



# The Dipstick



Dedicated To Preserving The Marque Since 1973

[www.mg.org](http://www.mg.org)

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## *Activities* Report,

Winter is withering away! I hope everyone is ready for driving when the nice Spring days come. We MGers have things to do in March, but you don't just have to enjoy club events. Go out for lunch and drive your baby for others to ogle. As always, you'll get in a conversation with a former owner or someone familiar with the Marque. Then join us at Anita and Scott Kampe's home on Wednesday March 6 for our regular monthly meeting, where "kick tyres" begins at 6 pm.

In the rear view window, we've had our "Flash Drive" in January and a "Valentine Weekend Drive" in February. Now, here's what else is coming down the road:

TRAACA antique car lovers will hold their annual swap meet on Saturday March 9 at the Nansemond-Suffolk Academy in Suffolk; maybe they'll have that special item you've been wanting. A new event will be "Cars and Coffee" hosted by the Williamsburg British Car Club on March 17. That will kick off at the Topsy Beans Café in Williamsburg at 08:30, then at 10:00 the group will begin a drive up Route 5 to Shirley Vineyards. Check the Dipstick calendar for more details. Should be a great day!

Our Spring Tech Session will be the weekend of April 13/14 at the home of Mathieu Huovinen; more information will be available as the weekend gets closer. The Williamsburg British Car Club will also hold their annual British and Import Car Show on May 4 from 10:00 to 2:00 pm at 1430 High St. in Williamsburg, so put THAT on your calendar.

Don't be square – be there! *Put something on your calendar and make it happen. Support the Octagon!*

*Safety fast.* (as always), Bruce Easley

### Coming Events

#### TMGC Events

Mar 6 - Meeting at Kampe's

Mar 17 - C&C in Williamsburg

Apr 26-28 - Spring Tour

#### 2024 TMGC Meetings

Apr ? - Meet/Tech at Huovinen's

May 7 - Mac Pherson's

Jun 8 - Watson's

### TMGC Membership

There were no new members last month, the current total of paid memberships is still 92. There are 140 MGs listed in the database and the various models broken down by numbers can be viewed on the website at <https://www.mg.org/clubinfo.html>. If you have any changes in your contact information or MGs, please let me know by email at [membership@mg.org](mailto:membership@mg.org).

*Safety fast.* Mike Haag



# Marque Time!

## President's Message

Well, my goodness, what a turnout we had for the breakfast meeting Michelle and I hosted earlier this month. Over 40 members ventured out on a somewhat chilly, but probably more seasonably cool February morning down through the twists and turns of Great Bridge to enjoy a morning of food, fun and fellowship. Our house was busting at the seams and I was completely blown away by the amazing turnout and I think everyone had a fantastic time. We'll look to do that again in 2025!

A huge thank you to Bruce Easley for coordinating the Valentine Cruise. This drive took members south into coastal NC Currituck County where members enjoyed some wine tasting and a chilly picnic lunch at the Sanctuary Vineyard, followed by a self-guided tour of the historic Jarvisburg Colored school that was built in 1868. I hope everyone enjoyed the drive, wine and history education of our coastal NC neighbor. I also want to thank Mike Haag for volunteering to setup a TMGC Booth at the TRAACA Annual Swap Meet in March. This will be an excellent opportunity to pass out some new TMGC business cards (thanks Bob Stein!) and introduce local area folks to the goodness that is TMGC. Mike Haag has also been working overtime making updates to our [www.mg.org](http://www.mg.org) website. We've established several new @mg.org email addresses and have removed personnel email addresses and phone numbers from our site to reduce the risk of compromising members personal info. Thanks Mike!!

I want to take a moment to provide an update on Donald Ladd. He is home resting and had a wonderful time celebrating his wedding anniversary recently with family and friends. He continues have some difficulty breathing and is scheduled to have throat surgery on 22 Feb, followed by heart diagnostics to determine if any heart procedures are required. Please continue to keep the Ladd family in your thoughts and prayers. Wishing Don a speedy recovery and a return to his youthful and exuberant self! We definitely miss both Don and Rose!

I'm saddened to announce the passing of Bob Pellerin. Bob and Linda were staples and long-time members of the TMGC family and owners of various MGs among other antique cars. He even had a few of his cars (early Volvo and Austin) featured on the Fantom Works TV show over the years. Bob was also a local Dentist that many of our members frequented...so Bob served the club in many different roles. Wishing Linda and the family peace and comfort as they navigate this next season without Bob.

