGA's, one Midgett, one TD, one TF and one TC! After meeting in Portsmouth, we took the scenic route to downtown Smithfield. The traffic was good, but the scenery was better! Parking at the Smithfield Little Theater, we had a short walk to the Isle of Wight Museum, where we greeted by a welcoming staff member, who provided a great introduction to the museum. Not only did they have a small, but impressive, Civil War exhibit, but they host the world's oldest Smithfield Ham. The ham was cured in 1903 and is still considered edible! Next to it was the world's oldest peanut, which was grown and inscribed with the year, in 1890. Everyone enjoyed the museum, even Susan – who was not asked a single time if she knew about any of the antique items.

After the museum, we walked across the street and enjoyed some delicious food and good beer at the Fiddlin Pig. This restaurant is an authentic British Pub, complete with Cask Marque Certification for their traditional Cask Ale. We enjoyed Shephard Pie, Pub Burgers, Steak and Ale pie and the Ploughman's Lunch (a selection of cheese, bread, crackers, chutney and fruit), after which, we sat talking and just enjoying the outside air. After lunch, we went to the Windsor Castle Park and found an open area to take some pictures of the group with the cars. There was quite a bit of excitement from the locals and the restaurant staff as we all drove by on our way to the park! There were smiles and cameras all around us. *Pictures are on page 11*

Shayne and Pam will announce future plans for outings at the next meeting, hosted by Cynthia & Andy at 545 Mayflower Road, Norfolk, VA 23508. With the Williamsburg British and Import Car Show in May, the next outing will be an evening dessert drive.

Upcoming events

Saturday, May 3rd | 10a - 2p - Williamsburg British and Import Car Club car show at the Williamsburg Premium Outlets in Williamsburg, VA

Saturday, May 10, 2025 | 9a - 3p - 5th Annual Rollin' with the Knights - Custom Car Show at the Church of the Ascension, 4853 Princess Anne Road, Virginia Beach, VA

Saturday, May 10, 2025 | 10a - 3p - 6th Annual Breakthrough Car Show at the historic Hart Farm at 6955 Duncan Road in Petersburg, Virginia

Safety fast. Shayne McKean & Pam Morris

TMGC Coming Events

May 6 - Meeting at Wallach's

June 3 - Meeting at Villers'



Marque Time!

President's
Message
from
Scott Parker

What a difference a month makes! Last month at this time, it was, cold, damp and drizzly as I was sitting down to write my monthly Marque Time editorial. Today, April 6th, it is 91F and the winds are whipping. We broke record highs the past two days, but today, we're a degree short so it's just a hot & muggy heat wave for early April. With those warmer temperatures and longer days, it's time to dust off and tune-up our MGs and get them ready for the road! We have several events over the next few months that should keep us busy. I want to thank our Activities Director's, Shayne McKean and Pam Morris, for keeping us apprised of these upcoming events and also thank them for the absolutely wonderful tour of the Great Bridge Battlefield and Waterways Museum and Sandbridge dive and

drive. The tour was probably the most informative and interesting tour I've been on in recent memory. We had about 20 folks come out to enjoy the event. The tour culminated in a back roads drive to Sandbridge and a very enjoyable lunch at the historical Sandbridge Restaurant. I think everyone had a wonderful time... thanks Shayne and Pam!

Unlike last year, the weather was just about perfect for our April meeting at Scott and Anita's home in the Edinburg area of Chesapeake. We had about 25 members come out and enjoy some Jersey Mike's subs (Scott and Anita are from "Jersey") and hobnob with the MG crew. Unfortunately, no new members came out this month, but we did have the honorable and renowned Hank Giffin attend the meeting with the rowdy bunch. The meeting was so good that I completely forget to bring home the MG "Gavel of Power", so Scott is currently holding a ransom for the mighty and powerful artifact. Can someone lend me some cash?

Cynthia and Andy are up next and will host our May club meeting on Tuesday, May 6th; 6:00pm kick the tyres, with the meeting to follow. Always a great turnout and usually good weather for this annual pilgrimage to the historic area of Norfolk. Did you know that Andy and Cynthia have been hosting this event nearly every year since the early 1980's... WOW and THANK YOU Andy and Cynthia! Well folks, that's all from the cheap seats here at the Parker homestead.

