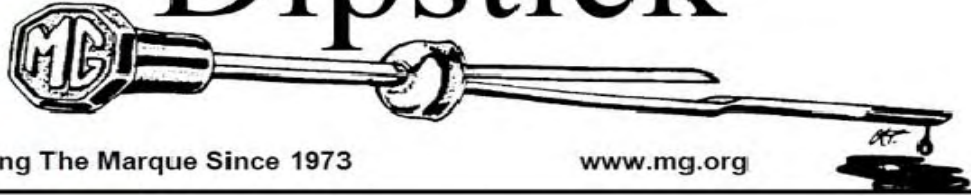




The Dipstick



Dedicated To Preserving The Marque Since 1973

www.mg.org

Volume 52 Issue 7

July 2025

Membership Dues Due!

July 1st is the start of the club new year which mean dues are due. So far we have 30 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

July 12 - Meeting at Tim Depow's
Kick tires 11:00

Aug 5 - Meeting at Ash's

May Activities:



Looking ahead, our next monthly meeting is scheduled for Saturday, July 12th in the Grassfield area of Chesapeake, hosted by Tim Depow at 2206 Averill Dr, Chesapeake, VA. Thank you, Tim, for your generous hospitality—we look forward to another great gathering!

Please come to the meeting on July 12 or watch your email for other TMGC events in July.

Until next time; keep driving and stay cool..

TMGC Offices and Committees

President	Scott Parker	TMGCPres@mg.org
Vice President	Rob MacPerson	TMGCVP@mg.org
Secretary	Michelle Parker	
Treasurer	Mark Davidoski	Treasurer@mg.org
Dipstick Editor	Jim Villers	Editor@mg.org
Activities	Shayne McKean & Pam Morris	Activities@mg.org
Webmaster	Mike Haag	Webmaster@mg.org
Historian	Sue Bond	



Marque Time!

**President's
Message
from
Scott Parker**

Hope everyone is enjoying the warm summer temperatures and making the most of the driving season with your beloved MGs! Unfortunately, Michelle and I have been a bit of an exception this spring, as our MGB GT has spent most of the season in the garage. A busy stretch of grandkids' soccer games, conflicting schedules, a broken water heater, and our two-year-old Boston Terrier, Jovie, being on six weeks of crate rest for a spinal issue, have all conspired to keep us off the road. Not to mention, we have a very hectic summer calendar which will pose a significant challenge as well.

That said, we're definitely looking for-

ward to the Fall Tour—even if it's still a few months away!

A big thank you to Jim and Betty Villers for hosting our June monthly meeting. Weather was perfect for evening stroll to VA Beach. We had slightly smaller than normal turnout, primarily due to several "regulars" out of town, but we still managed to wrangle around 25 members for the auspicious occasion. Dealing with no hot water and a sick dog, my lovely sidekick and club Secretary Michelle, opted to remain home, so a huge thank you to Robert Perrone for filling in and capturing minutes from our meeting. I think everyone had a great time and it was good to see the crew again.

We had to shift the Dessert Drive by a week due to a rainy forecast—and, wouldn't you know it, the new date also carried a similar forecast. Nevertheless, we moved forward and pulled off a great event, despite dodging a few light sprinkles. Huge thanks to Russ Murphy for leading the charge and planning the route, and to Shayne and Pam for coordinating everything for our always-enthusiastic MG crowd. Sadly, Michelle and I had to miss the event once again due to house and dog duties, but we hope everyone had a fantastic time!

Looking ahead, our next monthly meeting is scheduled for Saturday, July 12th in the Grassfield area of Chesapeake, hosted by Tim Depow at 2206 Averill Dr, Chesapeake, VA. Thank you, Tim, for your generous hospitality—we look forward to another great gathering!

Wishing you all a fantastic month, and I look forward to seeing everyone in July!

Safety first. Scott

Meeting Minutes - June 3, 2025

By Robert Perrone

We opened the 2025 TMGC meeting at the home of Jim and Betty Villers on a beautiful June evening. Thank you both again for hosting!

Once again, yours truly volunteered to write the minutes for another TMGC meeting. I know that everyone reading this (which means at least two members) will miss Michelle even more after this installment. But, according to Scott, they had a hot water heater



Cars in front of Jim's garage, note new member Skip Patnode's Alfa Romeo in the front



Anita Kampe "kicking tyres"

believe that, I have some beachfront property in Arizona to sell you.

Our treasurer, Mark Davidoski, said we have a healthy balance of \$1857.52, largely because he avoided paying tariffs during the past month.

