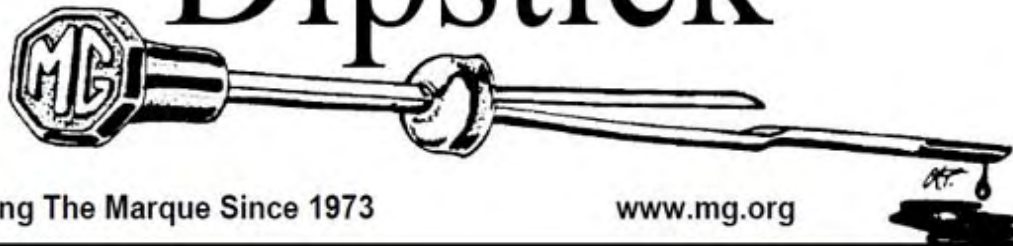




The Dipstick



Dedicated To Preserving The Marque Since 1973

www.mg.org

Volume 53 Issue 5

May 2026

April Activities Report

Driving season is here! While the weather has been a bit unpredictable, we're seeing more warm days, making it a great time to plan some rides. We may do some "flash drives" just to get out on the roads and stop for coffee or a stronger beverage, with no specific goal or destination, except to enjoy the ride! If anyone has any ideas of local places to drive to and visit, let Shayne and Pam know.

Shayne presented some ideas at the last meeting which were well received. Day outings suggested were Dismal Swamp State Park, the Museum of the Albemarle, the Currituck Maritime Museum and there was a side discussion about a trip to Petersburg to visit the Moss Motors showroom, now that they are open to the public again! Shayne and Pam will start making contact with the parks and museums and work with the President to schedule.

Our next event is coming up soon! We will be doing a dessert drive to Be Free Ice Cream on May 1. They don't just have ice cream, they have croissants of all kinds, Danish, pastries, cookies and donuts, as well as coffee to go with all. Shayne will map out the drive and the President will distribute the plan very soon via email. Keep an eye on your inbox by the end of this week.

Very soon after, we have a two (or three-day) trip planned to Ocracoke, N.C. for the British Cemetery Ceremony on Friday, May 8, 2026. This cemetery honors British and Canadian Royal Navy sailors from HMT Bedfordshire who lost their lives during the Battle of the Atlantic in World War II. We'll drive down on Thursday, May 7th, stay overnight in Ocracoke, attend the ceremony at 11 AM on May 8th, enjoy lunch at one of the island's local restaurants, and then head home afterward. You're welcome to stay an extra night and return on Saturday the 9th, giving you more time to explore the island. The Anchorage Inn and Marina may have rooms available, but there are other lodging options in Ocracoke, Frisco, and Hatteras Village. The Hatteras-Ocracoke ferry runs every 30 minutes in May, so transportation should be smooth even if you don't stay a second night. If you're interested, please book your accommodations soon. We'll coordinate travel as a club, but hotel reservations need to be handled individually.

Also upcoming is the 26th Annual Williamsburg British Import Car Show at the Williamsburg Premium Outlets. The show is on May 2nd, from 10 AM to 2 PM. If you want to show your LBC, you can register at www.wmbgbrit.com. If anyone makes the drive, please get plenty of photographs to share!

TMGC Coming Events

**Apr 26 - Tech Session at Huovinen's
11:00 with Pizza**

Apr 28-30 - TMGC Spring Tour

May 5 - Meeting at MacPherson's

Activity Report continued on page 2.



Marque Time!

**President's
Message
from
Rob MacPherson**

Greetings LBC Enthusiasts!

Spring is flying by with Hampton Roads' typically changeable weather, and Summer will be here before you know it. We had lovely weather in the 80s and a great turnout for our April meeting at the beautiful home of Steve and Janet Charles in Suffolk. The following day, temperatures dropped to the 50s and 60s with scattered showers—quite a contrast!

By the time this is published, we will also have held our Spring Tech Session at "Hoovie's Garage." Many thanks to Mathieu and Rachel for hosting us.

