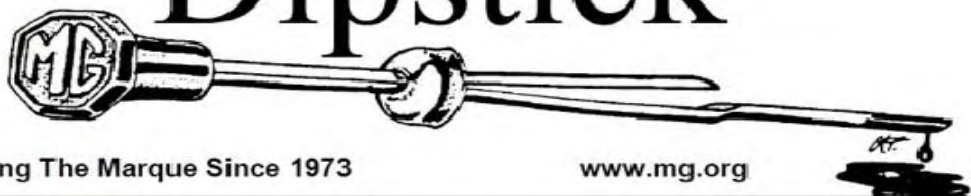




The Dipstick



Dedicated To Preserving The Marque Since 1973

www.mg.org

Volume 52 Issue 9

September 2025

Activities Report

The last outing we did was to the El Nayer Ice Cream shop in Virginia Beach, VA in late June. It was a nice night and one of the last opportunities to get out and enjoy an MG ride before the heat wave hit! Russ took us on a nice drive in the Dam Neck area of Virginia Beach before we all met at El Nayer for some Mexican ice cream. There was good seating inside and we all took the opportunity to relax with some dessert and conversation.

As the temps are starting to become better, I hope to schedule some tours and get some driving done! The next outing will be another ice cream drive. This time, we'll be going to Be Free Ice Cream in the Red Mill area of Virginia Beach, which is central to some great roads for our MGs! We are watching the weather and the leftovers from the current Tropical Storm to find a good evening, so watch out for an email with details.

We had scheduled an evening at Harbor Park Aug 19th, but unfortunately, the game was called due to rain. For those who received tickets from Shayne, you can swap them for any regular season game for the 2025 season. We'll try again next year to make it a group event.

Up-Coming events

TMGC Meeting
Tuesday, Sep 9th 5:30PM
Ocean View Fishing Pier

Air and Auto Classic 13 Charity Car Show
Sat, Oct 11th
Military Aviation Museum, VA Beach
<https://msreg.com/AirandAutoClassic13>

Atlantic Shores 6th Annual Classic Car Cruise-in
Sat, Oct 5th 11AM – 2PM
1200 Atlantic Shores

Kingsmill Car Show
Sat, Aug 30th 2 – 5PM
Kingsmill Resort,
1010 Kingsmill Rd, Williamsburg

TMGC Coming Events

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

Oct 9 - Meeting at MacPherson's

Nov - Meeting at Olcheski's



Marque Time!

President's Message from Scott Parker

trip to Italy visiting Turin, Florence, Rome and Naples was fantastic. Italy was amazing, but man it's HOT in July! After averaging about 7 miles of walking a day, Michelle was ecstatic when we settled in Naples for a week of training and rest!! After Italy, we returned only to turn around and spend a week in Lancaster, PA with our extended family to enjoy the Amish scenery, wonderful attractions (Hershey Park, Sight and Sound!), and family. I know many of you visit Lancaster regularly for the famous swap meet in October. Once of these days, we'll make it out for that event. So, now we are back home and stable for awhile.

Thanks to our esteemed VP, Rob MacPherson, for leading the August meeting, I heard

it was a great event and a huge thank you to our founding members Mike and Jennifer Ash for hosting the meeting at their new home in VA Beach. I know everyone enjoyed the usual comradely with fellow MG aficionados. Can't wait to join the crew again for our September meeting!

I'm sad to say that my Presidential carriage will turn into a pumpkin this fall and with that, August begins the search for upcoming nominees for club officers and this year we'll need to identify candidates for President, Vice President, and Secretary, since those positions will be vacated in the new club year. If you're interested in serving the club in any capacity, please reach out to a member of our leadership team and we'll get you connected with the nomination committee!

