

The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

www.mg.org

Volume XXXIV, Issue 3

Dedicated To Preserving The Marque Since 1973

March 2007

MARQUE TIME

Many thanks to Tom and Marie Early for opening up their lovely home in Croatan to the club for the February meeting. Besides Tom's shivering with his duties as a parking lot attendant, a couple of MG's also braved the below-freezing temperature to attend, including Bruce Woodson, who drove his MGB-GT down from Richmond.

I want to revisit one of the topics from the meeting, which was the idea of putting the *Dipstick* online to eliminate some of our mailing and printing costs. For those who were unable to attend the meeting, I mentioned that the printing company we are currently using is going to stop accepting external print jobs, and revert back to printing in-house items only. Currently we spend approximately \$60 a month in printing costs and \$40 for postage each month. I have received quotes from other printers, in the neighborhood of \$125/month just for printing. If I estimate the new monthly cost of printing and mailing the *Dipstick* at \$160/month, add to that the \$40/month that we give to the meeting host, we have a minimum monthly expense of \$200. Twelve months of the *Dipstick* and hosts (ok, I know we spend more for the Holiday Party and Pig Roast, and nothing for Frankie's, but bear with me), that's \$2400 a year in minimum expenses for the club. We have approximately 100 members paying \$20/year dues, for an income of \$2,000 a year....leaving us short \$400 a year. This month the *Dipstick* has been mailed as usual, but Mike will also post it online at our website www.mg.org. (The last two *Dipstick* editions are already posted there.) At the next meeting I will ask for volunteers to give up being mailed their hard copies of the *Dipstick*, and let's see how much our printing requirement decreases. Based on an informal poll at the February meeting, I believe our printing/ mailing requirement will decrease considerably.

I must say I am ready for March and the start of what I consider the LBC season. The TTR have invited us to participate in a charity poker run they are holding April 1st. I think it is great that they invited us to join them; Beckey and I have already signed up. See inside for more details. Also, in April we have the first car show of

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UPCOMING ACTIVITIES

Check www.mg.org for the latest info!

March 7 Tuesday meeting at Frankie's Place for Ribs (see back page)

March 10 TRAACA Swap Meet
www.aaca.org/tidewater
TMGC will be there, visit us!

March 12 Dipstick Deadline

March 23-25 Historic Sportscar Racing at VIR,
www.virclub.com

March 24, SCCA 2007 River to River Run,
Regional Tour, www.odr-scca.org

April 1 TTR Poker Run,
www.tidewatertriumphs.org

April 4 Wednesday meeting at Andy and Cynthia's

April 12 Dipstick Deadline

April 20-22 The Gathering, Shelton Vineyards,
Dobson, NC www.triumphclub.org/

April 22 CVBCC Show, Williamsburg
www.cvbccva.com

April 26-29 Classic Motorsports Mitty,
www.hsrrace.com,
www.ClassicMotorsports.net

April 29 Brits on the Green, Alexandria, VA
www.CapitalTriumphRegister.com

May 18-20 TMGC Winery Tour

Marque Time (continued)

the season when our friends in Williamsburg, the CVBCC, hold their annual show at the Williamsburg Winery. Then in May we have the RTR car show at the Virginia Aviation Museum, followed by the 5th Annual TMGC Winery Tour, and then in June the TTR will hold their show at Virginia Wesleyan College, or as Doug Kennedy calls it, "The Harvard of the South." Visit our website for more details of all these events.

Safety Fast,

Alan

FEBRUARY MINUTES

Michele Peters

We began our February meeting at 8:10pm at Tom and Marie Early's home in Croatan Beach. Wow, what a beautiful multi-level home, and Tom was right...there were a lot of steps. But the climb, if you could make it, was worth it. So thanks, Tom and Marie, for hosting our meeting in your lovely home and providing us with ample libations and scrumptious delicacies. There were several members that regularly attend our meetings who were missing on Wednesday night...we look forward to seeing everyone in March.

A motion was made by El Presidente to approve the January Minutes, which were approved straight away. Alan also mentioned, later in the meeting, that we have been offered \$5,000 for our internet domain, "MG.org", but it is not for sale!

New Members and Guests: Bruce Woodson, from Richmond, a long-time member of the club, joined us for our second meeting of the year. Nice to meet you, Bruce.

Vice-President: J.D. was under the weather and absent.

Treasurer: Jim Villers provided the following information: Balance forward from January was \$1,968.29. Receipts included \$238 from Raffle and Regalia. Disbursements included \$42 to Alan Watson for *Dipstick* printing, \$220.91 to Beckey Hassler for Regalia, \$24.40 to Taylor Engraving for *Dipstick* plaque, \$194.66 to Robin Watson for mailing and printing, and \$40 to Tom Early as Host for the February meeting--for a total disbursements of \$521.97. Thus, our current balance is \$1,684.32.

