



The Dipstick



Dedicated To Preserving The Marque Since 1973

www.mg.org

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Activities Report, April 20, 2024

Ladeez and gennelmuns, start your engines! The month of May is upon us, and the sweet, warm driving weather comes with it. Let's hope that April showers are behind us, for topless driving (or at least with windows rolled down).

As you read this, the three day Fabulous Spring Tour is probably underway or getting started on April 26. We'll be driving the twisty roads up to and on the Blue Ridge Parkway and many points around it this year. For those of you not on the tour who want to show off their car elsewhere, there is another option on April 27 with the Britain on the Green show at Gunston Hall in Lorton, VA, if you are interested, you can find information at www.britainonthegreen.org.

May kicks off with the annual Williamsburg British Car Show on May 4 – always a favorite, and fun in the shops at Williamsburg. You can find registration information at wmsbgbrit.com/car-show-registration. Then soon after, we will have our regular monthly meeting on Tuesday May 7 at the home of our illustrious VP Rob MacPherson; check the Dipstick calendar for details. On Saturday May 11 the annual "Rolling With the Knights" car show will take place at 4853 Princess Anne Blvd in VA Beach. Pre-registration is \$20 and a can of food donation to a worthy cause. You can get more information at kofcarshow@gmail.com or by contacting club member Bill Olcheski. Also, May is also Dessert Drive month! Plan to meet up with your crew by 6:30 PM. The Peninsula drive departs from the Yorktown Battlefield Visitor Center on Wednesday May 22, and the Southside drive will be May 23 departing from BEHIND the Harris Teeter at Princess Anne and Nimmo.

Another event in May will be the 2nd Annual Cape Henry Classic Car Show on May 25 from 11 AM to 4 PM at Fort Story in VA Beach. Registration is only \$5, beginning at 10:00. Since this is being held on a military base, a military or DOD ID will be required. If you don't have one, contact Rachel Balderson (rbalderson@preservationvirginia.org) to arrange for a day pass or to get other information.

Whew! Lots to do in May, so make your plans and ENJOY. June will be here soon, and will start with another drive – to the home of Beckey and Alan Watson in beautiful downtown Beaverdam, VA just north of Richmond on Saturday May 8. There will be more info at the June meeting and in the Dipstick.

We are planning a group gathering again this year for the Tidewater Tides baseball "Turn Back the Clock" night at Tides Stadium in Norfolk on June 25 when the Tides face the Charlotte Knights. We are working on group pricing for 20 or more, so if you plan to go, bring \$17 correct change cash per person to the May meeting. Robert "Mr. Baseball" Perrone will get tickets, which will then be distributed at the June meeting. If we have 20 attendees, the tickets are \$15 and you get a refund of whole \$2!

Jolly well drive we must!

Safety fast. (as always), Bruce Easley

TMGC Coming Events

Apr 26-28 - Spring Tour

May 7 - Meet: MacPherson's

Note start time 6:00

Jun 8 - Meet: Watson's

July 9 - Meet: Wallach's

Aug 10 - Meet Peterson's



Marque Time! President's Message

Well, the weather is finally warming up and we had the perfect conditions for the combined meeting and tech session hosted by Mathieu & Rachel Huovinen. Temperatures in the 70's bright sunny skies and just a light breeze made this one of the best days we've had all Spring. A huge thank you to Mathieu and Rachel for hosting the combined event and putting up with us MG motorheads. I heard it was a great turnout, but unfortunately, I was unable to make it due to a pretty significant fall off a ladder. Several broken ribs later and moving around like I'm 50 years my senior made attending the event a bit challenging, so Michelle and I opted to stay home and recover. A big thanks to Rob MacPherson for the last minute audible and jumping in and running the show in my absence and to Robert Perrone for filling in for Michelle while she's stuck at home tackling all my duty's and nursing me back

to health. We did very much miss the crew, comradery, and all things MG. I even have a few issues with my 71 MGB GT I was hoping to get a little help on...oh well, I'll tackle those issues down the road. If all goes well, I expect to be back in the fold in short order.

Not a whole lot to report on Don's health this month. Rose and Don were able attend the April meeting and Don's heart monitor data was uploaded to the hospital and they are now awaiting the results from the data analysis. They should hear something from the doctors shortly regarding potential open-heart surgery or other recommended procedures to make Don whole again. I'll continue to keep the TMGC family updated on Don's situation, but please keep him and the family in your thoughts and prayers.

