



# The Dipstick



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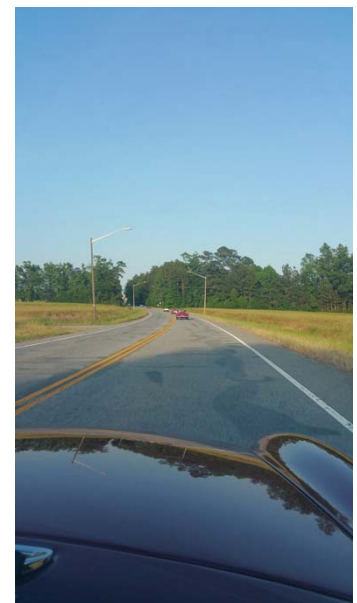
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July 2021

## Ice Cream Drive 2021

By Rob MacPherson



On the evening of Thursday, May 27th thirteen LBC's gathered BEHIND (emphasis added) the Harris-Teeter at the corner of Nimmo Parkway and Princess Anne Road. This location was selected to avoid the pedestrian traffic in front of the shopping center, and had the added benefit of being nice and shady!

The weather was perfect, and we departed promptly at 6:38 PM for a beautiful 45 minute drive "Down the County" through southern Virginia Beach, a bit of Chesapeake, across the Pungo Ferry Bridge, and back North to the Red Mill area. Rigoletto Italian Bakery was an option, but everyone seemed to be more interested in having ice cream from Cold Stone Creamery.

We picked up a couple more cars somewhere along the way (they were thrown off by the slightly different starting point!), and a good time was had by all, with lots of catching up over ice cream and a few curious onlookers asking about the cars.



## Tech Report

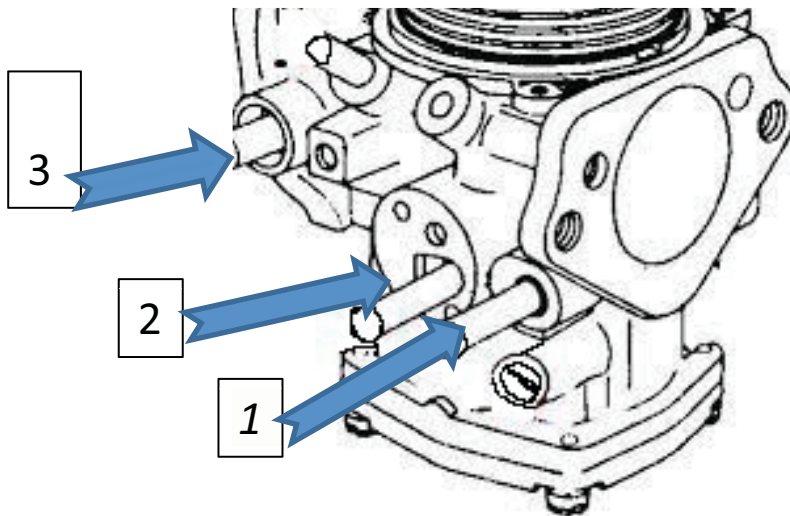
By Terry Bond

### Carbs and Gas

Ok, it's not a special diet of low-carbs to prevent gas! It's about making the MG go!

It's pretty commonly known that gas (gasoline, petrol, or as it was known in Britain – Motor Spirit) is highly flammable. That's precisely why we don't want it coming in contact with a hot exhaust pipe or manifold. The results could be BBQ'd MG!

So-a mild panic set in a few days ago when pulling the MGBGT out of the barn to shuffle cars around. I moved the B into the driveway and let it idle while I took a few moments to move another car. Upon returning to the B, it was sputtering and coughing as if running on only two cylinders and was about to stall out. I quickly raised the hood (bonnet) to investigate and was met with a distinct and overpowering smell of gasoline. That's not normal – even for an MGB! I quickly saw fluid literally squirting from the back SU carb. Upon shutting it off and removing the air-cleaners, I found the location of the leak. It was coming out of the over-flow/vent tube hose connection almost as fast as it was being pumped into the carb.



