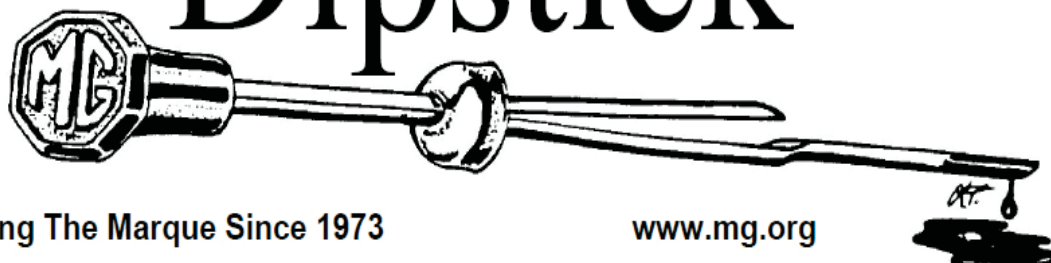




The Dipstick



Dedicated To Preserving The Marque Since 1973

www.mg.org

Volume 47 Issue 3

March 2020

Horrible Idea

v3.0

Saturday, February 15 2020



Horrible Idea Tour, Version 3.0

Mike Haag

So far, this winter has been mild with unusually warm temperatures. That was until the Horrible Idea Tour v3.0 on February 15th when we saw some of the coldest weather yet this winter. With temperatures hovering in the low 30's, a group of 16 members braved the cold to follow Tad on the first driving tour of the year. Leaving the Waffle House on Portsmouth Blvd a few minutes early were Tad & Karen Carter, Jim & Betty Villers, Mike & Denise Haag, Bob & Dana Reisse, Donald and Rose Ladd, Terry & Susan Bond, Robert Perrone & Caroline Remeika, Russ Ripp and Rob McPherson. Our caravan included five MGBs, one MGA, 2 Minis and a Subaru support vehicle. Instead of just driving up Rt. 460 to our first destination, Tad took us on a journey through the backroads of Suffolk and Southampton and Sussex counties to the town of Waverly. Having driven Rt. 460 many times over the years and never venturing off the main road, this was a great way to see some of the local countryside. We passed over Assamoosick swamp twice. Never heard of it until that drive. When we arrived at the Miles B. Carpenter Folk Art Museum we met up with fellow club members Bruce & Jayne Easley and PJ & Faith Peterson. As usual, PJ & Faith travelled with the top down, which explained their Polar Expedition clothing.

Mr. Carpenter was a nationally renowned wood carver and upon his death in 1985, his son offered the house and property to the Waverly Women's Club which established it as a museum for all to enjoy. We toured the grounds and the house which contained many whimsical carvings of various animals and other objects. One of his carvings was given to President Ronald Reagan at the White House, and it is on loan to the museum from the Reagan library. Upstairs in the front bedroom, behind a screen, was a wood carving of a man with a, um, let's just say "wood" is the key word!



After we finished visiting the museum, we made a pit stop at the local McDonalds. From there we headed east on Rt. 40, then Rt. 10 into Surrey to catch the ferry across the James River. VDOT is now making random searches of vehicles boarding the ferry. And, yes, one of our funny looking little foreign cars was selected, that being Rob in his MGA. Or, maybe they just wanted a closer look at his pretty light blue MGA? They lined up all of our vehicles in a line on an outside lane, which made for a great photo opportunity. I'd say our cars were the hit of the voyage, as many people took pictures, checked out our cars and chatted with us about them. A great opportunity to spread the word about owning these fun cars.

After leaving the ferry it as a very short drive to our lunch destination, the Billsburg Brewery located at the Jamestown Marina. Luckily there was a food truck there that served up some delicious sandwiches. After an hour or so, it was time to leave for our next destination, the Copper Fox Distillery.

Unfortunately, a couple of interlopers got into our caravan, and unable to pass these slow moving vehicles, several of us got separated from the rest of the group. No worries though, as the nice lady on the smartphone guided us through the streets of Williamsburg, passing through the College of William & Mary, by Colonial Williamsburg, and by one of our other original planned destinations, the Precarious Beer Project before we reached the distillery. We soon met up with the rest of the gang where we received an informative tour by the owner himself, Mr. Wasmund. No doubt he was awed by such a prestigious group visiting his facility and decided only he would do.