Well, the car show season is in full swing and several events are on the docket over the next few months, so dust off your MG, enjoy the wonderful Spring weather and support these events. Always fun to meet new faces, see unusual and often rare antique autos and tour the Hampton Roads area. If all goes well, Michelle and I will be out and about to support many of the local car shows. Please visit our website (www.mg.org) for more details on the upcoming events.

Our very own Vice President, Rob McPherson, is up next and will host the May Meeting at his home at 1178 Gunn Hall Drive, Virginia Beach, VA 23454. Kick the tyres at 6pm, meeting to follow. May usually has the best weather with warm days and cool nights, so if we can avoid the pesky "Spring Showers" it should be another Marque event for the club. Well folks, that's all from the broken ribs seat at the Parker homestead. See you next month!

Safety first.

Scott

TMGC Offices and Committees

President	Scott Parker	TMGCPres@mg.org
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Secretary	Michelle Parker	
Treasurer	Mark Davidoski	Treasurer@mg.org
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Historian	Sue Bond	
Regalia	Rose Ladd	
Technical	Terry Bond	
Membership	Mike Haag	Membership@mg.org

Meeting Minutes

April 14, 2024 By Robert Perrone

Once again, I feel I should start this installment of the TMGC minutes with a disclaimer. These minutes were not written by our very capable Secretary, Michelle Parker, but instead by Robert “I forgot again” Perrone.

Yes, after the meeting had started, Jim asked who was writing the minutes. After I spent a brief moment looking around at everyone else, I remembered that I had volunteered the day before. (Note: This is why I have a sign in my bedroom so that I remember “socks first, then shoes”)

The day before our meeting our TMGC President, Scott Parker, had a fight with a ladder. The ladder won, resulting in some broken ribs. We all hope that Scott has a speedy recovery and is back at the helm next month.

I should note that the April 2024 TMGC Meeting/Tech Session was listed on our webpage as hosted by Mathieu Huovinen, but we all know that most of the work was likely done by Rachel.

Even though it was a Tech Session, I don't believe anyone worked on an MG while we were there. But there was a lot of attention paid to Mathieu's new addition to the family. No, I'm not talking about another child,



Rob MacPherson stands in for Scott to preside over the monthly meeting.



The sign in front of the Tech Gathering shows that our host, Mathieu Houviven, is a dedicated racer whose race cars “turn Money into Noise”

this is a 1953 M38A1 Willys/Kaiser Jeep with “USMC FIRE DEPT.” stenciled on the hood. It is in remarkably good shape, and looks like a great project, for sure.

Because Scott was not there the meeting was conducted by our Vice-President, Rob MacPherson. He noted that it was his first time, as if there might be some concern about handling a meeting, but he did as fine a job as any first-timer has ever done.

Since Rob could not ask for a Vice-President’s report from someone else, I volunteered and shrugged for him. It was tough to do after all these years, but I’m sure that took some of the pressure off of him.

Bruce followed with his Activities report. We have a lot to look forward to in the next couple of months, so I invite everyone to look at Bruce's in-

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The MG Club filled the Houieven's and his neighbor's driveway for the Tech Session.



Mathieu Houinven, his neighbor and son drain the gas from his 1953 military Jeep, This is an interesting, original Jeep that still has its 24 volt electrical system. Matt got it running for the first time in 10 years at the Tech Session.

stallment here in the Dipstick for all of the details.

Our Treasurer, Mark, noted that we have \$1329.66 in our account right now, so once again we appear to be in good shape financially.

Jim noted, as usual, that the entries for the Dipstick are due by the 20th of the month. Of course, I'm sure mine will be late since I also forgot to write them until the 20th. (side note: I sent them to Jim at the wrong email address on the 20th, and had to send them again the next day, so I was right about being late after all)

Mike noted that our membership has continued to grow, which is great to hear. According to my notes, I thought that he said that we had 93 members, but our website says we now have 94. I would trust the website over my notes, that's for sure.

Again, my notes were a little sketchy. I do not have any notes for Technical, with Terry, and

also have nothing there under Old / New Business.

We did have a couple of items come up under Marque Time. Jim had his restored MGB-GT V8 at the meeting. Jim had finally been able to complete the work on the car, which looked sensational. That appears to be a future car show winner, for sure. Great job, Jim!

Doug noted that he had his MGA wire wheels powder-coated at Asco in Norfolk for the bargain price of just \$75 each. I happened to see them at Frank's the day he picked them up, and they were very well done. I believe I will take my own MGA wheels there as soon as I can get to work on that project.

Rose held the raffle, with some very nice items donated, mostly by Don. The lucky winners know who they are. And



Frank Line, Tommy Keiningham, Terry Bond and Donald Ladd enjoying the sun.



