

The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

www.mg.org

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Dedicated To Preserving The Marque Since 1973

February 2009

MARQUE TIME

What a great meeting we had on January 7th – TMGC’s New Year is off to a GREAT start! We had over 50 members in attendance, which made for plenty of MG talk, technical tips, general purpose fellowship and good times. (I was sure we were having a great time due to the disapproving glances coming from the adjacent dining room, where some sort of lodge meeting was going on....)

TMGC meetings always give me a boost of confidence to handle whatever “opportunities” my MGs might throw my way. My latest challenge has been rebuilding a leaky rear brake cylinder on the MGA. I was lucky enough to enlist Vince Groover and Bill Yoshida to help me finish things up on the Saturday after the meeting. The cylinder itself had been a breeze (thanks to essential internal bits courtesy of Vince.) But re-attaching the brake pipe proved difficult, with some damaged threads keeping things in a state of disassembly. Vince worked some magic on the banjo fitting and also managed to dress the threads on the brake pipe, but only after removing the entire pipe from the car. Once again, re-assembly was trickier than advertised. After Vince tried, Bill did likewise, and so did I. No dice! Finally, after about an hour under the car, gingerly trying to refit everything, Vince finally found the “sweet spot” and all fittings threaded home correctly. After bleeding the system, it was time for a beverage of choice. Not a bad way to while away a few hours on an unseasonably balmy January afternoon! Thanks again to my TMGC compadres! Next month, be sure to read about MGA Road Test #2 – sure to be another thrilling installment....

In addition to mechanical confidence, the other thing I usually take away from our meetings is a desire to buy more TMGC regalia. Now’s the perfect time to make up for that perfect item that Santa forgot to bring you – just check out the convenient link that Becky has provided. You can go directly from the regalia page of our website

to her main catalog. 2009 is the year to show your TMGC colors!

Cheers,
Mark Davidoski



UPCOMING ACTIVITIES

Check www.mg.org for the latest info!

- Feb. 03 (Tue) Meeting hosted by Craig & Joyce Cummings
- Feb. 12 Dipstick Deadline
- Mar. 4 (Wed) Meeting hosted by Andy Wallach & Cynthia Faschini
- Mar. 7 TRAACA Swap Meet
www.aaca.org/tidewater
- Mar. 12 Dipstick Deadline
- Apr. 7 (Tue) Meeting hosted by Ron Struewing & Anita Edwards-Struewing
- Apr. ?? (Sun) Spring Tech Session hosted by Frank & Debbie Linse
- Apr. ?? (Sun) [WBCC Car Show](#), Williamsburg, VA
- Apr. 12 Dipstick Deadline
- May. 6 (Wed) Meeting hosted by Jim & Betty Villers
- May. 12 Dipstick Deadline

Upcoming Activities (continued)

Jun. 2 (Tue) Meeting hosted by Bill & Issie Yoshida

Jun. 12 Dipstick Deadline



JANUARY MINUTES

Michele Peters

We began our January meeting at Frankie's Place for Ribs in Virginia Beach with a very large crowd, about 42 members, who all chowed down on ribs and chicken and all kinds of carnivorous delights. Our meeting got underway after everyone's bellies were quite full and a quick review of the room showed a multitude of satisfied faces!

New Members and Guests: John Terschak's son Andrew was visiting from Sacramento – nice to have a Californian amongst us when it's so cold outside!

Vice-President: Bill O had a few remarks about the *Wall Street Journal* and Robert Jaffe in a vintage MG – and asserted that we would not accept people of his character into our club, to great applause. Later Mark Childers looked closely at the newspaper photo and determined that the car was not an MG after all.

Treasurer: Jim V. reported that we brought in quite a haul with dues, but had a bigger outlay for disbursements (regalia mostly). But we are still sitting pretty in the treasury department.

Activities: We still have no Activities Coordinator, and we are still looking! Someone suggested that the Tech Session hosts receive the same remuneration for hosting that the club meeting hosts receive, to wit, \$50 to cover a portion of the costs of putting on the activity. The motion was seconded and it passed easily.

As far as the list of our club activities, see the rest of this newsletter.

Clubs: Mike was missing, so no report.

History: Susan reported that "We have history." You can find most of the pictures from earlier years of our club on the website now.

Newsletter: Ron Struewing thanked everyone who contributed to the newsletter last year and asked for continued support this year.

Membership: Bill Yoshida reported that our total membership stands at 98. The newest members since the last meeting are Chris and Kathy Fisher of Chesapeake, with a 1979 MGB.

Technical: Mark Childers was present. He suggested that since it is getting to be quite COLD out there, we may want to add some fuel stabilizer into our LBC fuel tanks and check the antifreeze.