I would like to take this opportunity to reassure any of the members who might be wondering about why I was kidding Robin Watson in the last couple of issues of *The Dipstick* concerning the disbursements for mailing and printing of our newsletter and our directory. I hope that I did not give anyone the impression that I thought there was anything fishy going on with

Robin's use of our club funds for mailing and printing. If I did, please forgive me. I was really only teasing Robin, but I realize that many of you know neither him nor I. Therefore, I apologize to Robin and to any of our members for any misunderstanding that I may have created in my feeble attempt at humor.

Activities: Beckey Watson advised as follows: Our March meeting will be back at Frankie's in Virginia Beach in the shopping center at the corner of Kempsville and Providence Roads.

The Tidewater Triumph Club will have a charity Poker Run on April 1 to benefit the Children's Hospital of the King's Daughters; minimum 10 cars, maximum 30 cars. (Ed note: DMorgan.TTR@cox.net to get details and to sign up.)

The Triumph Club will also be driving to the Shelton Vineyards in Dobson, NC the weekend of April 20-22. The Sunbeam will be the featured marque. Steve Ward is the contact for this activity.

The Colonial British Car Show will be held on April 22 at the Williamsburg Winery again this year. However, there will be no same-day registration this year; you must pre-register.

The Aviation Museum will be open for our tour on May 6.

The TMGC 5th Annual Winery Tour is planned from May 18-20 this year at the Warrenton vineyard of the Naked Mountain Winery. Beckey is still exploring hotels at the moment. It looks like B & Bs are now out of the realm of possibilities because we have so many members attending this activity. More details to follow.

"Brits on the Bay" Car Show will be held on June 2 this year.

Antique Auto Flea Market will be held this year on March 10 at the Ruritan Club in Hickory. Our club will rent space; you can contact Susan Bond if you are interested in reserving a table for \$25. Or, go to the website and download the application form if you are interested in registering for a space.

Clubs: Mike was absent so we had no report.

Historian: Susan had nothing new to share.

Newsletter: Mike is putting the newsletter on the website now. Alan reported that our printer is getting ready to shut down external customers and therefore our printing costs will probably rise quite significantly. Therefore, in one or two months we will begin producing an electronic newsletter, but we will still mail it to those who wish to receive a paper copy. What is nice about the electronic *Dipstick* is that all of the photos are in color. Susan Bond noted that the graphics can't be easily used on the website, however. It was suggested that Mike Haag or Beckey Watson notify members by email that when the newsletter is posted on our website. Bruce Woodson noted that the

Richmond club's electronic newsletter is password-protected, and there was some discussion by the membership about the pros and cons of password protecting. Putting the club roster on line was also mentioned as a possibility.

Membership: Robin reported that we have 99 members, two of whom are new. Bob Denning of Newport News, owns a 1973 B and Ron Schurz of Norfolk, is the proud owner of a 1967 B. Robin sent out 11 complimentary copies of *The Dipstick* and made 110 mailings. BTW, Robin figured out that our club has 149 cars amongst the various members. I guess that means we have almost 50% more cars than people in this club, but I'm not sure because I was never any good at math.

Technical: Mark was absent. Susan mentioned that an article on oil is being composed for distribution. Susan noted that what destroys cams in new engines is the use of the wrong oil without the correct additives. Jim Villers added that you should never use energy-efficient oil, or oil made for use with catalytic converters, because two important elements have been left out of this type of oil; namely zinc and phosphorous. If necessary, you might try using diesel oil, which has a rating for an ignition engine, and does have these elements in it. Some motorcycle oils work well, too. (Ed note: see page 6)

John Terschak is looking to rebuild a 1971 MGB engine. He needs to find a good place to re-grind cranks and cams. Several people suggested that Abacus Racing, on Baker Road in Virginia Beach in the industrial park off Northampton and Diamond Springs Road, is a good machine shop. Several club members have had work done there and were very happy with the results. In fact, one of our members, Bob West, actually works there.

Old Business: The latest legislation on antique car plates includes an amendment to combine some of the proposed bills. If you are interested, check out the Tidewater Triumph newsletter on their website. Anita S. mentioned that she is interested in finding out how to get antique plates. Susan noted that as soon as we know what version of new legislation actually passes, it will be posted in *The Dipstick*.

New Business: None

Marque Time: Alan and Beckey Watson are down one MG; "Isabel" has been towed away. They are also looking to get rid of some parts for different MGs as they will be putting their house and their 6 acres of storage on the market soon.

Peggy wrote an article on our club for the New England MG T Register's *Sacred Octagon* magazine, which was displayed. Photos in the article included Chuck's TC, Kate's TD with airplane, and Vince's TD.

Raffle and Regalia: Rafael DeEcheandia won the MG pin, Paul Thiergardt won the MG magazine,

Mike Haag won the license plate holder, Bill Olcheski won the MG patch, Lesley Terschak won the MG stamp, and Ron Struewing won first-in-line in the raffle.

We adjourned at 9:02 PM and proceeded very quickly to the fine eats awaiting us.

Membership and New Members

Robin Watson

Total Membership 100

We have had three new members in February and, if you would like to bring your 2007 Directory up to date, please add the following members:

Bob Deming
555 Blount Point Rd.
Newport News VA. 23606
Ph. (757) 591-0721
E-mail rdeming2@cox.net
who has a 1973 MG B

Ron & Linda Schurz
518 Massachusetts Rd. Apt.3
Norfolk VA. 23508
Ph. (757) 535-8493
E-mail boone-schurz@cox.net
who has a 1967 MG B.

