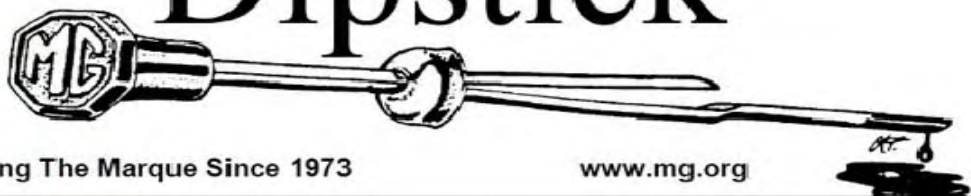




The Dipstick



Dedicated To Preserving The Marque Since 1973

www.mg.org

Volume 52 Issue 2

February 2025

February Activities:

Here we are at the end of January and our beloved LBCs are likely tucked away in their beds for a long winter's nap. Well, just until next month. With high hopes for a sunny winter's day, we are planning a Valentine's Day event in Suffolk with a tour of Riddick's Folly, an exciting drive and lunch.



TMGC Coming Events

Feb 1 - Breakfast Meeting at the Parker's

Feb 15 - Riddick's Folly Tour

Mar TBD - Meeting at Cindy Hall on Willoughby Spit

On Saturday, February 15th, we will meet at 10:00 in the rear parking lot of the Suffolk Visitors Center and one of the oldest homes in Suffolk, the historic Prentis House. We will proceed next door to the historic Riddick House, also known as Riddick's Folly. This 1837 historic home, once used as a Union Army headquarters during the American Civil War, is now a museum and open to the public. The beautiful home is registered with Virginia's Civil War Trails, National Register of Historic Places, American Association of Museums and numerous other museum registries. During the group tour, we will learn many details of the rich history and extensive restoration efforts of this location. After the house tour and a quick peep in the gift shop, we can begin the 34-mile route planned for us as a leisurely drive on some open country roads with plenty of twists and turns. Bring your hats and scarves! Who knows, if the weather is cooperative, we may even have the tops down. We will complete our tour in downtown Suffolk at a local favorite, Barron's Pub. Surely, we will be ready for some good food and a pint or two. Hope to see everyone there!

Safety fast, Shayne McKean & Pam Morris



TMGC Offices and Committees

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Technical	Terry Bond	
Membership	Mike Haag	Membership@mg.org



Marque Time!

President's Message

**from
Scott Parker**

Happy Holiday everyone! Wishing the TMGC family a very prosperous and healthy 2025. We had an incredible turnout for our first meeting of the year. Over 40 hungry MG'ers ventured out to the Azalea Inn on the cold but dry January evening to enjoy a warm meal and, of course, the fun and fellowship of the raucous crew. Fred McCall was the ONLY member that braved the cold and drove his glorious MGA, so he wins the crazy winter driver award! We did overwhelm the Azalea Inn, and it took a little time to get everyone's food and drink, but I think we all had a great time getting together for what will be another banner year.

Shayne and Pam are busy working the 2025 activities calendar and get ready for our next shindig on Feb 15th. We'll venture out to Suffolk and start with a tour of Riddicks

Folly in Suffolk, take a scenic drive through some nice windy, back roads (all paved) and finish back in downtown Suffolk at Barrons Pub for a bite and a beer. Should be a great time and hopefully the weather will cooperate. A big shout out to Shayne and Pam for coordinating this new event.

Michelle and I will host our next club meeting on Sat, Feb 1st. 9:30am kick the tyres, 10:00am breakfast with meeting to follow. Hop in your MG and venture down south through the twist and turns of Great Bridge and enjoy another great meeting with the crew. Well folks, that's all from the cheap seats here at the Parker home. See you next month!

Safety fast. Scott

"Grandma, I'm bigger than your car"!

From Beckey Watson

At the end of the Fall Tour Allen and I broke off and went to visit our son and his family in Salisbury, MD. We were met by our oldest granddaughter Harper. See attached picture.



