

The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

www.mg.org

Volume XXXVII, Issue 9

Dedicated To Preserving The Marque Since 1973

September 2010

MARQUE TIME

Greetings MG enthusiasts. As I write this in the first half of August it is hard to believe that it is for the September newsletter.

The older I get, the more meaning I find in the phrase, long days and short years. As TMGC members, we have found a couple of the secrets to enjoying life - fun cars and good friends.

Thank you to Carmen and Paul Thiergardt for hosting the August meeting. Carmen outdid herself with a banquet table full of delicious treats. Their house was packed and there was enough food for twice the crowd.

I also want to give special thanks to Richard Hall for organizing the Two State Tour. We had a great day driving the back roads, learning about the Dismal Swamp, and eating large quantities of great southern cooking. The weatherman said that it was hot. We all had so much fun that we weren't bothered, especially Thurston and Lovey, in their air-conditioned MGA.

I wrote last month that my dash lights mysteriously went out on my way home from the meeting. My car has the amazing ability to fix itself. As I was returning from the August meeting, the dash lights returned. Thank you Lucas electric.

Safety fast,
Bill

Richard Hall passing out info before the 2 State Tour



UPCOMING ACTIVITIES

Check www.mg.org for the latest info!

- Sep. 1 Wednesday - Club Meeting – Virginia Beach**
Hosted by Ron Struewing & Anita Edwards-Struewing
- Sep. 19 Classics on the Green (Formerly Brown's Island)
www.ClassicsOnTheGreen.com New Kent Winery,
New Kent, VA. Hosted by CVBCC
- Sep.24-26 Southeast British Car Festival, Dillard, GA,
www.PeachtreeMG.com
- Sep. 26 Sunday -TMGC Drive-out to the Barksdale Theater – Hanover, VA** 2PM performance of *Smoke on the Mountain Homecoming*
- Oct. 1-3 British Car Festival, Waynesboro, VA,
www.svbcc.net
- Oct. 5 Tuesday - Club Meeting – Yorktown**
Hosted by Becky & Chuck Hassler
- Oct. 16** 80th Anniversary Celebration of the original MG Car Club Local event to be announced
- Fall Tech Session – Location, Date & Time - TBD**
- Nov. 3 Wednesday – Club Meeting – Newport News**
Hosted by Mitzi & Steve LaPaugh
Chili Cook-off
- TBD Holiday Party – Norfolk**
Hosted by Cynthia Faschini & Andy Wallach
- Dec. 14 Holiday Lights Drive – Norfolk Botanical Gardens**

AUGUST MINUTES

by Michele Peters

El Presidente began our August meeting at 8:02 PM with a large crowd at Paul and Carmen Thiergardt's home in Virginia Beach. Now the Thiergardts' is always a notable meeting because Carmen outdoes herself in the food department; she always puts on an exceptional spread. Can you believe it, she actually told me that she was happy to cook for our meeting because Paul rarely wants to eat her culinary creations anymore! Now I just can't even imagine that. If I had the opportunity to eat at Carmen's table every day, why I would weigh 300 pounds in no time! Well, maybe that is why Paul is partaking with frugality. However, you didn't see many club members being frugal with the goodies on their plates on Tuesday night - well, you certainly didn't see ME eating daintily! Thanks, Carmen, for the wonderful, sundry, and highly palatable culinary delights.

New Members and Guests: Bob Mason, a long-time AMGAR member, was with us, who (I think) has a 1957 MGA resting comfortably on the Outer Banks. Also joining us for our meeting were Pam Groover, son David, and grandsons Justin and Jared, all future MG drivers. We were all glad to see Pam at our meeting - please join us again, as often as you can, Pam; you are a TMGC club member, after all.

Vice-President: Russ stated, with great authority, that he had something to contribute but, unfortunately, he had forgotten by the time he had the floor.

Treasurer: Jim V. and his beautiful wife Betty were off again on one of their many adventures, but did get the Treasurer's report to me before he left. I can say that we are doing very well financially. Perhaps Secretary Geithner needs to send some folks over Jim's way to see how "financially responsible" is done.

