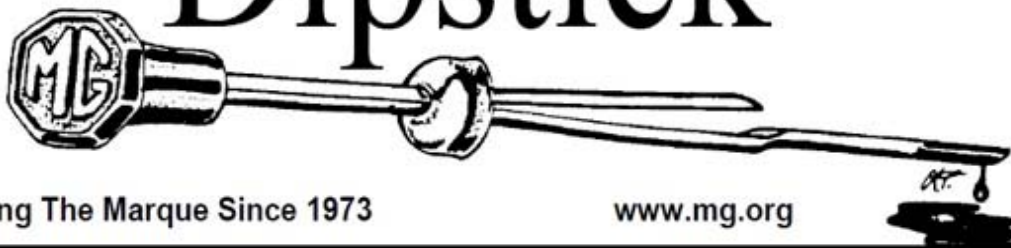




The Dipstick



Dedicated To Preserving The Marque Since 1973

www.mg.org

Volume 53 Issue 3

March 2026

February Activities Report

Hello from sunny and warm Cozumel, Mexico! Pam and Shayne are enjoying some beautiful weather and gorgeous reefs, so we apologize if some of this month's report sounds familiar. Not a lot has changed since last month, but the weather in Hampton Roads is warming slowly, so it's time to start dusting off the MGs and getting ready for some driving!

TMGC Coming Events

**Mar 3 (Tue) - Meeting: Eastside Pizzeria
Portsmouth; 5-5:30 Start Time**

Mar 7 - TRAACA Swap Meet in Suffolk

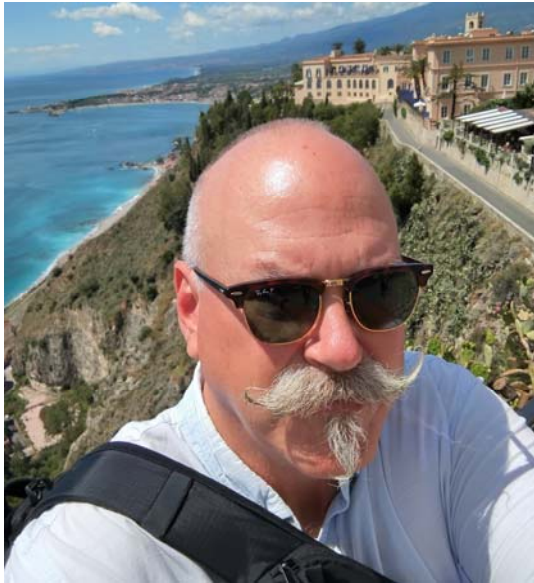
One of the upcoming activities we discussed is a drive to Corolla, NC, where wild horses can be viewed on a beach truck tour. 4 X 4 rental Jeep tours and other sight-seeing is also available. We're looking at possibly Sat, Apr 25th or Sat, May 23rd. Pam and I will make plans and provide the details soon.

We have a two or three-day trip to Ocracoke for the British Cemetery Ceremony on Friday, 8 May 2026. The cemetery contains the graves of British and Canadian Royal Navy sailors from HMT Bedfordshire, who lost their lives in the Battle of the Atlantic during the Second World War. We will be driving down on 7 May 2026, staying the night in Ocracoke, attending the ceremony on 8 May at 11 AM, having lunch at one of the local restaurants on the island, and driving back after the ceremony. Feel free to add an additional night and drive back on Saturday, the 9th. That would provide an opportunity to explore the island a little more. The Anchorage Inn and Marina currently has rooms available and there are other places to stay on Ocracoke, as well as in Frisco and Hatteras Village. The Hatteras - Ocracoke ferry runs every 30 minutes in May, so getting to and from the island should not be an issue if you decide not to stay a second night. If this sounds interesting, please reserve your lodging as soon as possible. We will coordinate and drive down as a club, but hotel reservations need to be booked individually.

