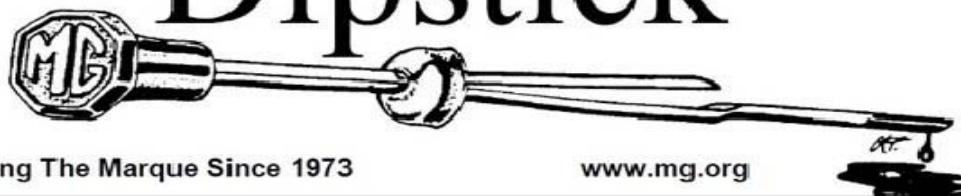




The Dipstick



Dedicated To Preserving The Marque Since 1973

www.mg.org

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Activities Report 12-18-22

As I write this is mid-December we've just had our Holiday Brunch (delicious!) at the Princess Anne Country Club, and we will be putting the brakes on 2022 and coming to a screeching halt for the year. It was great to get together at the brunch, and we got to catch up with good friends and with some faces we haven't seen in a while. Thanks to everyone for the generous donations to our charity, Samaritan House, which is a very worthy organization and is especially needed this time of year, and thanks to Jim Villers for setting that up.

And what a year 2022 was! Although things will never be the same without Tad Carter's planning skills and inventiveness, we still keep rolling. We kept some traditions going – Spring and Fall multiday journeys, Tech Sessions, Chili Cook off, Tides baseball game, monthly meetings at various venues, as well as some relatively new events – “Death by Chocolate” drive, Elizabeth City, Trunk or Treat for the second year, etc. We look forward to continuing the old traditions and maybe creating some new ones.

Our first meeting of 2023 will be January 4 at Gus and George's restaurant in VA Beach. It's warm and tasty and we hope to see lots of you there to kick off the year. If you have an idea for a drive or activity, please make a point to bring it up to one of the “officers”. Also, there may still be some openings to host a meeting; it's no big deal – just put out some snacks and drinks and get paid for it! Let Scott Parker know if you are interested. The main thing is keep driving our wonderful classic autos, enjoy the camaraderie of other car nuts, and HAVE FUN doing it!!

Coming Events

TMGC Events

2023

Jan 4: Monthly Meeting:
Gus & George's
4312 V Beach Blvd

Feb TBT: “Horrible Idea
Tour”

Other Events



Marque Time!

President's Message

I am writing this month's column right after our Holiday Brunch at the Princess Anne Country Club in Virginia Beach. What a great way to end the club year. A very nice venue, good food, and good fellowship with good friends. It was nice seeing a half dozen MGs parked out front on this clear but cold winter day. Thanks to Jim for arranging this and thanks to Rose for setting up the silent auction. And, thanks to you all for your contributions this year to the club charity, the Samaritan House. The basket was full of gift cards along with cash, checks and a big Block Building Set

the kids will enjoy playing with.

If you weren't able to attend, Mark & Kathy Davidoski received the 2022 Dipstick award and Bruce and Jayne Easley received the 2022 President's award. Both couples are very deserving of these awards for their many years of service to the club.

Many car clubs say it is the cars that bring them together, but it is the people that keep bringing them back. That is certainly true with our club. Although the cars are the central ingredient that ties us together, it really is the members and the friendships we develop over the years that keep us coming back. Our members make this a club where we enjoy each other's company. No politics, no bickering, no fighting, no hidden agendas. Just a fun time with our cars and friends. This is a recipe that has served the club well all these nearly 50 years and I hope continues through many more years. Or, until they outlaw gasoline engines and we can no longer drive our beloved MGs. Or, we just get too damn old to get in and out of them.

I'm looking forward to another year of MG fun and adventures and I hope you are too!

Safety Fast –
Mike



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Newport News Lights - Dec 6, 2022 6:30



by Bruce Easley

After “Scrooge Covid” put the kibosh on holiday gatherings, and the Norfolk Botanical Gardens changed to walk-through only rather than drive-through, we were finally driving down a “Santa Clause lane” of holiday lights again this year. After a couple of members suggested the Newport News Park drive-thru lights, we got the tradition going again, complete with an Italian dinner beforehand. Joe and Mimma’s restaurant in Yorktown did a great job of hosting and feeding us, and was just a short drive (enough to get heaters warmed up again) to the lights. Those holiday themed lights sort of kick start the brain and emotions getting ready for Santa and the Reindeer, family gatherings, hot chocolate and other seasonal delights. There’s no point in trying to describe the lights – they had to be seen. However, thanks to Don Ladd and Sue Bond, there are about 65 pictures of the lights available at our mg.org website for you to enjoy! Thanks to those who attended and made it fun – the HRBT wasn’t an impediment, and since it was still early in December there was little of no waiting line for the lights. Ho, ho, ho!



