



The Dipstick



Dedicated To Preserving The Marque Since 1973

www.mg.org

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TIRES – the “age” old question-

We've recently heard a lot of discussion about the age of your tires. From conversation heard around the beer cooler - "Why does it matter how old they are when there is plenty of tread left?" "I just bought a whole set of NOS original tires for my LE." "Just squirt some armor-all on them and they'll look like new!"



Sean Kane, president of [Safety Research & Strategies](http://SafetyResearch&Strategies.com) Inc., compares an aging tire to an old rubber band. "If you take a rubber band that's been sitting around a long time and stretch it, you will start to see cracks in the rubber," said Kane, whose organization is involved in research, analysis and advocacy on safety matters for the public and clients including attorneys, engineering firms, supplier companies, media and government.

Cracks in a tire's rubber begin to develop over time, appearing on the surface and inside the tire as well. This cracking can eventually cause the steel belts in the tread to separate from the rest of the tire. Improper maintenance and heat accelerate the process.

Kane and his organization have identified over 250 incidents in which tires older than six years have experienced tread and belt separations — most resulting in loss-of-control and rollover crashes. These incidents were the cause of 233 fatalities and 300 injuries in 2012.

Every tire that's on the road long enough will succumb to age. Tires that are rated for higher mileage have antiozonant chemical compounds built into the rubber that will slow the aging process, but nothing stops the effects of time on rubber.

So why does this seem like such a recent issue?

The problem has always been around, but now with 100,000 mile tires, it's becoming more evident in aged tires that still appear to have plenty of life left in them.

Construction of tires has something to do with it too. The old bias-ply tires tended to flex more across the tread, whereas newer radials don't. The flexibility in radials is in the side-walls. For improvements in handling and traction resulting from radials, the sacrifice has been less strength in those sidewalls as they age.

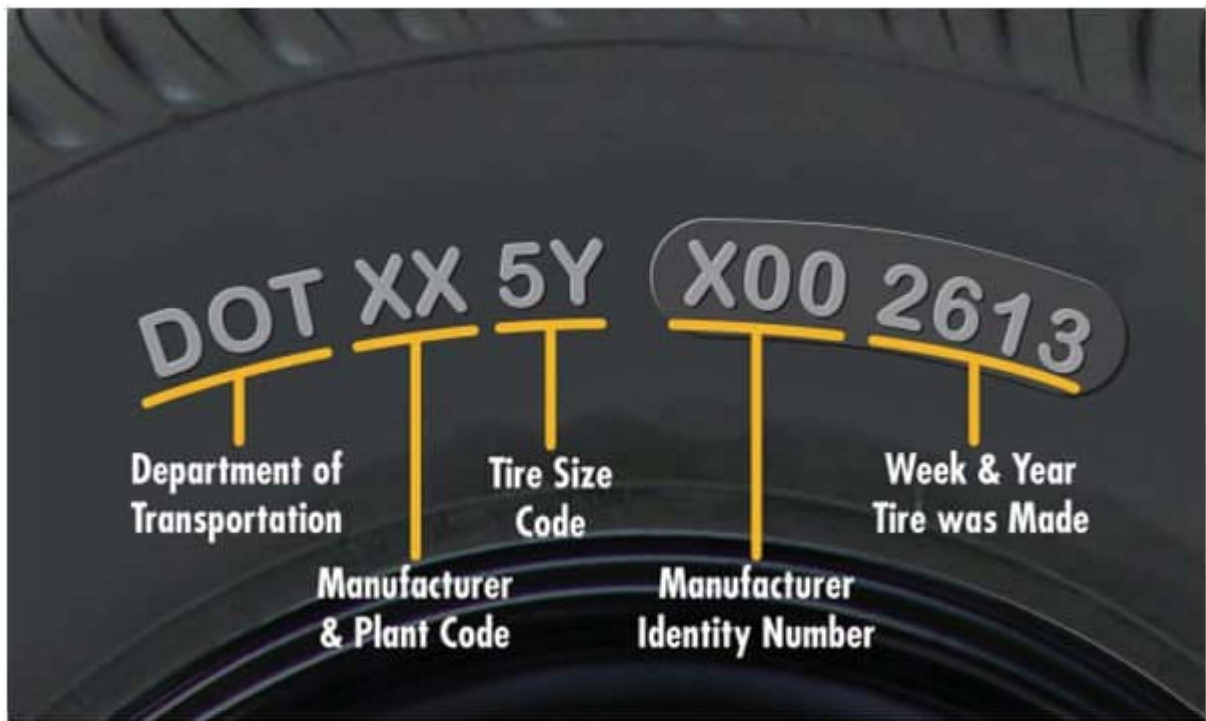
As the rubber compounds in them age and deteriorate, the tires are more susceptible to damage at their weak points. Although blow-outs are common, tread separation is also being seen in aged radial tires.