Our last stop at a distillery was the perfect way to cap off a cold day of travelling with some warm spirits.



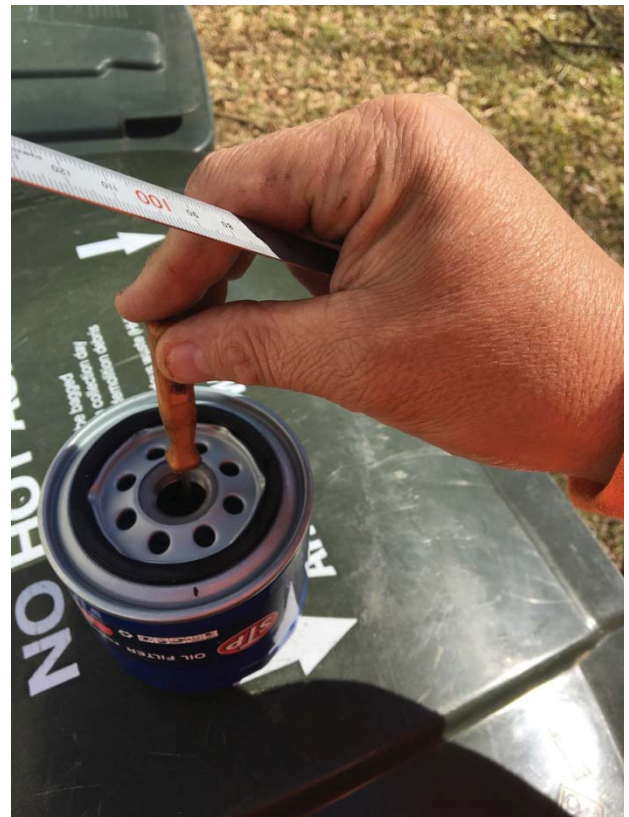
The distillery is the site of an old motel that went bankrupt. The Wasmund's were able to buy the property from the city and soon began creating a unique distillery, retaining much of the original brick motel look on the outside but modernizing and modifying the inside to create many different spaces to cater to the necessities of making craft spirits. The main building housed two tasting rooms which were quite busy but we managed to all fit around the bar for a sample of their unique offerings. Not all of them, mind you, as we still needed to drive home! Tastings done and spirits purchased, we headed back to our cars and for many of us, the dreaded drive back home on I-64. Thankfully there were no traffic issues, at least for the small group of us who travelled together down that route.

Thanks to Tad for another enjoyable MG adventure. A great way to start the new driving season!

Tech Tip – Oil Filter Choices

Submitted by Bob Stein

Chip Woolford, best friend and long-time MGB conspirator, had a recent bad experience with oil filters that bears repeating. He is working on a 1972 Roadster that had decent oil pressure when he ran it the first time. He changed oil and filter last week and suddenly had no oil pressure at all! He checked everything over and ran a separate good gauge off the engine and still showed no pressure. Happily, he walked away and came back the next day with fresh eyes. Since the oil filter was the only difference, he went to Advance to get another one – an STP-16, which is all they listed for MGBs. They were out of stock, so he went to O'Reilly's and started to pick up another STP-16 replacement. The sales clerk checked the records and told him he usually bought a Bosch 3423, something he had forgotten. He got the Bosch filter and swapped it out. The gauge immediately registered 60 PSI and held steady. On examination, he could see where the center inlet tube had been hitting the inside top of the STP oil filter. It turns out the inner oil tube is 50mm tall and the STP 16 oil filter was only 50mm tall, so the tub was sealing against the top. The Bosch filter is 110mm tall, and the STP 3600 filter is 65mm tall, so both will work OK. It appears that STP has shrunk the height of their filter!



TMGC Monthly Meeting Minutes
February 5, 2020
Oozlefinch Brewing, Phoebus, VA

The February meeting was preceded by a pizza and salad feast that was arranged by our industrious Activities Chairman, Tad Carter. After enjoying dinner and a few craft brews from our Oozlefinch hosts, Robert called us to order at 7:19 p.m.