The little Tube marked as number 2 is the float chamber overflow/vent tube hose connection. Note this diagram is an illustration of the front carb on a two-carb MGB setup. The second (REAR) carb would have the tubes NUMBERS 1 and 3 on the opposite side of the carb. The numbered points are:

1 - FUEL INLET PORT

2 - FLOAT CHAMBER OVERFLOW/VENT TUBE CONNECTION

3 - CRANKCASE BREATHER PIPE CONNECTION

There are a couple of possible causes for this type of fuel leak, and they can be simple to diagnose and repair.

Most commonly found is blockage of the needle valve assembly that opens and closes to permit fuel to be pumped into the float chamber of the carburetor. On these later HIF units, that float chamber is built into the base of the carburetor. On earlier versions of the SU carburetor, the float chamber is actually a float “bowl” that is mounted to the side of the carburetor.

There may be a piece of dirt or grit on the tip of the needle valve or its seat that prevents it from closing completely and shutting off the flow of gas when the float bowl is filled. It may also be a damaged tip on the needle. Another possible cause is a float that has developed a leak and no longer “floats” up to press the needle valve into its seat. There is also the possibility the float itself has become somewhat restricted, no longer permitting it to rise high enough to turn off the flow of fuel. There may be other issues, but for a suddenly occurring situation such as I encountered, the most likely problems are with that needle valve or float.

While it is possible to work on these carbs without removing them, I do not recommend it. You will want to inspect them thoroughly, and clean any sludge. Dropping little pieces where you’ll never see them again is to be avoided at all costs. So-remove those carbs to proceed!

Remove air cleaners and set them aside well out of your way. Be careful not to damage any gaskets unless you have new replacements at hand (highly recommended) as there is always false economy trying to reuse old gaskets.

Next, remove the fuel line from the front carb. A little gas may flow from the line so have a small jar handy to catch it. Plug the hose with a screw or bolt temporarily. It’s a good time to check the in-line filter also. Disconnect throttle and choke cables. Don’t remove or disassemble anything needlessly.

Remove the tubing from the vent tubes on both front and back carbs.

Remove the hoses from the crankcase breather tubes on both front and back carbs.

At this time, using an open end wrench (spanner) you should loosen the nuts holding the carb flanges in place. Loosen them enough so they can be removed using your fingers. You can remove the lower two nuts as they are very difficult to get at, but leave the top nuts in place to hold the carbs on. You are not quite ready to remove them.

Now, to the woodshop to make yourself a handy tool – an MGB Carb Stick!



It’s pretty simple to make using a scrap of wood long enough to stretch across the fronts of the carb assembly. Mark and drill holes that line up with the bolt holes for the air cleaners, then get four suitable short length bolts from your parts department to complete your new tool. As you can tell, mine has had plenty of use.

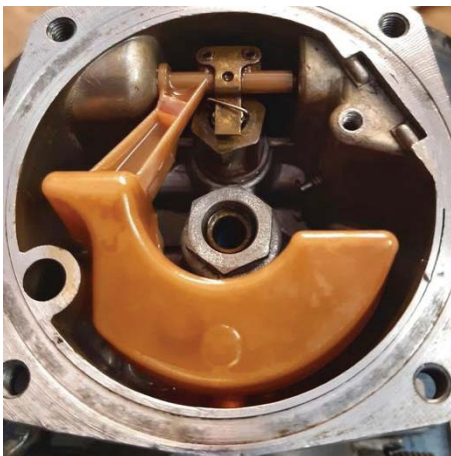
With air cleaners removed, lay this tool across the fronts of the carbs and insert the bolts, screwing them into the holes for the air cleaner bolts.

This will enable the carbs to be removed together as a unit. Looking at all that seemingly complex assortment of shafts, springs, screws and levers that comprise the throttle and choke assemblies, it can be quite intimidating (although it’s actually quite simple). If you fear taking much more than necessary apart and complicating your project, using this “carb stick” will hold everything together nicely.