You'll find a lot of information from individual tire manufacturers themselves, but it's generally accepted as "rule of thumb" that you should replace your tires at the ten year old point. You'll hear everything from five to seven years (or more), but certainly no more than ten. Less if the car spends a lot of time sitting. That time line begins counting the day your tires were made-not the day you bought them.



Here's a good example of a tire that seems to have plenty of tread life remaining, but the sidewall, weakened by age cracking and rubber deterioration has separated, causing a blowout

Here's how to tell when your tires were produced. Look at the sidewall, where all those numbers are located – all tires made after 2000 have these codes on them.



Look for the codes, following "DOT", separated into groups. The last block of numbers IS the DATE CODE to look for, and is decoded as such:

1st TWO (2) digits is the number of the Week within the year (example, 01 is first week of January; 26 would be approximately end of June; 48 is end of November/beginning of December

The last two (2) digits is the last two digits of the year of manufacture (eg: 20 is 2020; 11 is 2011)

Although some would disagree, the rule of thumb is that radial tires more than five to seven (5-7) years old should soon be considered for replacement, and that ten (10) years would be an outside maximum.

I've known several members in our antique automobile club who have had problems with aged tires. In one case, a recently restored 70's muscle car was being driven to a show and along the way, a tire blew out. The owner was able to control the car and avoid a bad accident, but the blowout caused significant damaged to the rear fender, and destroyed a rare factory accessory wheel. His effort to try and keep the car as original as possible nearly cost him a lot more than the cost of the restoration.

Stay safe - don't take a chance with old tires!

Safety fast-Terry

June Activity Report

2020 Dues are Due

It was good to see so many of you on May 10th as we celebrated Andy and Cynthia's return to Norfolk. I believe the count was 18 cars, and an assortment of passengers. Thank you for joining in the drive, and for respecting the need to remain masked and separated throughout the visit.

As we tiptoe our way toward the other side of the COVID-19 lockdown, there is some news on the horizon about another opportunity to get together and get our cars on the road again. As of this writing, Alan and Beckey are planning to host our June meeting at their home in Beaverdam on Saturday the 20th. The day will start with a drive-out from Tidewater, supporting social distancing all the way. There will be a meet-up in Ashland, and Alan will send us out for a road rallye on the back roads of Hanover County. For those who successfully navigate their way through the rallye course, a BBQ lunch will be served at the Watson estate. After lunch and the meeting, we'll turn toward Tidewater and head for home.

Timeline:

9:32 - departure from Waffle House – 4800 Portsmouth Blvd in Chesapeake (just west of I-664 at exit 11)
10:30 - meet-up at Holiday Inn, 720 Lightfoot Rd in Williamsburg
11:55 - arrival in Ashland
12:00 – Alan takes over

Here is how you can help.

- 1) Please RSVP so that Beckey can properly scale the BBQ feast. You have until 6/15 to change your plans, but an early RSVP really helps.
- 2) BYO chair so that you have somewhere to sit on the lawn. We still anticipate a desire by many to support social distancing.

Obviously, this drive is contingent on the successful reopening of the state over the next few weeks. It is also somewhat weather dependent.

