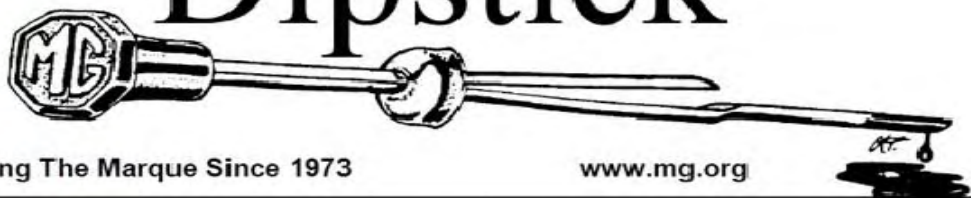




The Dipstick



Dedicated To Preserving The Marque Since 1973

www.mg.org

Volume 52 Issue 8

August 2025

Membership Dues Due!

July 1st is the start of the club new year which mean dues are due. So far we have 54 paid memberships for 2026 so we are off to a good start. If you have any questions about your membership, please contact me at membership@mg.org

TMGC Coming Events

Aug 5 - Meeting at Ash's, 6:30

**Sep 9 - Meeting at Ocean View
Fishing Pier**

Oct 9 - Meeting at MacPherson's



Marque Time!

**President's
Message
from
Scott Parker**

I want to extend a heartfelt thank you to Tim and Gina Depow, longtime friends of Shayne and Pam, and dedicated antique auto enthusiasts (with a notable Porsche lean!) for hosting an absolutely incredible event. Nearly 30 members gathered for the monthly meeting in the heart of Deep Creek. We were fortunate to stay rain-free during the meeting, though distant thunder rolled through the skies as an isolated storm formed nearby. Several members quickly checked tops and rolled up windows just in case, but thankfully, the rain held off during the event. That said, some members did encounter the storm on the drive home. A big thanks to Shayne and Pam for organizing the food. We had a fantastic spread of sandwiches and sliders, accompanied by some delightful pastries and

desserts, not to mention a solid inventory of adult beverages!

It was also a pleasure to welcome a new member, Linn Peterson, who's currently storing a gorgeous 1954 MG TF. Linn has owned several MGs throughout his life and brings a wealth of enthusiasm to the club. Welcome aboard, Linn!

As many of you know, former member Ken Johnson sadly passed away in 2023. His family is now offering his two MGs for sale: A 1976 MGB, purchased in 2008, driven regularly until 2023, with 59,850 miles. It's been stored outside under a tarp. And a 1953 MG TD, purchased in 2013, garaged and driven sparingly. This car features an MGB 1800cc engine and overdrive transmission, and a unique cargo modification reportedly for use in a movie or TV show (featuring signage: *Laingdon Hotel, Ocean Grove, N.J.*). Odometer shows 39,821 miles (VIN# TD28462).

Vehicle pricing is negotiable. For more information or to express interest, please contact Catherine or Jim Prohaska at cjprohaska1@gmail.com or 757-546-4602. Additional photos and details are available on our classifieds page: <https://www.mg.org/classifiedsR1.html>

Things have been relatively quiet lately, thanks to the relentless June heat, with temperatures hovering in the upper 90s and low 100s; tough weather for MG outings. Fall can't come soon enough! As you read this, Michelle and I will be in Italy for a two-week vacation/work trip, visiting Turin, Florence, Rome, Naples, and nearby areas. Aside from a few brief port calls during my Navy days, this will be our first real visit to Italy. Michelle's great-grandmother was from the Turin area, so this trip is especially meaningful for her. While we're not exactly looking forward to the July heat, it should be a great adventure!

Looking ahead, our next meeting will be held on August 5 at the new home of founding members Mike and Jennifer Ash, now located in the heart of Virginia Beach, much closer than their former home on the Eastern Shore. Unfortunately, Michelle and I will miss it as we'll be on our second vacation, this time with family, exploring Lancaster County, PA. But fear not, your trusty Vice President, Big Rob, will serve as your Master of Ceremonies for the evening.

We'll see you all in September!