Darrell & Barbara Millner
282 Bald Eagle Way
Williamsburg VA 23188
Ph. (757) 345-1443
E-mail Darrell@mgb.millnernet.com
Who have a 1978 MGB-GT R/H Drive

Also I would like to repeat the following that I put in the last Dipstick in case you did not get to read it. I have already found out that a number of mistakes were made in this years Directory with most of them being E-mail addresses. I would like you to check your Directory entry and also the Zip code and Type of car entry at the back of the book and let me know of any corrections that should be made for the club's record keeping.

Wof101@aol.com or 721-9277



Officers and Committees

President	Alan Watson	426-2600
Vice President	J.D. Hawthorne	723-0630
Secretary	Michele Peters	482-1012
Treasurer	Jim Villers	481-6398
Editors	Peggy Craig	226-7755
	Susan Bond	482-5222
Membership	Robin Watson	721-9277
Activities	Becky Watson	426-2600
Historian	Susan Bond	482-5222
Technical	Mark Childers	432-9155
Regalia	Becky Hassler	874-1477
Clubs	Mike Ash	495-0307
Webmaster	Mike Haag	mikehmg@cox.net

NAMGBR Newsletter of the Year

Thanks to all of YOU who contribute articles, columns and pictures, our *Dipstick* was chosen as the Chapter Newsletter of the Year by the North American MGB Register at their annual general meeting in October. And we have plaques to prove it! Keep those cards, letters and e-mails coming, we love to print your stuff.



Legislative Update

Terry Bond

What a wild legislative session! Last update I provided, there were two bills competing for attention—one was acceptable and the other was disaster. Well, a compromise has come out of committee and it carries HB 2465. That bill now contains all the favorable language in the old HB 1927, which has now been withdrawn.

You can read the bill by going to the Va legislative

tracking system website:

<http://legis.state.va.us/>

From there you can use the searchable data base by entering HB 2465 into the search feature on the home page. You can find the status of this bill and read it with all the changes.

This bill requires evidence of ownership or regular use of another passenger car or motorcycle. It also changes the fee for registration and license plates from \$10 to a one-time fee of \$50. It prohibits commercial use of vehicles displaying antique license plates; removes the 250 miles driving distance restriction, and requires that vehicles must meet safety equipment requirements for the model year in which they were manufactured. In addition, the bill provides for stiff penalties for violation of these restrictions.

This bill addresses the tag abuse issue and goes a long way to protecting our rights and putting some “teeth” into the law. At the last minute development, Senator Martin Williams, Chairman of the Senate Transportation Committee added an amendment that would leave the 250 mile limit on pleasure use driving.

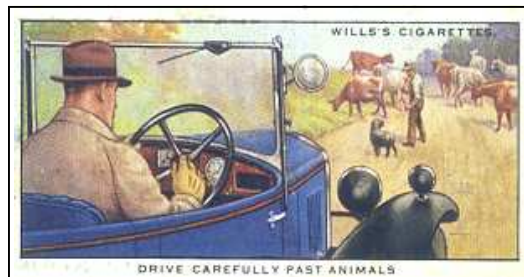
This limitation is unenforceable and may actually make it more difficult to enforce the new statute, allowing parasitic use of our tag to go unpunished.

This is not the end of the world since **you may still** drive an **unlimited** number of miles to any club functions or shows. However, this limit on pleasure driving more than 250 miles from your home is needless. Especially given all the other changes that are being made to the statute to eliminate abuse. It is also unenforceable.

We urge everyone to contact Senator Williams and politely urge him to pass the bill as written without the amendment. You can contact the Senator as follows:

Senator Martin Williams,
General Assembly Building, Room 332
Capitol Square
Richmond, Virginia 23219
(804) 698-7501

email: district01@sov.state.va.us



Saving Bobbett...

Part Two: Acquisition

Jon Suponski

I looked in the direction he was pointing and spied a large brick building. I knew this building. I had seen it before. What could these people possibly have to do with her I thought as I drove towards the building? It was the Khedive Temple A.A.O.N.M.S. (?) of the Shriners! No, I have no idea what that means.

I entered the building, as instructed, and found myself standing in a great black hall. The walls were lined with pictures of hundreds of Shriners all wearing their little hats with the tassels pointing in the same direction. A chill ran through me, what kind of cult could this be I thought and what kind of vile things could they have done with the red lady to leave her there abandoned and disgraced. I turned to my left and saw the business office and entered the door.

The room was dark with glass cases full of little Shriners' trinkets. Behind the cases was a dark desk and behind the desk was a strange looking being. It was short, very thin with very short gray hair that was bowl cut. It had on huge round spectacles. It looked up at me and spoke.... "DO YOU WANT SOMETHING?", she asked, it had a female voice.... obviously one of those aliens they talk about on the radio late at night...you get the picture.