See you next month!

Safety fast. Scott

TMGC Offices and Committees

President	Scott Parker	TMGCPres@mg.org
Vice President	Rob MacPerson	TMGCV@mg.org
Secretary	Michelle Parker	
Treasurer	Mark Davidoski	Treasurer@mg.org
Dipstick Editor	Jim Villers	Editor@mg.org
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Webmaster	Mike Haag	Webmaster@mg.org
Historian	Sue Bond	
Regalia	Rose Ladd	

Meeting Minutes - April 2, 2025

By Scot Parker

Well, with Michelle out this month visiting her parents, and a pretty strong reluctance from the group to find a fill in for our illustrious Secretary, I decided to give it a shot. So, using all of my cognitive abilities to try and remember what happened a few days ago at our meeting this is what I came up with....

I brought the meeting to order using the “Gavel of Power” and immediately asked for a volunteer to fill in for my lovely wife to record the minutes from the meeting...silence from the group, so I asked again and pleaded a little more and then Sue Bond graciously said sure I can record the meeting, so with her camera on



“record” the meeting continued. I thanked our fine Hosts, Scott and Anita Kampe, for opening their home for our rowdy bunch of MG aficionados and looking around we had about 25 folks attend the meeting on this lovely April evening. Then I provided an update on Don Ladd. He fractured his lower back over the weekend and has very limited mobility. He’s scheduled for an MRI on Thursday, April 4th and results from the MRI will determine the next steps for his recovery. Rose is hoping to avoid surgery, so please keep the Ladd’s in your thoughts and prayers. They’ve had a very

rough 18 months with several medical setbacks for Don over that time.

I then asked for a motion to approve the minutes from the last meeting and I’m really not sure what that even means or who reads the minutes, but the motion was approved with a “second”, again not sure about that either, so on to the next agenda item...the Vice Presidents Report. Rob reported that he thinks we have the 2025 meeting locations

TMGC Membership

As of April 20th, had 1 new member, Skip Patnode with a 1967 Alfa Romeo Spider. Total paid memberships is now 102. 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.

Safety fast. Mike Haag



Jersey Mike's Subs for dinner

covered, with July being filled by a friend of Shayne's that's willing to host the meeting and also has a love for antique autos...so that should be fun. The spring tech session is on for Saturday, April 12th at 10:00am at Mathieu and Rachel Huovinen's home and the next monthly meeting will be at Andy and Cynthia's home on Tuesday, 6 May. Then I completely forget about recognizing guests, even though I'm staring at the meeting agenda on my phone, but to my surprise, no new guests or members were present at this meeting. Now for the Activities Report.

Shayne provided a good update on upcoming activities including the weekly Car Club Council of Hampton Roads events and our next major MG outing on Saturday, Apr 19th which will be a drive in and around Smithfield with a visit to the Fiddlin Pig for lunch. The Fiddlin Pig is a new British Pub/Restaurant with authentic UK offerings and the owners are excited to host us and have a bunch of old British cars out in the parking lot. The full details of the event are still being developed, but expect either a museum tour or some lazy shopping in the quaint downtown Smithfield area. The next big event that the club usually participates in is the Williamsburg British Car Show on Saturday, May 3rd. This year the show will be at the Williamsburg Outlets, so you can shop and peruse the antique autos at your convenience. Should be a great time!

Next up was the Treasurer's Report. Mark reported that we have something like \$1900ish in the bank and paid Cindy Hall \$125 for hosting last month's meeting and then we made some money from the Nansemond Swap Meet in March. So, the club is pretty loaded...time for a party. Mike was next with the Membership Report and he said our total membership is up to 102! We had 1 new member join last month, Charles "Skip" Patnode, who's a long-time member of TRAACA. He doesn't own an MG, but has a nice older Alfa Romeo Spyder. We're happy to have Skip and I'm looking forward to meeting him!

Again, staring at the meeting agenda on my phone, I completely missed the Dipstick Report, so Jim piped up and said, hey everyone, please get me your Dipstick inputs by the 20th...I'll take



Scott Parker calls the meeting to order.