Arrivederci!

Safety fast, Scott

TMGC Offices and Committees

President	Scott Parker	TMGCPres@mg.org
Vice President	Rob MacPerson	TMGCV@mg.org
Secretary	Michelle Parker	
Treasurer	Mark Davidoski	Treasurer@mg.org
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Webmaster	Mike Haag	Webmaster@mg.org
Historian	Sue Bond	

TMGC Membership

As of July 19th we have 54 paid memberships for the new club year. We had one new member join at the July meeting:

Linn Peterson, Portsmouth, VA , 1954 MG TF

If you have any questions about your membership, contact me at membership@mg.org.

Safety fast. Mike Haag

Meeting Minutes - July 12, 2025

By Michelle Parker

Our meeting was at home of Tim and Gina, friends of Pam and Shayne. Pam and Gina put together a lovely lunch for us all and we so appreciate the hospitality.

President Scott Parker called the meeting to order and thanked the hosts for having us out. We welcomed our new member Linn Peterson. He has a '54 TF that belonged to his father and there are a few other MGs in the family as well. Russ's brother was in from Maine for a visit. It was good to have them out with us. The minutes from June were approved, thank you Robert for doing them!



MGs outside on a warm, humid evening.



Michelle Parker recording Rob MacPherson giving his report.

Rob MacPherson gave the Vice President's report discussing the upcoming meetings. Check the calendar for those dates, times, and locations.

Shayne McKean brought Activities report. He has been busy with his father's health needs and has been focusing on that. But we are discussing going to the Turn Back the Clock night with the Norfolk Tides in August, watch for information on that. If anyone has any suggestions for activities please send them Shayne's way.

Treasurer Mark Davidoski was on vacation so Mike shared the Treasurer's Report. As of July 1st, we had \$1857.52 We had no disbursements, deposits of \$40, bringing the new balance to \$1897.52. Mike got \$60 worth of renewals last week and another \$60 at the meeting so...it looks like we are at \$2017.52. More membership renewals keep rolling in so it is changing fast. Also, see Mark if you need a name tag.

The Dipstick Editor Jim Villers is always looking for content, get it to him by the 20th!

The Membership Report was brought by Mike Haag, with 3 more renewals that day we are up to 43 paid members for the year ahead. If you haven't renewed, now is the time.

Terry Bond gave the Technical Report with a show & tell of sorts. Shayne recognized it as the adapter

off of an oil cooler. (I had to double check with Scott that I heard that one right) They had some showers of oil in the engine while they were gone. They were able to make it home, but had a big mess. An article needs to be written about this one.

Old Business: There was none.

New Business: There was no new business either.

Marque Time: Scott talked about a former member who has passed and his wife is interested in selling his old cars. An email went out with the details of what is for sale. Terry Walburn talked about his clutch issue in his '75 MGB. He got some great info from the club members that have experience in this. Mike August was asking about the procedure for installing a new tonneau cover. Russ mentioned that his car's picture was in the article from the Williamsburg show. Hank shared a drink holder that he made for his car. He also is looking for a back-up light fitting plastic pieces, if anyone has a parts car. He also asked about what kind of gas people are using to keep from pinging, most are using premium. Terry volunteered Sue to talk about Beckley. She said it was hot, but the B did great. She also shared the story of a friend with a B that kept breaking down. The moral of that story was don't use cheap tune-up kits. Paul seconded that story. Terry said they loved the mountain roads on route 60 that they took on their trip. Don't forget that a new officer selection will be coming up this Fall. Since Scott and I will be out of town for the next meeting Rob will be leading it and Robert will be filling in as secretary. Thank you to them!



Conversation in the kitchen.



Attentive members in the living room during the meeting.

Regalia With Rose! There are the usual items for sale: magnets, tote bags, garden flags. Prizes won were: Mike August won a Moss mug; a model TC won by Shayne; a freezer mug won by Tim; Paul won a garage sign; the 50/50 of \$39 won by Paul and he gave it back to the club.