Newport News Lights -

Dec 6, 2022 6:30



Newport News Lights - Dec 6, 2022 6:30



Holiday Brunch at Princess Anne CC

by Mark Davidoski

We wrapped up another year of TMGC activities with our Holiday Brunch at the Virginia Beach ocean-front on December 18th. The morning weather was sunny and brisk – perfect for displaying a large selection of MGs at the sweeping entrance to the Princess Anne County Club.

The brunch fare was delicious and wide ranging, with plenty of hot coffee or appropriate adult beverages. The conversations were buzzing all morning, as we reviewed another year of MG-inspired driving, dining, and camaraderie.

Donald Ladd served up Christmas photos of each attendee, and Rose arranged a silent auction of motoring memorabilia. Donations were also accepted for this year's sponsored charity – Samaritan House. This organization offers emergency housing to individuals and families in times of crisis.

President Haag addressed the group in order to review some recent happenings, and to preview what's ahead for 2023, which is our club's 50th Anniversary. It is also the 100th Anniversary of MG! The President's Award for outstanding contributions to TMGC went to Jayne and Bruce Easley. Their efforts



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in coordinating numerous club activities (not to mention their near perfect attendance at meetings) were roundly applauded. The Dipstick Award was presented to Mark and Kathy Davidoski in recognition of their 10 years as the editorial team.

We departed with full stomachs and plenty of Holiday cheer. The throaty roar of our cars was a perfect soundtrack as we departed to continue our individual Holiday itineraries.

Many thanks to Jim Villers for arranging this year's party. Stand by for plenty of TMGC action in the coming New Year!



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TECH STUFF - By Terry Bond

BRAKES – Part 1 – the Juice-

As mentioned at one of our recent monthly meetings, we're going to be talking about brakes! As a prelude to our upcoming work on the MGTC brakes, I felt it appropriate to cover the topic, since you have all winter now to ready your LBCs for the spring touring season. We can make them go, but they have to stop too!

To begin with, I'll cover the types of brake fluids available. There are pros and cons to each, and we all have our own preferences, for varied reasons.

Brake fluid is perhaps the most neglected maintenance item on your car.

First problem with any brake fluid is contamination. Here are the major causes of contaminated brake fluid:

Air

Air contamination within a braking system can occur in a variety of ways. Anytime you open the cap on the master cylinder to check your fluid level, air can be introduced into the system. Air may also enter the system due to worn seals and components. Over time, as the pistons move back and forth, the seals will break down, allowing air into the system. When worn or broken components are changed, pockets of air may also move into the system and be difficult to purge out. During bleeding of the brakes, additional air may inadvertently be introduced.

The traditional bleeding method of having one person depress the brake pedal while another person bleeds the air at the wheel can be very time-consuming and often is not the most effective for removing 100 percent of the air. Vacuum and pressure systems offer better options for removing the air. We'll talk about those in a future installment.

Moisture

By design, a brake fluid is formulated to absorb moisture. Otherwise, water molecules could rot the internal components and damage the braking system. Of course, this concept of fluid absorption comes at a price. As the brake fluid absorbs moisture, it affects the fluid's performance. The high temperatures common with braking systems can result in this moisture vaporizing, which causes the fluid to become compressible and gives you that "spongy" feeling.

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Not all brake fluids have this property of absorbing moisture. Silicone fluids will only absorb so much moisture, leaving the rest to stay in free form and sink to low spots in the system. This can lead to corrosion.

So whether the contamination is from air, water, temperature or foreign materials, your brake fluid will need to be changed. Complete fluid replacement involves more than just “bleeding” brakes. It may require a full system flush.

Brake fluids are categorized into four main classifications by the U.S. Department of Transportation (DOT): DOT 3, DOT 4, DOT 5 and DOT 5.1. Most fluids fall into the DOT 3, DOT 4 or DOT 5.1 classification. These fluids are all hygroscopic, which means they absorb moisture from the air. DOT 5 fluids are not hygroscopic but are often used in vehicles that sit for long periods of time, such as collector cars or military vehicles.

The chemical composition of the fluids also changes with the different classifications. DOT 3 fluids are glycol ether based. DOT 4 fluids are a mixture of glycol ether with borate ester. DOT 5.1 fluids use borate ester with glycol ether blended in, while DOT 5 fluids are silicone based.