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anything, so please write it up and send it my way. Then, I pointed to Terry for the Technical Report. He actually did say quite a bit, but I can't really remember the details. He's working on his MG TD/TC and needs some assistance with getting it road worthy. He knows how to fix it, but is looking for a little help with the repair...I think that's the gist of his discussion. So, please reach out to Terry if you want to lend a hand.

Then Old and New Business, along with Marque Time, all ran together in my head. Shayne is looking for a few folks to help him pull his MG B engine and is targeting Sunday, April 6th as the day of reckoning. Russ and Jim offered to help and Shayne is working with them to narrow down a time. Hopefully, the engine pull will be a flawless success. Long time member and founder, Hank Giffin was present and asked if anyone had a way to adjust the drivers side mirror...I guess being 6'3" has some disadvantages. To my surprise, the TMGC conglomerate didn't have a good solution for adjusting the drives side mirror. There were a couple of other folks that chimed in for the discussion period, but for the life of me, I can't remember what they talked about...sorry.

Finally, Rob was the raffle king in Rose's absence, and flawlessly executed the world renown TMGC monthly lottery event. Up for grabs was a "Beer Limit" sign, won by Terry Bond, an antenna, won by someone, an old vintage MG TD miniature replica car, won by another lucky winner and an MG sign that someone special won. The final 50/50 came to a whopping total of \$48 and the esteemed Hank Giffin won the prize and donated his portion (\$24) back to the club. Thanks Hank!

So, with a final swing of the gavel, the meeting came to a close. Afterwards, Sue came over to discuss the video and we both quickly realized there is no easy way to transfer the video to my phone, so in the end I opted to remember the proceedings of the evening. Sorry to those who I missed, forget or otherwise left off...here's to a better Minutes report next month!

Great Bridge Battlefield Museum - March 22, 2025

By Mark Davidoski

Twenty TMGC members and their MGs enjoyed a recent drive to nearby Great Bridge (Chesapeake), thanks to our intrepid Activities Chair Team of Shayne and Pam. The tour began in the Battle of Great Bridge Museum parking lot off of South Battlefield Boulevard at 1015 on a sunny Saturday morning. Two skilled docents gave the group a fascinating introduction to what was the first clear cut victory by Colonial forces over the British Army on December 9, 1775.



We were treated to a fire-arms demonstration by a docent who doubles as a re-enactor. He explained the operation and capabilities of the British Brown Bess smoothbore musket as compared to the longer range rifled muskets that were employed by some of the Co-

lonial militia. The highlight came when Rob (as in "former Sergeant MacPherson") bellowed the commands heard by that day's infantry: "MAKE READY!" "PRESENT!" "FIRE!"

Our docents explained that the troops of the 14th Foot suffered 50% casualties in the battle, compared to a single rebel trooper who was wounded. The British Grenadiers led by Captain Charles Fordyce advanced with fixed bayonets across a narrow causeway. Fordyce went down almost immediately. His body was later found to have suffered 14 musket ball hits. So moved were the Colonial defenders that Captain Fordyce was buried with full military honors shortly after the engagement.

We also toured the immediate vicinity of the battlefield site, which is hiding in plain sight adjacent to the Albemarle & Chesapeake Canal



The docent demonstrating the loading of a Brown Bess.

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bridge. The area has been protected from extinction by virtue of the swampy (and unsuitable for further development) terrain.

Following the tour it was off to the Sandbridge Beach Restaurant near the Virginia Beach oceanfront. The group remained intact until breaking into three smaller convoys due to traffic conditions. Once clear or what seemed like the Fleamarket From Hell, we enjoyed country driving through Pungo and Back Bay all the way to the restaurant parking lot. Service was excellent and the meals delicious. The conversations were lively as we recounted the multiple routes to Sandbridge. It was yet another enjoyable drive with great MG aficionados. The historical perspective was an added bonus for many who have driven over the Great Bridge drawbridge for many years without knowing what transpired there in late -1775. Who knows what would have happened without that day's events? Maybe our MGs would have been produced as domestic cars!

Thanks you Pam and Shayne for another winner!



At the tidal marsh overlook looking towards the original battlefield.



Shayne McKean with Pam Morris (and others) at the Sandbridge restaurant.