Frank Linse and Doug Kennedy chat with Jennifer Ash



Rob MacPherson, Jim Villers, Shayne McKean and Bruce Easley appreciate the gas shocks that Shane installed to hold his hood open..

that is a good thing because I forgot to write that information down.

At that point, Rob asked for a motion to adjourn, which I made myself. I was fairly anxious to do so because Rachel was arriving with pizza, and I didn't want to waste any time with formalities.

Again, thank you to Mathieu and Rachel for hosting, and thank you to Rob for stepping in during Scott's absence. See you all next month.

Gas - or - Fuel for thought by Terry Bond

I enjoy our regular tech sessions. Usually, there is something that comes up that produces a tech article. Such was the case at our last session, when we were treated to the smells of 10 year old gas drained from the antique Jeep that Matt was successfully able to get running after its long slumber.

Ooh, that smell!!! Nasty old varnish is the best way to describe it. The topic as related to our LBCs though requires a deeper dive. So, we'll try to cover some detail about what your MG might need, and what might happen if you let it get ripe from just sitting. Along the road, we'll try to dispel a few myths and give you some tech advice on how to cure a non-starting car, or one that floods occasionally.

From our Q&A files related to the topic – first up is a discussion about octane and what might best suit your MG.

Most UK MGBs are standard high compression (HC) engines of 8.8:1. Compression in USA Spec engines was reduced to 8.1:1 in 1972.

Your individual compression ratio may vary depending on what's been done to your engine. If your block has been shaved (decked) or if your head has been planed (both to ensure they are level-flat) then your compression ratio may have been increased slightly. Some replacement pistons used in an engine rebuild may also have increased compression, thus requiring higher octane fuel.

Many references agree that fuels below 88 octane are not suitable for use in the higher compression engines. Even the lower compression US market engines are on the edge of acceptability for octane ratings below that level.

As you can see from today's offerings at the pumps, were not even close to the recommended octane lev-



els for our LBCs.

So, what does running lower octane gas harm?

The consequences of using lower octane fuel than necessary depend on your driving style. “Pinging” or “knocking” are the result of using lower octane than needed. Reduced power is another indication something isn’t quite as it should be. Over time, premature engine wear may result, but there is no immediate serious problem if you just ease up on the accelerator a bit and burn an occasional tank of higher octane gas. Octane boosting additives can also be used to provide some peace-of-mind if you are ok spending the extra money. Otherwise, if the car runs fine, keep it well-tuned and keep driving.



To keep this simple, ensure your timing is correctly adjusted, then give it a road test. Hills are best to do this, but basically, if you here “pinging” during acceleration in high gear you may need to run a higher octane fuel. Susan discovered this driving into the hills in Western Virginia just after our car’s restoration was finished. It’s been living on premium fuel ever since and enjoys the extra power. Of course our wallet suffers somewhat, but heck, it’s a small tank and gets outstanding mileage.

Additives? Some swear by them, others swear at them. Do you need extra lead? Do you need ZDDP? –first, we’re not talking about “ZDDP.” That’s a Zinc lubricant enhancement additive designed to help protect an engine’s internal components (valve lifters, camshaft lobes, etc) from excessive wear. We’re talking about GASOLINE, so the focus will be strictly on lead-based additives.

Lead in gasoline was introduced in the 1920s as higher compression, higher-RPM engines became more common. Lead content helped to “cushion” valve facings, dissipate heat, and increase octane. When lead was eliminated from gasoline it made no difference in my 1914 Model T Ford, but the Pontiac GTO was a different story. The high-reving, relatively high compression MGB engines are also impacted.

The solution – use leaded gasoline when available, or perhaps a lead additive would be in order. Better yet, if you have the opportunity to have hardened valve seats installed during a cylinder head overhaul, that may be the best option. It’s not a big extra cost option if you are having cylinder head work done as it is only the exhaust valves that actually are affected by lack of lead. On the other hand, if you do not drive your MGB daily, and don’t race it regularly, you’ll be ok without doing anything. So, keep babying your baby and you’ll be fine.

Ethanol! I’ll avoid the politics.

It’s sufficient to say nothing in gasoline can cause more problems than Ethanol. It turns rancid

quickly. It holds moisture. It gums up valve stems and internal carburetor parts (jets particularly). Long-term storage is not recommended. It eats rubber and destroys some gaskets and rubber fittings. Cars not regularly driven need a fuel stabilizer additive and there are many to choose from on the market today.