Activities: Please see Tad's Activities section for a complete run-down. We are still looking for a site for our fall Tech Session, guys.

Membership: Bill noted that we have 91 paid memberships and two more to add from tonight. He is just about finished with the new directory, so if you haven't done it yet, please send Bill your cell phone numbers via email if you would like to have them included in the Directory.

Newsletter: Ron continues to ask for writers for our events and for Dipstick submissions to him and Anita, PLEASE no later than the 12th of every month. Ron is

particularly looking for technical articles and links that can be added to the appropriate article. Thanks to all who are writing and submitting photographs for the newsletter. You are doing a great job. Keep them coming. Thanks to "Rodney" for submitting the article from the Eastern Shore event; "Wildflower" will be writing for the Two-State tour on Saturday. Mark Childers volunteered to write for the August Tech Session. Tad Carter stated someone from the group, who attends the Hanover Theater event, will write the article. David Kinsey volunteered to write for the Watkins Glen event in September.

Clubs: Mike and Jennifer were happily present and they will be writing for some upcoming events.

History: Susan had two albums with her and they were delightful!

Technical: Mark showed up but admitted that he had nothing to say....he said he didn't know that he was coming to the meeting. OK, Mark, let's see, how many YEARS have you been a member of this club, and also an officer, and you really want us to believe that you didn't know you were supposed to be attending? Or maybe it was just that you were unsure about whether you could actually make it tonight....either way that is no excuse for failure to delight us with another one of your crazy, but useful, inventions for our MGs, the parts for which you can find in any kitchen junk drawer or garage work bench. However, we will forgive you...just this one time only!!

Old Business: Thanks to Pam Groover for putting on a great garage sale from Vince's significant collection of MG parts. Hey, I got a shock absorber out of it, and I saw several others of our club members carting away lots of goodies - some things for their cars, too! Thanks to Pam Groover, Frank Linse, Pam's son David, and others, all of who helped organize and pull that off so well.

And of course, I have to add, again, that Miss Green B is running great and I am back to enjoying those mid-night runs out in the country. OK, I know I say this every month, but gosh darn it, I can't help myself...I am just SO happy to have my little lady back and enjoying her company so very much! (Gee, come to think of it, that's a very nice sentiment for anybody to have in any kind of relationship, not just with your car - but it actually sounds kind of weird coming out of me, referring to having my little lady back!).

New Business: Mark made mention that Bonnie Gribble in Suffolk has a very large collection of MGs and rubber bumper parts for MGs that belonged to her late

Dive-out to the
**BARKSDALE
THEATRE**
at Hanover Tavern

for the 2PM performance of

Smoke on the Mountain Homecoming

SEPTEMBER 26th

Written by Connie Ray; Conceived by Alan Bailey; Musical Arrangements by Mike Craver

It's October, 1945 and the gospel-singing Sanders Family is back together again! The war is over and America's years of prosperity are just beginning. But there's another kind of rite of passage at Mount Pleasant Baptist Church, where Reverend Mervin Oglethorpe is giving his last service. He's been called to preach in Texas, and he's already bought a ten-gallon hat and is preparing to ride into the sunset with his wife, June, who is eight months pregnant. Tomorrow morning, young Dennis Sanders takes over as Mount Pleasant's pastor. Join the Sanders Family as they send Mervin and June off in style, with hilarious and touching stories and twenty-five toe-tapping Bluegrass Gospel favorites.

husband who did restorations, as well as a couple of cars that might be of interest: a turn-key '74 chrome bumper GT with overdrive, a '73 chrome bumper B, and lots of parts. On Saturday, Aug 21 at 9:00 AM she will be holding a garage sale of these parts so make a note to be there...you may find lots of things you didn't even know you needed!

Anita's dad's 1975 MGB is for sale as well. It has lots of extras and new stuff. If you know of anyone who would be interested, please spread the word.

