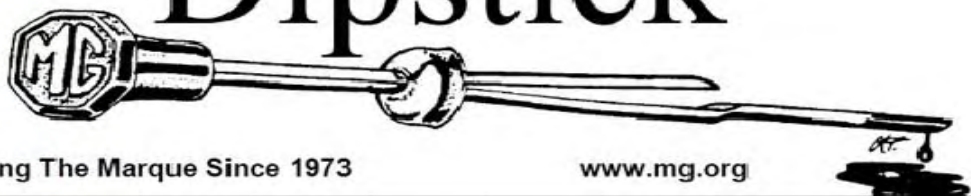




The Dipstick



Dedicated To Preserving The Marque Since 1973

www.mg.org

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Activities Report

The cooler weather is upon us and there are some great opportunities for a comfortable drive! It's October and we haven't had many outings this summer, but there have been lots of shows and events to keep us busy!

Oct 11th saw the Atlantic Shores Classic Car Cruise-In. Hopefully, we had some MG representation! For the next outing, we are planning an Ice Cream Drive on 23 Oct to Be Free Ice Cream at 2336 Elson Greene Ave, Virginia Beach. Be Free Ice Cream is a Veteran-owned ice cream shop using locally sourced ingredients for unique flavors, plus coffee and pastries. The reviews are really good and we hope plenty of people join us for a ride before the deliciousness! They are close to the corner of Princess Anne Drive and Sandbridge Road, so the ride should be a good one! For the kids in all of us, we will be participating in the Big Ugly Brewing Trunk Or Treat! We had a great time last year and everyone our decorated LBCs. Please join us again this year for a ghoulish good time.

In November, we are registered for the Annual Veterans Day Parade is on Nov 11th. We had five cars last year and would love a few more to join us! I'm sure the parade audience would appreciate it, as they really enjoyed our MGs. There are many Veterans in the club, so let's get together and share our Pride! Once the map and details are passed on to Shayne, they will be passed to everyone else. Hope to see lots of people there!

There has been a recommendation that we visit the Barry Art Museum at Old Dominion University. It is closed for renovation and expansion, but the opening is not far off. Once ready, we'll be planning a visit. As always, if anyone has a recommendation for club outings, please feel free to let Shayne and Pam know.

Safety Fast. *Shayne McKean & Pam Morris*

TMGC Coming Events

Nov 8 (Sat) - Meeting at Olcheski's

Nov 11 (Tue) - Veterans Parade

Nov 16 (Sun) - Tech at Bond's

Dec 14 (Sun) - Holiday Brunch



Marque Time!

**President's
Message
from
Rob MacPherson**



Well, another summer is over and it's great driving weather! Just in time for both of my cars to have some issues that need to be repaired...but I digress. Get out and enjoy the fantastic weather in your LBC, or any other way that you can!

The annual trunk or treat at Big Ugly Brewing is coming up soon, and then Halloween, the November meeting, the Veteran's Day Parade, the Fall Tech Session and the holiday season, so I look forward to seeing you all at a club event soon!

Safety Fast. Rob

TMGC Officers and Committees

President	Rob MacPherson	TMGCPres@mg.org
Vice President	Russ Murphy	TMGCVP@mg.org
Secretary	Terry Walburn	
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	
Regalia	Rose Ladd	
Technical	Terry Bond	
Membership	Mike Haag	Membership@mg.org

TMGC Membership

As of October 20th, we have 91 paid memberships.

I will be sending out a final renewal reminder email to those who have not renewed yet. As always, if you have any questions concerning your membership, contact me at membership@mg.org or call or text me.

Safety fast. Mike Haag



Marque Time Out!

President's Message from Scott Parker

Well folks this is my final “Marque Time” as my Presidential carriage officially turns back into a pumpkin, and I settle into my new role as “just a dude” in this fantastic club. What an incredible two-year ride it has been! I’m deeply grateful for the support, patience, laughter, and camaraderie you’ve all shared along the way. It’s been an honor to serve, and while I’ll be stepping back from the driver’s seat, I’m not going far...I’m excited to continue supporting the club in a more subdued capacity.

We capped off the election season with a terrific October meeting at our esteemed VP (and now President!) Rob MacPherson’s home in Virginia Beach. A heartfelt thank-you to Rob and his trusty sidekick Corey for

hosting our annual Chili Cook-Off! We only had four chili entries this year, but what we lacked in quantity, we more than made up for in quality! All were delicious, but Rob’s “Meat Chili” took the top honors by an overwhelming vote. Well done, Mr. President!

We also had the pleasure of welcoming a new member, Chuck Gilbert, who owns a beautiful 1978 MGB. Chuck’s first car was a ’78 MGB, and now he’s come full circle with a “replacement” ride. Welcome to the club Chuck we’re thrilled to have you aboard!

