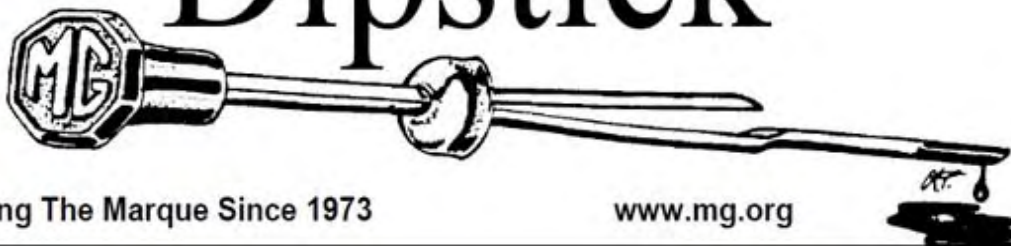




The Dipstick



Dedicated To Preserving The Marque Since 1973

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Marque Time! President's Message from Rob MacPherson



Greetings, LBC crew!

We had a well attended meeting at the lovely home of Paul & Mary Voss in Chesapeake. Heavy rain deterred some folks and definitely deterred the number of MG

drivers...I think we only had two MG's! Looking forward to seeing all of you at the Ocean View Fishing Pier for the September meeting.

TMGC Coming Events

**Sep 15 - Meeting at Ocean View
Fishing Pier - 5:30**

Sep 28-Oct 1 - Fall Tour

I've finally finished my MGA carburetor rebuild...now to get it tuned right. Hopefully we will start to see the heat and humidity getting back to a reasonable level. By the time of this issue, a few of us will have been to Sandusky OH for the 2026 MG International, I hope it's all that it can be... *Safety Fast, Rob*

TMGC Officers and Committees

President	Rob MacPherson	TMGCPres@mg.org
Vice President	Russ Murphy	TMGCVp@mg.org
Secretary	Terry Walburn	Secretary@mg.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 August 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

TMGC August 2026 Meeting Minutesby Robert Perrone

The August 2026 TMGC meeting was hosted by Paul and Mary Voss. Well done, especially for “rookie” hosts. Plenty of beverages and food for all!

Thank you again for hosting the meeting. We’ve already penciled you in again for next year, whether you want to host or not. OK, we didn’t really ... but I’m sure that it was so much fun that you will want to step up again. Right?

Just like me! I volunteered to write the minutes for another TMGC meeting. For those of you who are still reading at this point, you’re probably thinking “What, him again? Can’t they find some-



Kicking tyers in the garage before the meeting.

one else?”

Nope. It’s me, Garry Shandling, as your guest TMGC Secretary. Only those faithful readers of mine will get this “Garry Shandling” reference. The rest of you will need to check the February 2026 Dipstick (and the January 2026 minutes) for an explanation.

But back to this meeting, which is what I’m supposed to be writing about. I’ll keep it short, which should make most readers ecstatic.

There was a motion to approve the minutes from July, which was seconded and approved.

New Members and Guests: We had no guests, so apparently the word is not getting around that we have free beer. Maybe next month.

Vice-President’s Report: We had the VP report from Russ, who always seems to have plenty of information to report, so I’m beginning to wonder if he will ever need anyone to teach him the famed “Olcheski shrug” which, of course, has been in-



President Rob MacPherson calls the meeting to order.

dispensable to every previous VP.

Russ noted the September meeting will once again be at the Ocean View Fishing Pier.

My birthday is also in September, and I’ve gotten to the age where it’s less of a celebration than it was a few decades ago.

I know I’m getting old. Last week my life insurance company sent me half a calendar. And no cake for me either. On my last birthday I couldn’t blow out the candles. The heat drove me back.(Thanks again, Rodney)



Kicking the tyres in the driveway after the meeting.

Activities: Shayne, as usual, will have the details of upcoming activities in his article here in the Dipstick.

Treasurer: Mark reported a healthy balance of \$2,086.65 in our TMGC treasury.

Dipstick: Jim said the articles for the Dipstick are due, as always, by the 20th. But that may not be a hard and fast rule, since it's only the 19th and I've already been "reminded" twice to send in the minutes.