This meeting of Tidewater MG Classics was adjourned. If you'd like to see what you missed, check out the YouTube video of the meeting at <https://www.youtube.com/@TidewaterMGClassics>

Tech Stuff by Terry Bond

Long trips in an MG can be a good way to identify and sort out problems. You're bound to encounter them. Remember, most of these cars are now at least 50 years old (or more). Even those restored cars you've put together yourself (or with the help of club members) are not immune from developing "issues," especially on long demanding trips in the heat of summer.

Do you recall that, last year, we pulled the engine out of our nicely restored '74 MGBGT? After thousands of miles, it had developed a rear-main oil seal leak. It's always suffered from a slight cylinder head weeping, too, and now had low compression in one cylinder. But the car has provided over 70,000 miles of sheer pleasure since we finished it in 2006.

We swapped that old engine for a good spare we had parked in the corner of the garage. We also installed a new clutch, pressure plate, throw-out bearing, fork bushing, and brand new oil cooler. It's run like a top since. We continue to rack up miles and fun with it. Most recently, it took us 750 miles round-trip to and from Beckley, West Virginia via twisty mountain roads.

It was a hot trip coming home with temps in the high 90s (felt like 110 according to the local weather-guesser on TV). Although we were pretty well baked, and tired, we were happy to finally merge onto Rt 58 in Suffolk headed towards home. I could almost taste the cold beer!

Just after the merge, the MG sputtered and died. While still coasting along the shoulder, Susan popped the clutch and the car restarted and was running again smoothly. Preliminary guess was vapor lock? Perhaps the fuel pump was overworked and there was an air bubble that passed? Maybe all that mountain driving had sloshed some gas around loosening some crud in the tank? But -- it was running, all gauges read normal and all seemed fine. There was another "sputter" on I-64 but, again, it recovered quickly and all gauges read normal.

We were close to home, and despite that intermittent sputtering, we were motoring along just fine.

Once more, though, it sputtered while climbing up the high-rise bridge in Chesapeake. And, once more, it quickly smoothed out. From there, it seemed to continue running normally. It was only a few miles to home so we pressed on. As long as we had good oil pressure, temps were normal, and the tach told us it was doing what it was supposed to, we felt safe nursing it home. Just a couple of miles to go, and it was all pretty much downhill from there anyway.

All the possibilities were racing through our mind. Perhaps it was a loose wire? Maybe it was questionable gas at the last stop in Petersburg? I still felt vapor lock was a possibility. It was very hot outside and we'd all (including the car) had a tough day.



We soon pulled into the driveway and, with the car still running, opened the bonnet (hood). Much to our surprise (shock) there was oil everywhere! Oil pressure was good and the dipstick showed the level was just at the “add oil” level. But, it seems that somewhere in those last few miles, a fitting on the car’s oil cooler had cracked or loosened up.



MGB Oil Cooler

The oil cooler is like a small radiator mounted in front of the car’s radiator.

It was only a year old. Oil had leaked from one of the fittings where a hose from the engine attaches and was being forced back against the lower part of the radiator, thanks to air blowing through the grille.

From there, the fan did a wonderful job of distributing it everywhere under the hood. A fine mist apparently had also been sucked into the front carburetor. The air intake was aimed directly down towards the lower part of the radiator. We pulled the car quickly into the garage and took a closer look.

The oil hoses themselves were fine. Obviously it was leaking just below the hose fitting. The leak was on the cooler itself at the point where the threaded fitting protrudes and the engine oil hose attaches.

We immediately ordered a new replacement oil cooler. It arrived within a couple of days and was an easy repair. Everything tested fine and the car runs great once again. I just have some serious cleaning to do!

I inspected the oil cooler and broken fitting and suspect two possibilities. First-a faulty part. Those fittings are simply crimped into the top of the oil cooler framework. An aluminum fitting crimped into a steel framework!

No, the fitting is not part of a “tube” that snakes its way through the cooler, the unit itself is made of aluminum finned layers. Those hose fittings are just open ends to the inside. They are not connected to anything other than the top of the oil cooler framework. They are simply crimped on. There is no indication any kind of solder or sealer was used on them.