Spring Tech – April 12, 2025 by Jim Villers



Note: “Oil Spills This Way”

Saturday was a chilly day when I departed the garage in a slight drizzling “sunshine” and the weather was slightly better at Mathieu Huovinen’s driveway where he was hosting the Spring TMGC Tech Session. Slightly better means a cloudy, damp 49 degrees but little wind. Mark Davidoski was already in place with the rear hatch of his GT open displaying “free” MG parts from a generous contributor. Mathieu was ready with a table of refreshments but participants were slow to arrive. I suspect that everyone was hoping for a warmer and sunnier day. Members began arriving and the work started.



Rob MacPherson cleaning up.

The primary task was to fix Tommy Kenningham’s windshield wipers. Tommy quickly pulled his center console which contained a blown fuse that could not be replaced; the fuse holder would not accept a new fuse after multiple attempts by multiple people. It was then discovered that the fuse wire was not connected and Mathieu identified and replaced a failed crimped connector under the hood and the wipers began working.

Rob MacPherson arrived in his attractive TD only to discover that he had not replaced the oil filler cap after topping off the oil. He spent the next half hour with paper towels cleaning the splattered oil from various engine compartment spaces.



While not in need of assistance, Robert showed off his newly replaced cylinder head. We all recalled not wanting to follow “smoky Robert” during recent tours and Robert has proclaimed that both his smoking and oil leaking issues have been corrected. That is a significant accomplishment which borders on magic. I am confident that this year Spring Tour participants will appreciate Robert’s success.

By noon, the weather warmed slightly and the attendance grew, another successful day driving our cars.

Robert describing his recent head rebuild success.

TECH STUFF – Lessons in Trouble Shooting - By Terry Bond

I hope this month's column makes sense. It should, because there are a few "common sense" thoughts associated with trouble shooting that I'm sure might cause all of us a little bit of angst at times.

It's often difficult to think methodically when encountering a problem while on the road with our LBCs. This can especially be true if you are not a mechanically inclined wiz-bang fixer of British stuff.

We tend to try to help each other when someone pulls off to the side of the road. When a hood (bonnet) opens, there are often multiple fannies in the air and more than one head stuck deep into the engine bay. The result could very well be an example of the old adage – too many cooks in the kitchen. Sometimes the first step might best be clear some space and let the patient breath. Everybody will have a theory, and some are going to be more accurate than others. You need to sort them out methodically. Guaranteed among this group a number of very experienced experts will emerge. They might briefly argue among themselves but rest assured, you are in good hands.

The voices of reason will be among those who thinking methodically will narrow down the malfunction. Is it spark? Is it fuel? It is steering? Did the car sputter to a halt on the road of just not start in the morning? Identifying the symptoms will help get you on the right track towards a repair (hopefully).

Another way to help narrow things down a bit is to try and remember (gets harder as we get older I know). What did you last tinker with? Did you just replace the alternator? Perhaps you did what I did after recently installing our new engine in the MGB-GT. I forgot to connect the power cable to the starter motor. Yes in the late of an evening after reassembling some things, and being anxious to try and start the engine, I had simply forgot to connect that silly cable. Of course it would not start. In fact it wouldn't do much of anything. I was soooo ready for a glass of good single malt Scotch, but Susan had the answer – slow down, take a deep breath, and we'll think methodically.

Simplest things first should be your primary guideline. Do you have power to the starter? Nope. Look at starter to see if power cable is tightly connected. Answer – hell no! A few turns of the wrench (spanner) and it fired right up.

Another case recently also proved the powers of a methodical approach to problem solving.

We were faced with windscreen wipers that had suddenly stopped working. Immediately, half a dozen fannies were in the air and people had actually started taking things apart. The owner was at least prepared and had removed the passenger seat so there was room to work under the dashboard if needed. Much of that system is up under the dashboard, It is part electrical and part mechanical. Up under the dashboard behind the glove box, is the wiper motor. It connects to a shaft that activates the wiper arms. It's not easy to get to so everyone dreaded removing that assembly.