Scott and Anita Kampe are up next and will host our next club meeting on Wed, Mar 6<sup>th</sup>. 6:00 pm kick the tyres, with meeting to follow. Hop in your MG and venture down south to the Chesapeake Hickory/Edinburgh area and enjoy another great meeting with the crew. Well folks, that's all from the cheap seats here at the Parker residence. See you next month!

*Safely fast, Scott*

### TMGC Offices and Committees

President	Scott Parker	TMGCPres@mg.org
Vice President	Rob MacPerson	TMGCVPM@mg.org
Secretary	Michelle Parker	mlparker619@gmail.com
Treasurer	Mark Davidoski	markdavidoski@icloud.com
Dipstick Editor	Jim Villers	190SLJim@cox.net
Activities	Bruce Easley	easleybw@aol.com
Webmaster	Mike Haag	Webmaster@mg.org
Historian	Sue Bond	susanbond@cox.net
Regalia	Rose Ladd	twfrog@hotmail.com
Technical	Terry Bond	terryaaca@cox.net
Membership	Mike Haag	Membership@mg.org



# Meeting Minutes **Feb 3, 2024** By Michelle Parker

Our meeting this month was a brunch at the Parker house. We had quite a good turn out with about 35 people at my count. I apologize for not being able to keep up with the coffee consumption. Next year I will make sure we have enough flowing without disruption.

President Scott Parker called our meeting to order. We didn't have any new members, but we did have 2 grandsons as guests. Start 'em early! That's why I'm here, my dad had my brothers and I out helping him with his MGs when we were kids and we all still love them.



*Kicking the tires before the meeting.*

The Vice President's report was brought by Rob MacPherson with a wave and a shrug. April's plan is still in the works, be watching for emerging details on that.

Activities report from Bruce Easley began with a bit of Love Me Tender karaoke and moved on to the plan for a Valentine's Day Drive. A wine tasting and a picnic lunch does sound romantic! And nothing says "I love driving my MG" more than taking it out on a chilly day! He asked about any interesting in attending an ice hockey game at The Scope, with enough interest we can get the group rate tickets. Sounds like Terry Bond is in, as he said, "Sounds like a lot of pucking fun." His pun was met by a collective moan and a bunch of chuckles. That's all Bruce had, for the long-term schedule of events check out that section of the dipstick or the calendar of events tab on the site.



*Scot Parker, Bruce Easley, Mike & Jennifer Ashe*

Treasurer Mark Davidoski brought the Treasurer's Report. It was a quiet month with just two deposits, from one membership and one from the money from Christmas party silent auction and 50/50. We wrote one check for name tags in the amount \$108. And ended with a balance of \$1885.34. As always, if you need a name tag, let him know.

The Dipstick Report by Jim Villers was up next. He said it's coming along and looking like it may be light. Bring him anything

you'd like to share that's MG related by the 20th. As I sit here typing this up on the 19th... Yikes, I'm not late yet, right? Sorry Jim, it's been a busy month.

The Membership Report was brought by Mike Haag. We picked up one new member in January, bring us to 92. If you have any changes in your contact info, or on the MGs you own, let him know and he'll keep that up-to-date in the database.

Terry Bond gave the Technical Report with a show and tell item. He had a portable battery charger that is a great addition to keep in your in-car tool kit. Or just travel around with Jim Villers, because he always carries a spare. There are many brands at various price points out there, but Schumacher is the one that he personally endorses.

Historian, Susan Bond, has all our history beautifully collected and on the website.

There was no Old Business to discuss. As for New Business, we discussed the upcoming TRAACA Swap Meet. We decided that we would have a club booth at the swap. Thank you to Mike, Rob, and Shayne for volunteering to man the booth. We also discussed and decided that having some TMGC business cards would be great to have on hand as a quick, easy way to pass along our club info to any interested folks we cross paths with. So those are in the works.

Marque Time was brought with what I see as a challenge. Alan Watson said that he has set a record for the Shortest Tow by calling Hagerty for the 1.2-mile tow back to his house. The Watsons are looking forward to the meeting at their house Saturday, June 8. A meet up and a short drive around their neck-of-the-woods followed by lunch and the monthly meeting at their house. Sounds fun!

Regalia with Rob again, as we are still missing Rose and Don. Our thoughts and prayers are with y'all, you are missed. A few last-minute ticket purchases and then on to the winners... Scott Kampe and Shayne each won a club magnet. Allen Watson drew his own ticket, ensuring he got that children's car puzzle he had his eye on. A lady's TMGC jacket was won by Kathy Davidoski, and it looked so good on her. A mystery envelope from Don was won by Mike. It was a \$20 bill, that Mike donated to the club. The Valentine's Day travel mug was won by Rob and he donated it back to the regalia pool. And the 50/50 of \$33 won by Shanye and Pam, which they donated to the club.