Brake fluids must also meet viscosity and boiling point standards. What we normally use in our cars is DOT 3, or DOT 5. These are completely adequate for our vehicles, so unless you plan to do some serious racing, choosing your fluid based on boiling point or viscosity is not necessary.

Choosing the “right” fluid for your car can be simple – just go with what’s already in it. If you are not sure what’s in it, most likely it will be DOT 3. The below link is a short video that explains how to test yourself to be sure whether you have a Glycol based or Silicone fluid in your system. Water mixes with all except DOT 5 (Silicone), so a simple home test can answer your question. Be sure before you add any fluids as you cannot mix DOT 5 Silicone based fluid with other types.

<https://www.youtube.com/watch?v=0aMf3I0ez5s>

Simple, inexpensive testers are also available so you can determine moisture content to help you evaluate the condition of your fluid.

These pen-type testers come in a variety of configurations and are easy to use. Most are under \$20 and are available from auto parts stores, or Amazon.

PROS and CONS of brake fluid types –

Glycol based (DOT 3, 4, 5.1) – these fluids easily absorb moisture, which can cause fluid compression and reduce brake efficiency. Corrosion can also be an issue in vehicles that are not driven regularly. Glycol based fluids are also great paint strippers. Do not spill any on painted surfaces!

Silicon based (DOT 5) – these fluids are more suitable for cars that are not regularly driven. Moisture settles out separately and does not mix with the fluid. A drawback is that pockets of moisture can still remain in low spaces in a system where corrosion can also occur. Pockets of moisture can collect making such systems more difficult to bleed. That said, Silicone fluid is less likely to need frequent (or seasonal) bleeding.

Since Silicon fluid cannot be mixed with any other type, if you are replacing fluid in your system all components should be replaced, or thoroughly cleaned and flushed with denatured alcohol before installing the new fluid. Rubber components should be replaced with new, and a new master cylinder (or clutch cylinder) should be installed. Simple fluid replacement is not advised.

Any fluid can easily be contaminated by air when working on a brake system or replacing components.

Silicon fluids do not dissolve your expensive new paint job.


Some users note a slightly softer pedal and more difficulty bleeding brake systems with Silicone, however it remains a popular alternative. We use Silicone fluid in our 1974 MGB and are generally pleased with its performance, although it is time for a system flush.


So- that segues nicely into a future Tech column – bleeding brakes.

Until next time-

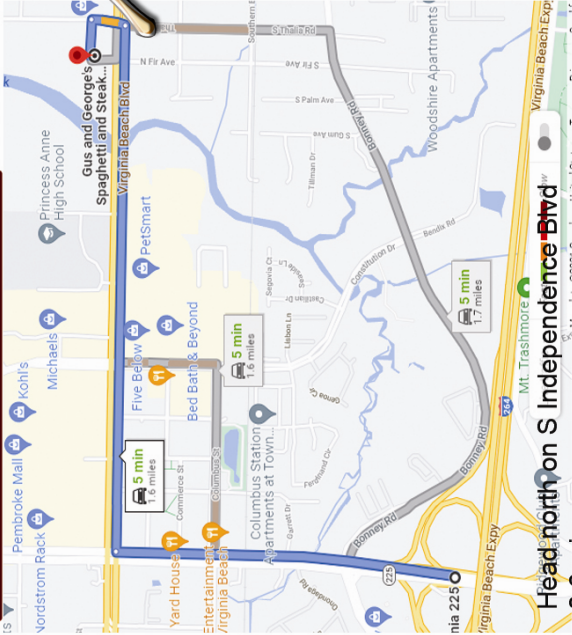
Safety Fast –
Terry

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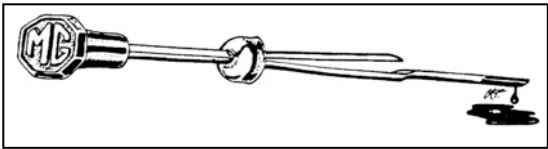


Monthly Meeting
Wednesday, Jan 4th
Gus & George's
Restaurant
4312 V. Beach Blvd
Virginia Beach



6:00 if you are eating Dinner
Meeting to follow

Head north on S Independence Blvd
0.6 mi
 Turn right after Taco Bell (on the right)
 Pass by IHOP (on the right in 0.5 mi)
 0.9 mi
 Turn left onto Thalia Rd
 318 ft
 Turn left
 Destination will be on the left



First Class

The Dipstick Tidewater MG Classics

C/O Jim Villers
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