It could have developed a crack due to vibration, possibly affected also by the heat? We may never know. Another possibility is that during installation, I had twisted something too hard?

The fittings have a hex nut base. When installing the cooler assembly you should always use two wrenches—one to hold the fitting while you screw down the hose end fitting. When it's snug, give it another twist to ensure there are no leaks – but, remember to hold that fitting firmly while you give it that final tightening. Maybe I didn't tighten it quite enough? Maybe I let the whole thing twist just a hair? Who knows for sure, but doing all you can to CAREFULLY tighten things up without twisting the cooler fitting is important.



MGB points and condenser.

Thank goodness that happened so close to home. Had it happened in the mountains we'd probably still be waiting for help.

Oh -- I need to get you caught up on the other MG as well. The owner had it towed back to Richmond by AAA. He gets 200 miles free towing, and it was just a shade over that to Bruce Woodson's shop. They rented a modern car (with air conditioning) and followed.

It was quickly repaired there and the problems were surprising. A bad condenser AND a bad point set. The car had been completely tuned up before it was driven to Beckley. Brand new points and condenser were installed. An additional condenser was purchased at the same time as a spare.

The newly installed condenser had failed by the time they got to Beckley. Their brand new "spare" purchased at the same time as their tune-up set, also proved faulty. The "new" points themselves were literally falling apart. The nylon (or cheap plastic) pieces were breaking apart. Replacing those pieces with better quality parts solved the problem and the car runs perfectly once again.

Replacement ignition parts are a known problem. Most are now cheaply foreign made. It seems that, contrary to popular belief, Lucas ignition parts are the most reliable you can get! It's worth buying Lucas parts if you can, or at least good quality items made in the UK, or in this country by a reputable manufacturer. Avoid the Chinese made imports if possible. In this case, spending a little more is worth it.

Beckley was fun. Getting there and back was an adventure and, as always, a learning experience. At least, a long trip provides good material for tech articles.

Safety fast.

Terry

MG Motors UK London Showroom by Mike Haag

In mid-May of this year five TMGC members, Mark & Kathy Davidoski, Robert Perrone, and Mike & Denise Haag, flew across the pond to London to take in the sights, including any MG sightings, of course. Before we left, we thought it would be cool if we could go to an MG dealership and check out the new Cyberster roadster. Well, at least the guys thought so. We stayed in an Airbnb carriage house in the South Kensington part of London, close to the



MG dealership showroom in Piccadilly.

Gloucester Road Underground Station, which made it very convenient to get around the many places we wanted to see in London. Our first afternoon there we saw a chrome bumper MGB GT driving down a street and a late MGB GT parked on a side street. These were the only two classic MGs we saw during our 2-week stay there! This is a posh area of London where we saw Aston Martins and Ferraris parked on the street, something we are not used to seeing over here.

Besides using the Underground (or Tube) and plenty of walking, we also used Hop-on /Hop Off buses as well. One of our bus rides took us around Piccadilly Circus and after leaving that area, we saw an MG Motors UK showroom with a bright yellow Cyberster on display in the front window. We noted its location and said we'll have to come back there later. Indeed, a couple of days later we did find ourselves back at



The new MG Cyberster in the dealership showroom in Piccadilly.

Piccadilly Circus at the Hard Rock Café. After leaving there with our bags of souvenirs, we walked down Piccadilly Road to the Albany Building which houses the MG Motors UK showroom. Unfortunately, when we got there a little after lunchtime, the door was locked with an "Out to Lunch, back in an hour" sign on the door. Just then Denise noticed a young lady leaving a side door, so



she went around and explained that we are Americans with MGs who really wanted to see the new cars with limited time that afternoon. She graciously went back in and opened the front door to let us in. We spent about 30 minutes or so checking out the Cyberster, MG's entry back in the sports car business, along with the other MG SUVs and regalia for sale. Oddly enough, the Cyberster and the SUV behind it were both LHD and we thought that was unusual being located in the heart of central London! She let us take turns sitting in the Cyberster, imagining (or dreaming) we could actually one day drive one of these new sports cars. The sales associate let us take

Robert Peronne sitting in the MG Cyberster in the dealer showroom.

our time and was very friendly and seemed very pleased to have these Yanks stop in for a visit. We left with a couple of small MG notepads and pens, having accomplished one of our goals for the trip.