This meeting of Tidewater MG Classics was adjourned. If you'd like to see what you missed, check out the YouTube video of the meeting at <https://www.youtube.com/@TidewaterMGClassics>



*Scott Parker listening to Bruce Easley give the Activity Report*





## TMGC Valentines Weekend Drive .. by Bruce Easely

February! It's cold, can be dark. The time of year to stay by the fire or heater instead of going out if you don't have to. So what can you do? Plan a drive! On Saturday Feb. 17 our group of MG drivers from Tidewater MG Classics got together for a "Valentines Weekend" drive. It started with an excellent surprise when Don and Rose showed up. Don recently had a stroke and is dealing with heart issues, so it was great to see them. We had a beautiful weather day (if chilly) and a nice turnout of 17 intrepid motorists.

The group met in Chesapeake and headed southeast, first stopping at Frog Island Seafood for a bit of lunch. They sell all sorts of fresh seafood plus they have a restaurant and bar. Crab cakes, grouper bites, shrimp, etc. were all very good, and you know it's fresh when guys come in wearing the "official" waterman's white rubber boots. The service was quick and everyone seemed to enjoy the food. Nothing fancy, no high prices, but good fresh seafood.

Next stop was Sanctuary Vineyard, where we relaxed, sampled some good wines and got to spend some "chill time" with each other. We also got a back room tour from the owner who enlightened us on their processes and the different types of barrels for aging. In Spring and Fall they clear out the barrel room and host weddings and parties. They also are planning to phase some of their vegetable crops into other fruit so they can expand their offerings.

Our last stop before heading home was the Historic Jarvisburg Colored School in Currituck County, on the National Register of Historic Places. Built in 1911, it is currently undergoing renovation, but was open



*The cars parked in front of the Sanctuary Winery. Note Robert Perrone's Jaguar*

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*Robert Perrone, Rob MacPherson, Shayne McKean & Pam Morris, Mark & Kathy Davidoski and Anita & Scott Kampe tasting wine and eating lunch at the Sanctuary Winery*



*Rose & Donald Ladd*

for touring during Black History Month. This and other related schools were started from a collaboration between Booker T. Washington and Julius Rosenwald who was then president of Sears and Roebuck. The school interior was well set up with pictures, explanatory posters, and memorabilia to describe life in those earlier times.

So, we had February Fun - Great weather, great people, good times and education!





## The Beast and the British Car ..... by Doug Wilson

It was a cold, snowy day in Utica, New York. My wife and I were doing some drive-by window shopping at new car dealerships but did not stop because we didn't see any models we liked. At the time I had a 1971 blue, six-cylinder Maverick, which had to be the most uninteresting car Ford ever produced. I was into my eleventh year of active duty in the Air Force, had survived Viet Nam, and had just graduated from college via the Air Force's "Boot Strap" program. I felt I deserved a new and more exciting car.



*Doug & Ello Wilson with their red MGB*

Then it happened! I spotted a beautiful red convertible sports car, pulled into the lot, got out and had a look at this mysterious little machine.

A salesman came out and offered his assistance. I said, "What is this?" "A new 1976 MGB", replied the salesman. I gave my wife the "What do you think?" look and she gave me the "Let's test drive it first" look. So, off we went, my first time behind the wheel of a European sports car. It took only one trip around the block for me to fall in love with the "B" and to sign on the dotted line. Little did I know that I was about to embark on an odyssey of fun and thrills.

Fast-forward eight months... I now receive transfer orders to a small military base in Northern Italy. But before I go, I need to attend a special Air Force school in Wichita Falls, Texas. The drive from New York to Texas was my first long trip in the "B." It was summertime, so of course, I drove all the way with the top down. This was one trip, however, that will forever be remembered for its profound impact on my twenty-eight year relationship with my MG. And it goes like this...

It was a Friday afternoon and the class instructor let us out early after taking our exam. I decided to drive over to Oklahoma and see the Wichita Mountains and Platt National Park. By the time I got to the park the sun was beginning to head for the horizon, but I still had enough time to enjoy the landscape and the approaching sunset. I had the park all to myself. I started out driving on a dirt trail, followed it along ridges into valleys, and then into a gully. Coming to a curve in the trail, I emerged out of the gully and onto an open plain. What a sight! As far as my eyes could see, nothing but earth and sky. I had no idea that my feeling of tranquility would soon be over.