I hope to see everyone at my house on Tuesday, May 5th, for our monthly meeting..

Safety Fast, Rob

Activity Report continued from page 1.

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 interested in going, here is the link to the website:

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

Upcoming events:

1 May 2026 – Dessert drive to Be Free Ice Cream located in Red Mill Commons, VA Beach

7May 2026 – Ocracoke British Cemetery Ceremony (7-9 May 26)

9 May 2026 – 6thAnnual Rolling WithThe Knights at Church of the Ascension (Virginia Beach).

16 May 2026 –4th Annual Spring Car Show. Saturday, 10a-3p. Located at Real Life Church | 900 Centerville Turnpike N, Chesapeake, VA 23320

Safety fast,

Shayne



TMGC April 2026 Meeting Minutesby Robert Perrone.

I am filling in as TMGC Secretary, since Terry Walburn was serving our country in the reserves. We all appreciate Terry's service, but now the 2 or 3 people who read this will have to deal with my writing once again.

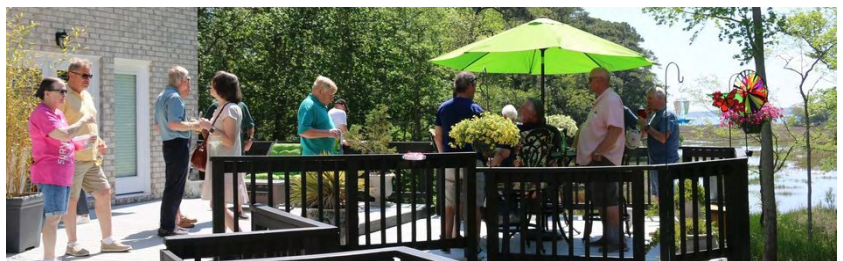
I'll start with the last line from my previous installment, January 2026. Why? Because it was edited out. What I said was, "So, there you have it. Another fascinating report of the TMGC minutes from yours truly, Garry Shandling."

If you read the January minutes, as published in the February Dipstick, you may be amused... or not. One or two of you may go back and see what it means, and the rest will probably move on to the next article here in the Dipstick. I can't blame you. The real question for me is whether Jennifer Ash will actually read and appreciate my efforts. She knows what I mean.

On to the minutes. We began the April 2026 meeting of TMGC on Saturday, April 18, at the beautiful Suffolk home of Steve and Janet Charles.

I'm not sure if they're looking to adopt, but if so, I'm available. I don't eat much but I do drink a little beer. OK, I drink a lot of beer. Fine, I eat a lot too.

As usual, about 2/3 of the way through the meeting I realized that I was supposed to be taking minutes. I will do the best I can to recall what was said. I had something akin to a photographic memory when I was younger, but I ran out of film many years ago.



Socializing (kicking the tyres) on the deck.

After President Rob MacPherson called the meeting to order he asked for a motion to approve the minutes, which I made, was seconded, and approved.

Shayne McKean reported several upcoming activities, some planned and some still in the works. Please check his Activities article here in the Dipstick for full details.

Our esteemed Vice President, Russ Murphy, wasn't present, so Bill Olcheski filled in with a very fine VP shrug.

Treasurer Mark Davidoski said that we have over \$2200 in our account, so we seem to be doing just fine. Mark also provided the membership numbers from Mike Haag, which still stands at 99. Jim Villers was not there, but we all know that submissions for the Dipstick are due by the 20th.



Rob MacPherson chaired the meeting on the beautiful deck.

There was very little to report regarding new business, old business, technical, or other items on the agenda. A few of us had some contributions, mostly for Marque Time, including Doug Kennedy who explained how he resolved the starter solenoid issue on his MGA, a.k.a. "Project Cheapskate" as he likes to call it.

And speaking of cheapskates, I did a mini-rebuild on my engine for less than \$200. Now with new piston rings, I should not give off billowing clouds of smoke, much to the delight of everyone that has to follow me on the Spring Tour.



The wonderful food spread in the kitchen.