For our next meeting, we'll enjoy a nice sunset dinner on the Chesapeake Bay as we gather at the Ocean View Fishing Pier on Tuesday, Sep 9th, located at 400 W Ocean View Ave, Norfolk, VA 23503. Arrive by 6pm to get a good seat on the Upper Deck overlooking the Bay. Hopefully, the weather will cooperate for this outdoor, scenic meeting. Looking forward to seeing everyone next month!

Well folks, that's all from the cheap seats here at the Parker ranch.

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
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	

Meeting Minutes - August 5, 2025

By Robert Peronne

The August 2025 TMGC meeting was at the beautiful new Virginia Beach home of Mike and Jennifer Ash. Thank you again for hosting another meeting.

Somehow I “volunteered” once again to write the minutes for another TMGC meeting. At the July meeting Scott Parker noted that he and Mi-

chelle would be away in August and so VP Rob MacPherson would handle that meeting. Then Scott asked for a volunteer to take the August minutes. I noticed Rob, Scott (and several others) looked straight at me, so I took the hint and offered again.



The meeting was held at Mike and Jennifer’s “new” home.



Rob started the August meeting and asked for approval of the minutes for the previous month. After that was done, the next item on the agenda was the vice president's report, which was also presented by Rob. He noted the schedule for the next few meetings, most importantly being the September meeting which will be once again at the Ocean View Fishing Pier. Details elsewhere in this Dipstick.

Shayne noted a few upcoming activities, including the annual event at Harbor Park to take in a Tides game on Turn Back The Clock Night on Tuesday, August 19. Of course, by the time this is published that will already have gone by, but look for Shayne’s activities report in this Dipstick.

Our treasurer, Mark Davidoski, said we have a new balance of \$2678, which is very good to hear. He noted, once again, that it was due to his clever ability to avoid paying tariffs during the past month.

Rob MacPherson chaired the meeting in Scott’s absence.

Mike Haag said we have reached 63 paid members for the year, which is fine, but since we had 104 at the end of the previous period, there must be quite a few unpaid for this current year. Please remember that dues 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. Please feel free to send Jim anything you may have, After all, if he publishes what I write, he will publish almost anything.

Terry Bond did not exactly have a technical report, but he did tell us of his near-death experience with

his garage door. Well, maybe one of us is exaggerating, but he did say that his garage door had developed homicidal tendencies, and attempted to act as a giant guillotine. Thankfully tragedy was averted and the garage door was scheduled for a repair.

At this point we blurred the lines between Technical and Marque Time. Bruce Easley did give some good info on replacement struts for an MGB bonnet. I apologize, but I missed some of the details because someone else started talking to me while Bruce was explaining where to buy the replacement parts. But I'm sure if you need to get the info, Bruce will be happy to provide it.

Don Ladd was selling some tools he made for adjusting the float levers in SU carbs. So if you need that type of specialty tool, contact Don.



Robert Peronne “volunteered” again to take the Minutes of the meeting..

I had a little something to contribute here myself. I've had a 1960 MGA roadster in my garage for a couple of years, and have done very little work on it until recently. Before I got this car it sat for about 25 years. And between paperwork in the car and a February 1981 Virginia inspection sticker on the windshield, I determined that this car has not been on the road in 44 years.

My first goal was to see whether I could the engine started and, if so, what condition it was in. Well, without going into all of the details, I'll just say that it took several weeks to get to that point. But finally, with some help from Rob MacPherson, I did get the engine started and it ran beautifully, with 70 pounds of oil pressure!

So, step one is complete in getting this car back on the road. I figure at the rate I'm going I should have it done by my 80th birthday.

Frank Linse then asked me to tell about our visit with Paul Voss and his MGA. Sadly, after a few trips to Paul's to work on getting the engine started, Frank and I discovered that the engine has no compression. And by that I literally mean none, as two of the cylinders had ratings of 0 pounds of compression. So unfortunately, Paul has to remove the engine and take it to a local machine shop to find out what the cause is for that very strange issue. He'll keep us informed, so hopefully it won't be too expensive for him.