Marque Time: Mark discovered his car's history and it was very interesting, indeed! It's first owner was a colonel in the Air National Guard of the Virgin Islands. The car was built in 1980 and then was raced extensively on the west coast and Texas. How did you find all this out again, Mark?

There was a '67 MGB-GT with overdrive and 489,000 miles on it for sale on Craig's list for \$2K. And someone sighted a rubber bumper roadster on a car lot...somewhere....asking \$1200. Gee, don't roll your eyes at me - how many times have I admonished our members to speak up so that their secretary can actually hear what they say!

Mike and Jennifer reported that they attended the MGA Register meet in Wisconsin, a 1280-mile road trip in

the "A" where the Midgette was the featured marque and 31 of them showed up - a world record that beat Stone Mountain's numbers in England. Two hundred "A"s competed and Mike and Jennifer took 2nd place in the coupe category - Yay; go guys! You know, they didn't have to tell us that there were only four others in the "coupe" class! They came away with a ribbon and a busted alternator. They all then finished out the trip on, or in, a tow truck. But they had fun, and that is what counts.

Raffle and Regalia: There was no Becky, and therefore, no raffle....wahhhh!!!!

Then we happily adjourned at 8:31 and made a bee-line to Carmen's feast. Yummmm and yummmm again. I was just a little peeved when I came back for fourths, there was very little left...gosh, our membership is either starving or just a bunch of....big eaters! Well, maybe it was just Carmen's cooking.

Be aware that I could have used a different word for "big eaters" - you know, a word that describes a barnyard animal. But I didn't want to offend anyone - I am getting just so easy-going in my old age. I mean, can you imagine ME being concerned about offending anyone...it is incredible, it is ridiculous, and it should be actionable in a court of law, so, well, you know...

Membership and New Members

Bill Yoshida

Memberships: As of 11 August 2010, 96 paid membership renewals have been received for 2011. There were 2 additional new members that joined in July at the meeting, and an additional 15 members have indicated their intent to renew; but I've not yet received their dues in the mail.

New Memberships: The two new memberships mentioned above are actually members returning to the club after a few years absence. They are:

Bob & Sue Mason
Kill Devil Hill, NC 27948
1957 MGA

John & Janet Wessel
Virginia Beach, VA 23464
1959 MGA

Welcome back to the TMGC club.

Memberships Renewal: I sent e-mails and made phone call reminder to delinquent members in an attempt to ensure all of last year's members have had a chance to renew for 2011. 4 previous members responded that do not intent to renew for 2011.

Dues: All checks and cash received in July and August will be turned over to Jim Villers for deposit by the September meeting. (Jim and Betty were on vacation during the August meeting.)

TMGC 2011 Directory: I'm finalizing the 2011 Directory for turn-over to the printer and hope to have a Draft Copy for review at the September meeting.

Safety Fast,



Officers and Committees

President	Bill Olcheski	467-4046
Vice President	Russ Ripp	393-9908
Secretary	Michele Peters	482-1012
Treasurer	Jim Villers	481-6398
Editors	Ron Struewing	479-0084
	Anita Edwards-Struewing	479-0084
Membership	Bill Yoshida	554-0402
Activities	Tad Carter	496-9847
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

Activities

Welcome to September. I look forward to seeing you on the 1st at Ron's and Anita's home in Virginia Beach.

I had a great drive this morning, taking back roads up to Ashland. With a little fog in the air to knock down the August heat, I had visions of cooler fall drives coming in the near future. Today's route was chosen in preparation for our 9/26 visit to the Barksdale Theatre in Hanover. If everything goes according to plan*, those in attendance will enjoy a very pleasant drive, along with great food and Bluegrass music.

There are several shows coming up over the next few weeks. *Classics on the Green* (formerly Brown's Island) will be held on 9/19 at the New Kent Winery. The winery is a new venue for this show, and looks like a great spot to hold a show.