Our host, Steve Charles, won a couple of prizes in the raffle, and I do believe that Linnie Pearce won the 50/50. You other winners know who you are, but I can't quite remember right now.

On to Rose, regalia, and the raffle. I managed to actually win something this time, which was first in line. The food was very good, and everyone really enjoyed it. However, next time I win I will probably pass it off to someone else. I was pestered for about 15 minutes to get started, but I couldn't until Steve and Janet finished putting out the food.

At one point I gave Rose an abrupt response, which I intended to say in a joking manner, but it may not have come across that way. And so I apologize to Rose (and anyone else there) that I may have offended or annoyed with my rude behavior.

After a motion to adjourn was made and approved, the meeting concluded. And now, so will this edition of the TMGC minutes. Garry Shandling would be proud.

Project Cheapskate gets a new Starter! by Doug Kennedy

Having spent over half of its life in a garage collecting dust, Project Cheapskate has required a bit of sorting out now that it's seeing regular use. One weak link was the starter and switch. When I took the car apart, I figured an ounce of prevention was a good idea so I ordered a new starter switch and tossed the old one. This was a big mistake on my part. It turns out that the "new" repro parts offered by Mo\$\$ and others are absolute trash. The switch (also found on TDs) is basically two terminals, a spring, and a metal plate that is pulled into contact between the terminals to make the starter go whirrrrr. Only problem is that over time the internal contact area gets corroded and burned and it starts becoming a little more adventurous. As well, the starter is a design out of the industrial revolution and affectionately referred to as a "Crash starter" because as it spins up it throws the drive gear into the engine's ring gear. Housed inside of a non-breathing metal case, the starter can suffer from heat sink and slow down in hot weather. So, after suffering a couple slow starts I outright panicked and decided to renew the whole system. This meant the following:

1. Step one, buy new starter switch. Result: Switch broke on installation because the outer casing has the thickness of a sheet of aluminum foil and the mounting nut separated quickly. Web search produces dozens of complaints about this that I wish I had seen months ago.

2. Step two: Curse loudly realizing I threw out the original switch, buy a good used one on EBay. Result: Switch was fried. Swearing done liberally.

3. Step three: Go overboard and decide to install starter



The lawn mower solenoid.

solenoid and new button to replace the vice-grip required hand strength when pulling the original starter cable on the dash. Result: Massive success. \$18 300-amp starter solenoid from a riding mower, purchased from O'Reilly was mounted to the inner engine bay. Cable from the battery on one terminal, cable to the starter on the other, and an \$8 generic push-button wired between the battery terminal and the solenoid "exciter" terminal, threaded into the starter hole on the dash worked perfectly to send power to the starter.



Generic push button.

4. Step Four: Replace 64 year-old starter with one from a 1988 Isuzu Trooper costing \$65. This is a direct fit modern gear reduction starter and a cheapskate alternative to the \$300 ones sold for vintage British cars. Result: Close but no cigar. There's a dozen starter manufacturers and while the Denso starters are supposed to work, the one I bought was slightly off line and I didn't have the patience to keep swapping starters in and out like Cinderella's slipper to find the perfect fit.

5. Step Five: Take old start to Browning's for inspection and possible refresh. Result: Wait three days to be told "There's nothing wrong with it, but we'll grease some spots."

6. Step Six: Reinstall old starter, cross fingers, press button. Result: SUCCESS! Solenoid works like a gem and starter fires right up with great voltage instead of the massive resistance from the old starter switch.



Project Cheapskate with her new starter.

So, I can't say enough good things about the addition of a starter solenoid. It's an excellent way to have positive engagement of the starter and the push button is a LOT easier than applying the death grip to the A's original starter cable. Oh, and if I want to become a stickler for originality I've got the original pull cable and can return everything to stock, or use it to engage the solenoid, in a half hour.

TMGC Officers and Committees

President	Rob MacPherson	TMGCPres@mg.org
Vice President	Russ Murphy	TMGCV@mg.org
Secretary	Terry Walburn	Secretary@tmgc.org
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 April 19th we now have 100 paid memberships. As always, if you have any questions about your membership or have any changes in your information please contact me at membership@mg.org.