And don't forget that tires have a SHELF LIFE! Be careful with your tires, you don't want any blow-outs...check the treads now and then. Also, remember that tires might actually be OLD at the time you buy them, according to Jim V. They can sit on stores shelves for quite some time. So check your date codes and country codes when purchasing.

Old Business: Nope

New Business: John Tershak has completed his work on rebuilding a 1971 GK Series engine and said he would like \$1,917.60 for it.

Marque Time: Frank is working again, this time on Robert's TMGC-adopted 1961 Bugeye. That little car has gone to several meetings and a Wine Tour with the club, and is an honorary member. Miss Green B is quite partial to that little Austin Healey.

Robert also finally got his jacket back from Ron and Anita's house...must not have been missing it much, but he did mention to Ron that he was wondering where that \$100 bill in his jacket pocket might have gone?

Vince noted that he knows of a white 1978 MGB Roadster for sale (\$5,500) that was once owned and/or rebuilt by....Vince and Frank (surprise!). It has about 30,000 miles on the rebuilt engine. Call John Comfort if you are interested (757.761.9339).

Terry Bond has a stainless steel buffering machine that he got from Harry W. that is available for use by anyone in the club...he thinks he even has compound.

Richard H. mentioned that Terry B. wrote an article in *The MG Experience* magazine (see page 2-3) but not sure what month he is referring to...also, you can see Richard's newly painted gem.

Raffle and Regalia: Bruce Easley won the refrigerator magnet as well as the license-plate holder ... that...Yankee!...hey, Betty V said it, not me!!; Harry W. won the MG coffee mug; Bill O. won 2 tickets to the Chrysler Museum, Donald Ladd won the Weber carb and spec owner's manual; Russ won the November edition of the *Enjoying MG* magazine and Carl F. won the December edition of same; Stephen D. won the 2009 MG Calendar (which you, yourself can purchase at www.discountcalendars.com).

So we ended the fine but cold night with our bellies full of chow and our hearts full of the warmth of our friends. Not a bad ending to the start of a day in which I heard repeatedly, "So, go ahead and sue me!"

Tech Tip

Extend the life and workability of your choke and throttle cables

by Chuck Linick (1982)

Reprinted from *Meshing Gears* with permission.

The braid of both cables will naturally tend to fray over time, at the SU attached end. They are especially susceptible the more they have the SU linkage retaining nuts tightened and loosened, compressing the cable end. To completely prevent this from occurring, prior to installing either new cable, I seal the ends. It only takes a couple of minutes and can be done with a standard soldering gun. Take the new cable end, and clean it with some solvent to make sure it is grease free. Apply some soldering flux along the first 3 inches of the braid. Heat up your soldering gun and tin the same area that you applied flux. The braid will draw in the solder and permanently hold the individual strands together, even when compressed over and over by the retaining nut. The solder is soft so the cable end still remains flexible. Since I've been doing this I have never replaced a frayed cable end.



Membership and New Members

Bill Yoshida

As I had hoped, Chris Fisher did join TMGC last month during the Holiday Party in December. Perhaps I should say, "Re-joined", since he was a previous member who had moved out of area a few years ago. Welcome back!

Chris recently moved back to this area from a job in northern Virginia. The Fisher's reside in Chesapeake and own a 1979 MGB. Although their LBC is currently not on the road, Chris is in discussion with Steven Daniel to do an engine rebuild.

That brings the total memberships to 98 for the year. We look forward to seeing Chris and his wife, Kathy at future meetings and events.

The dues I received during the month of December were turned over to our Treasurer, Jim Villers, at the Holiday Party.

Until next month, "Safety Fast".

Link of the Month

submitted by Susan Bond

Nisonger Instruments <http://www.nisonger.com/>

- Experts on Smiths and British Jaeger Automotive, Motorcycle and Vintage Racing gauges and instruments.
- Repairs, rebuilds, and calibrates Smiths and Jaeger instruments and gauges.
- Converts older clocks to modern-day quartz movements.
- Stocks a limited inventory of NOS and Rebuilt Original Smiths & British Jaeger Instruments.



MGs On Postage

If you're into Stamp Collecting and collecting MG memorabilia, here is a site that lists many different postage stamps depicting various models of MG automobiles.

www.mgstamps.shorturl.com/

Many stamps can even be found at sites such as eBay.