Thinking methodically, it was suggested the wiper motor be checked first while it was still in place. If some Lucas Smoke (12 Volts) was supplied directly to the motor and it worked, then at least half of the

possible problems could be eliminated. Sure enough – 12 volts applied directly to the wiper motor resulted in the wipers wiping nicely. So-the problem must then be something electrical and not mechanical (thank goodness!)

Easiest thing to do is check the fuses. That also might be the easiest thing to fix. Fuses looked good, but we know sometimes the little brass lugs that hold the fuses can become corroded. They can also become loose where they are connected to the little lugs where those “spade clips” at the end of your wiring are. A little wiggling can often reveal some issues that are not difficult to fix ((we’ll talk more about fuse boxes in a future article).

As the fuse inspection and wiggle-test was nearing completion, an eagle eyed club member noticed half of an in-line fuse holder dangling. Where was the rest of it? What did it do? It had quite obviously been just hanging there a long time.

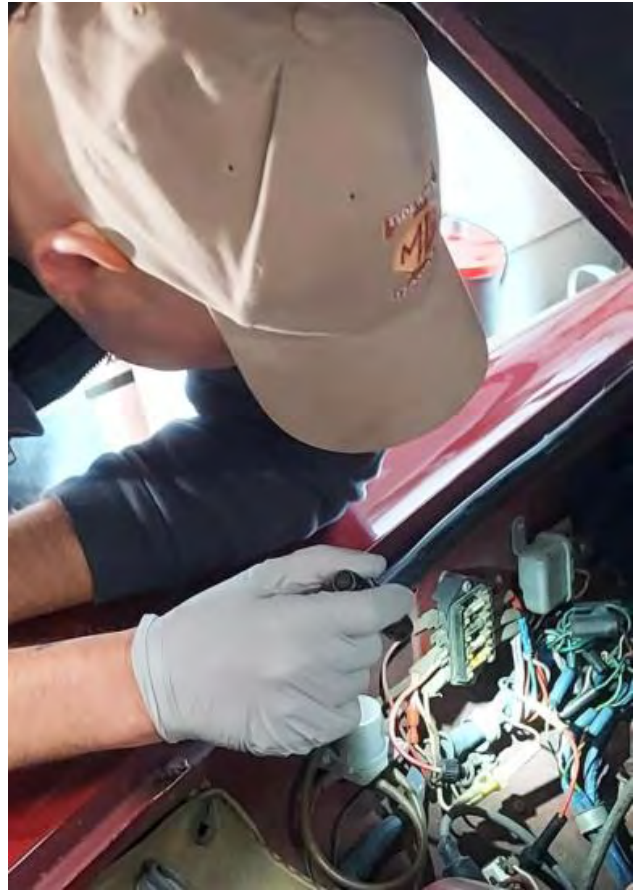
Another methodically thinking club member produced a large laminated wiring schematic. You do have one in your car right? You can buy them inexpensively and keep them in your car. In this case it identified that particular wire as powering the windscreen wiper motor! So – how had the wipers been working and why did they suddenly quit? Had they really been running with no fuse and no apparent electrical connection?

Another methodically thinking club member suggested the line be repaired –just to see what happens. A fix using some pieces from a handy parts bin was quickly accomplished. The wipers worked like brand new! Problem solved! All it needed was the repair of the fuse holder so it would once again hold a fuse.

But- the curious among us wondered about how they worked without the in-line fuse and why everything suddenly quit.

The rest of the story could have gone like this - at some time during its history, that in-line fuse must have blown. In an attempt to replace it, the tiny plastic lugs that hold it all together broke off. They do get brittle with age. There was nothing left to hold the two halves of the fuse holder in place and it thus would not hold a fuse.

Whoever was working on the car got the wipers working again by running another hot wire to the wiper motor. Somewhere, that wire lost connectivity and was no longer powering the wipers. Once the correct power lead was repaired, that old repair was no longer needed and it was removed.



Trouble Shooting the fuse box

If you're still awake though all this, and have decided to read a book like I sometimes do (go directly to the ending), here are the lessons learned:

Test. Simple checks can help remove some things from the equation and narrow down your search for the source of the problems. Simple test lights, a mult-meter, or even a length of wire with alligator clips at each end can be used to reveal faulty switches, bad grounds, or short-circuits.