The club has spoken and we have a new slate of Club Officers assuming new positions in the club! Rob MacPherson is now our honorable President, Russ Murphy has assumed the esteemed position as Vice President, Terry Walburn will take on the dubious role as Secretary, while our steadfast and steady Mark Davidoski will remain as the club’s “comptroller” aka Treasurer. Thanks to these amazing men for volunteering for these roles and I’m looking forward to supporting them as they lead this great club into the future!

Our next meeting will be a relaxed Saturday morning drive to Bill & Renee Olcheski’s home on November 8th, located at 1409 Edgartown Court, Virginia Beach, VA 23456. We’ll kick tyres at 11:30 AM, followed by the meeting. Come out, show your support for our new officers, and enjoy the camaraderie of fellow MG enthusiasts.

Looking forward to seeing everyone next month!

Safety Fast Scott

Meeting Minutes - Oct 7, 2025 By Michelle Parker

Rob MacPherson hosted this month's meeting with our annual chili cook-off. He was also the winner, he made two very delicious chili's. Thank you for a great night for us all.

Scott Parker called his last meeting to order as Club President. He thanked Rob for hosting and Corey for the help she provided as well.

We had one new member, Chuck Gilbert, he had bought an MG new when he was

younger and then turned it in to upgrade to family wheels. But he has recently purchased a '78 MGB. It was great to have him out and meet him. The minutes from September's meeting were then approved.

The Vice President's report was brought by Rob MacPherson. The next meeting is at the Olcheski's on Saturday, November 8th at 11:30. The Tech Session is coming up at the Bond's November 16 at 12, feel free to bring a yummy snack to share.



MGs squeezing into the driveway.



Kicking the tyres prior to the meeting.

Shayne gave the Activities Report: he discussed the Fall Tour, a possible ice cream drive coming up, Trunk or Treat, and other fun things; take a look at the calendar for all the details.

Treasurer Mark Davidoski wasn't able to be with us, he gave the details to Scott for the Treasurer's Report: we have about \$3100 in the bank.



Rob MacPherson addressing the membership. Rob will be our President for next year.

The Membership Report was brought by Mike Haag, informing of 89 paid memberships at this point and a few more that should be coming in shortly.

Terry Bond was not with us to give the Technical Report.

The Dipstick Editor Jim Villers said bring him whatever you have for the 20th. The Fall Tour may go in the next month's edition.

There was no Old Business to discuss. As for New Business, it was election night for a few club officer positions: Rob MacPherson for President, Russ Murphy for Vice-president, and Terry Walburn for Secretary. All were unanimously voted in. Mark Davidoski will remain as Treasurer.

Marque Time: Robert has a great source for tires that fit, he informed of a sale going on. Jim had his red MG ceramic coated, he is very pleased with the results. Doug Kennedy gave an update on Project Cheap-skate. We were sorry to hear he had a stroke, but are so happy that he is recovering well and back with us.

Regalia with Rob: Steve won an MG parking sign; Scott won a USA grill badge; Terry won a Castrol oil can and a garage sign; Bob McClaren won a garage sign, and he also won the \$45 50/50 which he donated back to the club.

This meeting of Tidewater MG Classics was adjourned

A Short History of the “MG” by Bill Olcheski

It is arguable that the American sports car obsession began with soldiers returning from WWII. This is when the sporty, fun to drive English icon began to find a home on our shores. By 1975 the MG brand had rolled its one millionth automobile off the production line, MGB had become everyman's (or woman's) sports car. It is a sporty, fun to drive, reasonable priced, mass-produced vehicle. The MG is a British contribution that truly is a part of American Automotive history.

MG, which stands for Morris Garages, is a manufacturer of British sports cars that was founded in 1924. The MG emblem was enclosed in an octagon, for the first time, in a May 1924 advertisement. The company, originally known for its line of sports cars, eventually diversified into other areas, including producing cars for the British military during World War II. In 1947, for the first time, more MG TC's were sold abroad than in Britain. In the 1950s, MG became part of the British Motor Corporation, and later British Leyland. It was eventually acquired by the Rover Group in 1994. The MG brand sold and re-launched in the 2000s, and it is currently owned by the Chinese company, SAIC Motor Corporation.



From the MG TC to the MGB, the marque left an irrefutable impression on the sports car world.

The earliest MG model, the 1924 14/28 consisted of a new sporting body on a Morris Oxford chassis. This model continued in several versions following updates to the Morris chassis. The first car that can be described as a new MG, not a modified Morris, was the MG 18/80 introduced in 1928.