Remove the entire two carb assembly as one unit and lay it on a clean work surface. Be aware that some fuel remains in the carbs so it may leak out as you move the carb assembly around. Looking at the base of the carbs, you will see four screws. They can easily be removed. The cap may not just “drop” off. A rubber “O” ring serves as a gasket and it may take a sharp blade inserted into the edge where the flanges of the carb and cap meet. A gentle poke, or twist is all that’s usually needed to remove that cap. You may notice some dirt or rust colored sludge inside that cap. Clean it out using a clean rag and some spray carb cleaner. Be careful if you have to reuse that “O” ring gasket.

With the cap removed, you will see a fairly complex arrangement of things up inside the carb assembly. Fear not-most of it you will not need to disturb for our simple repair job.



In the adjacent photo, the orange colored plastic thing is the float. For the sake of clarity, other pieces have been removed. The float swivels on a shaft that screws in through the outside of the carburetor. Find the head of this shaft screw on the outside of the carb, and unscrew it using a small

screwdriver. Pulling it out will free the float itself for removal. It is not necessary to remove any other pieces.

Be careful and do this only when the carburetor is upside down as shown in the photograph. If you remove the float when the carburetor is right side up, you risk that needle valve falling out and dropping somewhere unknown-never to be seen again.

Gently remove the float once the screw-in shaft has been taken out. Give it a shake. Do you hear anything sloshing around inside? If so, the float has developed a leak. It does not happen often, but it can crack around the arm or one of the seams. Submerging the float into a small amount of gasoline will quickly reveal any leaking. It’s best to replace a leaking float, but repairs can be made if you use something that will not dissolve in gasoline. An old float from a spare carb of the same type could be used, but be sure to clean and check it before installing.

In the next photo, everything has been removed, but only to show clearly what the needle valve assembly looks like. They are easily removable with all other pieces still in place.



The needle itself can be grasped with fingertips and simply pulled from its seat, which is the brass hex shaped piece screwed into the carburetor.



This is what the needle valve and seat looks like. There are a variety of different types. Some have rubber tips. Others have steel or brass tips, and others are made from Viton, a synthetic rubber compound that is chemically resistant. Blame modern gas for the deterioration of the rubber tipped needle valves.

If your carb contains a unit that includes a large ball bearing in place of a pointed tip, it's called a "Grose Jet." It was a good idea, but they do not work well with modern gas. The balls become gummy and tend to stick. You should replace such units with the conventional needle valve/seat unit shown above.

In the case of our MGB, examining this little rubber tip was all it took to diagnose our problem. The tip was no longer shaped properly to do its intended job.

The real fun began when I attempted to locate a suitable replacement. Everywhere we tried, they were out of stock. It seems that current supply-chain problems are even impacting our LBCs. I did locate some needle and seat pieces but just could not wait a month for them to be shipped from the UK.

After contacting several club members who offered the chance to remove units from some spare carbs, I opted to look into our own parts department first. We have quite a few SU carbs, and a pair from our 1972 MGBGT currently under restoration provided good sharp tipped needles. I cleaned everything carefully, then simply replaced the needle valves into the existing seats. Although it's always best to replace both needle and seat together, for a quick repair I didn't bother.

After replacing the bottom caps, all I had to do was connect the gas line to the carb assembly and place it loosely back where it belonged. Turning on the fuel pump, it clicked away nicely with no leaks. Success!

I completed bolting up the carbs, connected throttle and choke lines, vent tubes, and tightened everything down. A good test drive confirmed a successful repair.

With air cleaners installed, the car performed flawlessly on our dessert run and will be ready for a more extended tour in the near future to the Cambridge, Md. Area with the Antique Automobile Club of America.

We will order new assemblies for our cars, and a few spares to keep on hand. It's a small enough piece that we will also add a pair to our travel kit for emergency repairs. Although it's a small part, it's one that could leave you stranded if it fails. Having a carb-stick in the tool kit is not a bad thought either. It would permit a quick repair in your hotel room some evening if necessary.

Always remember to be safe working around or with gasoline. Keep a fire extinguisher handy and wear suitable protection for your eyes and skin. Remember the MG motto-Safety Fast (even if the car won't start).