Rose displayed various items that she had for sale in Regalia, and then we had drawings for several very nice prizes. My apologies, because I know that I missed at least one winner along the way, but Jim won an air compressor hose, Rob took home a sign, and PJ had his ticket picked for the 50-50. I won something myself, a very nice piece of old artwork with an MG theme.

The August meeting was adjourned. See you in September at Ocean View.



Norfolk Tides - Turn Back the Clock Night Aug 19, 2025 by Susan Bond

It was a dark and stormy night.....Actually, it wasn't all that dark and wasn't really stormy, but it was raining, – quite hard at times. We checked Facebook, and the Tides game was to be delayed. Duh! It was pouring at our house in Great Bridge! Three quarters of an inch poured! We waited til it let up a bit to walk the dog before leaving. The interstates were parking lots, but our trip up Military Highway was sog-gily uneventful. We stayed in the van and watched it rain while waiting for the Tide to arrive. Got a bit wet getting on, but got a seat – no fare needed – and got off at Harbor Park.

Panic stations! I had loaded our tickets into Google Wallet on Terry's phone and Wallet disappeared!!! Had to think about it a bit and finally hit the plus button in Google and it magically reappeared. Tech is great but it sure makes you think a lot. So they were able to scan our tickets OK, and we headed straight for the food vendors.

Unlike previous years, the lines weren't long. We got our 50 cent dogs and popcorn in record time. I went looking for good beer – with food so cheap I could afford to splurge. Terry got hassled by a park employee for sitting in the unoccupied handicap seats and had to keep moving. I later saw the park guy grab his bag and leave. Guess he hassled the wrong guy. I just stood around and watched the rain.

Got a few pictures of the waterlogged field and wondered how they were going to dry it out in time to finish a game before the last train ran. Even though the diamond was covered, the rest of the field had standing water. About the time the rain let up, someone splashed thru the outfield. Not long after, the POST-PONED sign hit the scoreboard – they couldn't dry it out.

So we joined the throngs of hopeful(less) fans and trudged back to the Tide station. The parking lot on the interstates had cleared, but we still took back roads home and arrived a bit past 8.

We didn't see any other club members with wishful thinking, but were joined by maybe a thousand other cheap-food seekers. OK Shayne, when do you take us back out to the ball game?

Tech Stuff – Asking the “right” question by Terry Bond

This month’s article takes a slightly different twist. We’re going to talk about how to ask the right question when seeking help (or pleading for mercy) when your LBC is mis-behaving, or when Joe Lucas has had a bad day. This might be considered as a dissertation on how to communicate with your mechanic.

For some background info, in my spare time (whatever that is) I’m a volunteer moderator for the Antique Automobile Club of America discussion forum. It’s fun trying to keep topics organized in the right spot. We have sub-divided many forums by specific make of car. That’s where a lot of real marque specific “experts” tend to lurk. At any given moment there are literally hundreds of people world-wide looking at all the fascinating topics. Often, they are looking for help in some way. Many others are there too, willing to assist anyone needing help.

There is one broad catch-all forum called “general discussion,” and that’s where a lot of tech questions tend to land initially. A lot of people who have just joined the fun of a discussion forum on the internet start there. Surprisingly, many know very little about their own cars. They are often bewildered at what is under the hood (bonnet). It can be intimidating for sure. The generic plea for help is the usual start. It’s up to us to figure out where those introductory posts need to be relocated. It’s sort of like directing traffic.

Over time, I’ve grown both sympathetic and also weary of seeing people that simply post “HELP” in bold capital letters. Sometimes it takes a game of “20 questions” to figure out what is really needed. What we see can range from simple questions about dead batteries to where Great Grandpa might have hid the title to the car someone just inherited. We often need to be fluent in multiple dialects, part detective, peace-maker, amateur lawyer, therapist and a bit of a mechanic all at once. Yes, we have international visitors too. Thank goodness my “British-speak” isn’t too bad.