There in front of me, crossing my path, was a fairly large herd of buffalo heading for who knows where. What a thrill for an Easterner (I grew up in Virginia) to see buffalo in their natural setting. I thought to myself "what a Kodak moment for an MG advertisement photo." Anyway, I wanted to get a better look, and bravely but slowly, drove closer to the herd. I stopped a few yards away so I would not upset them and cause a stampede. I could see the headlines: "Park Ranger Finds Body in a Squashed Sports Car with Hoof Marks." I turned off the motor, and settled back to enjoy this once-in-a-lifetime experience. It was

perfect. The sun was setting; the sky was ablaze with shades of red, orange, blue, and purple. I don't think an artist could paint a more brilliant array of colors. It was beguiling.

As I watched the buffalo herd pass by I began to appreciate the fact that Native Americans had seen the same thing for hundreds of years. But instead of sneaking up on them under the cover of a buffalo hide, I did it in an MG.

Then suddenly, while looking to my left, I felt a strong breeze on my right arm. I turned to see where the breeze was coming from, and found myself looking into the largest buffalo face I had ever seen, less than twelve inches away from me. Her head took up the entire passenger side of the MG. This female buffalo with her nasal snot and mouth saliva dripping on my car seat stared at me as if she were thinking, "Who are you and what are you doing here with my herd?" I froze! I was terrified and disgusted. I also began to understand where the saying, "You smell like buffalo's breath" came from.

After what seemed like an eternity of glaring at each other, the buffalo jerked her head up, causing a thread of drool to hit me in the face, and proceeded to walk around to the front of the car. I began to clean my face, thinking 'boy, I am glad that's over! Wrong! To my amazement, the beast backed her rear end flush with my car hood, lifted her tail, and let loose a geyser of golden bladder fluid, all over my hood and windshield. The size and force of the flow would have impressed any fire fighter! When she finished, she turned her head, looked at me with a sense of relief and defiance, and walked away to rejoin the herd. I must admit that she did this to me with such grace that I could not help but admire her majestic nobility.

Yet, I could not understand why she did this to my car hood. There could be but one answer. Since the dawn of history, ancient societies have interpreted unexplainable events as an omen, a message from the spirits or gods, be it good or evil. That's it! The Great Buffalo Spirit has blessed me! From the anointment I just received will come good fortune, and the union of man with the spirit world, nature, and machines. Hallelujah!

Looking back on this experience I realize I have indeed been blessed with good fortune. Because of the MG, I have, over the years, made close friends that I otherwise would never have met. We share a common bond with British sports cars. While in the Air Force, I spent four years driving the "B" over mountain roads and through the valleys, cities, and villages of Europe. Years later I attended the reunion of MG factory workers as the guest of my English friend, David. While there, I met, shook hands with, and talked to Don Hayten. Don was the chief body designer for the MG and was responsible for styling the MGB. I was delighted when he autographed a picture of my "B." At the reunion party I met the people who worked the line that built my car in 1976, and also got their autographs on my car's picture. They were pleased to hear that my "B" has won dozens of first place awards at car shows. It has also taken my wife and me on countless excursions and dinner trips with fellow British car enthusiasts.

Knowing that I own a piece of automotive history makes me feel privileged to carry on its fine tradition. I stand proudly beside my British car "brothers" and "sisters" who own Austin Healeys, Minis, Jags, Triumphs, Morgans, and the other British marques, knowing we are the true bearers of the Spirit of Freedom. And so for this honor, I thank the "Great Buffalo Spirit" for anointing my MG with the free and noble spirit that makes it a pleasure to drive. AMEN!



## Tech Stuff –

# **The complexity of oil** ..... by Jim Villers

Oil is not a simple automotive product and it has evolved significantly since our cars were designed fifty years ago. There are basic oil characteristics that should be understood in order to understand modern oils and the requirements of our classic engines.

There are two primary types of crude petroleum from which lubricants are refined, paraffin and asphalt hydrocarbons. Paraffin oils are derived from crude oil with a high concentration of straight-chain

Hydro-carbons. These hydrocarbons impart a waxier consistency to their oils giving them excellent viscosity stability, ensuring consistent lubrication across a wide temperature range. Asphaltic oils provide greater resilience to high temperatures and provide good lubrication under extreme conditions.

The state of Pennsylvania played a pivotal role in shaping the lubricant industry because, in the late 1800s, oil wells in Pennsylvania produced crude oil rich in paraffinic hydrocarbons. High-quality paraffinic lubricants quickly gained prominence due to their superior performance. As a result,

Pennsylvania became synonymous with premium lubricants.