Guest appearances included John Galick, who was invited by the Haags. Alan Watson also made the trek from Beaverdam and was accorded appropriate welcoming honors.

Chuck Haines is a new member, who owns two MGA's that are not currently on the road. We assured Chuck that the club would assist as needed. Pamela & Dan Andrews also introduced themselves as recent joins.



A brief discussion about future meeting sites included the thought that craft breweries are an excellent choice. (Maybe that's why we're headed to New Realm in March!)



Treasurer's Report indicated a healthy balance of \$1735.14.

Alan discussed Spring Tour XVIII, which still has a few slots available. We're off to the Lexington area 1-3 May. Alan also reminded us of the June meeting at the Watson compound in Beaverdam. A gimmick rallye is planned.

Tad reviewed the activities slate, including the Horrible Idea Drive on February 15th, Hanover Theatre drive on March 22, Williamsburg British Car Club show on

April 18th, and the Spring Tech Session on April 26th at Deb & Frank's. Terry Bond also added a note about the AACA National Convention in Philadelphia.

Rose conducted the raffle, which included gucci TMGC frig magnets and a 50/50, which was subsequently donated back to the club treasury.

Motion to adjourn at 7:40, and back to socializing over a few more excellent craft beer selections.



Marque Time

Most people know that it is getting closer to Spring when the daylight lasts a little longer or the weather begins to warm up. If you're a member of TMGC, you'll know because we start to go out on drives again.

As I write this we have just completed the first drive of 2020. Of course, that was our third annual "Horrible Idea" tour, aptly called "*Another Horrible Idea Tour v3.0*". Despite that name, there was a unanimous consensus that the label should be changed, since it was far from a horrible idea at all. It really was a beautiful drive with interesting stops and great friends. I don't know what Tad will call it next year, but I'm sure he will have no shortage of people ready to sign up. He could call it the "*Tad says you should show up at Waffle House at 9:18 on Saturday Drive*" and we would be there. Really.

And, in addition to the other drives, meetings and other events coming up this year, many of us are looking forward to our Spring Drive with Alan and Beckey. We really appreciate having them lead us on another weekend adventure this year. And yes, I know that, on occasion, we have an "opportunity" to make a quick U-turn and wave to each other as we go by. After all these years of going on various drives I am surprised it doesn't happen more often.

You should all be thankful that I'm not leading you on these outings. If that happened we would have more backpedaling, retreating and turn-arounds than a sleazy politician at a press conference.

And so, as Yogi Berra once said, "*If you don't know where you're going, you might end up some place else.*"

Thank you, Yogi. Words to live by, to be sure. At least I think they are. And if you understand them, please explain it to the rest of us.

Safety Fast,
Robert

Dipstick Calendar – March 2020

Mar 3 (Tue) – Monthly Meeting – VA Beach
New Realm Brewery

Location Change

Mar 7 (Sat) – TRAACA Swap Meet - Suffolk
Nansemond-Suffolk Academy

Mar 22 (Sun) – Theatre at Hanover Tavern – *The 39 Steps*

Sold out

Apr 1 (Wed) – Monthly Meeting – Norfolk
TBD

Apr 18 - Williamsburg British Car Club – British & European Car Show

Apr 26 – Spring Tech Session - Norfolk
Hosted by Deb and Frank

May 1-3 – Spring Tour – Central VA
Hosted by Beckey and Alan

May 1-3 – GOF Virginia Beach
Hosted by NEMGTR - For info –
HankGiffin@cox.net

May 6 (Wed) – Monthly Meeting – VA Beach
Hosted by Betty and Jim
DATE CHANGE

May 27 (Wed) – Dessert Drive – Peninsula

May 28 (Thu) – Dessert Drive – Southside

May 31 – June 4 – GT-45 – NAMGAR – Colorado Springs

June 6 (Sat) – Monthly Meeting – Beaverdam
Hosted by Beckey and Alan

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

July 7 (Tue) – Monthly Meeting - TBA

Summer Tech Session – TBA

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

March Activity Report

We watched Ford vs. Ferrari over the weekend, and if you haven't seen it, it's worth the rental. While an MG makes an early appearance, it is hardly the star of the show. The movie focuses on the work of Carroll Shelby (Matt Damon) and Ken Miles (Christian Bale) as they try to build a Ford racer to compete with the mighty Ferrari team at the Daytona and LeMans endurance races. The movie offers a glimpse into the development of the car and the race sequences are very well done. While this would have been better on the big screen, it was very entertaining on the small screen.