MG- K3 Magnette
1933



Officers and Committees

President	Mark Davidoski	499-4647
Vice President	Bill Olcheski	467-4046
Secretary	Michele Peters	482-1012
Treasurer	Jim Villers	481-6398
Editors	Peggy Craig	226-7755
	Ron Struewing	479-0084
Membership	Bill Yoshida	554-0402
Activities	Becky Watson	804-227-3807
Historian	Susan Bond	482-5222
Technical	Mark Childers	432-9155
Regalia	Becky Hassler	874-1477
Clubs	Mike Ash	495-0307
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The Dwelling Place

ECUMENICAL FAMILY SHELTER, INC.

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January 9, 2009

Tidewater MG Classics
TMGC (Tidewater MG Classics)
c/o 17312 Tiswood Drive
Beaverdam, VA 23015

Dear MG Clubbers,

We wish to take this opportunity to express our heartfelt appreciation for your commitment to helping families in crisis. Please know how much your involvement, your gift of \$709 and various toys and gifts, meant to the families who stay at our facility. Your gift to the families is more than simply helpful; it demonstrated a level of compassion that exceeds general concern and is greatly appreciated. Your support means a great deal to us at *The Dwelling Place*. Thank you so much for your thoughtfulness and compassion to those in need.

As you know, *The Dwelling Place* provides emergency shelter for approximately 100 homeless families annually. Our efforts are focused in providing critical services that help our families achieve self-sufficiency. These services include: safe and secure shelter, counseling and case management, housing and employment assistance, van transportation, in-home services following the shelter stay, and access to community donations.

Homeless families are the dispossessed and disadvantaged of our times. The unfortunate reality is that the majority of our residents are children. For many of them, *The Dwelling Place* is the safest and most welcoming environment they have known. On behalf of the Board of Directors, we wish to thank you again for your generosity. Please keep us in your thoughts and prayers, as you will be in ours.

With every good wish,

Trish Manthey, M.S.W.
Executive Director

TM/lp



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HOLIDAY LIGHTS DRIVE

Norfolk Botanical Gardens

December 30, 2008

Photos by Susan Bond, Jim Villers & Tad Carter

Dinner At Franco's Italian Restaurant



Lined Up & Ready To Go



Leader of the Pack







The Post War MGTC Story

by Geoff Wheatley

October 2008

As some of you will know I have a personal relationship with both MG and Abingdon, born a few miles from the MG factory where my father worked for most of his life. I can't say that I recall the MGTA or when a gallon of petrol was about ten cents US but I was around that year and almost five years old as I am sure I told everyone who asked! My father was the proud owner of a 1937 Morris Ten which looked like a box on wheels as I recall. Anyone who worked for the Morris Group could buy a Morris vehicle as part of their wages. You simply had a few bucks deducted from the Friday wage packet to pay for the chosen vehicle. On top of this there was a fifteen percent discount off the Dealers price so the Nuffield offer was quite an attractive purchase. Lord Nuffield believed that publicity was the best selling tool that any manufacturer could have so he encouraged his workers to buy a Morris car at an attractive price to increase the number of Morris vehicles on the road that were seen by the public.

As I recall around 1939 just before the Abingdon factory switched over to War Work we acquired a 1939 Morris ten that remained in the family well into the early 1960s being passed on to various family members over the years, at a price of course!

The first MGTC that I ever saw was in late 1945 when the factory celebrated the end of war work and a switch over to producing sports cars for a market that had been starved of cars for six long years. However, not many post war vehicles ended up on the Dealers floor for the first eighteen months of Post War Britain. By order of the government most of the production was slated for export to pay off the British War Debt. You put your name down and waited, usually about twelve months for the typical family car. However, at that time the MGTC had not been considered an export vehicle so no one bothered to put the steering wheel on the other side or try to improve the comfort aspect of the car. Also as far as Abingdon was concerned the real market and of course profit was with family saloon cars like the Wolsey and the Riley, cars that were also made at Abingdon at that time. There were only two assembly lines for the MGTC and they were seldom working at full capacity. So if you could rake up the cash and wanted a two-seated car of prewar design the waiting time for a TC was a matter of weeks. All this changed around 1947 when the orders for the TC increased especially from the US Market. It is suggested that this was the result of American service men taking these toy cars back to the US but to be honest there is no sound evidence to support this claim.

What is more feasible is the fact that Abingdon

decided to ship a couple of display cars to the various West coast car events and this certainly fired up serious interest especially with the younger drivers. At the same time other British manufacturers such as Singer were also pushing their wares at these events with some success. Singer even managed to get a young Hollywood starlet called Marilyn Monroe to pose with a Singer 4. AD Roadster, that was featured on the front of several US motor publications. The fact that it did very little to enhance the sale of these cars is simply a reflection that advertising can not always deliver even with an attractive female draped over the bonnet! Triumph had yet to enter the picture with a sports car and their only contender was the Triumph 1800 with the prewar SS Jaguar engine that was well past its prime at that time not to mention the fact that it was trying to power a vehicle that weighed in excess of 3000 pounds.