Two weeks later, the Shenandoah Valley British Car Club will host their annual festival in Waynesboro. This has been a popular show for a number of years. I'm sure you will find other TMGC members heading out for the weekend, if you are interested in joining a caravan.

Links to information on both of these shows are listed in the calendar.

Save the Date – The weekend of October 16-17 will be a worldwide celebration of the 80th anniversary of the founding of the MG Car Club. The plan is for car clubs around the world to upload live video, text, tweets, etc., and build a geographical and a chronological line showing all of the various activities as they happen. Plans for our local event are still being developed. Please look for an update in e-mail, a future issue of *The Dipstick*, or on the club website.

Meeting Site Needed - We are looking for someone to host the fall Tech Session. If you are able to host this event, please let me know. We can schedule this event based on your availability.

Thanks to Richard and Sandy Hall for leading us on the Two-State Tour on August 7th. It was quite a sight driving at the back of a line of 17 British cars through the back roads on Virginia Beach. Once again, Richard took us to places that are rarely seen. During one of the stops, he mentioned a Three-Bridge Tour for 2011. More information to follow...

Fun Fact: The combined age of the cars driven on the Two-State Tour was 673 years. That takes us back to 1337 and the start of the Hundred Years War.

* No flat tires, no overheating engines, no tunnel traffic and no overturned tourists on I-64.

NAMGAR GT-35

by Jennifer Ash

GT-35 – The thirty-fifth annual Get Together of the North American MGA Register at Delevan, WI.

At last the MGA-coupe was really ready for the trip to Delavan! There had been many tweakings of this and replacings of that and various adjustments made so that the car was READY. We had dragged out soft bags so that they could be measured as to how they could be molded into the spaces around the spare tire in the trunk and found a couple (each!) that would work and provide enough room to carry enough clothes for almost two weeks, and still look decent when we carried them into hotels along the way. (I mean, some people stuff it all into garbage bags!). We planned to go up to Winchester, Va., to visit some friends before we started on the trip, so we started out on Wednesday, July 21st (the GT started on Monday, 26th) by going from home here on the Eastern Shore over to Virginia Beach to get hair-cuts and run a couple of last-minute errands, see the grandkids, and have dinner before heading over to Newport News for the night so as to get a very early start next morning and avoid the mess of the HRBT between 6 and 9am. We aimed to only travel in the coolest part of the days; even with the air-conditioning in the car, the outside temperatures were such that Mike wanted to avoid the water-temperature getting too high, particularly through the mountains. We got our early start and ran with the windows open for much of the way; got to Winchester in time for lunch, a dip in the pool, a visit and dinner with friends and an early night – ready for an early start next morning on the REAL trip.

We headed down I-81 a little after 6:30am – windows open – and planned to stay the night in Beckley, W.Va., but the car trucked along so well – around 65-70 mph (keeping up with traffic!) that we found we could get to Charleston by lunch-time. This meant cancelling our reservations in Beckley and sort of fast-forwarding on the rest of the reservations for the trip; thank heavens for membership in a hotel rewards/honors program. With one phone-call to the 800-number, we were able to cancel/book rooms for the rest of the way to Wisconsin. We travelled through W. Virginia, Ohio, a bit of Kentucky, Indiana and Illinois to get there; we had toyed with going the northern route, but in tracking the weather saw it was no cooler than this way and, as it turned out, avoided some bad weather. We went Interstate almost all the way, and stayed well west of Chicago, taking I-39 all the way to the Wisconsin line and then 25 miles east on I-43 to Delavan. The Lake Lawn Resort was delightful – lodges around Lake Delavan with covered walkways

connecting all the meeting rooms, restaurants and lodges; large tree-shaded lawns going down to the lake were ideal for the car-show.

The GT started on Monday, and there was a reception for first-timers – that is people attending a GT for the first time (not cars). This way, people get to meet the Board Members as well as the staff, who keep the Register and MGA! magazine running. The reception was followed by a car-show just for first-time attendees, and there were roughly 70 members and over 30 cars. Among the cars was an MGB with a really neat fiberglass boot cover that incorporated a third brake light and back-draught screen. We talked to the owner about it and he said it was available from www.nsparts.com.