A week later we found ourselves back in the same area. While Robert and I went back to the MG Motors UK showroom, Denise went across the street to check out the Fortnum & Mason department store, holders of two Royal Warrants as grocers and tea merchants to the Royal Household. She did end up buying some tea there. If it's good enough for the royal family, I guess it is good enough for us commoners as well. At the MG showroom I ended up buying a Cyberster water bottle, a pair of MG sunglasses and a couple more MG pens. Later that afternoon, our last day in London, Robert finally managed to buy the rare Irish whisky he had been looking for the past two weeks. A great way to end our trip in London.



Shelves of MG regalia in the MG dealership in Piccadilly.

British Motor Museum 2025..... by Robert Peronne

When we were first planning our May trip to England, Mike Haag and I agreed that a “must-see” was the British Motor Museum in Gaydon, Warwickshire. We intended to go to the museum while we were staying in Coventry since, from there, the museum is only about one hour away. Mark Davidoski would have gone as well, but Mark and Kathy returned home a week before us, directly from London.

Our original itinerary for the trip to England was to spend 7 nights in London, then stay in Coventry for 4 more nights until our return to London to catch our flight back home. Unfortunately, our reservation in Coventry was canceled, and we stayed in London for the entire time. Still, Mike and I decided to make the trek from London to the museum because we couldn't pass up the opportunity.

The British Motor Museum is truly an impressive collection of all kinds of road vehicles. And it is a good thing that it was worth it, because it took over 3 ½ hours to get there from London... and then 3½ hours back. Other than travel time, the only other issue, for me, was its actual location, which is outside of Gaydon. It is fairly remote, and because of it there is very little else around. Normally I wouldn't care, but because of the rural location there were no pubs! Imagine my distress at having to have my lunch without a pint of local cask ale!

After a quick lunch at the cafeteria, Mike and I headed into the museum itself. As they say on their website, it is “...the world's largest collection of historic British cars” and that certainly must be true. The collection is over 400 strong and encompasses models from all marques of the British motor industry, and has vehicles which date back to the earliest days of production.

There is a main museum in one building, and this houses about 150 vehicles. A separate structure known as the “Collections Centre” has an additional 250 cars on the second floor. I was not aware of this until the visit, but there is also a separate group of cars on display on the first floor of the Collections Centre. That area houses a large portion of the Jaguar Daimler Heritage Collection. This incredible group of over 70 cars had been displayed near the historic Jaguar Factory at Browns Lane until that site was redeveloped in 2012.

Between the main museum, the Heritage Collection and the Collections Centre there were examples of every MG model I have ever heard of, along with vehicles from more than 50 marques such as Riley, Austin, Morris, Triumph, Land Rover, Rolls-Royce, Jaguar and even DeLorean.



“Old Number One” a 1925 MG also known as The Kimber Special. It was a one-off completed in March 1925 for Cecil Kimber who promptly entered it in the Land's End Trial and was awarded a Gold medal.



The Land Speed Record 1957 MG EX181 with a 4 cylinder 1506 cc, 300 hp (yes 300!) twin cam MGA engine, which travelled at 255 mph.



The personally-owned car of Her late Majesty Queen Elizabeth II, a 1971 Rover P5B.

Several prototypes, including a 1985 MG EX-5, a mid-engine concept car that was produced by MG and presented at the Frankfurt Motor Show in 1985.

We were also able to see the famed MGB-GT that was cut in half for use as a car show display. As the information card at the car states "Known affectionately by Museum staff as 'the divorce model', this unique MGB was sectioned into two halves for display at the GT's launch at the British Motor Show in 1965. The car was exhibited on the Earls Court stand complete with the slogan 'MG magic in a new shape'.

If you want to check out the online catalog for a complete listing of the collection at the museum, visit the website at www.britishmotormuseum.co.uk/online-collections.