Consult wiring diagrams, repair manuals or whatever resources you might have at hand. Yes even those You-Tube videos you can watch on your phone can be helpful!

Realize – sometimes problems were really created by previous owners or amateur mechanics who were well-intentioned but really didn't know for sure what they were doing. Quite often undoing someone else's old repair can be necessary before actually fixing a problem.

And, most importantly, think methodically. Don't just start taking things apart – try to isolate the specific problem before you create more of them.

As always, happy motoring, we'll see you on tour soon.

Safety fast.

Terry



Broken ends of an in-line fuse holder



Susan Bond with her MGTC arriving at the Fiddlin Pig



The MGs lined up at the Windsor Castle Park after dining at the Fiddling Pig

Project Cheapskate gets a Shampoo & Conditioner

by Doug Kennedy



Doug Kennedy with his “grinder/stripper/polisher/buffer.”

When last we left Project Cheapskate my 1962 MGA Mk2 was undergoing the laborious process of manual paint stripping. This was arguably the nastiest MG-related job I’ve ever undertaken. Well, while I discovered a great paint stripper I kept having a gnawing thought...”There MUST be a tool to make this easier.” When I start thinking that, I head to the mecca for anyone wanting to experiment industrially and cheaply, Harbor Freight. Sure enough, there between the \$19 “Do-it-yourself diamond mining kit” and the \$9 “50-Pack of one-use Phillips screw drivers” was a potential solution, the “Metal Conditioner.” Now I don’t know exactly who named this a “conditioner” but that’s a nice name for a grinder/stripper/polisher/buffer. It’s essentially a drum sander for anything you want to attack it with. So, with a spare 40-grit drum, and an extra 240 and 320 I left \$90 lighter, my receipt firmly tucked into my pocket just in case it was a bust. I’ve always believed in the adage that Harbor Freight is perfect for anything that won’t kill you and this tool MORE than lived



up to that adage and its promise. You just set the speed with a rotary dial, hold it like a chainsaw, lock on the trigger, and go to town. THEN, you stop and put on a REALLY good mask since the toxic cloud of early 60’s British paint is set free everywhere. I’m not kidding. My driveway, lawn, dog, birds migrating overhead, were all covered quickly. But so too was the paint flying off the A. Within two minutes the first few passes took off the top layer of paint and primer from a section, another couple minutes and I was down to bare metal. This was truly a game-changer for my project. In fact, four hours later the ENTIRE car was free of its red skin and the fenders that had been stripped previously were free of all the stripper residue. Some web-sleuthing showed a fear of staying in one spot too long and warping the metal, but I had none of that problem, even on the aluminum doors, boot and bonnet. Just keep moving and they never got too hot to touch. Somewhere an hour in I also hit a vein of Bondo that turned out to wrap itself around the car. I mean, it was head-scratching. I had visions of the body shop telling the high-school intern “Hey, why don’t you just cover this thing with ¼ inch of filler all-around so you can practice your sanding skills.” It was everywhere and a LOT of it covered metal for no discernible reason. The conditioner just vaporized it. A day later it was on to the



A Before and After stripping.



Doug's particularly nasty fender Before and After.

higher “grit” drums, including a couple from Amazon taking it up to 600 and the metalwork really stood naked in all its beauty. Feeling flush with confidence I even broke out the \$19.95 Body Hammer Kit from HF and went to work on a particularly nasty fender and was pleasantly surprised at the outcome. All in all, this metal conditioning tool turned out to be another great surprise in what’s been many (Author pauses to knock wood), and I’ll add it to my list of tools in case anyone wants to borrow it. Paint stripped to bare metal, mask and bunny suit off, dog cleaned, PBR in hand, I stepped back to behold my work. The purpose of all of this was to do as much as possible myself before turning it over to the painter for what would be the largest expense, paint in a shade of blue as a tribute to Écurie Écosse, a Scottish racing team from the 1950’s, and a nod to my heritage. But now, as I stood there looking at the A, free of all its red, staring at it’s lines, a new vision emerged. So, a chat with “She who pays the bills” to ensure she shared the new vision, another PBR, maybe a couple more, and the new exterior decision had been made. But that’s a story for the next chapter.



