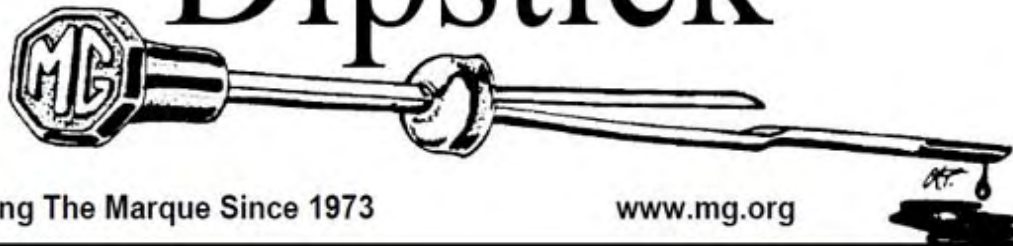




The Dipstick



Dedicated To Preserving The Marque Since 1973

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August 2026

August Activities Report

Hope everyone had some great 4th of July festivities! Summer is definitely upon us and has been merciless with the heat and humidity, and the 4th was no exception. Hopefully, Steve had some MGBs out for the parade in the Crittendon/Eclipse area of Suffolk.

Our last outing in June was a great success! We met in Chesapeake and headed down to the Museum of the Albemarle. It was a beautiful day and the drive was very scenic. After stopping in Elizabeth City for some lunch at Hoppin' Johnz, we spent an air conditioned afternoon strolling through the museum. See the write-up in the July Dipstick for the details in case you missed it.

The outing to the Currituck Maritime Museum that was being planned for mid-July or early August has not yet come to fruition. It seems that the museum is not opening on weekends as was originally planned, so some other ideas are floating around. In the spirit of Americas 250th, we are looking into some drives for the Peninsula and some historic site visits around Yorktown. We haven't done anything on the "other side" in quite a while. Some options will be provided at the next meeting for discussion.

I did speak to a manager at the Moss Motors show room in Petersburg. It seems they have been getting a lot of requests for Saturday visits, so they are working out some plans to possibly host an event for clubs in the area. They also have some Cars and Coffee events planned, so perhaps they can get some interest in opening on a Saturday. As always, if you have ideas for a club outing, please let Shayne know.

Lastly, please also put in your calendars the MG International 2026 in Sandusky, Ohio, at the Kalahari Resort in Sandusky from 23-27 August 2026. MG International hopes to get at least 1000 MGs to attend. If anyone attends, please take pictures and let us know how it was! Here is the link to the website:

<https://mginternational2026.regfox.com/register>

4 Aug 26 - (Tue) Meeting hosted by Paul Voss at 1416 Cobble Scott Way, Chesapeake, VA 23322. Kick tyres at 5:30, meeting to follow.

24 – 27 Aug 26 – MG International 2026 in Sandusky Ohio

TMGC Coming Events

Aug 4 - Meeting at Voss's - 5:30



Marque Time!

President's

Message

from

Rob MacPherson

Greetings LBC Enthusiasts!

Summer is in full swing, and the heat has been pretty brutal. I'm still procrastinating on my projects, car related and otherwise. Hopefully you were able to catch some of the World Cup and root for the USA squad while they were still in it. Hope to see you all at the next meeting...until then,

Safety Fast, Rob

TMGC Officers and Committees

President	Rob MacPherson	TMGCPres@mg.org
Vice President	Russ Murphy	TMGCV@mg.org
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Historian	Sue Bond	
Regalia	Rose Ladd	
Technical	Terry Bond	
Membership	Mike Haag	Membership@mg.org

TMGC Membership

As of July 19th we now have 101 paid memberships. As voted and approved earlier, the new club year starts January 1st, 2027 and members will be reminded to pay club dues this Fall. Early dues will be gladly accepted and we have a few members who have already paid early, so thank you.

Safety fast, Mike Haag



*Jim & Betty
Villers lead
their
neighborhood
Fourth of July
bicycle parade.*



TMGC July 2026 Meeting Minutesby Mike Haag

The threat of thunderstorms, a couple of showers and highs in the 90's didn't keep club members from attending the July meeting down in southern Chesapeake. Although, because of the rain, there was only one MG at the meeting, and that was Scott's MGB parked in his garage. After some tyre kicking and consuming of some liquid libations, President Rob called the meeting to order at 6:05 PM.