One of the most commonly found problems is with the fuel shut-off valve within the carburetor itself. Many have had something called a “Gross-Jet” installed. That’s a replacement fuel shut-off valve with two small caged ball bearings that is used to shut off the flow of gas once the fuel reservoir is full.

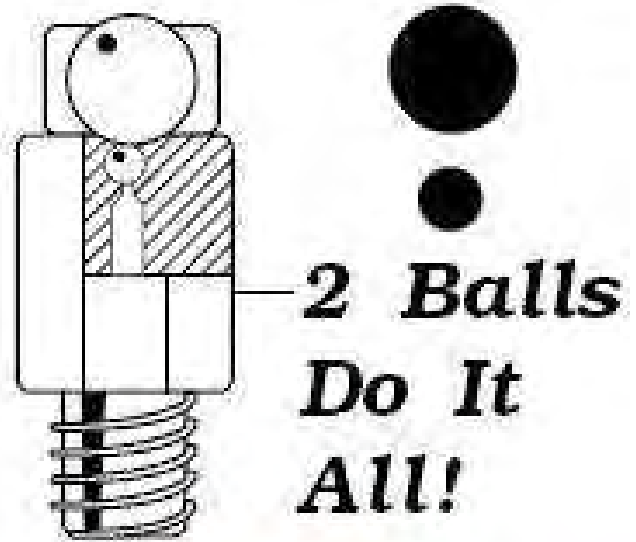
When the level drops, so do the ball bearings allowing more gas to refill the float bowl of your carburetor.

New gas containing ethanol leaves a gummy film on the smooth ball bearing surfaces of this device. The ball bearings then either stick up into the fuel outlet, which means no fuel flows into the carburetor, or it stick in the open position meaning your fuel flow will not automatically shut off! Neither situation is acceptable. Sometimes whacking the fuel bowl with the handle of a screwdriver will free up the little ball bearings, but I recommend replacing it. The old style Vitron tipped needle valve assembly can be purchased and reinstalled. The new tips are less likely to be affected by the gas.

Vitron tipped float needle assembly, available from many sources including Moss for less than \$20.

Sometimes just thinking about gas gives me indigestion!

Safety fast. Terry



Stuck Tie Rods and MG Conversation Starters

..... by Doug Kennedy

Progress on my 62 MGA has been progressing well with a delightfully few number of surprises and no snapped bolts to this point (author pauses to knock on wood, throw salt over his shoulder, and rub a lucky rabbit's foot)

The end of phase one is in sight; the mechanical rebuild before a few months of driving to uncover any hidden issues. So, I'm now eyeing phase two, the tear-down, before commencing phase three, buying scratch-off tickets to win the lottery so I can afford a body-off repaint.

One slight hiccup was faced when I attempted to replace the tie rod ends on the steering rack. At one point I'm sure they swiveled well but now they had become a rotten mess, and the nearby rubber rack boot was torn enough to be given "the boot" as well.

So, step one was to grab a couple of open-end wrenches and just loosen the lock nut. Uhhhhh, no. Move to the other side, ditto. No problem you're thinking, just reach for the (insert your rust-busting solution here), wait the required time and voila'! Not so fast. My go-to PBlaster had its overnight soak to no avail. A second dose proved equally ineffective. Next step, heat. I broke out the torch and....nope. Side note, yes, PBlaster is flammable and an excellent way to melt old oily rack boots while filling your garage with acrid black smoke.

So, another overnight soak and....nothing. It was at this point that I went onto the interwebs to see if there was a magic trick as is often the case with our cars. Interestingly, a number of people suggested melting/wicking candle wax down into the threads. "Quaint" I thought but with the smell of burnt rubber still heavy in the air I gave it a shot. Tie rod end heated to glowing, wax pressed to the steering rod, lots of melting and smoke, and a break for lunch.

30 minutes later I returned thinking about what my next move would be when I reached down and....both the nut and tie rod end turned in my bare hand. No wrench at all! I didn't know what to say but the whole episode did make me think of a universal MG conversation starter. No, not the "do you add anything to your gas", or "what oil do you use" starters. Next time give this a try "Hey, other than a bigger hammer or longer wrench, what do you use to free up rusty stuck bolts?"



Doug Kennedy's stuck tie rod

What you'll find is that MG owners fall into five separate camps. The first and most annoying are the "Humble Braggers." These are the folks who happily reply "Oh, my car had a complete nut and bolt restoration with gallons of anti-seize so I never have that problem."

Next are the "Off-The-Shelfers." They can't turn down a new miracle product and have a shelf in their garage with WD-40, PBblaster, Kroil, and something they inherited from their grandfather that only has a fading skull and crossbones on it.