Synthetic oils, created through chemical synthesis, are a recent advancement in lubricant technology.

Synthetic oils offer superior performance compared to traditional lubricants. They provide exceptional viscosity stability, oxidation resistance, and low-temperature fluidity, making them ideal for high-performance engines. They reduce engine friction and the viscosity can be engineered to meet wide a wide range of temperature specifications.

Viscosity is the primary specification of oils. Viscosity is quite simply a measure of how liquid flows at under standard conditions established by the



*The cam removed from my MGB during a recent rebuild. Note that the top cam lobe on the right has been rounded with wear where the cam lobe on the left has the correct form.*

Society of Automotive Engineers (SAE).

All oils are assigned a single viscosity number which is measured at 68oF. Multi-grade oils contain two viscosity numbers (10W 40) in which the first number indicates that the oil has the same viscosity as a 10 viscosity oil at 40oF and the second number indicates that the oil has the same viscosity as 40 viscosity oil at 212oF. The low temperature viscosity is important when the engine first starts and the higher temperature viscosity is important when the engine is at running at operating temperature.

Automotive oils contain more than just "the oil". Modern oils contain additives to enhance the function of the oil; detergents keep pollutants in suspension so that they can be removed by the filter, friction modifiers reduce friction and there are additives to reduce corrosion or to provide extreme pressure protection.

Engines are designed to use the specific available oils. The key design aspect is the gap between bearing journals and the load on these journals. The designation of "30" weight summer oil indicates generous journal gaps. Colder weather specification represent a compromise between the viscosities needed to easily start the engine and the viscosity needed to protect the engine at operating temperature. Modern multi-viscosity oils and additives have greatly improved lubrication for both startup and normal temperature operation.

During the past fifteen years, engines and lubricants have evolved to reduce environmental pollution. The addition of the catalytic converter greatly reduced unburned gases and other pollutants. However, one of the important oil additives for extreme pressure protection had a tendency to clog the catalytic converter. This was Zinc in the form of ZDDP (zinc dialkyldithiophosphate). This additive has proven to be critical in classic flat topped engines and it is valuable for any engines that were designed prior to the removal of ZDDP from the oil in 2010. I have included a couple of pictures from my MGB engine rebuild. One picture shows the extreme wear of one cam lobe where the top 1/8 inch has been rounded off. The second image shows the wear on the top of the tappet. The top of the tappet should be flat and shiny while the picture shows the erosion of the hardened surface; the picture does not show the cupping of the surface.



*This is the picture of the tappet that matched the warn cam lobe. It is very pitted and was warn in a conical shape that cannot be seen in the photo*



So, what are the characteristics of currently available oils that should be utilized in a MG engine?

The MG engine bearing gaps were designed for a 20W 50 which easily translates to available modern oils. Any oil used in a MG engine should have a significant ZDDP component.

Since all ZDDP has been removed from current automotive oils, it takes a little research into manufactures specifications to locate oil brands with the desired viscosity with the necessary ZDDP component. All "racing" oils, all "classic" oils, most motorcycle oils and some diesel oils contain ZDDP. Before buying any oil, you can download the government required "Product Data Sheet" and it may list zinc as a component of the oil or it may discuss zinc content in the discussion area of the sheet. Finally, there is a technical support phone number on the form that can be called to clarify the zinc content in a specific oil.

There are many excellent oils that contain ZDDP and have the desirable viscosity and everyone seems to have their personal favorite. My choices are the Castrol GTX Classic 20W 50 and Penn Grade partial synthetic 20W 50 oils, both contain adequate ZDDP and they are available from Amazon.

By choosing the right lubricant, you can safeguard your engine's health and tend its lifespan.

### Trivia from Jennifer Ash

You've always wondered why we don't meet the same night of the week every month??

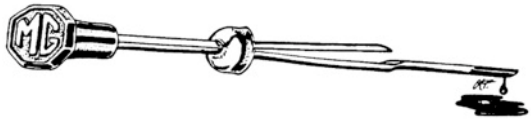
Well, in the beginning - when we were all very young - one of the Founding Fathers went bowling every Wednesday; another, working on a graduate degree, had classes every Tuesday night, so it was decided to alternate meeting nights so each could (potentially) make it to 6 meetings a year. Ain't democracy great!



*This is an image of Castrol GTX Classic oil which contains ZTTP*



*This is an image of PennGrade 20W50 partial synthetic oil which contains ZDDP*



## First Class

# The Dipstick

## Tidewater MG Classics

C/O Jim Villers  
3133 Inlet Road  
Virginia Beach, VA 23454

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