MGB Boot Cover with third Brake Light

This year's GT featured the Z-Magnette, which in the past has been somewhat a step-child of the MGA, even though it was manufactured BEFORE the MGA; many Magnette-owners being Register-members, there was a group-within-a-group who had their own website. At any rate, members worked feverishly to get cars restored and on the road in time to come to Wisconsin where they set a world record for Magnettes at a gathering – 31 of them! – more than at Silverstone, in England, and more than at the Australian National Meet. Mike had wanted to get his done in time, but it was not to be; besides, now that there's no rush, he has time to put in air-conditioning and get some ideas in that direction from some of the members there. At the Hospitality Room that evening, we met up with so many old friends; we all agree that even though we only see each other once or twice a year and sometimes read about each other in MGA!, we really ARE a caring family, laughing and crying together over families and friends we have shared times with.

Tuesday was the day of the car-show; the hotel had provided an area with hoses for the washing-off of the dust and bugs of the journey; yes, Mike Ash DID wash the car! The cars looked wonderful on the lawn



by the lake, and although the weather was a little cooler than it had been for much of the trip (when it had been up in the mid-90s) it was still plenty-hot; the difference was, when we got up in the mornings there was a heavy dew as the temperature had dropped into the 60s in the night, but climbed into the high 80s during the day. There were 150-200 cars on the field. After lunch, there was more hospitality, a variety of Tech. Sessions and swimming and sitting around the pool – guess who were attending Tech Sessions and who were at the Pool! In the evening there was a very professionally-run social and trivia quiz. There was a sheet with pic-

tures, maps, questions and diagrams, as well as announced questions, and the team had to come up with answers – as a for-instance, four frames from the movie “Mary Poppins” and we had to come up with the order they were in the movie! - I ask you!! With 9 or 10 people at a table, there were many opinions, of course!

Wednesday: Up early to attend a Magnette-owners’ breakfast, where we met John and Lou Shorten, a couple from England (from whom Mike has ordered parts at times) who have been responsible, almost solely, for keeping and getting many, many Magnettes back on the road. John hand-crafts many body



Thirty-one Magnettes

pieces and Lou takes care of supplying the many parts that aren't available here. The Magnette group got together to pay for this (retired) couple to come to the U.S. and spend some time travelling from the West Coast to this Meet; this is a very highly respected couple in Magnette circles. Later in the day there was a Rally, a tour of the Harley-Davidson Museum, and various tours around the area. We didn't participate due to not signing up ahead, preferring instead to do our own drive-out – i.e., the Rally started on time, and we



were late! We found a very nice little Trolley Museum and were just in time for a trolley-ride on a 12-mile stretch of restored track through the countryside. The evening was organized into a Picnic and Human Funkhana. This was a lot of fun. We were, again, assigned to teams – consisting of two tables of nine people – most of whom we had not previously met. The games consisted of “Brake Discus,” “Where’s that #*?% Nut,” “Wiring Harness Relay,” “Dropped Valve,” “Piston Put,” and the “Team Spirit,” where all those who didn't participate in the games had to devise a team song, limerick, cheer - or something - and perform it before a panel who judged on creativity, appeal and enthusiasm; our TEAM GREEN won, and Mike and I and the rest



Air-conditioned Magnette

of the team now own a huge NAMGAR Olympic-style medal. A fun picnic....