Mike Haag said we have reached 104 paid members

issue at the Parker home and Michelle needed to stay behind to deal with that.

The minutes for the previous month were approved, and the next item on the agenda was the vice president's report. Unfortunately, there was none this month because VP Rob MacPherson was in Europe. We also had no Activities report because Shayne McKean was also absent and "busy doing stuff" according to Scott. I was in England myself during the previous few weeks, but I scheduled my trip in between the May and June meetings because I have my priorities in order. And if you

TMGC Membership

We currently have 104 paid memberships.

Any questions about your membership, please contact me at: membership@mg.org.

Safety fast. Mike Haag

The Dipstick

for the year. Please remember that dues for the upcoming year are due now. They can be paid to Mike or on our TMGC website (MG.org) with PayPal.

Jim said the articles for the Dipstick are due, as always, by the 20th. Then he discussed the use of artificial intelligence for writing purposes. As anyone can tell, that's not the case here. There's no intelligence to be found at all in this writing, artificial or otherwise.

Sue and Terry Bond were not present, so no technical report from Terry, and no old or new business either. There was a brief discussion at Marque Time about some transmission woes that Jim was dealing with, but if there was anything else, I missed it.

Rose and Don Ladd were there, and Don is apparently doing much better, health-wise, which was good to hear. And, as usual, Rose took care of the regalia and raffle.

Various fabulous prizes were won by those present, including my own tickets being drawn three times. Unfortunately for me, the prize each time was something that I already owned (and not for the 50/50), so numbers were drawn repeatedly until we had some other lucky winner. At that point, the meeting was adjourned and we enjoyed the delicious items on the table provided by Betty. See you in July!



President Scott Parker



Acting "note-taker" Robert Perrone



Rose Ladd with Betty Villers at the "MG" snack table.



There is always an active group in the kitchen.

2025 Southside Dessert Drive by Mike Haag

Our club usually has its annual Dessert Drives at the end of May, but this year the Peninsula Drive was cancelled and with a threat of rain and possible severe weather, the Southside Drive was postponed a week until June 5th. That day was cloudy and overcast with a 30% chance of rain in the evening, but 9 cars showed up to brave the weather. We met in our usual



Rob MacPerson's MG TD with other MGs outside El Nayar Ice Cream Shop.

we drove by. We all arrived together except Skip who got caught at a stop light at the intersection of Princess Anne and Dam Neck and wisely decided not to run the light at that busy intersection. He arrived shortly thereafter, no doubt doing his impersonation of Dustin Hoffman in *The Graduate* while driving his 1967 red Alfa Romeo Duetto Spider.

The El Nayar Ice Cream shop is different than the other ice cream shops we have visited in the past. They have a large range of Mexican style ice cream and deserts. Everyone found a favorite though to enjoy and relax with friends. I think Shayne had both a dinner and desert, one stop shopping! After a while, Russ came in and said he felt some raindrops. So, we all finished and raced to our cars LeMans start style. Well, not quite, you can't move but so fast after a fill of ice cream and no one jumped into their cars either. Thankfully Denise and I made it home while staying dry. The rain did eventually come but later that night. A big shout out to Russ & Denise Murphy for putting this Dessert Drive together and providing a fun evening with our MGs (mostly) and friends.



location, in the parking lot BEHIND the Harris Teeter store. One member was parked there, but at the opposite end. Since our cars were parked near the center of the parking lot instead of along the back fence where we normally park, we were probably hidden from his view. He did join us and after a few more minutes of tire kicking, off we went. Russ & Denise Murphy led the way through parts of southern Virginia Beach and winding through some neighborhoods to eventually reach our destination in Holland Plaza. A couple of families out for a walk waved as



Great ice cream were enjoyed by all.

2 Replacing the MGB Ignition Switch by Terry Bond

We've been dreading this job! We knew though replacing the ignition switch on the 74 MGB GT would need to be done eventually, but after reading various "how-to" adventures on forums and watching you-tube videos, I'd literally become frightened of the task. Advice like – "drop the steering column", or "remove the steering wheel", or "using a Dremel tool,,," had me worried we'd be jumping into something beyond just replacing Lucas bullet connectors.

Background – the ignition switch in our car had been sorta "messed with" before and we believe the lock cylinder had been replaced. The ignition key itself was not a standard BL key. We tried several times to get an extra key made, or get ours replaced as it began to wear and sometimes got "stuck" and wouldn't come out after stopping. Our only spare key was not a perfect fit and was hard to even get into the lock. It also frequently got stuck. Lubricating it did not seem to help. Eventually, we encountered other problems, the worst of which was the key failed to automatically retract from the "start" position to the "run" position, leaving the starter engaged after the engine started. It had to be manually retracted to disengage the starter. Although Susan has been able to work with it as is, we finally had to take the plunge! With a planned trip to Beckley WV and the Fall Tour facing us, we needed to ensure the car was reliable.