In the early days, MG established a name for itself in international automobile racing. Beginning before and continuing after WWII, MG produced a line of cars known as the T-Series Midgets which post-war were exported world-wide achieving great success. This line of cars included the MG TC, MG TD, and MG TF. These were all based on the pre-war MG TB and updated with each successive model.



MGA

1955 was a turning point as MG departed from its earlier line of Y-type and pre-war designs by releasing the MGA. In 1957 annual production of MGA's reached 20 thousand cars. Much of the demand was generated by the instant appeal of the sports car in the USA.

A test by Autocar magazine found that the acceleration was very good and that "long winding hills were a joy to traverse". 1962 marked the end of production for this revolutionary sports car.

MGB



Over half of a million MGB's have been built. Roughly one third stayed in England and one third went to California. The rest of the world absorbed the remainder of the cars with most going to other US states.

The MGB was released in 1962 to satisfy demand for a more modern and comfortable sports car. The new MGB body was technically superb and aesthetically brilliant. The MGB was 3 inches shorter in both wheelbase and overall length than the MGA. It was however, 2 inches wider, which within its framework gave increased cockpit space, offered roll up windows, more legroom and more luggage space. Both cars shared an identical volume of 262 feet, the MGB, provided a lot more car for its size without additional weight. This was due the adoption of unitary construction.

Autocar magazine was one of the first periodicals to review the MGB in September of 1962. The editors reported that it was faster than the previous model yet more docile and comfortable while looking good from any angle.

Multiple changes were made throughout the production of the MGB. One of the highlights was the 5-main bearing engines which became available in October 1964. They are more durable than the previous 3-bearing engines that were subject to 'crank whipping' and relatively rapid wear. Other welcome changes included the 'all synchro transmission' and the negative ground electric system.

Different Versions

In 1961 MG began producing the MG Midget which was a re-badged and slightly restyled Austin-Healy Sprite.

1965 the fixed head coupe (FHC) or hard top MGB GT was introduced.

Between 1967 and 1969 a short-lived model called the MGC was released. The MGC was based on the MG body but with a larger (and heavier) six-cylinder engine.

The MG faced continual updates mostly to comply with increasingly stringent United States safety and emissions standards with production ending in 1980. Many enthusiasts were unhappy in 1974 when MG quit producing the chrome bumper cars due to US safety regulations. The 1974 1/2 models sported rubber bumpers which continued throughout the model run.

In 1973 the MGB GT V8 was launched in a limited production which was not sold in the US market. Good luck finding one. The model contained a Buick Rover V8 engine.

I was assisted in writing this article with data from Wikipedia, Hemings, and writings by Lindsay Porter.

Project Cheapskate gets a windshield chop and an engine drop.

By Doug Kennedy

Well, when we last left Project Cheapskate (PC), the restoration of my 62 MGA MkII, it was being tucked in to a shed for the summer. This was a precarious proposition because the shed is far from weatherproof and PC is sporting a bare metal paint job that I feared would soon look like a fur jacket of rust. Happily, a fresh coating of Gibbs Protectant lived up to its reputation and three months later, after reuniting with its 69 MGB



Project Cheapskate before installing the cut down windshield.

brother up in Maine, I returned to Chick's Beach to find absolutely zero rust! Unfortunately, the gearbox fairies hadn't miraculously rebuilt my gearbox so it was up to Richmond and a stop at Mercer and Woodson Automotive to pick up my rebuilt box with a fresh second gear synchro installed. Hats off to Bruce Woodson for doing a great job and coming in UNDER the initial estimate! This has been PC's largest expense to date, still relatively small by automotive restoration standards, but after recurrent nightmares of miscellaneous gears and ball bearings rolling across my garage floor in the middle of a DIY rebuild I was happy to break out the check-



Project Cheapskate with the cut down windshield installed.

book. Next, it was a call to The Oracle so he could assemble the crew of MG MVPs for a house call with an engine lift. But first, time to assemble the clutch disc and mate the gearbox to the engine. In theory, this process just falls into place. In practice though I've never had good luck with this and once I needed threaded rod and some nuts to draw the two together in my college 76 Midget. This time was no different and the gearbox just didn't want to play nicely. Worse yet, in the midst of this I decided to take a very hard training run on a very hot day, re-