Dipstick Calendar – June 2020

June 1 – June 5 – GT-45 –
NAMGAR – Colorado Springs

Cancelled.

www.gt45.co for details

**June 20 (Sat) – Monthly
Meeting – Beaverdam
Hosted by Beckey and Alan**
*Look for updates in June
Dipstick*

June 28 – July 1 – MG-2020 –
Calgary, Canada

Cancelled.

www.NAMGBR.com for details

**July 7 (Tue) – Monthly Meeting
– Tentative**
**Deadline Brewing,
Virginia Beach**

Summer Tech Session – TBA

**Aug 5 (Wed) – Monthly
Meeting – Hampton -
Tentative**
Hosted by Faith and PJ

**Sep 1 (Tue) – Monthly Meeting
– Tentative**
Ocean View Fishing Pier

TBD – Wings & Wheels –
TRAACA – Pungo – **Tentative**

**Oct 7 (Wed) – Monthly
Meeting / Elections
Hosted by Renee and Bill**

Fall Tech Session – TBA

**Nov 4 (Wed) – Monthly
Meeting**

**Dec TBA – Holiday Party
Hosted by Ashley and Billy**

Dec 15 – (Tue) Holiday Lights

**Bold-Faced Items are TMGC
Events**

In other news, NAMGAR GT-45 and NAMGBR MG-2020 have both been cancelled. The possibility of baseball at Harbor Park this summer is increasingly slim. As of a check earlier today, no dates have been set for Wings and Wheels (please, if any TRAACA members know differently, let us know). If you are looking for a self-directed Dessert Drive, consider a re-visit to Lolly's in the VIBE District. I snuck by there over the weekend, and it was just as good as I remembered. They have a limited flavour selection of pre-packed cups and quarts.

At this point, the only regional shows still on the calendar are the Southeast British Car Festival in Dillard, GA on September 17-20 and the Shenandoah Valley British Car Festival on October 2-3.

In Memoriam - Roy Wiley. For a remembrance of his life, here is the link:

<https://www.tributearchive.com/obituaries/12937517/Samuel-Roy-Wiley>

(you may need to paste this in)

Until we meet again, enjoy the ride!

Tad



Marque Time



With events of the recent past I was thinking of a quotation from many years ago. I had to look it up, and along the way I found another. Please don't think that I have deluded myself to conclude that I possess any great wisdom of my own. In fact, people that know me best would agree that I am about as deep as a puddle on the sidewalk, but thankfully there are others that I can quote. And so... *"All is flux, nothing stays still"* — (Plato) and *"Nothing endures but change."* — (Heraclitus).

In addition to what has been happening in the world, we have been confronted with change within our own club.

Roy Wiley passed away in early May, after being with TMGC from its inception. I know that the first club meeting was May 6, 1973, and although there was no member list in those meeting minutes or the following month of June 1973, Roy was mentioned in the third installment in July 1973. I also found that the September 1973 meeting, the fifth gathering of what was to become TMGC, was held at Roy's home. Roy was always kind, friendly and generous to me personally, and I'm sure that he will be missed by all TMGC club members who had the pleasure of knowing him.

But there was something positive for our club members during May. As most of you know, Andy and Cynthia are back home. Several of us took part in a "drive-by" welcome home on Sunday afternoon. Andy and Cynthia were outside, and we couldn't help but stop our cars and go greet our friends. It was wonderful to see them and I know that they both appreciated the warm welcome back.

Still, that would not have happened without Rose taking the initiative and organizing the welcome home drive. It is people like Rose who make the club what it is, and we appreciate that.

Rose did have some assistance in coordinating the event. As you might expect, that help came from Tad.

And speaking of Tad, as most of you know, he and Karen are leaving the area and relocating to South Carolina. Tad joined the club at around the same time I did, which was 2005. But I think most of you would agree that he has done more for the club in the past 10+ years as TMGC Activities Chair (since March 2009) than anyone else.