He thanked the hosts, Anita & Scott Kampe for opening up their lovely home for our monthly meeting.



Kicing tyers in the garage.



President Rob MacPherson calls the meeting to order.

No guests but we had one new member, Jesse and Adelle Clark at the meeting. They live in Norfolk and he recently inherited a 1973 MGB which Jesse is getting back on the road. Welcome to the club!

Rob asked for approval of last month's meeting minutes written by Robert. Of course they were approved and as always, were both accurate and entertaining. Sorry, this month's minutes won't be as much fun to read.

Vice President's Report – Russ reported that all meetings for the year have been scheduled. The September meeting at the Ocean View Fishing Pier restaurant has been moved to September 15th.

Activities - Shayne was not there so check the Dipstick for any activities updates. There was some discussion about the BBQ event at the Suffolk airport, a couple of members attended.

Treasurer's Report - Mark was not there but provided the latest information. We paid out \$125 for the June meeting, took in \$57.00 for one new membership and 50/50 raffle with a balance of \$1927.30.

Dipstick –as usual, submit articles by the 20th to Jim, we are light on material so get those articles in!

Membership Report - we are at 101 paid memberships now, with new member Jesse Clark joining in June.

Technical - Terry is working on an article on troubleshooting MGB poor running and what to look for, Frank helped him diagnose an issue on their GT. He also discussed the difficulty on installing a new starter on Susan's TC, maybe a future article on that? After that, some how the meeting took a detour into Marque Time.

Marque Time - More discussions on starters and batteries. Frank told us how years ago he would sometimes have to start his VW bug with his belt, like a lawn mower. Guess it easier with a 36 HP engine.

Terry talked about one of the TRAACA members who happens to also be a TMGC member who had his car trailer stolen. Thankfully he was lucky and was able to get it back. Discussions about tracking devices ensued. Robert talked about using air tags.

Chris Sullivan talked about selling his 1979 MGB and his move to Italy. We said he needs to buy an Alfa Romeo over there.

Rob mentioned that former member John Tershak, who now lives in OH, said we are welcome to visit him since he lives about 20 miles from Sandusky, OH where MG International 2026 is going to be held.

Bruce mentioned that former member Steve LaPaugh has his 1977 MGB for sale on Facebook Marketplace.

Frank mentioned Doug Kennedy is looking for a GT. I have one of the rare rubber bumper GT's I'll sell him, just needs some TLC and a lot of welding!

Getting back on track, we moved to Old Business – there was none.

New Business - Linnie talked about getting his windshield replaced on his GT. There is a shop in Chesapeake who did his, ask Linnie if interested.

Frank mentioned that Bob McClaren sold his 1963 MGB project to a fellow club member. Bob is selling everything MG related.



Russ Murphy showing off his raffle win.



Mike Haag choosing his Jersey Mike Submarine sandwich.

Regalia – Rose mentioned that she still has 3 club hats, a 50th Anniversary flag, TMGC grille badges and some TMGC stickers for sale. If you would like any of these, please contact Rose. Her contact info is on the website.

Raffle – Steve Charles won first in line for food. Susan won a big bag of glasses, drinking glasses I assume. Bruce won a small bag of glasses. Russ won a metal sign for his garage, it said something about multitasking and listening and ignoring at the same time. Mary Pearce won the Matchbox GT toy car but since they already had one, she returned it to the club for a future prize. Mike won the 50/50 raffle of \$34 dollars but donated it back to the club.

The meeting was adjourned at 6:40 PM.

We then moved over to the kitchen to munch down on submarine sandwiches, candy and more liquid libations.

Tech Stuff by Terry Bond

HELP – somebody please point me in the right direction!

This is often the plea from frustrated MGB owners when something isn't "right" with their LBC. It can be failure to start to poor performance. Remember my earlier article about slowing down and analyzing the problem before going into panic mode and just randomly replacing parts?