turned home, lay down, and promptly lost feeling in my arm and one side of my face. As this was my first stroke I chose to just lie there, think positive thoughts, and hope I didn't die. I know, I know, a call to 911 was in order, but I'm stubborn and new to the world of paralysis. Happily, after 20 minutes I was able to sit up, grasp things again, walk semi-well, and make an appointment a few days later for a well-deserved brow-beating from my doctor. With PC back on pause due to my prohibition on heavy lifting and crawling, final arrangements for The Oracle and MG MVPs' visit were made and a few boxes of parts were rummaged through to sort out the needed spares. As well, I took the break as an opportunity to install a "cut down" windshield. When "she-who-pays-the-bills" saw one at a car show in Connecticut, and complemented it, the decision to make it a part of PC was made. Luckily, I found a supplier in Arizona (Philip's Plastics) who supplies racing windshields to a lot of vintage racers and has an MGA product ready to ship with instructions at a very reasonable price. Both arrived a week after ordering and the install couldn't have been easier. Old windshield out, frame and it's typically rotted screws disassembled, glass out, and the fun began. Even though the instructions were very detailed and had great detailed measurements it's pucker time when you stand over a good windshield frame with a hacksaw! Well, the measurements were perfect so after cutting, smoothing with the grinder, and reassembly, the frame posts were just the right height for the cut down windshield to be dropped in. I know nothing about plastic but this product is clear, scratch resistant, and just flexible enough to make the needed curve of the original frame. Feeling more confident and less likely to have another stroke I called The Oracle and engine install day was chosen. Right on time, The Oracle and the MVPs, Robert Perrone, Shy Steve, and Mike Dening landed with engine hoist and can-do spirit. Decisions were made quickly, and it was decided that the gearbox would be mounted in the car and mated to the engine instead of being installed in one piece. Now some will say they can be installed as one unit but we never figured out the physics on that. Some touch and go moments while the engine hung in the air, thoughts of a needed garage addition, some greasy hands, and success was achieved. Another job made easy by the absolute best part of our hobby, all the people who share our passion for these cars and are willing to lend a hand or two, years of experience, and an inability to accept defeat, all in the name of friendship and a shared passion to keep the marque alive. The afterglow faded a couple days later and it was on to the engine compartment, carbs, oil cooler, heater box, blood pressure medicine, gearbox tunnel, floorboards, three turtle doves, and a partridge in a pear tree. The end of PC's rebirth finally in sight..... I think.

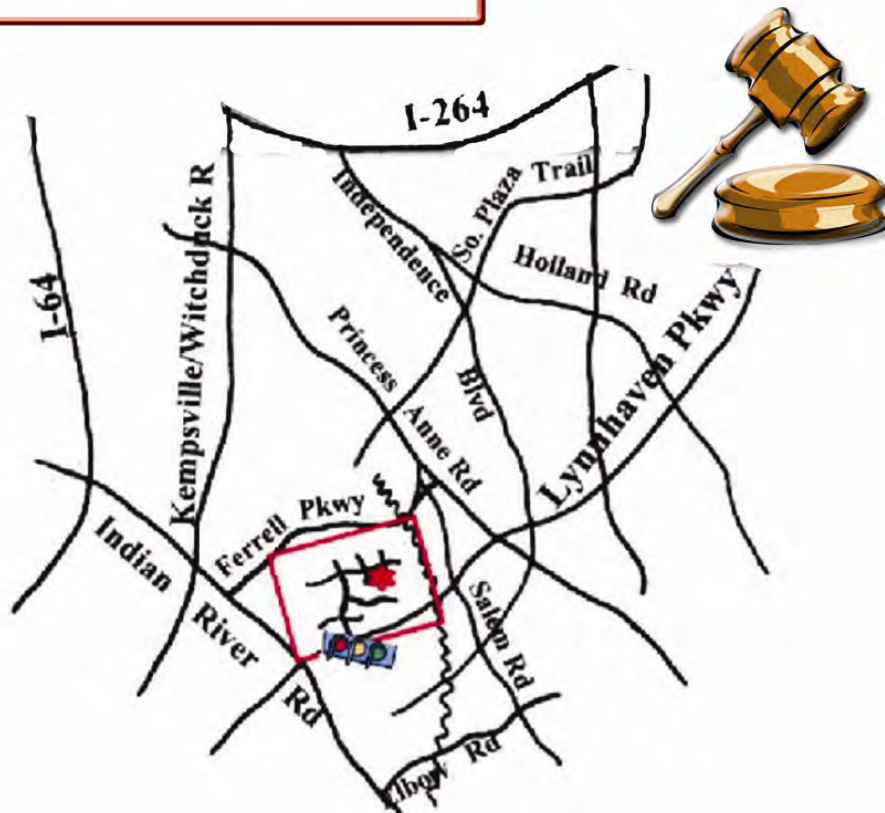


Robert Perrone and Frank Linse installing the engine.

Monthly Meeting
Saturday Nov 8th
Bill & Renee Olcheski
1409 Edgartown Ct.
Virginia Beach
467-4046



11:30 am - Kick Tyres
Meeting to follow



Turn onto Roundhill at traffic light.
Right at 3rd street (Clemsford).
Right at 2nd street (Edgartown Ct).