Startled, I blurted out "I'm looking for Bobby Lee"

"WHO ARE YOU?" She said accusingly, like I was the tax man or something.

"Uh.... I'm Jon," I said, "the guys in back said I should come over here and ask for Bobby Lee". She didn't respond.

"HEY BOBBY, THERE'S A GUY OUT HERE WANTS TO ASK YOU A QUESTION, DO YOU WANT TO SEE HIM?" (Obviously this woman yells at everyone)

"Sure", says Bobby from the other room.

"DO YOU WANT TO SEE HIM IN THERE OR OUT HERE?" said the megaphone.

"In here will be fine," responds Bobby. I can clearly see Bobby through the large glass window in his office.

"GO THROUGH THIS DOOR AND TURN LEFT INTO THE RECORDER'S OFFICE," she glared at me.

Eager to get away from the evil one, I scurried

through the door and into the office of...Bobby E. Lee...(I am not kidding)--gray-haired, 60-something recorder for the Shriners. This did not surprise me in the least, this being Virginia there are quite a few Lees here and some that even dare to name their kids Robert Edward. At any rate I greet Mr. Lee in the local time honored fashion; "Haihoweryoualldooin?"

"WhyI'mdooinjessfinehowaboutyoursef?", says Bobby E. Lee. (See, he understood me perfectly)

"Oh, I'm dooin," I said. (This is how you respond when you don't want folks to think your "dooin" better than they are, it is supposed to give you a better bargaining position.)

"What can I help you with," he asked.

"Well, the guys out back said I should ask you about the little lady in red in front of their building. What can you tell me about her?" I asked.

"Well, she belongs to a guy named Paul, he's in the horse patrol," he said. (Again with the 'horse patrol') "Someone gave her to him. He said he was going to fix her up but Paul doesn't know much about that sort of thing. Why, what do you want with her?" Bobby Lee asked.

"I'd like to try and save her," said I. "I've done this sort of thing before. I had one just like her when I was a kid. She was my first."

"So, you know something about these things do you? She's pretty far gone I hear," said Bobby Lee.

"Yeah she is rough but there's still life in her, I think. I'd like to try and save her if Paul will let her go."

"Hell yes! Paul will let her go! As a matter of fact, you can have her!"

My heart jumped...have her you say? "Are you sure you can do that?" I asked.

"Oh yes, I'm sure! I can speak for Paul, why he'll be glad to see her go!" The scoundrel, I thought! "I'll take her!"

I asked Bobby Lee to make up some paperwork showing that he gave her to me, (however legal that might be) and breathlessly headed out the door. I wanted to get her out of there as quickly as possible.

As I returned to her it seemed as if she knew what was going on, she sat up a little straighter and her look was a little brighter. It had rained while I was in with Bobby Lee and had washed some of the grime off of her. She looked almost.....cheerful.

Continued.....

New Oil is Killing Our Cars

By Keith Ansell, Foreign Parts Positively, Inc.
www.foreignpartspositively.com

Reprinted from "MGB Driver Magazine"
with permission

Thanks go to Jim Villers for the electronic version

(Ed. Note: Keith was an excellent seminar speaker at the MGB Convention in Olympia WA and had a cut-away transmission and engine for show-and-tell.)

About a year ago I read about the reduction of zinc dithiophosphate (ZDDP) in the oils supplied with API approval that could affect sliding and high pressure (EP) friction in our cars. The reduction of these chemicals in supplied oil was based on the fact that zinc, manganese, and/or phosphates reduce the effectiveness of, and eventually damage, catalytic converters and introduce minute amounts of pollutants into our atmosphere.

A month or so ago, I had a member of the Columbia Gorge MG Club bring a totally failed camshaft and lifters back to me that had only 900 miles on them! I immediately contacted the camshaft re-grinder and asked how this could happen. They were well aware of this problem as they were starting to have many failures of this type. In the past, the lack of a molybdenum disulfide camshaft assembly lubricant, at assembly, was about the only thing that could create this type of problem. My customer has assembled many engines and had lubricated the camshaft properly.

This got me on the phone to Delta Camshaft, one of our major suppliers. Then the bad news came out--it's today's "modern" API (American Petroleum Industry) approved oils that are killing our engines.

My next call was to a major camshaft supplier, both stock and performance (Crane). They now have an additive for whatever oil you are using during break-in so that the camshaft and lifters won't fail in an unreasonably short period of time. They also suggest using a diesel rated oil on flat tappet engines.

Next call: To a racing oil manufacturer that we use for the race cars (Redline). Their response: "We are well aware of the problem and we still use the correct amounts of those additives in our products". They continued to tell me they are not producing API approved oils so they don't have to test and comply. Their oils were NOT the "new, improved and approved" ones that destroy flat tappet engines! "We just build the best lubricants possible". Sounds stupid, doesn't it, New-Approved but inferior products; but it seems to be true for our cars.