*Terry*

## **A Better Starter**

*by Jim Villers*

At the May club meeting at Andy's Norfolk home, I displayed a starter that I located on the internet and compared it to an original MGB starter. The size and weight was very different; the new smaller starter weighs a little over 7 pounds while the larger original starter weighs over 15 pounds.

I located the starter by searching the internet. My 190SL club discovered a newer Bosch starter that fit the 190SL and I wondered if a similar starter might be available to fit the MGB. With a little searching, I located what I was looking for and discovered the part number. A search for the part number located many sources for the starter at prices varying from \$79 to \$170; I even found that Moss sells this starter for \$100 but identifies the application as a "right hand drive GT". Most starters were new without the requirement for a core charge or return. The part numbers are: 16164N and Moss 131-220 and it will fit the 1968 and newer MGB.



Installing the new starter was easy after the old starter hit the shop floor with a clunk as it was too heavy for me to hold as I lacked leverage. I can report that the new starter functions very well; starting the car every time with spirit.

I received an email from Mike Haag; he was having a starter issue and was interested in my display at the meeting. Here are Mike's comments:

"Hi Jim, I ordered one of the new replacement MGB starters from Moss after you talked about it at the May meeting. Got it on Saturday and installed it today. As you know, it is several pounds lighter and a couple of inches shorter than the original starter. Installing it was a breeze. It turns the engine over now so much quicker than the old starter and the car starts sooner than it ever did before. So glad you brought it to show & tell at the meeting, as I was debating whether to buy one or not. Here's hoping they hold up over time."

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### **TMGC Officers and Committees**

President	Robert Perrone	574-3233
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Secretary	Kelly MacPherson	285-7502
Treasurer	Jim Villers	822-9182
Editors	Mark and Kathy Davidoski	499-4647
Membership	Mike Ash	678-0963
Webmaster	Mike Haag	Mikehmg@cox.net
Historian	Susan Bond	403-1169
Technical	Terry Bond	403-4614
Activities	Bruce Easley	570-2042
Clubs	Mike Ash	678-0963
Regalia	Rose Ladd	737-2468



## Marque Time

Not for sale. I'm gonna fix it up one day.



Well, I finally have an MGA. I have wanted one ever since I was about 17, and found someone selling a 1958 MGA for \$350 back in my old hometown.

Of course, remember it was the late 70s, but you get the idea, it was still a steal. At that time you could pick up cars for prices that seem absurd these days. For example, a friend of mine picked up a 1962 Austin Healey 3000 "tri-carb" for \$500.

But back to the MGA that I wanted back in Gloversville. Did I end up with the car? Oh no, not since I had to ask for a loan from my father.

You see, I was about \$150 short and went to my dear old dad to borrow the money. His response? *"If you need the money that badly, why don't you sell that other hunk of junk?"* He was referring to my Bugeye Sprite. I would rather sell my sister. *(Not to say I didn't try, but no one would give me enough for her.)*

I know, now I have yet another car. As if I need one. It's a sickness. And many of you know exactly what I'm talking about.

I'll look at it this way, I'm kind of like Jay Leno, well... minus the fame, a beach house in California, several million dollars and a couple of hundred cars. But you get the idea.

And if you are anything like me, if you did have several million dollars, you probably would have a couple of hundred cars too.

Of course, this *"new to me"* MGA is a project car, and I use that term generously. This isn't even a *"ran when parked"* type of car. As far as I know, it has not been on the road since 1981. Yes, you read that right. It has not been driven in 40 years.

Being cursed with the disease, I have faith enough to believe that eventually I will get it going again. But for now, since I'm on a tight budget, it may be a while before I'm cruising down the highway in my MGA, other than in my imagination.

Still, that won't stop me from living the dream... or whatever this delusional illness of LBC fever leads me to believe.

Whatever you do, don't try to cure me, and I won't try to cure you. Deal?