Membership: Mike said we reached triple digits recently, and he now reports a membership total of 101.

Technical / Marque Time / New and Old Business: Terry did mention some articles that he has had in the Dipstick, as well as another topic that will be in an upcoming article, so check out Terry's helpful tips for the care and maintenance of your LBC.

Rob brought up the topic of electing the club officers which, according to our bylaws, should be done every year. He noted the altered schedule for doing so, which previously started with a nominating committee appointed in August.

The revised bylaws, adopted January 2026, note the new schedule for the process. The Nominating Committee should be appointed by the President in September, the candidates announced at the October meeting, with the election held in November.



Scott Kampe inspecting Hank Giffen's "new" MG V8. It is fuel injected with air conditioning.

Regalia: Rose displayed various items that she had for sale in Regalia, and then held the raffle. I think that Rob took home a sign, but Chuck Gilbert may have won almost everything else. There was one other winner, Don, who won the 50/50, and then donated his winnings back to the club treasury.

The August meeting was then adjourned. See you in September at Ocean View. No candles, please.

KHEDIVE Fun and Shine Car Show – August 15th 2026

by Terry Bond

Nothing better than a car show on a hot August Saturday. This annual open car show always draws big crowds and an amazing assortment of stuff on wheels. From an antique Rolls Royce to the wildest things on wheels imaginable, well over 150 cars converged on the grounds of the Khedive Shrine Center on Woodlake Drive in Chesapeake. It's a facility that had to have been purpose built with car shows in mind.



Susan Bond's MGB GT and MG TC on the show field.

Many clubs were represented. As usual, the Corvette Club provided nearly one of every year for the display. There were hot rods, race cars, custom cars, antique cars, and even some novelty vehicles like a giant Snap-On tool box on wheels. Trucks of all kinds including customized and fresh-out-of-the-field were there.

Of course there was a great display of original antique cars there, too, and they drew a lot of attention, especially from a young audience who seemed eager to learn more about automotive history. MGs were well represented –

Richard Hall, Scott Davies, Chip Woolford and Susan Bond brought their MGs. Richard, Chip and Scott brought their MGB GTs and Susan showed off her 1948 MGTC. Bob Stein was there and we saw Skip Patnode helping at the show grounds moving tables around.



Scott Davies' MGB GT.



Chip Woolford's MGB GT.

The weather man provided some periodic cloud cover, a slight breeze and thankfully, lower humidity for Saturday's event. Threatened thunderstorms never materialized.

We'll be back!

Tech Stuff; The worst job on an MG? by Terry Bond

If I was on a quest to find the WORST job to do on an MG, I might have found it!

Of course the MGB has plenty to complain about - and the list gets longer as our big hands loose flexibility (the aging process at work). Under the dashboard, under the bonnet (hood for all you Yanks in the garage), and of course those dreaded windscreen replacements in either the Roadster or the GT have to be near the top of the list.

But my current vote for the “WORST Job to on an MG” is replacing the starter on the MGTC!

Back story - the starter on Susan’s 1948 TC (Elanor) has been acting up for more than a year. We felt it was the simple lever operated switch since sometimes manually pulling it or wiggling it around, worked to start the car. But-eventually nothing worked so we had to face the inevitable.

A little about the starter though will help you understand the dilemma.



MGTC Starter Switch.

First, the starter switch itself is mechanical – not electrical like on later cars. It is operated by pulling out a knob on the dashboard. That pulls a cable through the firewall that pulls back on a lever that makes physical contact between battery power and the starter motor itself. It’s a fairly simple item.

It simply attaches to the front of the starter with four tiny screws (Whitworth of course).



Copper contact disc on MGTC starter - Notice the “chewed-up” area around the Edge of the copper disc!

This photo (on the next page) shows the contacts on the starter itself. That copper “disc” on the switch simply makes contact with the two copper “horse-shoe” shaped pieces shown in the below photo.

We did not know if the starter itself was a problem or if perhaps just the switch was malfunctioning.

Keeping to my “keep it simple” approach, I decided first take the starter switch off and see if something was wrong with it.