To top this off, our representative from a major supplier of performance and street engine parts (EPWI) stopped by to "warn us" of the problem of the NEW

oils on flat tappet engines. This was a call that the representative was making only because of this problem to warn their engine builders! "The reduction of the zinc, manganese, and phosphates are causing very early destruction of cams and followers". They are recommending that, for now at least, there must be a proper oil additive put in the first oil used on new engines, beyond the liberal use of molydisulfide assembly lube. They have been told that the first oil is the time the additives are needed but remain skeptical that the first change is all that is necessary. Their statement: "Use diesel rated oils such as Delo or Rotella that are usually available at auto stores and gas stations".

This problem is BIG! American Engine Rebuilder's Association (AERA) Bulletin #TB2333 directly addresses this problem. I had a short discussion with their engineer and he agreed with all that I had been finding.

I then contacted a retired engineer from Clevite, a major bearing and component manufacturer. First surprise was that he restored older British Motor bikes. The second surprise was that he was VERY aware of this problem because many of the old bikes had rectangular tappets that couldn't rotate and are having a very large problem with the new oils. He has written an article for the British Bike community that verifies all the bad news we have been finding.

Comp Cams put out "#225 Tech Bulletin: Flat Tappet Camshafts". They have both an assembly lube and an oil additive. The telling sentence in the bulletin was: "While this additive was originally developed specifically for break-in protection, subsequent testing has proven the durability benefits of its long term use. This special blend of additives promotes proper break-in and protects against premature cam and lifter failure by replacing some of the beneficial ingredients that the oil companies have been required to remove from the shelf oil".

Next question: Now what do we do? From the camshaft re-grinders (DeltaCam) "Use oils rated for diesel use", Delo (Standard Oil product) was named. About the same price as other quality petroleum based oils. They are not API formulated and have the zinc dithiophosphate we need in weights we are familiar with.

From the camshaft manufacturer (Crane): "Use our additive for the first 500 miles". From General Motors (Chevrolet): Add EOS, their oil fortifier, to your oil, it's only about \$14.00 for each oil change for an 8 ounce can (This problem seems to be something GM has known about for some time!).

From Redline Oil: "Use our street formulated synthetics. They have what we need!" The actual cost in operation is also less as the additive package in Redline makes a 1-year or up to 18,000-mile change recommended! Yes, it is a long change interval but with

lowered sulfur levels and the elimination of lead and many other chemicals in the fuels, there are less contaminants in their oil from fuel which is the major contributor to oil degradation.

From Castrol: "We are beginning to see a pattern emerging on older cars. It may be advantageous to use a non-approved lubricant, such as oils that are Diesel rated, 4-Cycle Motorcycle oils, and other specified diesel oils." However, it is still good for our cars--after fully breaking-in. Castrol HD-30 is a very good oil for the break-in of new motors. This oil has one of the largest concentrations of ZDDP and Molybdenum to conserve our cams and tappets.

So, 10W-40, 10W-30, and other grades are NOT good. Absolutely NOT GOOD for any oil (of any brand) that is marked "Energy Conserving" in the API "donut" on the bottle. These oils are so low with ZDDP or other additives that they will destroy our cams.

Our latest conclusions: Running our older, broken-in engines on Castrol 20W50 GTX is OK; break-in a new engine for 3,000 miles on HD-30 Castrol; new engines (after break-in) and fairly low mileage engines will do best with Redline 10W-40 or 10W-30 synthetic.

Too many things are starting to show up on this subject and it has cost us money and time. Be aware that "New and Improved", or even products we have been using for many years, destroy our cars as it isn't the same stuff we were getting even a year ago.

If you have any additional input let us know. We need to let every flat tappet engine owner, (i.e.: every British car owner) know that things are changing and we MUST meet the challenge.

(Ed. Note: we also received an article on this subject from Kent Lacey.)



MG stands for Modern Gentleman

Links sent in by Frank Worrell

News: 11/1/2007

According to Motorauthority, MG's new Chinese owner has decided to change the meaning of the famous initials to help promote the brand in its new home

market.

The initials MG originally stood for Morris Garages, but Nanjing's Zhang Xin has commented that the firm "wants Chinese consumers to know this brand as Modern Gentleman, to see that this brand represents grace and style."

The MG company was founded in 1923 by Cecil Kimber who used to be the manager of Morris Garages.

A Reuters report has suggested that the only thing that will remain the same for MG since being taken over by Nanjing is the classic octagonal logo.

This was posted on Autoblog, Jan 10th 2007 5:52PM by Dan Roth:

It sounds to us like the kind of men's magazine you see at the supermarket. You know the one, the impossibly buffed-up guy on the cover touting a workout that only takes 2 minutes and will make you as solid as an oak tree. Whatever. Modern Gentleman? It sounds too genteel for its own good, nearly obscene. There's pretty much nothing left of the old MG, save the logo and the two letters. Originally denoting Morris Garages, MG's new owner, Nanjing Automobile Group, has elected to change the name to Modern Gentleman. Nanjing wants the brand to represent grace and style to Chinese buyers. Okay, but couldn't they have picked a brand without heritage? MG is less about grace and style than it is about wind in your hair, bugs in your teeth, Prince Of Darkness electrics, incessant leaking and driveway spots marking your little British drophead's territory. At least that's what it means to those of us who ever lusted after a rorty little British roadster. Don't worry so much about the name, just bring us back the MGB GT V8, please.