Then there are the "Mad Scientists." These folks scour YouTube and the Dark Web for the latest and greatest formulas and aren't afraid to experiment with their own. Transmission fluid and kerosene? How 1990's they'll tell you. They've moved on to Acetone, Boron, Silicone and something that would make the EPA turn their garage into a Superfund site if it found out.

Next, there's the "Secret Agents." Their answer is always "Uhhhh, I use something we have at work." Further inquiry is met with a very vague "Uhhhh, I probably shouldn't say. I need another beer, do you need one?"

And lastly, there's the "Engineers." To them, anything other than a hand tool and their wits just won't do. Their solution is usually "Did you try tightening it a little first?" Or, "Just keep going back and forth until it loosens." When none of that works, their disappointment will turn to your tools; "Well, that's the problem, you need a wrench that's made to loosen that Johnson Rod. What you've got there is one for a Fosgate Fork." Well, back at it for me. Give that conversation starter a try and may all your nuts be loose and your conversations as easily started as my new tie rod ends were screwing onto their waiting waxy threads.

Moss Motors and Rimmer Bros Combine

..... News Release Apr 12, 2024

Radial Equity Partners ("Radial") today announced simultaneous investments in Moss Motors ("Moss") and Rimmer Bros ("Rimmer Bros") to form a leading, global specialty supplier of restoration & replacement parts focused on British vehicle brands.

Moss is a U.S.-headquartered aftermarket supplier of parts for British cars, including Austin-Healey, Jaguar, MG and Triumph, as well as the Mazda MX-5. Founded in 1948, Moss offers a broad portfolio of over 50,000 SKUs to a variety of retail customers, wholesalers, and service operations worldwide. The company is headquartered in Goleta, CA and operates six facilities across the United States, United Kingdom ("UK") and France.



Rimmer Bros is a UK-based supplier of replacement parts for UK marque vehicles, including Jaguar, Land Rover, MG, Mini, Rover and Triumph. Founded in 1982, Rimmer Bros maintains a comprehensive product library of over 50,000 SKUs sold primarily on a direct-to-consumer basis. The company operates a single site in Lincoln, UK.

Ed Moss, President of Moss, said, “We are pleased to partner with Radial, an experienced vehicle aftermarket investor, as we transition Moss from its third generation of family ownership. The Moss team is thrilled to be combining forces with Rimmer Bros to create a leading global supplier of replacement

parts for British vehicles.”

Bill and Graham Rimmer, founders of Rimmer Bros, commented, “The merger of these highly complementary businesses creates a global business with immense R&D, sourcing, marketing and distribution capabilities to better serve our loyal customers.”




“We are excited by the opportunity to carry on the great legacies of these two family-owned businesses,” said Jim McDonough, Partner of Radial. “We are committed to continuing to provide leading service to customers as well as expanding the offering of parts solutions across existing British brands as well as new vehicle marques.”


The new platform represents a continuation of the Radial team’s focus on investing in the vehicle aftermarket, a key area of focus for the firm. The Radial team has completed investments across the performance, replacement and restoration categories of the vehicle aftermarket. The combination of Moss and Rimmer Bros represents the fourth platform investment the Radial team has led in the vehicle aftermarket.

TMGC Membership

We are currently at 94 paid memberships and 142 MGs in the database with the various models broken down by numbers that can be viewed on the website at <https://www.mg.org/clubinfo.html>. If you have any changes in your contact information or MGs, please let me know by email at membership@mg.org.

Safety fast. Mike Haag

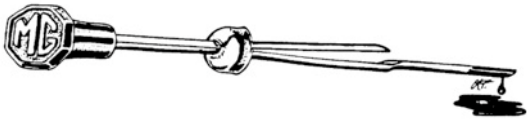





6:00 - 7:00 pm - Kick Tyres
7:00 Meeting

Monthly Meeting
Tuesday, May 7th
Rob MacPherson
1178 Gunn Hall Drive
Virginia Beach, VA
757 553-4910

I-264 E to US-58 BUS E/Virginia Beach Blvd in Virginia Beach.
 Take exit 20 from I-264 E
 10 min (9.8 mi)
 Merge onto US-58 BUS E/Virginia Beach Blvd
 0.8 mi
 Turn right onto First Colonial Rd
 0.1 mi
 Continue onto Oceana Blvd
 3.8 mi
 Turn right onto General Booth Blvd
 1.3 mi
 Turn left onto Gunn Hall Dr



First Class

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Tidewater MG Classics

C/O Jim Villers
 3133 Inlet Road
 Virginia Beach, VA 23454

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