Sometimes, a request for help might be something like “My Battery is dead.” I’ve had a lot that simply read “My car won’t run”, or “I have no brakes.” “It won’t start.”

I’ve had phone calls like that too from people who somehow think I’m the closest thing to “click-and-clack” since the newspaper renamed that column. Truth is, I know enough to probably be dangerous. But, I’m always willing to try and help, even if it’s doing some key-board magic and double checking some of the many resources available. But – it’s easiest to respond to questions a bit more specific than just “help.”

The answer is to take a deep breath, or drink

TMGC Membership

As of August 20th we have 68 paid memberships for the new club year. Renewals have slowed down so if you haven’t already renewed your membership, please do so soon. We had one new member join in August:

Leslie Green, Wash. DC & Norfolk, VA

1977 MG Midget.

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

Safety first. Mike Haag

another brewski, and try to provide a little more detail. All kinds of resources are available to anyone who wants to do a little digging and learn more about their cars – and how to keep them on the road.

In trying to describe a mechanical problem I've had people attempt to draw sketches of their cars various components, and most interesting of all, have had some try to imitate unusual sounds.

Not everyone has the talent to “sing” rattles, scrapes, knocks, and groans. There is absolutely no reason for someone to try and impersonate the sound of a mis-firing engine, or worse yet, any kind of rattle. Your rendition of poorly adjusted valves might end up like a karaoke version of a 1960's Doo-Wop group. I've also learned the sound “VAAARRRRROOOOOOM” doesn't translate well into some foreign languages.

When trying to figure out what's wrong, dig deeper. Investigation needs to have a more structured approach.

Of course the first thing to consider is SAFETY. Is it safe to drive the car to help isolate a noise? I once had someone ask if I had any idea what might cause a vibration in their steering wheel at 80 MPH “and above!” Oh, and no, It doesn't make much sense at all to try and hold your fan to see if the belt is really slipping!

1. Verify the problem. Be sure what the symptoms are and under what circumstances they occur.
2. Gather information. Make note of unusual noises and how they manifest themselves. Try to accurately describe them – metal on metal grinding? A thumping sound perhaps? Just something “clicking” when you turn the ignition key? Is it only when slowing down? Is it only on acceleration? Does the noise go away when the clutch pedal is depressed? Does the noise go away when you turn left, or right or when brakes are used? You might need to ask a passenger to ride along, or maybe even drive while you listen. Note unusual smells too. I'm sure you can distinguish the difference between gasoline and burning rubber!
3. Do a visual inspection. Look for obvious signs of problems like leaks, worn or broken belts or hoses, or other physical damage. I've seen strange rattles turn out to be misplaced wrenches left in the engine compartment.
4. Consider recent history. Note any recent maintenance or modifications to the car. Did you install something recently, or did your favorite mechanic forget to tighten the lug nuts? Don't laugh, it's happened! I know of one individual who had tire (tyre) problems only to discover a screwdriver had been dropped into his tire while it was being mounted on its wheel!
5. Consult resources. Your car's owner's manual might contain information that would help isolate the problem. Beyond that, some of the many great reference books on your MG might have some trouble shooting advice that helps narrow things down.

Here are some additional on-line resources you can look through to help select a more appropriate title for your plea for help –

The MGB Experience Forum is highly recommended. <https://www.mgexp.com/forum/mgb-and-gt-forum>.

This forum is where you can either post about your MG, or where you can scroll through to see if anyone has experienced the same things. Answers might already exist.

You'll probably get responses within minutes. If your information isn't complete, or if other experts have more questions, please engage in conversation. Remember – it's a "DISCUSSION forum and it requires your dialogue with those who respond to your question(s). So-if you do post something, keep checking back for replies. Be sure to acknowledge their assistance and thank them. Others will also want to know if any advice you received was good and solved your problem.