Frank's comments:

I thought you'd get a kick out of this one! Makes me want to strip down, shave my chest hairs, get a spray on tan and go buy the new [MODERN-GENTLEMAN]Hope this is just a blip that seeped out of their thank tank!....But I have read that their promo advertising would hafta be geared toward the 20-40 age bracket, and come on strong like that of the MINI COOPER when it came out by BMW...And With advertising months in advance before we saw the 1st photo!!!.....If I decide do buy one, I'd hafta grow back my mustache!

And the latest:

MG Factory Fired Up Once Again

Chinese MGs begin to roll off English assembly line
Posted 2/5/2007 3:33:52 PM by motortrend_online

MG TF

For the first time in two years, cars are once again rolling out of the factory doors at the MG plant in Birmingham, England, according to a recent report in Automotive News. Two preproduction MG TF sports cars were completed last week, with 38 more to be completed in the near future for use as emissions and safety certification mules.

MG is owned by Chinese-based Nanjing Automobile Group which has two production plants, one in China and the Birmingham facility. Recently, the new owners changed the MG initials to stand for Modern Gentleman rather than the traditional Morris Garages.

According to an MG spokesman, the automaker is still on schedule to release MGs in the U.S. in 2008 and has previously announced plans to build a plant in America. Normal production of the MG TF is slated to begin this March.

Link of the Month

Submitted by Terry Bond

Kinda neat stuff here, it came from the MGB Experience forum. Some interesting tech stuff.

www.cibolas7.net/4436.html



Q. "Where Does Tread Rubber Go?"

by Peggy J. Fisher
Submitted by Terry Bond

For years that was a mystery, but people are a lot smarter today and a lot more allergic so we now know without a doubt what happens to tread rubber that wears off tires.

I'm not talking about the "roadgators" that litter the highways as a result of tires running underinflated, but rather the rubber that disappears from tires in normal operation. Since the highways are not discolored with blackened tread bits, you have to wonder if perhaps the tire tread disappears along with our socks that never seem to make it out of the dryer.

Well, the transportation and tire industries have been concerned about this problem for a long time. It is estimated that more than 600,000 metric tons of tire tread are worn off American vehicles every year. Instead of leaving black smudges on the highways, tiny particles of tread are worn off tires and are released into the air. The concern was that all of this material might remain in the air, in suspended particles that could be dangerous to humans.

In tests made near highways it was found that virtually no rubber stayed on the road due to wind, rain, and movement of the surrounding traffic. Instead the microscopic tread particles that become airborne are heavy enough to fall to the ground. In fact, most of the particle debris found along roadsides accounted for at least 50 percent of the total missing tire tread and possibly much more. The most plentiful tire debris is in the form of styrene butadiene rubber (SBR), the most common rubber hydrocarbon in tire treads.

It is estimated that the rest of the worn tread rubber is dissolved through oxidation and devulcanization. One estimate speculated that devulcanization accounted for 30 percent of the disappearing SBR. Wind, water runoff, oxygen and microbial attack all act to help degrade tread particulates which degenerate faster than the tread rubber on tires.

Since tire tread rubber is essentially an inert material, it doesn't contribute to acid rain or soil pollution and since it is microscopic it doesn't bother most of us. However, if you are a latex allergy victim, it's a different story.

Latex is the basis of natural rubber. At least 70-75 percent of the natural rubber produced today is used to make tires. (The rest apparently goes to making latex gloves and protection for other smaller body parts, as well as paint and adhesives.)

In passenger tires the tread cap is a blend of natural rubber, butyl and SBR and the tread is almost exclusively SBR. In commercial truck tires, varying amounts of natural rubber are mixed with SBR to make the tread, depending upon the performance characteristics of the tire. Therefore, some latex particles can be found in natural rubber tread particles along the side of the road.

Ground rubber from recycled tires is also mixed with asphalt in some paving processes. Natural rubber, SBR and butyl rubber are added to improve the temperature sensitivity of asphalt at both low and high temperature extremes. In the U.S. recycled rubber has been used to reinforce asphalt since the early 1960s. When asphalt is

being mixed or sprayed, natural rubber latex particles are almost certainly being aerosolized. As a result, latex allergens have been found in tire dust, roadside dust and air sample. That's why you may experience a reaction around streets that are being paved, or asphalt that is being added to roof structures, or if you live near highways.

New research has found that there is something else to worry about in tire road dust. Millions of people spend hours each day stuck in traffic. This traffic nightmare is not just costing us time and money but perhaps even our health.

Asthma rates have been steadily increasing and are now up to 75 per cent over the last 20 years. Surveys show the closer to busy, congested roads you live, the higher the asthma rates. In the past we have blamed it on pollution and diesel exhaust, but new research finds that road dust may be what's making you wheeze. When the road dust particles were analyzed, researchers found latex from tires and asphalt as expected. But they were totally surprised to find large amounts of allergenic pollen grains and mold far from their origins.