Thursday morning there was a funkhana (which we didn't participate in) and a Chapter Contact meeting, where representatives voiced ideas for increasing membership, complaints, website suggestions and queries, etc., etc., and where plans for the All-MG meet in Reno 2011 were discussed. The Rally-to-Reno was unveiled; this can soon be found on www.namgar.com. Basically, it is a coast-to-coast drive following U.S. Route 50, starting in Ocean City, Md., through D.C. , St.Louis, Mo. - with a photo-shoot at the Arch - to Pueblo, Co., where the Denver Club will join in. There will be a Pike's Peak run, maybe a Durango-Silverton RR run – all optional, and anyone can join the Rally anywhere for as many days as you like. It won't be a caravan (ugh!) and the whole thing will be 8 days (I think). They are hoping to get a hotel chain to accommodate participants along the route. Keep your eye on the website and follow the link. Peter and Anne Tilbury, from Vancouver, B.C., have done a great job on the new website. The afternoon was taken up with more Tech.Sessions. John Twist of University Motors (now back in business) gave one of his “rolling tech.sessions;” there was also a cooking class of Wisconsin Specialties, given by the Hotel's Chef; and the pool-lounging by those of us who've “been there, done that”, for over thirty years!

Thursday Evening was the Awards Banquet, which everyone anticipates... It was an exceptionally well-run buffet – some aren't, as y'all know!! There were some beautiful cars, and, now that the Magnettes enjoy a proper category instead of just “Variant,” some well-deserved awards. Mike got 2nd place for the Coupe, by the way.



Coupe Class.

Friday morning and fare-thee-wells came all too soon. We left and followed a route suggested by friends to skirt Chicago; it didn't skirt it far enough for our liking...! Mostly driving on roads-less-travelled

through Indiana to get there, we arrived in Lima, Ohio, where we spent the night. (Lima is NOT a destination, by-the-way!) We were staying in the (very small) downtown where there was some kind of Friday-night music(?) festival that could be heard all over town – restaurant doors all were open for folks to enjoy(?) it. We were tired and wanted a quiet meal and a drink – we didn't find either the quiet meal OR the drink – at least not together.

Saturday morning, we set off very early on a country road towards Columbus, onto I-70 and then the Pennsylvania Turnpike, where we pulled off the road shortly after 1 o'clock to spend the rest of the day in the nice little town of Somerset at a lovely historic B&B, where we could get BOTH a quiet meal and a drink.



Somerset, Pa., B&B

Then on Black Sunday, we set off on the Turnpike once more, with the a/c working like a champ - as it had all along. When we pulled out of a rest area, the car was a little sluggish starting; Mike started watching the voltmeter slowly going down and realized, if we stopped, the car it would never start again; the alternator had just about quit. So we got as far as Breezewood – where there are gas-stations galore – pulled into one which was right at the junction of I-70south, turned off the ignition and, of course, the car was DOA; it was definitely the alternator. Nothing to do but bite the bullet and call Triple-A (nowhere has a Lucas alternator on a Sunday afternoon) for a flat-bed ride back to Virginia Beach. Triple-A pays for the first hundred miles – you can figure out the rest! A sad ending to a great trip, to see great people with great cars.

POSTSCRIPT: Mike later realized that he'd been writing his tech. article for MGA! on exchanging the generator for an alternator, and to photograph the steps to illustrate it he'd just grabbed an alternator he had around, left it on there and never thought a word about its provenance.... Oh, well....! As a matter of interest, all the toll-roads we travelled accepted EZ-Pass, no matter what was posted.

Breaking News!

by Tad Carter

As of this afternoon (8/15), TMGC has a Forum site on the MG Experience web site. Check it out at www.MGExperience.net. Click on "Forums" in the Table of Contents and then scroll down to the "Clubs" section. This is a public site for reading, but to post to the site, you must be a member of the MG Experience. Registration only takes a moment and there is no cost for membership.

Thanks to Craig Puryear for establishing a TMGC presence with MG Experience.



For Sale

MGB Parts Car (chrome bumper)

No Title. \$300 for the entire car or take off what you want. Contact Roosevelt Mosley at 757-777-5004 for more information.



Stand by for the 2 State Driving tour article next month! Bob Stein's "Wildflower" will narrate the adventure as she saw it unfold.