At a much slower pace was our Horrible Idea v3.0 drive in February. Race cars spin out – we make occasional U-turns. Race cars have pit stops – we had a brief interruption to our drive that was resolved just as quickly. You'll see much more about this trip elsewhere in The Dipstick. Thanks to all who joined us for the drive. As always, all are welcome, even non-MGs.

Coming up next is our **March 22nd trip to Hanover** for lunch and an afternoon at the theatre. We have enjoyed every performance at Hanover, and I'm sure this time will be just as good. We will have an early departure from Norfolk, stop for lunch in Charles City, and arrive in Hanover for the 2pm show. Our ETA back in the Norfolk area will be about 6pm. At this writing, there are 3 tickets available for the play. If your plans have changed and you want to come along, please let me know. First come, first served.

Things ramp up a little in April. We have our first **Tech Session (Sunday 4/26)**, hosted by Deb and Frank Linse at their home on Norfolk. Also in April (**Saturday 4/18**) is the **Williamsburg British Car Show**. Details and registration are available through the website – www.wmbgbrit.com.

And in May, we have the **Virginia Spring Tour (destination Lexington – May 1-3)**. As of this writing, there are still two rooms available, but please act quickly if you are interested. The rooms will be released back to the hotel on March 15th. Contact Beckey or Alan Watson, if you need details.

This tour coincides with the **NEMGT Register – Chesapeake Chapter GOF** in Virginia Beach. If you are staying around Tidewater, you should check this out. There will be local drives, a display of vehicles (small, good looking cars at Big Ugly Brewing) and more. Details are available through Bob Pellerin or on the NAMGTR.org site.

Later in the month, we'll have our **Southside and Peninsula Dessert Drives**. Details will be in May's Dipstick. We should also know the Norfolk Tides' schedule (**Turn Back the Clock Night**) and **Fall Tour** details in the near future. There's plenty to do, so shake out the mothballs, fire up your car, and let's get ready to roll!

Our next meeting is scheduled for **Tuesday, March 3rd at New Realm Brewing** in Virginia Beach. There is plenty of parking, and food will be available from the new menu. I look forward to seeing you there.



Submitted by Tad Carter

Car Batteries 101

by Terry Bond



With Susan's battery problem on the recent fall tour, it just seemed to be a natural "Tech Topic" to talk about batteries. Let me be clear – I don't understand electric stuff. I subscribe fully to the Joseph Lucas Replacement Smoke theory. I'm not even sure electricity is real. You can't see it.

When her MGB rejected all efforts to start it (jump, starter pack, push, AAA driver, etc) it was quickly diagnosed by those on the tour who do understand that electric stuff – as a BAD BATTERY. (Yessss indeed – you bad battery!) Well, it was almost new so that "couldn't" possibly be the problem! We'd had periodic battery drain issues recently, and had just replaced the alternator as a pre-emptive strike, but to no avail. The battery was broken (or whatever happens to them). A quick Advance Auto replacement (under warranty thank goodness) solved the problem and it has been starting like new ever since.

But how and why did it quit? Faulty manufacture seems to be a prime suspect. Other factors come into play, including the very nature of hobby cars themselves – like the MG that often sits for long spells of non-usage.

Temperature swings are a problem and a cause for batteries discharging. Discharging a lead acid battery below 10.5 volts will severely damage it! You should never discharge your lead acid battery below 80% of its rated capacity. Discharging it below this point or 10.5 volts can damage it.

If your battery is partially discharged, the electrolyte in a lead acid battery may freeze. At a 40% charge, electrolyte will freeze if the temperature drops to approximately -16 degrees F. When a battery is fully charged the electrolyte will not freeze until the temperature drops to approximately -92 degrees F. Of course that's not likely to be an issue around here, but, it is winter.

What are the most common mistakes made by owners of lead acid batteries?