Safety Fast,  
Robert

## TMGCC Activities 6-20-21

This Spring has been a good one for MGs... nice weather, COVID turnaround, and plenty to do... with more coming! First, a sincere “thank you” to Rob McPherson for coordinating the Southside Dessert Drive in May, with a similar event taking place on the Peninsula. TRADITION lives on! Also, Thanks to Alan and Becky for hosting the June meeting at their home in beautiful downtown Beaverdam. A really nice event with plenty of back roads (thanks to the McKennas for guiding to Ashland), ice cream treats, and “major awards”. FYI, the Mikes (Haag and August) both attended MG 2021 in Atlantic City, NJ; check with them for their tales of great driving and fun times, although we hear that “what happens in Atlantic City stays in Atlantic City”. Let’s hope the city survived those two wild and crazy guys.

Here’s the plan for the next couple of months. July 6 we will meet at Deadline Brewing ; try to get there about 6 for dinner and meeting. At this time we are working on arrangements for a Norfolk Tides “Turn Back the Clock” baseball outing on Aug. 10, and we may collect the \$14 per ticket ahead of time at the July meeting, so plan accordingly and bring your wallet. More details at the meeting. Our August 3 meeting will be at Big Ugly Brewery, at which time we may have tickets to the game to hand out. Jim and Betty Villers have graciously offered to host the summer Tech Session at their home on August 22. Bring your car, your tools, and your knowledge (or questions) to get all problems solved. In September, Bob and Missy McKenna are coordinating a Fall tour in the Lexington, VA area on Sept. 1-4, followed by our Sept. 7 monthly meeting at the home of Faith and PJ Peterson. Then our October meeting will be at the home of Bill and Renee Olcheski, making for a pretty full next few months. See you there and everywhere!

*Submitted by Bruce Easley*

## TMGC Calendar As of June 30<sup>th</sup>, 2021

**Jul 6 (Tue) Meeting at Deadline Brewing Project, 2272 W. Great Neck Road, Suite 2268 in Virginia Beach, VA. (Arrive 6PM, pizza and meeting to follow)**

24 (Sat) TRAACA Annual Swap Meet at Nansemond-Suffolk Academy, 3373 Pruden Blvd., Suffolk, VA 23434, 8AM to 2PM.

**Aug 3 (Tue) Meeting at Big Ugly Brewing, 845 South Battlefield Blvd, Chesapeake (Arrive 6PM, pizza and meeting to follow. Also, food truck on site.)**

**Aug 10 (tentative) Turn Back the Clock night baseball outing -- Norfolk Tides**

**Aug 22 (Sun) Summer Tech Session hosted by Jim & Betty Villers in Virginia Beach, VA**

**Sep 7 (Tue) Meeting hosted by PJ & Faith in Hampton, VA.**

Sep ? (Sat) **Canceled** [TRAACA](#) Wings & Wheels Show at the Military Aviation Museum in Pungo

Oct 1-2 (Fri-Sat) [Annual British Car Fall Festival](#), Waynesboro, VA

**Oct 1-4 (Fri-Mon) Fall Tour to the Lexington, VA area**

**Oct 6 (Wed) Meeting hosted by Bill & Renee Olcheski in Virginia Beach, VA**

**Nov 3 (Wed) Meeting hosted by Mathieu & Rachel in Norfolk, VA**

**Nov ? (Sun) Fall Tech Session TBA**

**(TMGC sponsored events in bold type)**



Somewhere beyond home – at the home of Alan and Becky Watson!

The meeting began promptly at 4:01 pm (or was it 4:02? Your hard-working Secretary was unable to attend, so I'm going to side with our President and say 4:01!) and, to make it official, the gavel was then beaten (poor thing – it does not get a break during a TMGC Meeting!). Much thanks to my husband and supporter, Rob, for recording the meeting so that I could provide you with a summary of the highlights!



A move was made by our illustrious leader, President Perrone, for approval of the minutes from May's meeting. This was met by robust seconds, thirds, FOURTHS and FIFTHS! (WOW!)