Link of the Month

Submitted by Donald Ladd

Classic 9 Leather Shop

Robert Budd, Proprietor
7250 Drexel St
Dearborn Heights, Michigan 48127
info@classic9leathershop.com
313 682 1983

Hood Liners Heat Shields

Bonnet Liners

Bonnet Liners for MG, BMW, Triumph, Lotus, Porsche, Alfa Romeo



I found this material 5 years ago and put it on my own 928. It holds up well, much better than the OEM hood pads, keeps the exterior of the hood cool and will not reflect engine heat back down toward your intake.

Made of 1/4 inch nitrile vinyl closed cell foam rubber, these hood liners will not absorb water or oil. They are light, about 11 ounces on average, are fire retardant and insulate against sound and heat.

You can wash the liner and hose it off. Since the material is made for aircraft firewalls and bulkheads and is FAA approved for aircraft, its extremely light and unlike the factory liner will not absorb water and resists mildew.

It has a closed cell texture on one side and a smooth finish on the other. Most liners are symmetrical and can be mounted with either side facing the engine. A decal can be adhered to the smooth finish side only. The color is black.



MGA Hood Liner Heat Shield With or Without MG Emblem

\$39.00

Hood liner heat shield for the MGA. Includes 4 pieces for the top, bottom, and two sides. Add the 7 inch decal for \$10.00.

Select Emblem:

NO Emblem

 ADD TO CART



MGB Hood Liner Heat Shield With or Without MG Emblem

\$39.00

MGB Hood Liner Heat Shield With or Without MG Emblem.

Select Emblem:

NO Logo

 ADD TO CART

Finding the proper spray adhesive can be a challenge, so go to a local Dupont Auto Paint store and ask for 3m Super Adhesive 8090 (1 can is more than enough). This is made specifically for hood liners and vinyl tops. P.S. take the hood off to install the pad. Instructions are clear.

(Editor's note: Donald installed one in his Midget and it looks great!)

Has Your Oil Changed Without You?

by David Kinsey

On a recent evening, with nothing better to do, I was reading several MG forums (hey, other than driving or working on 'em, what's better to do than reading about 'em?) and discovered my oil had changed without me! No, not a free, magical drain and refresh of the oil in my car, but a change to the oil I've been pouring. It has happened slowly, since 2005, and I wasn't paying attention. What happened was a reduction in the amount of zinc in motor oils because chemical reactions, due to the presence of zinc, were causing early failure of catalytic converters. Engine, fuel, and oil producers combined efforts to reduce air pollution resulted in all three being friendlier to catalytic converters and engine oil had to do its part. Oil that used to have up to 1400 ppm (parts per million) was now reduced to around 600 ppm. Why is this important to us? Our engines do not have "roller tappets;" they have "flat tappets." Here are some quotes from the experts:

"Engines with flat-tappet cams have extremely high pressure loading at the contact point between the lifter crown and the cam lobe. According to Mark Ferner, team leader for Quaker State Motor Oil Research and Development, "Even stock passenger cars can see pressure in excess of 200,000 psi at the point of flat-tappet/cam lobe contact." To prevent excess wear, traditional motor oil included a generous dose of anti-wear additives, primarily zinc dialkyl dithiophosphate (ZDDP). The zinc reacts with the cam lobe's iron surface. That creates a sacrificial chemical coating strong enough to keep parts separated to reduce the wear." Ferner added, "Zinc's extreme pressure qualities also aid in reducing piston ring-to-cylinder bore wear at BDC and TDC, where the rotating assembly sees an abrupt change in velocity and direction. Besides its extreme pressure protection, multifunctional zinc also functions as an antioxidant."

This slow reduction of ZDDP in engine oil over time has resulted in excessive cam wear in some engines.

"A couple of months 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. 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." Their statement: Use diesel rated oils such as Delo or Rotella that are usually available at auto stores and gas stations. Engine Rebuilder's Association (AERA) Bulletin #TB2333 directly addresses this problem."