Apparently tires can grind pollen particles so fine that they remain airborne for miles and can be easily inhaled to trigger an allergic reaction. It was also found that even minute particles of pollen could trigger an attack rather than whole pollen grains. Yet few would suspect it came from road dust.

This article originally appeared in a slightly different form in TIRE BUSINESS and is used with permission.

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Ford Buys Rover

Geoff Wheatley

Ford Europe announced that they had successfully completed the purchase of Rover Ltd. When Rover/MG went into bankruptcy in 2006 the two operations were offered either as a combined purchase or as a separate purchase. The Chinese did not want Rover

so the company and all its assets have been in cold storage under the BMW banner since April 2006. The confirmed purchase price has not been published, neither has the value of the assets. The big question now is where will Rover produce any future vehicles? The original Longbridge factory was sold by BMW when MG changed hands and is destined to start MG production in 2008. Assuming that Ford believe that there is a market for Rover vehicles in the UK, there would seem to be two options. One, to use the under capacity of their Jaguar facility or expand the successful Range Rover factory to produce quality Rover vehicles. Jaguar is under pressure to improve its sales performance. Sales have been disappointing over the past two years. Almost every manufacturer now has at least one luxury vehicle in its range, some as many as four.

All reports indicate that the old problem of quality has been resolved with Jaguar under the direction of Ford, but their price range has increased at a higher rate than their competitors.

What Ford intends to do with Rover is an open question. Only time will tell.



Early Motor Car Racing

Geoff Wheatley

The first attempt at racing cars against each other was in Europe. As early as 1892, road races were being held on country roads in France and Italy. In a few cases the results were deadly when the cars sheered off the road and/or the watching crowds simply took up too much of the dirt road and the cars ran into the spectators.

In the USA similar events were staged. The winner of the first automobile competitive event held in the US (1895) was Frank Duryea who, in company with his brother Charles, was the inventor of the Duryea Car, manufactured in Springfield Massachusetts. The average speed of this winning car was seven to eight miles per hour. It was also the first event of this nature to be sponsored by a newspaper, the *Chicago Times-Herald*. The route was from Chicago to Evanston, Illinois.

A few years later, in 1901, a truly demanding race took place from New York City to Buffalo, and the next year a similar run was organized, from New York to Boston. (I think it would be ambitious to describe these endurance events as a racing special as the esti-

mated average speeds were around twenty miles an hour.) The famous White Steam Cars were successful in both these events, the first featured four such cars and the second nine steamers.

In 1905 the famous Gidden Tour to the White Mountains from New York, with twenty five cars competing, hit the headlines in New York City and later across the country when all competitors finished the run without a single breakdown.

At almost the same time, small local home grown race tracks were springing up all over the USA, and with them home-made racing cars put together in a garden shed at weekends. One of the most utilized production vehicles modified for dirt track racing was the Model T Ford. Speedsters as they were (and still are) called sprang up all over the country, some made in back yards and others manufactured by skilled engine shops and specialist garages. A number of professional small-time motor shops actually produced name-brand Speedsters that were sold to would-be racer drivers at premium prices. One of the most famous would-be race drivers who drove T Type Specials was Noel Bullock of Ord, Nebraska. One of his many achievements was to win the famous Peak Hill Climb in 1922 driving his home-made Ford Speedster against a special factory-built car.

The famous World War One Air Ace Eddie Rickenbacker, drove his modified Duesenberg all over the USA, winning various awards. He also purchased the Indianapolis Motor Speedway after the First World War and turned it into a premier world racing center. His various visits to the famous British Brooklands Race Track in the 1920s encouraged him to stage two- and three-day events at Indy.

At Brooklands before 1914, the start of the First World War, most race events were like a day at the horse track, with six or eight competitive events lasting for perhaps thirty minutes with a long pause between races. There was no mechanical reason for this, simply an idea that this was what the public wanted and this was the correct way to present competitive racing. In the very early days they even weighed the cars and had the drivers wear colored shirts just like horse racing. The Brooklands race track filled in the time between races with string bag air displays, while in the USA live entertainment filled the bill with dancing girls and brass bands.

The idea that you could capture an audience and have them return the next day to see the completion of an event never seemed to dawn on anyone either side of the Atlantic until late in 1928, when by chance a small specialized group of private racing car owners had the idea of creating a 1000 mile race on a single race track.

Bill Thompson, the track manager at Indy and a close friend of Eddie Rickenbacker, was visiting England to discuss the idea of an Anglo-American event at

Brooklands, where Rickenbacker had competed several times in earlier years. The idea was to include a return competition at Indy, again with British and American drivers.

On paper it looked attractive, especially as both Britain and the US were starting to make waves of success at various world motor racing events. However, the economics of such a venture were not attractive to most private drivers as the cost of transport to and from both countries was considerable, not to mention the costs of support crews, spare parts and decent accommodation. All this for a couple of one day events with a single prize for the winner. As indicated earlier, no one had ever staged a major competitive distance competition on a single race track. Trial runs yes, such as how fast can one car go in twenty four hours or how far on a given amount of fuel etc. But a major competition like the European LeMans, run over twenty four hours on open roads, was doubtful and the authorities in both countries would certainly be reluctant to grant permission for fear of serious injury both to drivers and spectators. (The French and Italians did not suffer from such restrictions!)