How do I know? I have a 1947 Triumph 1800 with that power unit, a beautiful car to look at but to even suggest that it's a sports car is simply dreaming. I have hit sixty or even a touch more but it takes a very long time! Back to the TC which in reality was/is a prewar car with all the faults associated with such a vintage and of course much of the pleasure of driving a truly classic sports car. Performance is impressive, considering the engine and gear box design; comfort virtually none existent, as my wife will confirm.

If you stick to a TC and do not go modern and buy a TD you will be OK as far as the other half is concerned. I of course did not take this advice so any TC activity is a solo event. Looking at the export data for the 1946/1949 period it is interesting to note that there was no real sports car offered apart from the MGTC. As we all know things certainly changed after the 1948 Earls Court Motor Show when the Jaguar 120 hit the floor. In the first two weeks of the motor show most of the expected first years production was sold while one US dealer wanted to place a six-months' total production order but that is another story for another time! I have several friends who never put up their rag tops in these cars and I have to admire their courage and of course fortitude if that's the right word. As for this scribe, as soon as the first drop of rain hits the windshield, up come the top. This also applies to snow not that I have done much MG T Type driving in the snow even when I lived in New England.

As soon as October came around the toys went to bed for their winter hibernation and even in the sunny south where we now reside, like me they do not get much winter exercise!

I honestly think and know that this will be disputed by many of my MG friends when I say that the TC is the best example of the marquee. Not because its fast or easy to maintain, but simply because to me it represents what Abingdon was all about - a truly British Sports Car that looks like a British Sports car from

all aspects. That is not to say that the others do not, but only that the TC seems to mirror that wonderful period that I recall both as a child and a teenager who dreamt of owning such a car one day. Young people and anyone under thirty is young to me these days, stop and look at my toys whenever they are on display or simply in a car park. There are always questions about the car. What is it? Where did it come from? How much is it worth etc.? The fact that many have no idea what the words MG might mean simply enhances the situation. A few weeks ago my wife and I were in Turkey and I got into a conversation with an owner of a rather beaten up 1950s Morris Minor. I was trying to tell him that I was born near the place where his car was made, without much success. Then I said MG and made a few noises like a good MG would achieve. He smiles, shook my hand and joined me in our symphony of exhaust imitations! Yes most people thought we were quite mad and I guess we were but it certainly shows that the image of MG is still alive and well somewhere in the world.



January Meeting
Frankie's Place for Ribs
 photographs by Susan Bond



The Dipstick



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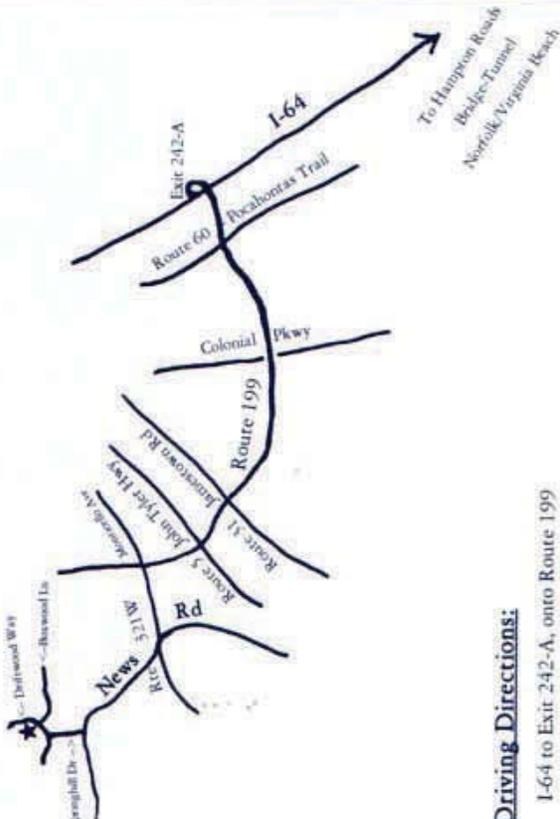


Monthly Meeting
Tuesday, Feb 3

Craig & Joyce Cummings
4017 Driftwood Way
Williamsburg
757-254-8087



7:30 - Kick Tyres
8:00 - Meeting



Driving Directions:
I-64 to Exit 242-A, onto Route 199
After 5 lights, go about a mile and exit onto 321 West (Monticello Ave)
At 4th light turn right onto News Rd (at Burger King)
About 1-1/2 miles turn right onto Springhill
Right at stop sign sign onto Driftwood
3rd house on the left