David Burlin, Virginia Beach, VA, 1966 MGB

Safety fast. Mike Haag

TECH STUFF – ADDITIVES - Yes or No? By Terry Bond

I've given lots of thought about what to add to a good Scotch, but have always steered clear of adding things to the oil in our cars. I guess my fear of "gumming up the works" comes from many years ago when a good friend who occasionally drag-raced his 1965 Pontiac GTO had to rebuild his engine. He was a fanatic about topping up at regular oil changes with a well-known oil additive that was highly promoted back then. Seemed the thick honey-like substance had actually contributed to the demise of his engine. What a sludgy mess it was inside!

Our old cars have been carefully rebuilt and like any other mechanical device need regular maintenance, sometimes of the preventive type. Sometimes it's additives that we choose to keep the engine well lubricated, clean, or even to "cheap-out" on a repair (or prolong the agony of spending \$ for a major fix).

Listening to the advertising you'd think there are some real advantages. I've tried to wade through the many different opinions and wade through some comments about them to help identify a few that seem to work.

Disclaimer-this has been more-or-less a popular vote survey. I've let others pursue the scientific answers as to how well and why they work (or not). No, I've only ever tried a few, but know a lot of people who have tried a lot-with mixed results. So, don't rush right out and buy these just because you saw it in "The Dipstick." There is no intent here to take sides in the never-ending battle between those who swear by them and those who swear at them. Buyer -beware. Your results may vary.

Marvel Mystery Oil

Marvel Mystery Oil is one of the most popular additives that has stood the test of time — it goes back to 1923. Lower compression engines with looser tolerances, poured Babbitt bearings and carbureted intake systems predominated. Enter Burt Pierce's Mystery Oil, an additive designed to address several common issue. It affects the engine in different ways. It hasn't changed much all these years later — it cleans components of the fuel system and also releases additional horsepower by increasing compression. It is composed primarily of petroleum distillates, including mineral oil, mineral spirits, anti-wear and extreme pressure additives and other agents that help remove carbon-based contamination on metal surfaces. Some report it frees stuck piston rings, lifters, and helps free suck pistons in frozen-up (rusted) engines.

If you're going to use this additive, it helps to note that it works best on older carbureted engines. (I guess that would be our LBCs).

From their own advertising – Use in gasoline, biodiesel & diesel fuels,



Classic Marvel Mystery Oil.

in both regular & synthetic engine oil, automatic transmissions, power steering units, 2-cycle engines, and it's reported to be safe to mix with other oil additives and lubricants. It's claimed to provide superior cleaning for engines & fuel systems; reduces wear & tear on engines, enhances performance, increases gas mileage, provides top-end lubrication and sludge control, and aids cold weather starting.

SEA FOAM

As you might have guessed from the name of this product, Sea Foam is a cleaning additive. It's a blend of petroleum-based compounds, including naphtha, and isopropyl alcohol, designed to work in both fuel systems and crankcases. In simple terms, its composition means it has cleaning properties that are just as good as regular detergents — without the commensurate risk of damaging seals and gaskets.

Sea Foam has a number of ways it can be applied to suit your specific needs. You can add it to your fuel tank; It works to dissolve deposits and residue that would otherwise restrict fuel flow. The product can also be directly added to the engine or crankcase. Ideally, you'd want to do this before an oil change to remove contaminants and clean up sludge. Carrying out this procedure ensures all the liquefied sludge drains away with the old oil. The manufacturer also claims it helps stabilize fuel for up to two years. Additionally, note that Sea Foam is incompatible with engines that contain direct injectors. You'll need to follow directions carefully for its use, and do it outdoors. You might want to alert neighbors before using this since they might be tempted to call the fire department when they see your car belching clouds of smoke while it's working its magic in your running car.

The general opinion is Sea Foam motor treatment generally works for cleaning internal engine carbon deposits, stabilizing fuel, and lubricating upper cylinders, It's pretty well-known as an effective cleaner for fuel systems and carburetors. It is highly regarded for smoothing rough idles, quieting noisy lifters, and helping engines start easier, particularly in high-mileage vehicles.