A new ignition switch with a new key.

There are some rather curious things about these switches. Yes, they can probably be repaired by installing a new contact button at the end (where the wires connect). Yes, you can probably repair or replace the lock cylinder itself. But-since we had a NOS Lucas Switch assembly on hand, the choice was simple. Remove and install.

Another curious thing about the ignition switch assembly is how it attaches to the steering column. It is in two pieces and "clamps" around the column. It is held in place by two special bolts with break-away heads on them. When they are tightened to the appropriate torque setting, the heads automatically "snap" off. Some bright engineer thought that provided some degree of security or anti-theft protection. I tried to think that through but despite several glasses of good single malt Scotch, I still fail to understand that logic.

Even getting to that assembly can be a challenge. There is a two-part plastic housing that wraps around the

steering column and covers the ignition l switch assembly as well as all the wiring and switches for turn signals, wipers, and in our case, also the over-drive switch.

There seemed to be four holes, two on each side, of that two part plastic cover. It comes in two halves-a left and right side. Those holes are deeply recessed so visually trying to figure out if they were Phillips head, or something else was necessary. Internet research seemed to indicate they were #2 posi-drive screws inserted through the left side of the column cover (as you were seated behind the steering wheel). The little nuts they screwed into were “captive” in the opposite side of the plastic housing.

As you know by now and through working on your own LBC, what is “supposed to be” and “what it really is” can be two vastly different things. After much fumbling around, I learned only two screws still held that cover together. One was a Phillips head screw, and the other was a straight slot-ted screw. Neither of them were the correct thread! Fortunately, the little captive nuts had not been damaged. I had the correct screws “in stock” in the MG parts department, and even was able to replace the two missing screws with the correct length and thread. I learned the reason the two screws closest to the dash were not replaced was they are impossible to get to!

Once the screws were out, I had two pieces of plastic hanging loosely around the steering column. Getting them actually apart and removing them was not a simple task. I was concerned about bending and breaking them but did learn there is a certain amount of “flex” required. You also need to hold your tongue in the right position, twist your nose a little left, bend your right wrist a certain way while holding both pieces and bang on the bottom with your left fist. Your results may require exercising different options and using different words, but just like magic, it came apart and nothing was broken.

Looking at the items under the cover, it looked like a straight-forward remove and replace operation. My new switch unit was identical and even the plug with wiring already in place seemed to be a simple “plug and play.”

So, now the worst part of the whole operation-removing the old assembly. There are various suggestions on how to get those “break-away” bolts removed. With their heads broken off, choices are to use a dremel tool and cut a slot in them so a screwdriver can be used to unscrew them. Other options include using a punch and hammer to whack at them until they turn out. Both seemed tedious, messy and with limited space in which to swing a hammer there is risk of damaging something else.

While pondering the matter, I suddenly realized the break-away heads on my bolts were still in place! Who-



Removing the plastic cowl over the column.

ever messed with that assembly previously did not tighten them down until the heads broke away. Having them still sticking up enabled me to simply unscrew them using a ½” socket after soaking them overnight with a little Kroil penetrating oil. With the bolts out, the whole assembly came apart into its two respective halves and was easily removed from the steering column! The wiper, turn signal and OD switches remained in place undisturbed.

The new switch assembly was trial fitted and seemed to function smoothly so I tightened it up snugly – but not enough to break away those bolt heads. An option would have been to simply replace them with regular bolts of the proper size.

Mark Childers came over to wiring as there are minor differences between the years, but all remain basically the same. A wiring diagram served as a double check to make certain the correct wires were connected perfectly when connecting the under-dash wire loom. The connectors were a perfect match and the manufacturing burrs were allowed smoother assembly. Grease was applied and they were in place.

The car started instantly and functioned properly!

Replacing the steering column cover – it says in the book – the assembly. Of course that being able to remember

managed to get it off to begin with. Eventually, with all body parts lined up just perfectly, and having uttered the secret chants it miraculously snapped back into proper position. Sometimes it seems as though some things just managed to fix themselves.

Fear not – you too can replace your ignition switch!

Happy motoring, and

Safety first.

Terry



Bolts holding the steering column and the ignition switch.

double check the differences between switch positions. Having a wiring check to make sure everything is matched up perfectly – switch to the unplastic wire connector – once some sand was sanded away to allow a little dielectric to snap into

everything functioned properly.