- **Undercharging** - Generally caused by not allowing the charger to restore the battery to full charge after use. Continuously operating a battery in a partial state of charge, or storing the battery in the discharged state results in the formation of lead sulfate (sulfation) on the plates. Sulfation reduces the performance of the battery and may cause premature battery failure.
- **Overcharging** - Continuous-charging causes accelerated corrosion of the positive plates, excessive water consumption and in some cases, damaging temperatures within the battery. Lead acid batteries should be charged after each discharge of more the 50% of its rated capacity and during or after prolonged storage of 30 days or more.
- **Under-watering** – for those batteries with removable caps, water is lost during the charging process. If the electrolyte level drops below the tops of the plates, irreparable damage may occur. Check your battery water level frequently if possible.
- **Over-watering** - Excessive watering of a battery results in additional dilution of the electrolyte, resulting in reduced battery performance. Add water to your battery after it has been fully charged, never when the battery is partially discharged.

Batteries have a definite life; as the +/- plate materials flake off over time/use/vibration, they fall to the bottom and gather in baffles designed to keep them in the bottom and away from the plates.

Eventually, the loosened material will build up to the point where it may contact the bottom of a positive and a negative plate within a cell. When this happens, the cell is shunted out instantly and no longer contributes its nominal 2.1 volts to the vehicle, thus rendering it 'dead' and unable to support engine cranking loads.

That's just one way for a battery to die fast, probably the most common as well.

Here are some common Myths about car batteries:

Myth #1: Storing a battery on a concrete floor will discharge them.

Truth: Today, battery cases are made of polypropylene or hard rubber which seal better and allow discharge to no longer be a problem.

Myth #2: Driving a car will fully recharge a battery.

Truth: There are some factors which can affect an alternator's ability to charge a battery. The main reasons vary from, how much current is being diverted from the alternator to the battery, the length of available current, and temperature. Note: Using your vehicle on short stop and go trips during bad weather will not recharge the battery.

Myth #3: A battery will not explode.

Truth: A wet, lead acid battery produces hydrogen and oxygen gasses. However, the vent caps in batteries help prevent explosions that occur when jumping, connecting or disconnecting charger/cables, and starting the engine. Keep in mind that a battery explosion will most likely cause an eye and burn injury rather than create a Hollywood building explosion scenario. It is very important that all sparks, flames, and heat sources are nowhere near a battery that is charging or being cycled and always wear the appropriate personal protective equipment when working near batteries.



Myth #4: "Maintenance Free" batteries never require maintenance.

Truth: What happens to water on sidewalks, in cups, etc. during summer? Evaporation! The same thing occurs in batteries. In hot climates, the water in the electrolyte can evaporate due to the high under-hood temperatures. Therefore, non-sealed batteries are a nice benefit in hot climates because you can easily add distilled water when evaporation occurs. Many maintenance free, or sealed, batteries are designed so what is vented during charging collects and is "recombined" back into the battery. All batteries require that they are charged properly.

Myth #5: A larger capacity battery will damage my car.

True: A starter motor will only draw a fixed amount of current from the battery, based on the resistance of the load. A larger current capacity battery supplies only what is required but will give you more starting capacity and will not damage your car.

Myth #6: Flooded, AGM, and Gel batteries are the same.

Truth: Even though all AGM, GEL, and flooded batteries are classified as lead acid, the internal construction of the battery divides them into their respective categories. AGM are the latest batteries. AGMs are sealed and use a separator consisting of fiberglass between the plates to hold electrolyte in its place with capillary action. Flooded or 'wet cell' batteries are the most commonly used. Flooded batteries use the lead plates, sulfuric acid electrolyte, and plate separators but the acid flows free within the battery. Gel batteries are also sealed like AGM. However, unlike an AGM, they use a silica material to turn the Sulfuric acid into a jelly like substance. This jelly is then used as the electrolyte.

Myth #7: Trickle charger is the best way to charge my car battery.

Truth: No, not very effective. One should charge the battery at 10% to 13% of the battery's 20 hour AH capacity. Most vehicles are rated between 50-110 amp hours. Automatic trickle chargers are good to keep the battery charged in storage and are a good way to maintain a charge on your battery when the vehicle



Myth #8: After leaving the car's lights on, going for a drive will recharge the battery.