Please also put in your calendars the MG International 2026 in Sandusky, Ohio, at the Kalahari Resort in Sandusky, from 23-27 August 2026. MG International hopes to get at least 1000 MGs to attend. If interested in going, here is the link to the website: <https://mginternational2026.regfox.com/register>

The annual Swap Meet at Nansemond-Suffolk Academy is 7 Mar 26. We always have a good turnout and en-

Continued on Page 3.



Marque Time!

President's Message

from

Rob MacPherson

TMGC CREW,

I hope you are all doing well. As we move into March, the days are finally getting longer and it looks like the recent cold snap is behind us. I still have lots of projects to complete, since I didn't want to go outside or spend time in the garage for the past month!

Please take some time before this month's meeting to review the revised DRAFT by-law changes (link on the TMGC home page, www.mg.org). We

will discuss the changes and vote on them at the March meeting.

Additionally, if you are interested in hosting a future meeting, please check with our esteemed VP, Russ Murphy, to coordinate. As a reminder, there is a \$125 stipend provided for hosting. There is no expectation to serve a full meal; you are welcome to plan the gathering as you wish, and providing drinks and snacks is all that is expected.

Safety Fast.

Rob

TMGC Officers and Committees

President	Rob MacPherson	TMGCPres@mg.org
Vice President	Russ Murphy	TMGCVp@mg.org
Secretary	Terry Walburn	Secretary@tmgc.org
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	
Membership	Mike Haag	Membership@mg.org

TMGC Membership

As of February 19th we have 99 paid memberships. As always, if you have any questions about your membership or have any changes in your information please contact me at membership@mg.org.

Safety fast. Mike Haag

Activity Report Continued joy the camaraderie with other car clubs in the area. If you have any extra parts you'd like to sell, this is the place to do it! Come on out and join us! We usually have an indoor booth and will likely do the same this year.

We have a few other activities in planning and will be presenting at the next meeting to discuss. As always, if anyone has a recommendation for club outings, please feel free to let Shayne and Pam know. Maybe we'll get a surprise "warming" soon and we can also get a drive in!

Upcoming events:

Weekend dessert drive to Be Free Ice Cream – TBD. They don't just have ice cream, they have croissants of all kinds, Danish, pastries, cookies and donuts, as well as coffee to go with all. We will try to plan a nice weekend, but with indeterminate weather, it may be a relatively short notice based on weather forecasts.

7 Mar 26 TRAACA Annual Swap Meet at Nansemond-Suffolk Academy, 3373 Pruden Blvd., Suffolk, VA 23434, 8AM to 1PM.

25Apr 26 (tentative) Corolla day drive

8 May 2026 – Ocracoke British Cemetery Ceremony (7-9 May 26)

23 May 26 (alternate) Corolla day drive

9 May 2026 – 6thAnnual Rolling With The Knights at Church of the Ascension (Virginia Beach).

16 May 2026 –4th Annual Spring Car Show. Saturday, 10a-3p. Located at Real Life Church | 900 Centerville Turnpike N, Chesapeake, VA 23320

Safety Fast. Shayne

TRAACA Annual Swap Meet

The Antique Car Club Annual Swap Meet will be held on Saturday March 7th at the Nansemond-Suffolk Academy on Rt 460 in Suffolk.

The club will have a table at the swap meet for membership and as a gathering place for TMGC members. This is a fun, early spring gathering and a chance to get out with other club members, buy a treasure or two and to just have an enjoyable time.

If you would like your own booth at the swap meet, the information is on the TRAACA web site.

Safety Fast. Terry

TMGC February 2026 Meeting Minutes.

The February meeting was held at the home of Scott and Michelle Parker. There was a tremendous amount of food and beverage for everyone to enjoy, including fruit, pastries, coffee, tea, juice, and a variety of hot food.

The meeting was called to order at 10:37m by Rob MacPherson. There were no new members present, so we quickly moved on to the January meeting minutes, which were motioned, seconded, and unanimously approved.