Replacing the steering column covers is as simple as it sounds – depends on your how the hell you



2025 NAMGAR GT-50 by Mike & Jennifer Ash

We missed the June meeting because we were in Traverse City, Michigan, for the MGA Register GT at the Great Wolf Lodge. We no longer have an MGA or Magnette, but that did not stop us going to renew the long-time friendships we have formed over the past 35 years of NAMGAR GTs. We were a bit concerned about the location, a kiddie resort, but once there we channeled our “inner wolf” and entered into the spirit of the Great Wolf Lodge. We had heard that our Magnette was going to make the trip from Raleigh, NC, with its new owner and managed to have our photo taken with it.



Jennifer & Mike Ash reunited with “their” Magnette



A gathering at the Magnette breakfast.

We arrived mid-day on the Monday and, after deciding there was nothing we had to have from vendors, the silent auction and the event regalia, our first activity was the Tuesday morning Magnette Breakfast. There we were able to renew acquaintance with participants in the very active Magnette email list. In the afternoon we took a drive out to Sleeping Bear Dunes and were back in time for the

evening, off-site Pig Roast where excellent pig barbeque and sides, and adult beverages were enjoyed by all. The evening was rounded off by more adult beverages in the Hospitality Room.

It rained heavily all Tuesday night and into Wednesday morning and the car show was optimistically postponed from 9 am until noon, by which time the rain was over and the show field was deemed dry enough for



The car show on the grounds of the Asylum.

150 MGs to drive on to. The field was in front of the historic Traverse City Insane Asylum, now converted into apartments for the sane. There were tours of the Asylum scheduled for later in the day, but we decided not to take the risk. There were about 150 cars on the show field, with a special area reserved for 1955 MGs to celebrate the 70th anniversary of the MGA. Unfortunately, there was only one qualifying MGA present but it was accompanied by two ZA Magnettes and one TF 1500. After the show, we passed on a visit to the Hagerty Garage and, after dinner at the Outback, we were back in the Hospitality Room.

Thursday morning we had been invited to the NAMGAR Board and Staff Breakfast which we went to because it was free. After breakfast, we took a drive out to the Grand Traverse Lighthouse and were back a little late for the NAMGAR Chapter Contacts Meeting because I mistook the start time. The evening was the banquet at the Lodge and a good meal of a pre-ordered choice of steak or chicken. Both the steak and chicken were huge and more than we could eat. The speeches and award announcements were relatively short and well or-



A MGA on the show field in front of the Asylum.



A gathering of friends at the banquet.

ganized, leaving us time for a final visit to the Hospitality Room.

Friday was the farewell coffee and donuts where we said our good-byes to those who had not made an early start. The Michigan Rowdie Chapter of NAMGAR had put on a great event to celebrate the 50th Anniversary of the NAMGAR and the 70th Anniversary of the MGA. GT-51 will be at the all-MG event next year in Sandusky, Ohio. We are not too keen on the all-MG events but we may go just to keep up with old friends.

Project Cheapskate Takes a Roadtrip..... by Doug Kennedy

While Project Cheapskate is on summer break in VB I'm keeping my 69 Pale Primrose B company up in Maine. Thankfully, this year's war against the native field mice saw a hard-fought battle turn into a win for me this year. These spawns of Satan have a way of getting into EVERYWHERE you don't want them to be. As well, more modern automotive wiring often has a soy-



"British by the Sea" car show hosted by the Connecticut MG club.

based formula for the insulation. Field mice apparently are vegans so they can ruin a car's wiring harness in no time. Winter of year one saw a family take up residence in my CLOSED trunk. I have NO idea how that happened. After cleaning them out I set off a smoke bomb in the trunk to see where the gaps were and found nothing but a hermetically sealed trunk. My suspicion is that the mice have learned how to stand on each other's shoulders to get leverage on the trunk lid, or perhaps there's now a mutant breed of field mouse running around with opposable thumbs capable of pressing down the hood latch. At any rate, a combination of sheet plastic under the B, with peppermint oil all over it, and VERY liberal use of bags of mothballs in the car, tailpipe, air cleaners, engine bay, under seats....were this years-winning formula. Side note, field mice should also be considered guilty of chemical warfare. Two years ago I was driving my Porsche Cayman to the Y, and one came scrambling out of a vent, followed by the worst smell ever. The little ba\$ard had chewed through my cabin air filter and had set up a urinal in the vents. Long story short, 75 torx screws later and I had the whole under dash HVAC system dismantled, bleached, reassembled, and two days of my life down the drain. Others aren't so lucky, and stories abound of repair bills in the thousands and cars sold.