In our case, we had been experiencing a steady decline in "pep" on the road. It was getting worse every trip, but with our busy travel schedule, we had little time to tinker with it. Indeed, even oil changes tended to be done just before we headed out on a long tour and few (if any) thorough checks were being done before going somewhere. Most non-urgent things got added to a shopping list. We'll get to it later! Remember we once had a full tune-up scheduled for our Tech Session last November? Well, hosting that event really kept us too busy to do what we wanted (and needed).

At last, we had a few weeks down-time while I recovered from cataract surgery (which went very well by the way).

So, where to begin?

Logically, there are a few things that could cause (or contribute) to the problems we were experiencing. The main issue was bogging down and hesitation on acceleration or when under load (climbing hills). It felt almost as if the engine was suddenly starving for fuel.

Talking a look at the simplest and most logical possible problems, we decided first to look at possible carburetor and fuel system issues.

Check the Dashpot Oil: This is the most common and easiest fix. Unscrew the caps on top of your SU carburetors and check the fluid level. If it's low, the damper piston will rise too quickly under acceleration, causing a massive lean spot. Top it off with engine oil or genuine SU damper oil. That was easy but no change in performance resulted.

Fuel Starvation: A clogged fuel filter, failing fuel pump, or incorrect carburetor float levels can cause the engine to bog down under load due to a lack of fuel delivery. Fuel pump works fine, good flow to carbs, no obvious leaks. Move onto something else. It's not necessary to start taking carbs apart (yet).

Vacuum Leaks: Inspect the intake manifold gaskets and the carburetor gaskets. Perhaps just tightening up the intake manifold nuts will eliminate an air leak. Extra air being drawn into the intake system will lean out the fuel mixture leading to hesitation and stumbling when under load or on acceleration. A quick check for vacuum leaks can be done by spraying carburetor cleaner at the intake ports while the car is running. Noted changes in RPM indicate a vacuum leak.

Everything looked good at that point and even tightening up those intake manifold nuts a bit made no difference.

We decided a full tune-up might be the best approach. We suspected worn points or a failing condenser.

It just so happened that a conversation with MG Guru Frank Linse resulted in an invitation to “bring it over” for a check-up. We took advantage of his experience and devoted a Saturday afternoon to the project.

Frank’s first decision was to remove and check spark plugs. The condition of the plugs would possibly reveal mixture issues depending on what the plugs looked like. Were they fouled and covered with deposits that might disclose other issues? Well, the plugs looked pretty clean, and gaps were fine. That basically helped eliminate most potential carburation issues. So – next item was to look for possible ignition system faults.

Points, Rotor and

Condenser: If your MGB still uses a traditional points-based distributor, check the contact breaker points for burning, pitting, and proper gap (0.15"). A failing condenser can also cause a weak spark under rapid acceleration. The quality of replacement condensers these days is questionable and even new out-of-the-box units can sometimes be junk! Looking at the edge of the rotor where it contacts the metal tabs



Clean off the rotor contact (left) and file the pitted points (right).

inside the distributor cap might reveal wear or burned areas that can be cleaned or dressed up with a small file.

Sure enough – one look at the dizzy (distributor) and it was obvious the points were shot. On an MGB it’s easier to just pull the unit out and check it on the workbench than it is to bend over and try to fumble with it while still in the car.

New points and condenser were quickly installed and the dizzy replaced. I have a long-handled open-end spanner (wrench) that makes loosening the “pinch bolt” holding the distributor in very easy to loosen. It should pull straight out. It’s only going to go back in one way so don’t worry about upsetting your ignition timing. Just be sure to number the plug wires with a little masking tape so you get them reconnected in the proper order when it’s time to put things back together for a test run.

Plug Wires and Distributor Cap: We checked for fouled or worn spark plugs, as well as cracked or corroded spark plug leads previously, but elected to install a brand new distributor cap from our parts stash.

After replacing the points and condenser, we attempted to start the car. It would not fire! Out comes the dizzy again to double check everything. Second try also was a failure.

We always carry a spare distributor in the car that's already set up, so it should be an easy swap to get us going. Nope, same thing. Checking the spark we noted it was weak and yellow rather than blue and bright.