It's worth noting there is also a British-originated equivalent —brand name "Redline." Redline additive (specifically Red Line SI-1) is a highly concentrated fuel system cleaner designed to remove carbon deposits from fuel injectors, carburetors, and combustion chambers. It cleans, lubricates the upper cylinder, allegedly reduces octane demand, and stabilizes fuel. Supposedly it's good in high-mileage engines. It's not as easily found but I understand it's available at O-Reilly Auto Parts stores.



Classic Sea Foam.

BAR'S LEAKS PRODUCTS

Perhaps better known simply as “Bars Stop Leak” there is actually a whole line of products intended to help you deal with all kinds of leaks—from cooling system to engine seals. According to the manufacturer, the product can stop cooling system leaks. The 2-in-1 solution also contains Xtreme Cool, a formula that reduces Antifreeze loss and the coolant's temperature. One bottle of the Leak Cooling System Repair can treat up to four gallons of coolant.



The Bar leak stop products for different automotive systems.

The fluid contains tiny particles that circulate with the coolant.

When these particles reach a leak point, the pressure forces them into the crack or hole, where they build up and form a physical plug. Their claims have been publically tested, and although it would be ideal to get your cooling system checked if you notice any leaks, Bar's Leak Cooling System Repair can help hold off on any potential issues till your next visit to the repair shop.

ZINC

This topic has been hotly debated among classic car owners for at least the past 15 years. Many of these vehicles require specialized care and certain products due to their age, mileage, and general usage history. That's why some oil companies produce "high-mileage" and similar blends. Typically, these oil blends feature a number of additives one can purchase separately, with a major component being ZDDP, more commonly referred to simply as zinc.

The amount of zinc your car needs depends on its age and apparent wear. Special note – added Zinc can cause problems with catalytic converters, as zinc causes buildup in a catalytic converter's elements.

ZDDP - Zinc dialkyldithiophosphate (try to say that with a British accent!) is



Eastwood ZDDP additive.

commonly referred to as Zinc. It acts as a protective film across working surfaces, enhancing the engine oil's properties by providing a barrier between metal components. Think of zinc as the cartilage in your knee. Within the engine, zinc prevents metal-on-metal contact, which could result in premature wear and damage.

This is especially important in older engine designs, specifically ones with flat-tappet cam lobes. Zinc helps prevent friction-based wear of these critical valve train-related components, as well as the cam lobes, by providing a smooth, slippery buffer between the two surfaces. It also helps prevent excessive heat buildup in working components subjected to high temperatures, such as pistons. However, too much zinc additive could potentially result in a buildup inside the combustion chamber, so only add as much as needed.

Check the oil you buy. The label should indicate it contains ZDDP. Unless you're going drag racing you should be fine without adding extra. It's been recommended by engine builders that additives be added though while a newly rebuilt engine is being broken in. After that, it should not be necessary unless you just want to feel good.

Ok, I know there are a bazillion products out there but I've chosen to look at just a few of the more well-known.

And-you should know I've decided NOT to put anything in my Scotch except perhaps an ice-cube and a splash of water.

Happy Motoring, and

Safety fast as always, Terry



The various Redline additives.



Terry's special additive; add sparingly to ice if needed.

Monthly Meeting
Tuesday, May 5th
Rob MacPherson
1178 Gunn Hall Drive
Virginia Beach, VA
757 553-4910



I-264 E to US-58 BUS E/Virginia
Beach Blvd in Virginia Beach.

Take exit 20 from I-264 E

10 min (9.8 mi)

Merge onto US-58 BUS E/Virginia
Beach Blvd

0.8 mi

Turn right onto First Colonial Rd

0.1 mi

Continue onto Oceana Blvd

3.8 mi

Turn right onto General Booth Blvd

1.3 mi

Turn left onto Gunn Hall Dr

5:30 -6:00 pm - Kick Tyres
Meeting to follow