Russ provided the VP Report. The club is still in need of a location for the March 3rd and August 4th meetings. Rob asked for suggestions for a March meeting venue in lieu of someone's home.



The only MG at the meeting was Scott's GT in the warm garage.

Rob filled in for Shayne with the activities report. There is a possible drive to the Outer Banks in April. A club member has a house there and offered it for a lunch meet up. There is a British World War 2 cemetery in Ocracoke. They are planning a 2 or 3 day trip to the cemetery May 7 -9, 2026 to be present for a ceremony taking place.

The MG International 2026 car show will be in Sandusky, Oh August 23 to 27, 2026. Some members are coordinating with Tad Carter to meet up and drive to Ohio together. A variety of activities are planned, including a moonlight cruise and a trip to the Rock and Roll Hall of Fame in Cleveland the week of the show.



An excellent breakfast spread in the kitchen.

The New England MGT register contacted Bob Stein. They are looking at holding their 2027 gathering somewhere in this area, and are looking for help from our chapter. We are unsure of exactly what they are looking for, but it was presented as help, not planning it for them.

The next item on the agenda was the Treasurers Report by Mark. There was some activity since last month and our current balance is \$2266.38.

For the Dipstick Report, Jim Villars reminded everyone that submissions are due by the 20th.



Mike informed the group that we have 99 paid members.

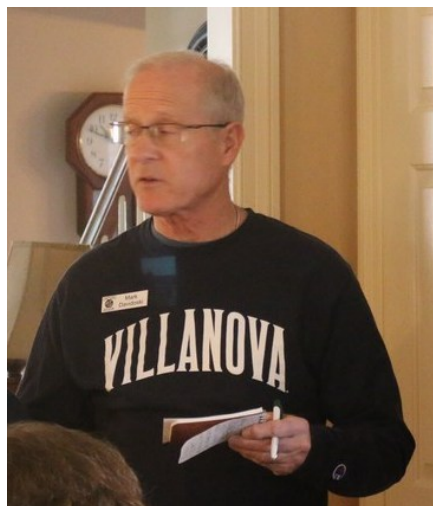
No Technical or History Report were provided this month.

The next agenda item was Old Business. The first item discussed was the proposed changes to the By-Laws, which was posted in the last edition of the Dipstick. There were some changes to board member duties, and the removal of one of the Chair positions. One of the biggest topics revolved around changing the fiscal year for the club to start January 1st. The issue with this is most about the money. Changing the start date of when dues is paid will likely have an impact on the amount of money available for the 2nd half of 2026. Although this will be challenging, the biggest impact would be on the amount of money the club would subsidize for the holiday party. There were several proposals on how to offset the loss of dues, including having members pay \$10 for 6 months, and then the usually \$20 in January.



President Rob MacPherson.

The conversation led to another discussion that falls under New Business. The need for a Social Media Chair was discussed as a means to attract new members. A motion was made to add a Social Media Chair to the By-Laws, which quickly passed.



Treasurer Mark Davidoski.

Marque Time was the next agenda item. Rob started with a positive experience with Sports Car Parts, LTD. in Tennessee as another vendor to buy MG parts from. It was brought up that some members who are new to the MG life style may not be as familiar with where to go to buy parts or have work done on their MG. There was some discussion about various options and resources, with the possibility of putting information on the website.

Rose then spoke about the available regalia, and displayed it for all to see.

Lastly, the raffles were conducted. Items included 2 metal signs, a puzzle, a coaster set, and of course, the 50/50. The amount of the 50/50 was \$27, which Jim won and donated back to the club.