Truth: No, you will not fully recharge the battery by going for a drive. In fact 'surface' charging or continuous undercharging will lower the capacity of the battery over time and shorten its life. The best way to restore a flat dead battery is to use an appropriate multi-stage battery charger.

Myth #9: Tap water can be used to top off the water level in a battery if the plates are exposed.

Truth: To replace lost water in batteries, use distilled, deionized, or demineralized water. Tap water can produce mineral build-up on the plates of the battery.

There is a lot of information available on the internet about car batteries, and on car specific website discussion forums (MGB Experience). Best thing that you can do for our LBCs batteries is to drive them regularly, keep connections clean and tight, use a trickle charger when the car is not being used for long periods of time, and hope you got a good one from the factory to begin with!

Our MG batteries tend to be badly neglected. They are often in difficult to reach places (under the back set in our GT). As a result, we don't often even check them to keep the terminals clean, unless there is a starting issue. Best thing you can do it check the battery as often as you check the air in your tires. You do check that, right?

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More scenes from Horrible Idea V3.0



Eric's LBC (Large British Car) is indeed on the road again. It's good to see it as the headliner at a recent Cars & Coffee meet up!

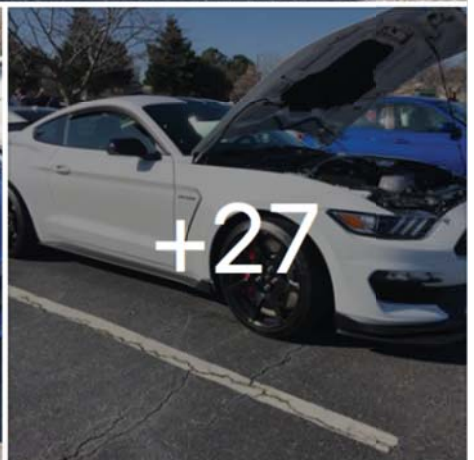


Cars & Coffee - Norfolk, va

23 mins · 🌐

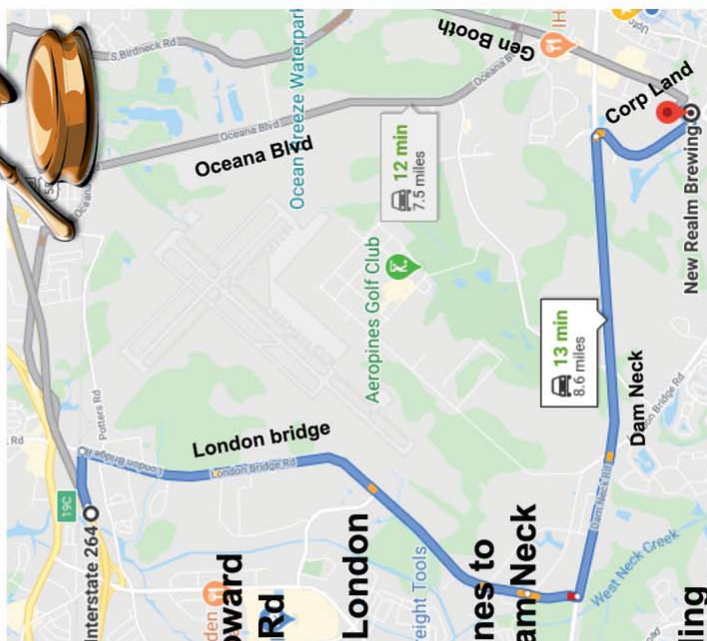


Thanks to all who came out today! A great showing of interesting rides 🕶️
. Don't forget that we have another meet next Saturday.





Monthly Meeting
Tuesday 3rd March
New Realm Brewing
1209 Craft Lane
Virginia Beach, VA.



I-264 E
Take exit 19C toward
London Bridge Rd
0.4 mi
Turn right onto London
Bridge Rd
3.5 mi
Use the left 2 lanes to
turn left onto Dam Neck
Rd
3.3 mi
Turn right onto
Corporate Landing
Pkwy
0.8 mi
Destination will be on
the left

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



The Dipstick

Tidewater MG Classics

C/O Kathy & Mark Davidoski

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Virginia Beach, VA 23455

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North American MGB Register

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