Strange how fate seems to pop up at what, in retrospect, is/was the right time. Whilst all the debate about a major Anglo-American event was being discussed, the British Junior Car Club — owners who had small, converted production race cars of up to 1300 cc capacity — approached the Board of Brooklands, suggesting that a thousand mile competitive race be staged and spread over two days. In reality this meant that each car had to complete 200 laps of the Brooklands track and, because of legal restrictions forbidding any competitive driving at night, cease at the first sign of dusk and repeat the procedure again the next day with the objective of completing a second 200 laps to complete the required 1000 miles. The smallest engine class was the baby 750 cc MGs, the largest the 1295cc Rileys. No driver was allowed to touch, clean or even look at his car once it was locked away in a special paddock over night. Security Guards would patrol the storage area from dusk to whenever the race started its second day. To endorse their proposal, the British Junior Club agreed to underwrite the whole venture, win or lose on the financial returns. It is not clear what the final vote of the Board was on this proposal but be it suffice to say they agreed to a trial event for June 3rd and 4th 1932, the start of the motor racing season. Thompson must have reported the proposal to his boss as Rickenbacker indicated that he would attend and was immediately granted special membership of the Brooklands Club. Not an easy thing to obtain in those days!

The race started at 10am with the first batch of small powered vehicles off to a brisk start, followed at various intervals by each of the selected engine-size

groups, with the big boys at 1300cc departing at around 10.30 am. As to be expected, there were quite a number of cars that never lasted the day and were forced to drop out. It is also recorded that this was not only due to mechanical problems. Twelve or more hours circulating around the same concrete track alone, in a small tin box on wheels, can put a strain on the best of drivers. The real threat was to lose concentration and take off over the rim of the banking to end up thirty feet below either in the river or – worse – in a suburban back garden! Now add the dust from the cement surface and the flying stones from the competitor a few yards in front of you.

By dusk on the first day, about 80% of the field was still in the race, but if you had not completed the allotted 200 laps, the missing distance was added to your requirement the next day. As to be expected, the large Talbots took the team prize and a Riley with an all female crew won the individual event within in their class.

Two American drivers competed and finished the race but it is not recorded what the owner of Indy actually thought about the event or if any plans were ever made to introduce a similar challenge on his track. However, it is interesting to note that soon after this, two-day events did start to take place at Indy and were successful both in terms of competitors and financial returns. Those of you that have read my review of Brooklands will know the sad end to this once Mecca of motor racing. Thank goodness America has taken better care of its motor history.

Geoff Wheatley October 2006

Baby, It's Cold Outside!

Submitted by Susan Bond

An e-mail is circulating with pictures said to have been taken in Versoix, Switzerland, on the shore of Lemman Lake. Amongst the pictures of railings, trees and park benches coated with ice were these pictures of frozen cars. Can't tell if any of them are MGs — they look like they won't thaw out enough to be driven until spring. I'll bet the owners wish they had parked somewhere else!



Notes from the Editors...

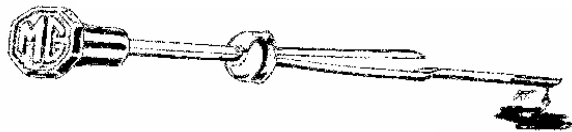
Susan Bond

I couldn't get the pages to work out, so I put in some "Safety First" cards again. For new members, these are trading cards from Wills cigarette packs sold in Britain in the 30's. There were 50 in this series and Wills also put out booklets to paste them into. I hope they look as good in PDF as they do on my screen.



Speaking of PDF, please let Robin know if you would like to receive only the online version of this award-winning publication. I am sure many of you have color printers so you can print out your own copy in glorious technicolor. You can even do it on really nice paper instead of the thin stuff we have to use to keep the weight under 2 ounces for lower postage costs. And my printer has a setting for "duplex printing", it prints on both sides of the paper. Wow, all sorts of 21st century stuff!

The Dipstick



The Tidewater MG Classics

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Affiliated with



North American MGB Register

North American MGB Register
"Newsletter of the Year"

FIRST CLASS

A hand-drawn map showing the location of the March Meeting. The map includes several roads: Va Beach Blvd, Witchnuck Rd, Providence Rd, Indian River Rd, Greenbrier Pkwy, Kempville Rd, and Bartlefield Blvd. A star and arrow point to the Fairfield Shopping Center. A box in the top left shows a gavel and a coin. Two text boxes provide meeting details: one for the March Meeting on Tuesday, March 7th at the Fairfield Shopping Center, and another for the Social Hour/Eat and Meeting times.

March Meeting
Tuesday, March 7th
Frankie's Place for Ribs
5200 Fairfield Shopping Center
495-7427

Social Hour/Eat - 7:00pm
Meeting - 8:00pm

Map labels: Va Beach Blvd, Witchnuck Rd, Providence Rd, Indian River Rd, Greenbrier Pkwy, Kempville Rd, Bartlefield Blvd, Fairfield Shopping Center, I-264, I-64.