Alan and Becky were thanked immensely for hosting and for leading the group in from the meetup point in Ashland. Alan's driving was described as being similar to Steven McQueen – Alan never touched his brakes unless it was for a stop sign. For those following behind him, there was some concern! Becky shared it's not so much as a passenger – much on the side of a traditional "white-knuckle hang-on" it would seem – when driving with her beloved. Those in the club equated his skills to those of Sterling Moss. He will then be referred to in the future as Alan Moss!

4:04:30: Vice President's report – Mike announced we have a meeting on July 6<sup>th</sup> at Dead Line and someone hollered, "PIZZA, WOO!" I'm guessing they have good pizza – wonder where this place is because good pizza is not an easy thing to find in the south. Mike thinks Big Ugly will be the site for the August meeting. (That's the place with the cool atmosphere and the discounted beers!) Once again, "PIZZA, WOO!" was hollered. I think this same person said she could bring pizza to that. Hmm, a fellow pizza enthusiast that I need to meet. :0). A sweet woman said to let her know and she would bring snacks for everyone – and someone else suggested "PIZZA, WOO!"

4:05: Announcements for guests or new members: The President shared that there were no new members or guests, but a great old friend was present – Tad Carter made it to Beaverdam, all the way from South Carolina!

4:06:05: Treasury's Report: Jim shared that we have name tag and membership receipts in total of \$60 or so coming in through PayPal, along with another \$100 and \$40. Alan received payment for hosting the crew this month. After paying out for name tags and such, and looking at PayPal and our other holdings, we have approximately \$1600! Way to go Jim! You have the money skills that I have wanted for all my life.

Jim let us know that July 1 is when we all need to renew our membership which can be done through PayPal, sight unseen. You get a receipt and no one has to write down information on their \$20 bill. This is a much more efficient way to do it, or, if you want to go the old-fashioned

route, bring that check, money order, or money to the next meeting and Jim or Mike will be happy to relieve you of the payment. It is the best bargain in the automotive world - \$20 – for socialism...oops he meant socializing. (Hmm, is he planning a coup?)

4:08: Activities Director: Bruce wanted to correct some misconceptions: “There’s been a lot of malignment going on. People have called me Tad 2 point zero - He’s here...that’s like calling him a four-letter word.” He’s requested to be called Tad minus zero point 2.

At this point, I need to stop the recording and share with you all how disappointed I am that I missed the Bruce Sighting! I have my fingers crossed that he will be at the July meeting so that I can see him in person! I’m so glad that he is ok.

He and Jayne have been busy the last few months and hadn’t been able to get out. He’s glad to have been able to attend this event.

Rob MacPherson was recognized for coordinating and scheduling the Southside Dessert Drive which has been a huge help.

He then referred everyone to the Dipstick for activities. The original British Car Day was occurring tomorrow (which Rob MacPherson shared that he did not know about that – just in case you missed it).

4:12: Dipstick Editors: Last issue we covered the spring tour and next month a detailed photo and explanation of the starter solutions. (Sorry if I missed something – I had a hard time hearing here.). Deadline is the 20<sup>th</sup> each month. (OOPS!). I was thanked for taking on the job of Secretary and I am truly humbled for the accolades. I get to use my journalism degree that took me 5 years to get and that my parents spent all kinds of money on that I never used. Since my folks aren’t around to say sorry to, I will say it to you all who have kiddos who went to school to master the art of partying...oops, I mean subjects that they never used.

4:13: Historian Bond was unable to attend. Rob had a marquee time and said he would share. He had been up until midnight working on an oil pressure line that goes from the block to the oil pressure gauge...

Among the attendees was none other than Tad Carter!



(I stopped the recording here to let y'all know he tried to explain all of this to me without visuals. No idea what he was saying...kinda like Charlie Brown's teacher. He did try to use hand gestures but that was just obscene and I tuned out until he stopped talking. At that point, I knew I'd be in trouble. So, as any good wife would do, I shook my head side to side and said, "Babe, that is terrible." And in my head, I was saying, "Next time, use visuals.").

Now back to our regularly scheduled show...

...on my MGA."

Another aside – that car, although beautiful, is in worse shape than the MGT and it's a younger generation. That car was road hard and put away wet (my daddy's old saying.)