The meeting was adjourned at 11:30

NEC Classic Motor Show byMike Haag



In last month's article on visiting the MGOC headquarters outside of Cambridge, I mentioned that we spent two days in Birmingham attending the NEC Classic Motor Show. This is the largest classic car show in Britain, held every year in Birmingham at the National Exhibition Center on the first weekend in November. I had been wanting to go to this show for years and last year when we planned on visiting England in early November I made arrangements to attend. With over 3000 cars on display in five large exhibit halls along with many car club displays, classic cars for sale and a large auto jumble, this is a car show not to be missed if you can manage to make it. The Holiday Inn we stayed at, besides having an onsite restaurant and bar, also provided a free shuttle van that ran hourly to the Birmingham International Railway Station which is co-located with the NEC.

Although the show featured mostly British classic cars, there were clubs and cars representing several European countries as well, including Sweden, France, Germany, Italy, and even the USA with displays of Mustangs, Corvettes, and custom hot rods. For the first time at the show, there was also a large military vehicle display with folks dressed up in period military uniforms standing next to the various vehicles. There were also several food vendors selling local cuisine and beer. The auto jumble was large with vendors selling automotive products and services, new and used parts, along with books, magazines, brochures and a good assortment of automobilia. I didn't see any parts I really needed or more importantly, haul around England and back home. On the ride back to the hotel on the 2nd day, one of the guys had a large object next to him all wrapped up in bubble wrap. I asked him what he had and he said it



was a crankshaft for his Jaguar! There was also a stage where they had car "celebrities" on stage giving talks, including Richard Hammond from the Top Gear TV series, who was also selling his brand of English whisky. Also, there was Mike Brewer from the Wheeler Dealer TV series who gave a talk on how he got into the classic car business. I later got a picture with him at his Wheeler Dealer

The MG Car Club Village at the NEC Car Show.

booth.

All that aside, one of the main reasons for being there was to look at MGs of course, and the show did not disappoint. Everything from pre-war to the last of the MG Rover products was there, along with several MG clubs. The first club booth we saw was for the MGOC where they had several different MG models on display, including a K3 Magnette, MGA, MGB GT V8, and several MGFs. They also had a more modern one-off MG concept car, the MG EX4 from MG Motors which paid homage to the old MG Metro 6R4 Group B rally car. If you remember, former TMGC member Chuck Hudson had one of these 6R4 rally cars for a while, when he sold it the car returned to England. The club had regalia on sale but I didn't buy any there as we were going to visit the MGOC headquarters on the Monday after the show.

The next club we saw was the MG Octagon club which is for pre-1956 MGs. They had several different T-series MGs on display and one MG from the 1930's. Unfortunately, I did not get a picture of its placard, so I'm not sure what model it was as these older MGs seem to look alike to me.



Mike Haag with Mike Brewer from "Wheeler Dealer".



The MG Octagon Club display with a 1930's MG, a MGTF and an MGTC.

By far the best MG club display to me had to be the MG Car Club (MGCC) Village, as it was also the largest with several of their registers there displaying a range of cars within each register. On display were several of each T-series, MGAs, MGBs and MGFs and MGTFs. They also had a large amount of clothing

and regalia on sale too which I had to take advantage of. I also joined the MGB register of the MGCC while I was there.

Next to the MGCC Village was a display for the MG SV club. If you aren't familiar with this car, it was MG Rovers attempt at building an MG supercar.

Launched in 2003 they were based on the Qvale Mangusta with a modified body powered by a Mustang GT V8 engine with a 5-speed transmission. Eighty three cars were built, there was one on display at MG 2016 in Louisville, KY. I talked with an owner of one of the cars

on display, he was originally from Iowa but has been living in England for the past 30 years. Work brought him over and he married a local girl, so he stayed.

Nearby there were displays for MG Rover and Rover car clubs showing the different MG Rover and Rover models. There was a Rover Model 75 sedan that had been very nicely customized into a pickup truck, similar in style to the old El Caminos and Rancheros. The British Motor Museum, which Robert Perrone and I visited last May, had an MGF prototype on display which had just been pulled out of storage and cleaned up for the show.