<https://www.youtube.com/universitymotorsltd> This is another great resource comes from John Twist of University Motors. John is the legendary guru of everything MG, having owned his own MG repair shop for many years in Grand Rapids, Michigan. He has a wonderful series of videos on You Tube that can help you understand anything about your car. He also offers advice through his University Motors Online website. <https://universitymotors.online/>

So, before asking for "HELP", try to isolate your problem(s) to a specific function. Is it fuel? Is it ignition? Is the problem in the chassis or suspension? Driveline issues such as a loose U-Joint are often confused with suspension problems.

Consult catalogs and technical publications you have on hand or can borrow. Haynes publications have lots of good repair information in them as well as diagrams.

We always carry a copy of the MOSS Motors catalog with us. The many exploded diagrams of the MG and its varied components are fantastic for trying to figure out how things are assembled (or disassembled).

The idea is to narrow things down and accurately describe the issue. Trying to narrow things down a bit will better enable you to explain a problem to others, especially your trusted mechanic.

This can certainly be a learning opportunity (for all of us) as we work together to keep our LBCs on the road. The quest for knowledge is often quite trying. Remember though, the grease under your fingernails will always wash away (eventually). Think how happy you'll be having fixed something yourself. Just imagine how happy others working on your car will be when you are able to effectively communicate more precisely what the problem is. By then, you've become the helper instead of the helpless.

Safety fast. Terry



The significance of this picture is that because the Tides game was rained out, Terry had time for a Tech Article.

Kimber House Daytrippers by Mark Davidoski

A few TMGC members recently had a chance to visit Kimber House over in Abingdon-on-Thames. The original MG Car Club is headquartered there in the spiritual home of Cecil Kimber, the fellow who was instrumental in creating the MG mystique that has affected us all. (The building was originally a private residence that was purchased and renovated in the late 1980's.) We began our adventure by taking the London tube to Paddington Station, for transfer to a modern electric train to Oxford. The weather was perfect, with cool temperatures and clear skies. The beautiful green countryside swept past as we enjoyed a 124 mph groundspeed in quiet, air-conditioned comfort.



The Kimber House in Abingdon-on-Thames.



Robert Peronne, Kathy Davidoski, Denise & Mike Haag with the 100 Anniversary banner outside of the Kimber house.

Once in Oxford it was onto a local bus that took us through town and on to Abingdon. We recognized many scenes that were familiar to British detective television program fans. In Abingdon we strolled over to Cemetery Road, where we found the entry to the former MG plant. The only original factory building that remains has been repurposed as a posh apartment residence. But the Kimber House remains with an untouched exterior.

After managing to get a caretaker's attention for entry, we were able to enjoy a few hours of MG memorabilia and history. Every room was filled with amazing displays of every phase of the MG legend. We even saw the MG100 banner that still graces the front yard. Our host Ali was delighted to show a gaggle of Yanks





around. He was especially appreciative of our overseas dedication to MG — he even opened the archives vault for our inspection. The archives include paper production records for decades of cars. Unfortunately, there are a few gaps in coverage, due to the haste with which BMC disappeared in 1981. Many entries were quickly con-

signed to the skip (dumpster) at that time. It was only through the quick thinking of some newly redundant (laid off) employees that the museum exists in its present form.

After some departing photos out front (thanks Ali!) we wandered back to the main road where we sat down for a shaded lunch at the White Horse pub which date to 1845. The beer selection was, as is usual in England, amazing. Combined with fresh pub fare, it made for a memorable stop.



After return to Oxford via bus, *The White Horse Pub (1845) in Abingdon-on-Thames.* we dodged a thundershower a few blocks from the train station. That was the only bad weather that we experienced during our entire trip to England. Back to Paddington we again flew along the tracks at 124 mph - Cyberster territory on the speedo! Exiting the tube back at Gloucester Road station we ambled “home” to our AirBnB on Atherstone Mews SW — a perfect day. If you’re ever visiting London be sure to plan an excursion to Kimber House. It’s a “must see” for MG geeks like us in TMGC!