And from British-Cars.net, where I first read of this problem, Frank Grimaldi offers this advice:

"I had the same dilemma and it prompted me to call each of the below oil manufactures. They were all aware of the ZDDP problem with older engines and each had a recommended oil with sufficient levels of ZDDP to avoid the wear problem. They each gave me the percentage of ZDDP but I did not include the info in my notes. I do remember that Pennzoil racing oil had the highest level with the others being about the same. I choose Valvoline racing oil 20W50 because it is available in my area whereas Pennzoil is not. Below are the recommendations that were provided.

Recommended Motor Oils for The MG

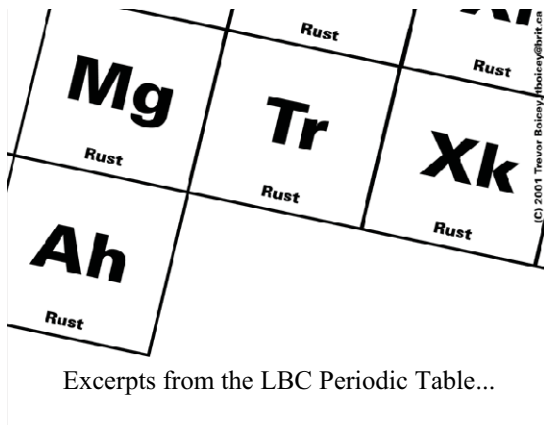
Castrol: Syntec 20W50 (for Classic Cars)
Valvoline: Racing oil, VR-1, 20W50
Shell: Rotella HD diesel/automotive, 15W40
Pennzoil Racing Oil, 20W50
Mobile: Mobile 1, 15W50
Delvac Diesel, 15W40, or 5W40"

(As a footnote, Amsoil also has a recommended product)

Of course, at this point I was in crisis mode, hearing imaginary voices of woe from my MG in the garage. I researched the Castrol Off-Road Motorcycle Oil mentioned in the British-Cars.net thread and it was tough to find. I went online to Castrol and called them. The woman on the other end said immediately, "Oh, you have a flat-tappet engine and we have engineered a new oil with 1200 ppm ZDDP specifically for classic cars!" Here's the web site: <http://www.castrol.com/castrol/genericarticle.do?categoryId=82915470&contentId=7032644>

Now, I don't recommend one over the other, and I have been reluctant to go to a synthetic oil for the MG, as the Castrol is, but the Castrol tech called around in Virginia Beach for me and found the Pep Boys on Military Highway, near Janaf Shopping Center, stocks this oil. I changed mine yesterday. They did not have the proper K&N oil filter (though their computer said they did) so I had to go elsewhere for that. At lunch today after the really great Two-State Drive (thanks, Richard!), a few of us discussed the issue and there was some concern the synthetic might be too slippery and get past rings, causing some oil burn. Well, I guess I'm the guinea pig and will keep you informed if I see any smoke or have any problems. So far... none. In fact the oil pressure gauge is reading steadily higher and I de-

tect less noise at startup (these are probably inherent features in synthetic oils, I don't know). And, of course, it's a little more expensive. However, my car is not moaning scarily from the garage any more.



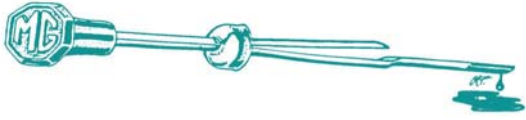
Pictures from the August Meeting

At the Thiergardt residence



As always, more pictures can be found at www.mg.org

The Dipstick



The Tidewater MG Classics

Ronald Struewing, Editor

5483 Doon St.

Virginia Beach, VA 23464-7732

FIRST CLASS

Affiliated with



MG

Monthly Meeting
Wednesday, Sept 1st
Ron & Anita (Edwards-)
Struewing
5483 Doon st
Virginia Beach
479-0084

Map labels: Virginia Beach Blvd, Witchdoek Rd, I-264, Princess Anne Rd, Indian River Rd, I-64, Kempsville Rd, Waft Rd, Lynnhamen Pkwy, Stewart Dr, Doon St, Centerville Tpk, Greenbrier Pkwy, York Pkwy.

7:30 - 8:00 pm - Kick Tyres
8:00 Meeting