The show lasted three days, with the third day featuring a classic car auction. The cars in the auction were in a separate roped off area, open only to registered bidders. There were other cars for sale at the show,

including a nice MG RV8 for £23,495. Since I wasn't interested in seeing the auction and since spending two full days at the show was enough to see everything, we skipped the last day and headed over to Cambridge. I don't have a 'bucket' list, but if I did, that show would be one thing I could cross off. Although, I wouldn't mind going back some time in the future.



The MG EX4 concept car which paid homage to the old MG Metro 6R4 Group B rally car.



There was lots of automobilia at the NEC Car Show.

TECH STUFF – Just Give It a Quick Shot of Paint By Terry Bond

Ok, I admit most MG folks just close the bonnet (hood) and drive. But, for those of us who delight in opening that “trap door” and showing off our handiwork with something called “detailing” I humbly dedicate this article.

Of course the hope is you’ll begin immediately using the remainder of winter’s time to begin the project of getting your LBC “Concourse Ready.” Well, at least perhaps you’ll clean things up a bit and proudly show off your own handi-work.

The first thing you’ll want to do is clean things up. There are a variety of solutions, depending on how serious you are about having a spotless engine compartment.

Those ideas run the gamut from steam cleaning to simply wiping up the more visible oil stains and drips with some rags and WD-40. Hold on though because if you intend to apply any paints under there the go-to product is simple denatured alcohol. Paint does not adhere well to WD-40 coated surfaces if you intend to give your newly cleaned engine compartment a shot or two of paint. Oops-my auto-correct kept trying to substitute the word “pint” for “paint.” We’ll save that celebratory “Pint” for later when you’re done!

It might take you an afternoon (or several) to get things really cleaned up but once you get started, you just might get carried away. Just be careful of your wiring so you don’t snag anything as you work. If you do plan to use any spray cleaners, a good protective “cover” is aluminum foil. You can form it easily to cover anything you don’t want to get wet. It’s much easier to just crumple a wad of foil around some sensitive electric component than it is to struggle with masking tape and old newspaper. Tip- if you do plan to use tape on anything, if you press it against the front of your sweat-shirt or coveralls before using it, it’ll remove a bit of the sticky goo on it thus making it easier to remove later. It’s highly unlikely you’d end up with so much goo on your clothing you’d stick to the floor of your garage.

Some components might be easier to just remove to provide them a thorough cleaning and give them a coat of special paint so they look like new again. It’s not difficult to remove alternators, hoses, air cleaners, or even the dizzy. Maybe it’s time also to install a new heater control valve on your MGB. Heck, if you are getting serious, even removing the valve cover to clean it and paint it separately isn’t difficult. Go ahead-get carried away! Maybe even removing the carb assembly would allow you to really clean areas otherwise unreachable. (note-refer to an earlier article about my “carburetor stick” that helps hold everything together so you can remove both carbs and linkage as a complete unit without upsetting delicate adjustments).

So, perhaps a week later, you’ve got the engine’s peripherals removed, cleaned and nicely laid out on the work bench. Hopefully you’ve got all the associate nuts and bolts organized in little plastic bags too.

Cleaning nuts and bolts using a wire wheel can be hazardous to your fingertips. I prefer to soak them a while in some of the denatured alcohol to remove grease, then use a small hand-held wire brush for cleaning. I also have a nice bead-blast cabinet that makes quick work of removing old paint or rust. Sometimes

it's just quicker to replace them with new.

With everything nicely cleaned, it's time to think about specialty coatings- which is really the substance of this article.

Please - resist the temptation to "go-cheap" and just shoot some flat black paint on everything before you begin putting it all back together.

There are specialty paints that will provide correct finishes on everything laid out before you. There will be a mix of things that should appear like clean raw steel. Other items might need to look like brand-new clean aluminum castings. Some nuts and bolts will need to be black and others will need to look like stainless steel. What about those rusty, grimy hose clamps? Shouldn't they look like sort of a silver cad finish? Even the air cleaners and valve cover will need a new coat of paint and it's not just flat black. What was originally used on them was something called 60-degree gloss black. It's semi-gloss, also sometimes known as glossy-flat.