But, better still, if you ever have an opportunity to go to this incredible museum in person, don't pass up the chance. You won't regret it.

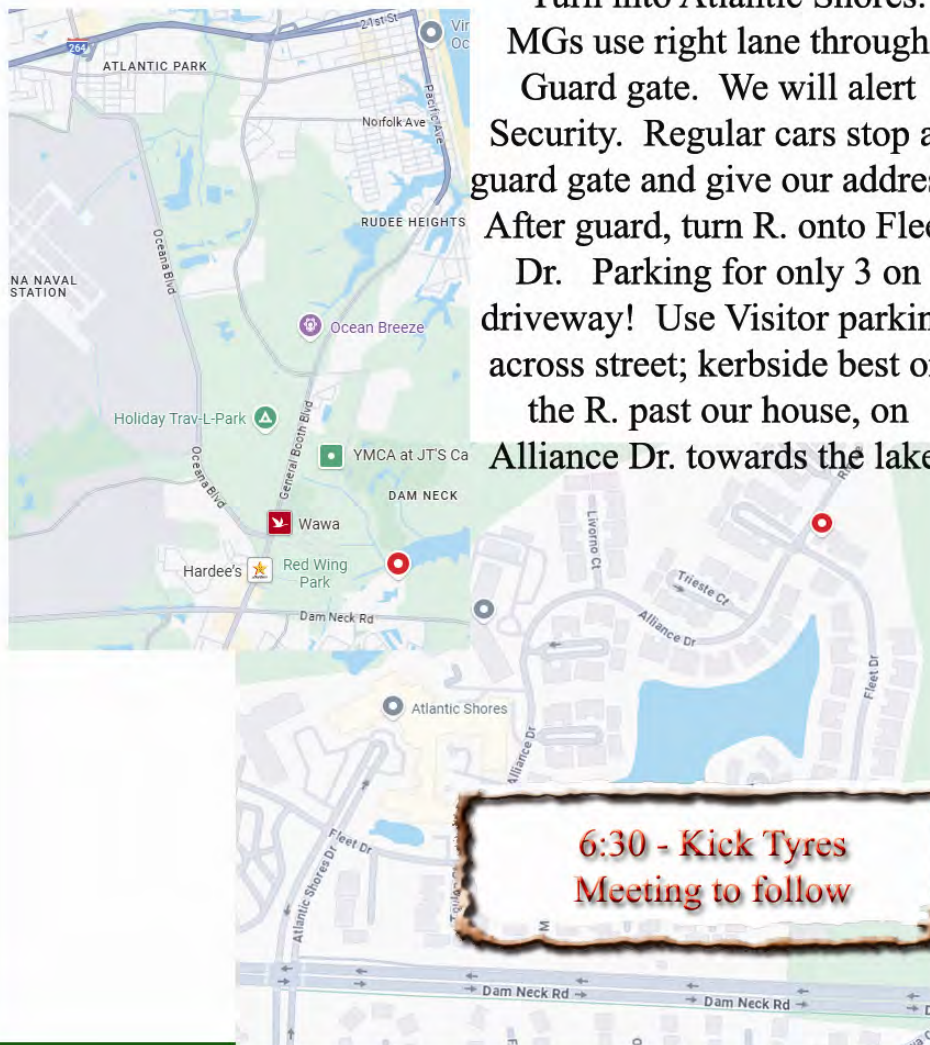


Robert Peronne standing between the cut in half GT or "the divorced model".



1985 mid-engine prototype car.

Monthly Meeting
Tuesday, Aug 5th
Jennifer & Mike Ash
604 Fleet Drive,
Virginia Beach, VA 2345



Turn into Atlantic Shores.
MGs use right lane through
Guard gate. We will alert
Security. Regular cars stop at
guard gate and give our address.
After guard, turn R. onto Fleet
Dr. Parking for only 3 on
driveway! Use Visitor parking
across street; kerbside best on
the R. past our house, on
Alliance Dr. towards the lake.

6:30 - Kick Tyres
Meeting to follow