So, while I'm up in this neck of the woods, Mrs. Project Cheapskate and I decided to head down the coast to Connecticut and the "British by the Sea" car show hosted by the Connecticut MG club. It was a wonderful spot right on the water in Harkness State Park with over 350 cars on display. It's always fun to attend these "multi-marque" shows. It reminds me a lot of the cafeteria in high school. A dozen Lotuses (Loti?) in one section, those speedy athletes of the car world. A row over are the Rolls Royce's, the rich kids enjoying the display of their wealth. In the back are all manner of old Land Rovers, proudly displaying their patina and bits hanging off their chassis the way some of the less savory crowd would have their wallet attached to their belt with a chain, cigs rolled up in their sleeves. The new kids this time around seemed to be the row of modern Aston Martins, folks standing and staring, muttering "I don't know much about them, and didn't know they made an SUV."

Anyway, there was an incredible variety on display with rows of MGs, Triumphs, Minis, TVRs, Aus-

tin Healey's and more. Happily, this year's featured model was the MGA. Unfortunately, this was the same weekend of the NAMGAR national show in Michigan so the number on display was a bit lower than hoped for. There were all shapes, sizes, and colors of MGs, but what caught my eye were some unique examples in the "Modified MG" row.

The first was an example of a white 1979 NG. As its owner explained, in 1979 an entrepreneur recognized that older MGBs were rotting away quickly, yet their running gear remained strong. So, he started making "kit cars" that utilized B mechanicals and resembled a cross between a TD and a Morgan. For the next 20 years various design modifications were produced but the car remains incredibly popular overseas and is known for its robustness.

Next to the NG was a real head-turner. It basically looked like what you'd get if an MGA and Porsche 356 fell in love. Up front was an owner-designed snout and 356 headlights. Around back a 356 was grafted on to make it a coupe. Oh, and under the hood was an engine from a Camaro! Sidepipes and cut-out front bumpers completed the effect. Judging by the puzzled looks, it wasn't everyone's cup of tea, but the bodywork was surprisingly well done and the owner beamed with joy at the appreciation his vision was producing.

As well, there were several examples of very well done MGB engine transplants. A V-6 was getting some well-deserved attention until a gorgeous



An interesting TVR.

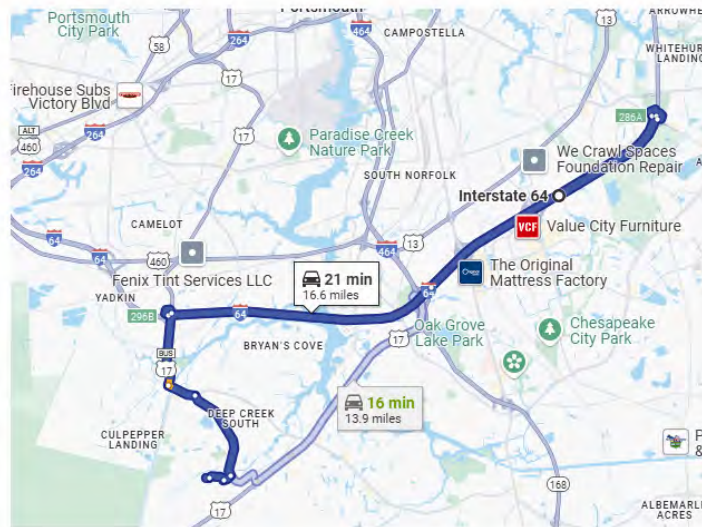
champagne color B drove up, its bonnet popped, and beneath it was a BMW engine that looked like it was an option that year. Completing the look was the license plate "MGBMW." Overall, what was wonderful to see was that 99% of these cars were driven to the show. I spoke to many owners who all essentially said "After I was done restoring it, I babied it and hardly drove it. But now, I take it everywhere." It's a reminder that these cars were made to be driven. When they sit, they rot. Oh, and when they sit, their batteries die. That's why I always leave mine on a battery minder. And why now I'll be wrapping that in mothballs too... because apparently field mice like the taste of charging cables, and my battery's dead. The battle rages on.



A couple of cars on the show field.

Monthly Meeting

Saturday July 12th
at
Tim DePow's
2206 Averill Drive,
Chesapeake, VA



I-64
Chesapeake, VA 23320



Follow I-64 W. Take exit
296B from I-64 E
13 min (12.7 mi)



Continue on George
Washington Hwy N. Take
Cedar Rd to Averill Dr

Kick tyres at 11 AM,
meeting to follow.