MG 2025..... by Russell Murphy

When we found out that MG2025 was going to be held in Crystal Lake Illinois we figured why not attend. Of course, since my sister only lives a few miles away in McHenry it made the decision much easier to make. So, plans were made, tickets were bought, and the route was mapped out. Once everything was loaded in the truck (Denise and the 3 dogs) with trailer in tow we were headed west on the 26 of July. After a good bit of driving, we made our stop for the night at the Hampton Inn in Jeffersonville Ohio. As Hampton Inns go, I don't believe we'll ever stay at that hotel again. We continued Sunday taking to the back roads of Indiana and Illinois to avoid having to go anywhere near Chicago. Denise says if she never sees soybean and corn fields as well as windmills, she's good with that.



An "MG" welcome in the lobby of the host hotel.

Once at the hotel we found our spot in Class 6 for MGB 74 ½ - 76. It was then time to wander around, meet some new people while admiring some of the 180 or so cars that were in attendance. On Monday evening there was a Blues brothers cover band that entertained everyone until 10pm during the welcome reception.

Tuesday morning arrived and since we didn't have anything scheduled it was time to take in some of the local sights as well as find a good spot for breakfast. As it turns out we went to the Brunch Café in McHenry, highly recommended. Once afternoon rolled around we were off to the Sanfilippo Estate for a private tour of a unique collection of antique orchestrion's as well as get a concert from a pipe organ with 7000 or so different pipes.



An amazing organ in the Sanfilippo Estate.

The organ was capable of making many different sounds at one point during the concert it sounded as if an actual steam locomotive was in the building, whistle and all. The Sanfilippo family are the people who supply McDonald's with all of the nuts for every sundae that Ronald serves worldwide as well as owning Fisher Nuts and a multitude of other companies.

Tuesday evening it was off to Medieval Times to watch some Jousting and sword fights as well as eat with your fingers. Having never been since the closest one to us here in Virginia is in Baltimore. It was a lot of fun, and the food was surprisingly delicious for the people who



Very rare 1929 18/80 MG

Thursday ended with the car show and the awards banquet. I somehow did not win any awards even though everyone thought I shouldn't paint it since they liked the patina of it. Although there was talk of maybe starting a barn find category for those cars that are a work in progress.

There were a wide variety of MG's from a 1929 18/80 up to a 2003 MGF. In the end the overall trip was well worth the time spent as

were in attendance.

Wednesday it was off to the Volo Museum. Expecting at least some sort of auto museum it turned out that it's much more. Founded sometime around 1960 there was something there for everyone from lots of cars that were available for purchase, antique tractors and boats, some movie cars and a life-size Hot Wheels car. Not to mention four barns full of antiques and collectibles. Sadly, there were only four British vehicles in the entire museum. If you plan to go remember to wear a good pair of shoes, there is a lot of walking to be done.



MG "Y" Type sedan



A beautiful MG-TF on the show field.

the Chicagoland MG club put on a great event making everyone feel welcome and appreciating everyone's car whether it was worth \$3500 or \$350,000. The willingness for everyone to share their adventures, discuss even the littlest details about their beloved MG or even the one TR6 was truly amazing. Looking forward to making the arrangements to attend MG2026 in Sandusky Ohio. From what we understand the details should be available sometime in November-December time frame.

MONTHLY MEETING
Tuesday September 9th
Ocean View
Fishing
Pier
Upper Deck



- Take I-64 (toward RICHMOND/HAMPTON if coming from Beach or Chesapeake, toward HAMPTON/NORFOLK if coming from Hampton)
- Take 4TH View St. exit - 273 - toward OCEAN VIEW
- Turn RIGHT (if coming from Beach or Chesapeake), turn LEFT (if coming from Hampton) onto 4TH View ST. Ocean View Fishing Pier is straight ahead.