Our old battery has been up and down so many times, it was not providing enough "oomph" to do much more that day, so we left it at Frank's on his battery charger overnight to ensure a full charge was available for Sunday's final check-out. It fired right up!

Remember my previous article on battery charging? It takes more than a quick trip around the block, to bring a battery up to full charge, and for the last 6-8 months, the poor LBC has had too much time just sitting.

Another potential problem area we did not need to look into was the ignition coil itself. A degraded ignition coil often breaks down under load or rapid throttle changes. If your car accelerates slowly but cuts out when you floor it, a failing coil could be likely. One symptom is easily checked by touching the coil itself after the engine is warmed up. If it's too hot to the touch, it could be a sign it's on the way out.

Look at the thin wire connecting one of the coil terminals to the side of the distributor. Poor connections there, or frayed wires can cause misfiring and hesitation (or even non-starting). We checked ours when working on the distributor. If you think you need to replace the coil ensure you replace it with the "correct" one. The Lucas coils sold specifically for MGBs by major parts dealers work well.

Incorrect ignition timing can be another cause of hesitation. When doing a complete tune-up, it's worth checking to ensure your timing is set correctly with the vacuum advance line temporarily disconnected.

So – turns out badly burned points were indeed the culprit. That together with a very low battery was the reason we could not get the car to start with either distributor even with new points/condenser.

It was not a difficult fix and typical of most problems, it's something simple. Just a little methodical analysis and a systematic approach will get you to the answer and on the road again.

We honestly had not looked at those points in a l-o-n-g time.

See you at the next event, and don't neglect your LBC like we did!

Safety Fast

Terry

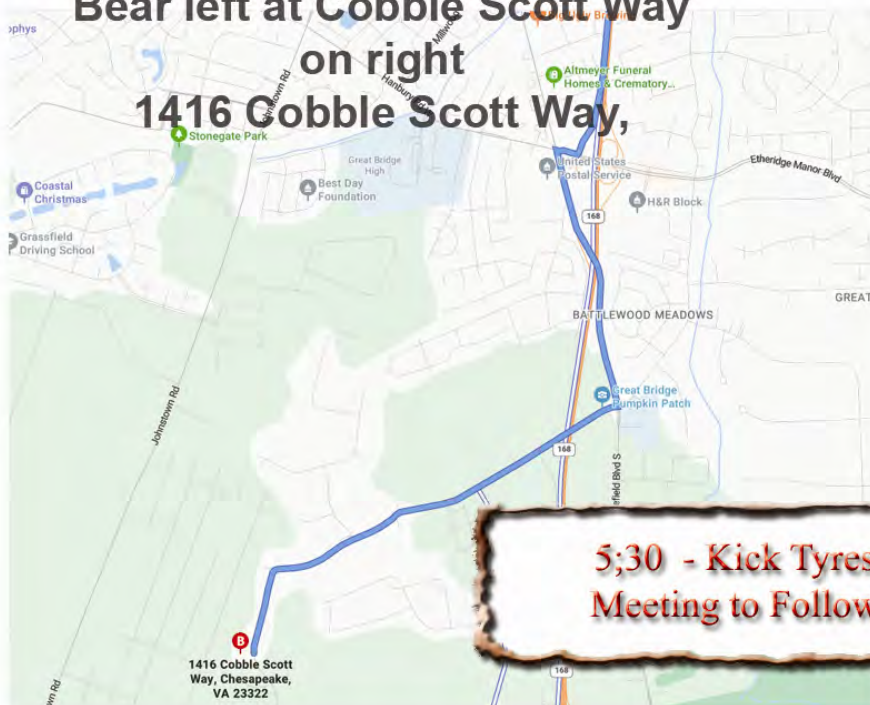
Monthly Meeting
Tuesday, Aug 4th
Paul Voss
1416 Cobble Scott Way,
Chesapeake, VA



VA-168 S toward Nags Head
Take exit 10A on the right onto
Hanbury Rd E
Turn right onto Hanbury Rd E
Turn left onto Battlefield Blvd
S/VA-168 Bus
Turn right onto Peaceful Rd
Bear left at Cobble Scott Way



on right
1416 Cobble Scott Way,



5:30 - Kick Tyres
Meeting to Follow