Here is what to look for, and note, different manufacturers of these specialty paints will have slightly different names for them.

Cast Iron – a paint that gives you a finish that looks like clean, new dark gray cast iron.

Cast Blast – a paint that gives you a nice freshly sand-blasted raw-metal look.

Aluminum – a paint that has a slightly dull finish resembling raw aluminum. This is NOT the same as hardware store silver!

Alum-a-blast – similar to the above but with the appearance of freshly media blasted aluminum –a nice and clean soft finish and a favorite of mine.

Stainless Steel – a paint that gives you a darker silver coating that looks like unpolished, raw stainless steel.

And there are many more including "cad", "under-hood black", "frame black" and on and on. Yes, you can get carried away.

I've simplified all this through experimentation. My favorites turned out to be:

Stainless Steel, Cast Blast, and Alum-a-blast. For black components I really like Rustoleum Semi-Gloss black. Satin is also close but slightly duller appearance when dry.

On our MGBGT, Alum-a-blast made the alternator look like brand new again. It worked on many other components too like the distributor body, many brackets, a lot of nuts and bolts, and small pieces.

Stainless Steel was used on brake lines, clips that hold them in place, and on some nuts and bolts. It made the coil clamp look new again.

I've discovered that Rustoleum semi-gloss black was the perfect paint for air cleaners and even the valve

cover. They looked brand new when first finished and still look great nearly 70K miles later, cleaning then with nothing but some WD-40 once or twice a year.

To keep things looking decent I like to do a thorough cleaning at least twice a year. I'll clean pretty good before each longer distance trip. Doing that means all that's need when we get home is just to wipe things down so it's ready to go again. Of course the only exception to that is when the Oil cooler burped. I'm still cleaning from that! At least having nicely finished surfaces under the hood made clean-up a lot easier.

Suitable paints come from several sources – Eastwood products is a restoration supply specialty company. Their catalog is extensive and the product line is amazing. I like it because it clearly shows what products are recommended for components. Note – this isn't a recommendation for anything, just my personal choices. (<https://www.eastwood.com>)



Some of the specialty paints available from Eastwood.

A

Many specialty detail paints are actually made by Martin Senour. That company has been around since 1878 and after years producing household paints, now offers mainly automotive related products sold

through Sherwin Williams and NAPA stores.

A good selection of specialty paints is also produced by Seymour. The company founder, Ed Seymour actually invented and patented aerosol spray paint cans in 1949. It's not related to Martin Senour but they do sometimes get confused with each other due to the similarity in the names.

(<https://www.seymourpaint.com/shop/>)

Some specialty finish paints are also available at auto parts stores. They carry a limited selection and tend to be priced higher though.

Here are a couple of photos showing a nicely detailed brake and clutch Master cylinder assembly looking like new again with properly finished lines and fittings in place. Of course all this is covered by a protective metal housing finished with the proper shade of black paint.



All cleaned and ready for show.

Our work was good enough for an AACA First Junior and Senior award when finished years ago. It still scores high enough to continue receiving regular preservation awards when shown at National events. We're proud to raise the bonnet and show off the results of hard work and efforts to keep things fairly clean. Of course we've been splashed, dusted, oil sprayed and scratched a few times by slipping screwdrivers, misdirected hammer blows and dropped wrenches over time, but it still looks pretty good.

So, what are you waiting for? It'll soon be driving time, and doesn't a clean car make it go faster?

Safety first. Terry

Monthly Meeting
Tuesday, March. 3rd
Eastside Pizza in Portsmouth
5630 Portsmouth Blvd
Portsmouth, VA
488-3113



**5:00- 5:30 Dinner
Meeting to follow**