Project Cheapskate showing the result of a lot of labor with minable cost.

TMGC Regalia

Contact Rose Ladd; twfrog@hotmail.com or 757-2468



Badge \$25

TMGC Grill Badge\$25



Yard Flag \$10

TMGC 50th Year Yard Flag \$10



Wooden Magnet \$5

TMGC Wooden Magnet \$5



AnnivBags \$10

TMGC Anniversary Bag \$10



Dash Plaque \$10

TMGC Anniversary Dash Plaque\$10



Coaster \$2

TMGC Coaster\$2



Keep CalmMagnet \$3

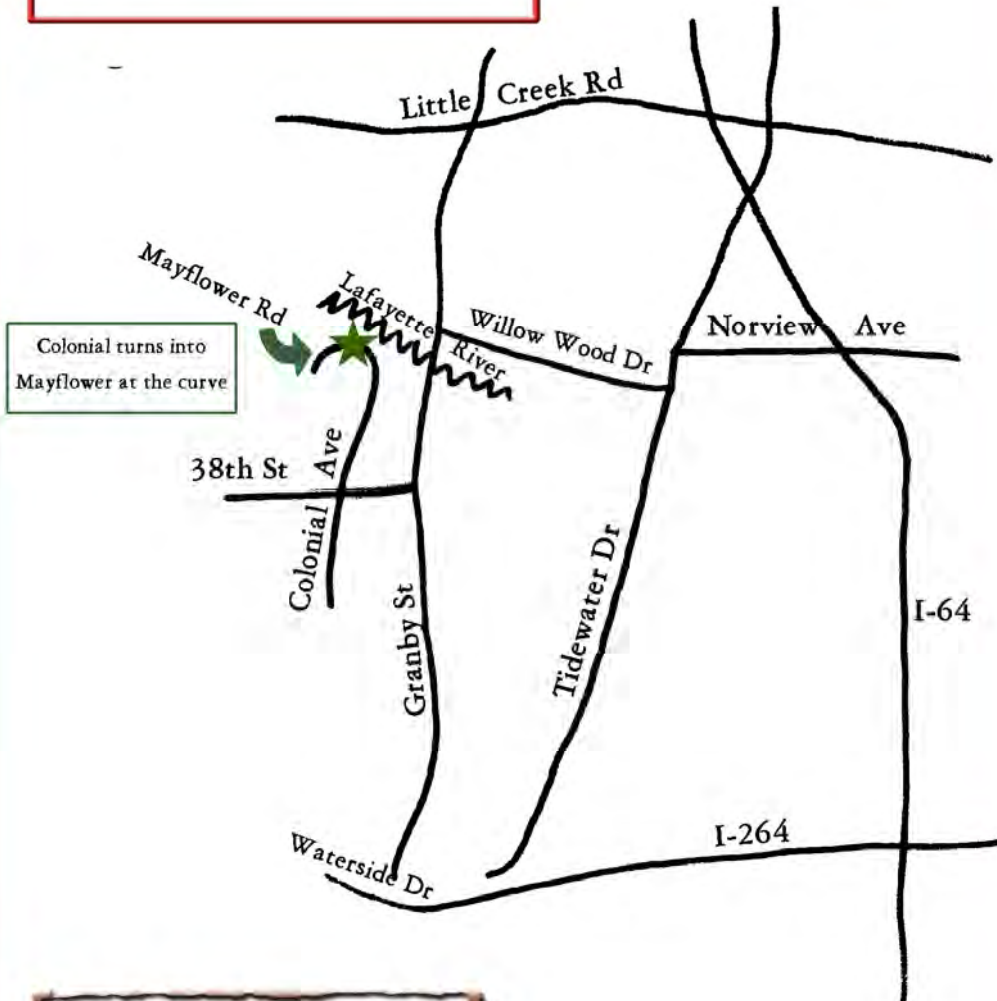
“Keep Calm, Drive a MG” magnet\$5



Rub On Transfer \$2

TMGC Rub-On Transfer\$7

Monthly Meeting
Tuesday, May 6th
Cynthia & Andy
545 Mayflower Rd.
Norfolk, VA
408-2032



6:00 Kick Tyres
Meeting to follow