Rob went on about the issues with the car leaking and taking things apart, and looking at this gadget and that gadget trying to figure out what the issue was (if y'all haven't figured it out yet, I'm a girl who needs her visuals!) and fix them. Basically, took everything off and cleaned things with a razor blade. Still with the oil leaks! Tried to get help from Frank Linse (and with oil all over the garage.). Then went by Hoovies house – good old Hoovie found it right away! (Thank you HOOVIE!!!). Now, with the fix and replacements, no more leaks! Well...no more smoke (WHAT!? SMOKE!?) and doesn't leak like a sieve.

Is there a place that mounts tires on wire wheels (Cavalier Garage does it, but it is \$40!). Apparently, someone else said they only charged him \$100 for all 4 wheels. Tire City, in Newport News, across from Casey Chevrolet will do it. Corner of Jefferson Avenue and Route 17.

Jim Villers brought a copy of Ben Greenburg's book of Virginia panoramic photos. (Ben is the photographer we met on wine tour while looking over the pier at New Point Comfort light.)

Alan thanked everyone for coming to his area of the world to hold the meeting. He and Becky sound so sweet! Wish I had been there.

4:21: RAFFLE TIME! Lots of "OOS". And "AHAs". Next time, Rob will need to take pictures! Jim pulled Robert's name and he got a book. Alan was asked to go get the fabulous prize that was next to the lamp (that looks like a leg? I got one of those!)

Bruce – did he win something!? Yes, Bruce got the fabulous prize – a Beaver Dam custom multi-tool. Made by craftsmen in Beaverdam, Virginia. Apparently, the tail is a file! So cool.

4:23: Much confusion – lots of calls for ice cream and no move to adjourn meeting. Rob moved to adjourn finally, the poor hammer was beat down again and everyone turned to Beckey's custom ice cream sundaes!

Oy! Robert's Rules are a hot bed of mess with these folks. But you know what, that makes it interesting and fun to be around.

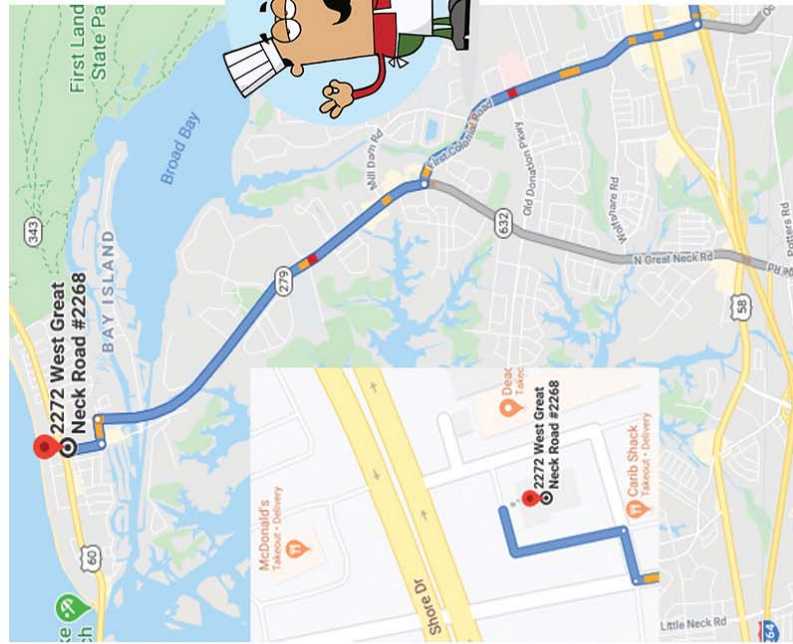
Until next time, crew, be well and drive safe (especially, Alan!).

*Transcribed by Kelly MacPherson*



6:00 Doors open  
 6:30 pizza served  
 Meeting to follow

**Monthly Meeting**  
 Tuesday, July 6th  
**Deadline Brewing**  
 Project  
 2272 W. Great Neck Rd  
 Suite 2268  
 Virginia Beach



# The Dipstick

**Tidewater MG Classics**  
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*Affiliated with*



**FIRST CLASS**