Of course, now we are faced with the task of filling those shoes. TMGC needs someone to volunteer to take over as Activities Chair. Normally we would be discussing this at our meetings, but that has not been possible.

If someone is willing to do so, please contact any TMGC officer. I know that you will have the full support of all members of the club.

Still, not everyone has the abilities that Tad or his predecessor Beckey possess. Tad himself has suggested a possible solution. Instead of having one person take care of all activities for the entire year, we might have one person (or couple) oversee single events for the club. Taking on a single drive or event would be much less daunting than taking over everything all at once. The club still would likely need to have one person coordinate the activities of the club, but that would be a much simpler task than to do all that Tad has done for us for all of these years.

Of course, in the alternative, we could kidnap Tad, or at least try to bribe him. I'll ask Jim how much we have in or treasury...

Safety Fast,
Robert

Andy and Cynthia are back in town!



Some scenes from the TMGC Drive-by to Andy & Cynthia's



Troubleshooting unexplained oil loss.....

My MGA was losing half a quart of oil in 50-100 miles. It appeared to be the tappet covers, left side of engine predominantly, but such a mess it was hard to tell.

I installed silicone rubber gaskets and the missing fiber washers on the side covers...replaced the gasket and the o-ring on the tach drive. Also replaced the crankcase vent tube (old one was all bent up and had a hole where the bracket had been welded on)...new one didn't fit so I had to bend it and cut/drill the bracket to get it to fit. (See photos below.)

I'm going to re-torque the head nuts and replace the valve cover gasket and rubber seals for the valve cover nuts next. Right now I'm waiting for replacement brass nuts for the manifold (one cross threaded and stripped) and a tap and die set to clean up the threads on the stud.

I also plan to make sure the oil pan bolts are tight.

Then it seems like the only thing that should be left to leak would be the mains...

Rob MacPherson





Y type MGs at Abingdon, 1950's.

From Beckey Watson

**CORONA BEER CHANGES THEIR NAME
TO AVOID ASSOCIATION WITH THE
CORONA VIRUS OUTBREAK**



More COVID humour!

From Tad Carter



New wrenches get hungry!

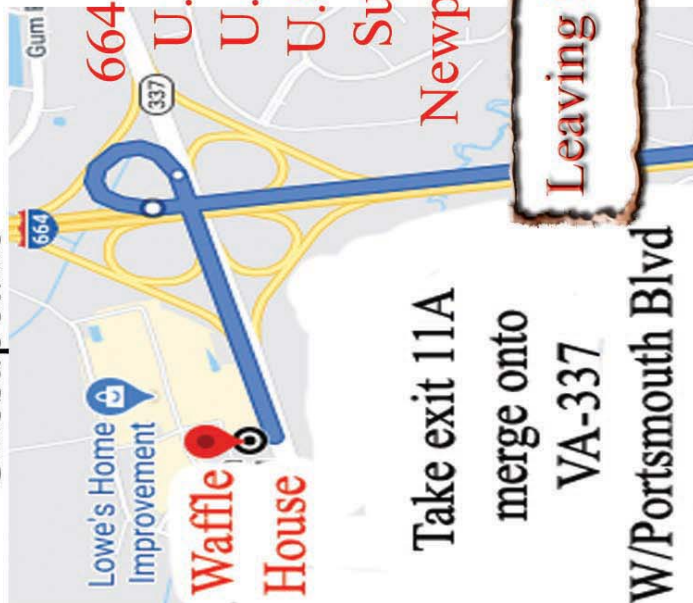
From Mike Ash



Monthly Meeting
Sat. June 20th
Alan & Becky Watson
17312 Tiswood Dr.
Beaverdam, VA
Meeting Place
shown below:



Waffle House
4800 Portsmouth Blvd
Chesapeake



Take exit 11A

merge onto

VA-337

W/Portsmouth Blvd



The Dipstick

Tidewater MG Classics

C/O Kathy & Mark Davidoski

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Virginia Beach, VA 23455

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