FIRST PROBLEM – how to get the damn thing off! It’s held onto the front of the starter with four very small screws (whitworth of course).

You can access two of them fairly easily (although one of those is fully hidden under the rubber grommet beneath the power cable). The other two screws cannot be reached without removing something major –like the exhaust manifold, which also necessitates removing the intake manifold and carburetors. I could just imagine breaking seized studs in the process. Pulling the engine was not even being considered!



MGTC Starter showing two copper contacts.

Our very imaginative and mechanically inclined son Ken was home to visit over Christmas and was eager to get his hands greasy on a project, so we suggested trying to remove that starter switch. It took several hours of twisting, scraping knuckles, two or three beers and jury-rigging some tools but he managed to loosen the starter, let it drop a bit into the only avail two inches, and reach those hidden screws. Sure enough, it was obvious the copper disc that makes contact at the end of the starter was pretty beat up around the edges.

I'm fortunate to have collected some TC Spares and the stash included a NOS Lucas starter switch. After another couple of hours, and some appropriate language (and at least three more beer breaks), the new switch was in place.

We reconnected everything, and then pulled the starter cable. Nothing happened! We did some quick electrical checks, re-tightened everything but still NO START-not even a single Click!

Now, the starter had to come off.



There's a starter down in there somewhere!

Visually, there was absolutely no room to operate without removing that exhaust manifold. You see, the entire starter itself, even with the switch removed, is just too long to slide forward far enough to pull it out. As a unit the starter also includes the tail shaft with spring and gear. It's a l-o-n-g item! There is no room at the top to swing it up, and no room at the bottom to lower it down.

How did they do that on the assembly line? Easy-there were no fenders (wings) on the car. Also, the engine was installed as a complete unit with the starter already in place! We have books with photos showing these cars being assembled. Like I said earlier, pulling the engine was not an option. Neither was removing the fenders!

Back to the Internet! Thank goodness there are quite a few resources available. There are discussion forums, and Doug Pelton (Mesa Arizona- "From the Frame Up") offers technical detail and even some nice photos and videos. He also offers a starter rebuilding service.

We were able to confirm the only two ways to do this is remove the exhaust manifold and drop the down-pipe, or remove the bolts holding the steering box to the frame, take off the bracket holding the steering

shaft and steering wheel and “push” that entire assembly upward and back towards the firewall. Of course that also meant removing the steering arm where it attaches to the front axle. That would provide enough room to pull the starter forward far enough so the entire unit could be removed. It can then be lowered and removed from the car, although it’s still a tight fit up against the exhaust pipe.

Finally- with the steering wheel now resting on the driver’s seat and pushed back as far as possible, there was room to work. Strong arms are required to manipulate the 40lb mass.

Once out, we had a chance to look carefully at the business end of the starter. It wasn’t pretty!

A quick phone call to Doug Pelton and the choice was easy. We shipped it to him for a complete rebuild.

It wasn’t cheap, but still considering those starters are virtually unobtainable, we felt it was well worth letting an expert tackle the project.

The starter had been “rebuilt” locally several years ago and worked for a while, but the report that came back with our “New” unit was an eye-opener.

Poor soldering, Worn armature, Worn brushes, Damaged screws/stripped threads, Damaged and mis-aligned switch contacts, Broken wiring, Loose parts internally, worn bushings, etc.

One of the biggies was the stripped threads in several critical areas. Original threads were British Whitworth. Whoever had “rebuilt” it locally evidently had no idea what a Whitworth screw was and just jammed some metric stuff in and kept twisting until things got sort of tight. UGGGHHHH!

Well, it went back together and started on the first pull, even after for sitting for six months while we worked up the courage to dive into the project, after having been told numerous times – it’s the worst job on an MG!

I guess it was, but then we’ve not tried them all so perhaps another “adventure” of some kind awaits.

Until then, we’re enjoying the top-down magic of an MGTC straightening out twisty roads and seeing “thumbs-up” from passing cars. Susan is still in love with the TC and I’m sure Elanor is happy too.

As they say across the pond- “Cheer-io!

Safety Fast

Terry



MONTHLY MEETING
Tuesday Sept 15th
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.



Dinner 5:30
Meeting to follow