Meeting Minutes - January 7, 2025

By Michelle Parker

This chilly January evening y'all met at Azalea Inn in Norfolk. Sadly, I was unable to attend, but a huge thank you to Scott Kampe for being an amazing videographer for me. I've been told the food was decent and the company great, but the acoustics weren't that great for holding a meeting and that once again we overwhelmed the staff with a large turnout of around 45



President Scott Parker

members.

President Scott Parker called the meeting to order and asked for approval of the November meeting's minutes; they were approved.

The Vice President's Report by Rob MacPherson brought attention to the need for a place to meet for our March, July, and August meetings this year. The Ash's switched from June to July, Jim Villers picked up June, then the Ash's switched from July to August. The vice president's report ended with two spots still open for March and July. I believe those have since been filled.



Activities Shayne McKean

Shayne brought the Activities Report. He began by thanking all that came out to the dinner and holiday lights drive in December. He mentioned that the CCCHR meeting is coming up, they will be holding the vote to admit our club. Once installed, we will have access to their calendar-of-events. He highlighted a few of the upcoming events he's got in the works for us. See the calendar-of-

TMGC Membership

As of January 20th, we have 101 paid memberships. There are still hard copies of the club roster which will be available at upcoming meetings, until we run out. Any questions about your membership, please contact me at membership@mg.org.

Safety first. Mike Haag

events and his Dipstick write up for all the details. If you have any suggestions for upcoming activities he'd love to hear your ideas and get input into the activities we'd like to see happen this year.

Treasurer Mark Davidoski brought the Treasurer's Report: we only had a \$180 expense for the printing of the new hardcopy directories, pick yours up if you haven't; and the subsidy payment for the Christmas brunch, bringing our new balance to \$1990.30. He had a few name tags to pass out, if you need one, see him for it.

The Dipstick Editor Jim Villers gave his report with the tip that January is a quiet month. If you have something to contribute, it is almost a sure thing for it to make the cut if you get him something in January by the 20th!

The Membership Report was brought by Mike Haag. With a late December renewal, we pushed over the 100 mark!

Terry Bond wasn't feeling well and was unable to be there to give the Technical Report. Praying you feel better, Terry. But Rob had something technical: he has a few short, chrome windshield items... that apparently Fred could use?



Scott Kampe recording for our YouTube site

There was no Old Business. No one had any New Business either.

Marque Time: Jim said his MGB is totally fuel injected now. He has the ability to reproduce all the parts you need for about \$2500 if you're interested in doing it to yours. He'll be bringing his B to the February meeting at the Parker House if you're interested in taking a closer look.

Regalia With Rose!!! A tool belt was won by Hank; Susan won a clock; a matchbox MGA was also won by Hank; Rob won a matchbox MGB and swapped it with Hank for the A. The \$35 50/50 went to Russ and Denise Murphy.

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>

TECH STUFF – Think Spring (and some road trips!)

By Terry Bond

Let's see now, still some snow (frozen) in shady areas around the yard. Spring is out there somewhere! That means some upcoming road trips.

While we never really “store” our MG cars for the winter months around here, there are often extended periods of disuse. If you need warmer weather to work on your car, that can be an issue also. For one reason we tend to delay maintenance and repair this time of year.

Remember last time you drove the car? Were there some things you needed to look at “later” during the year? Now, that's turned into “last year” and your list of things to do has grown. While still waiting for those warmer days, it's time to begin planning now for the chance to re-energize your car for a spring drive.

Start now by making a list of what you'd like to accomplish between now and our first road-trip. Prioritize it. Order parts if needed so you'll have them on-hand. If you know you'll want to redo your brakes, why not order the parts now so you'll be ready for that nice day that's sure to eventually come around. Don't wait until you're at the 11th hour before departure and find out you'd better not venture out. Better yet, don't break down! Ok admit it – your “New Year's Resolution” for 2025 is to not procrastinate!

For us, we ended the season with a nice running car with a good strong engine, but on the last trip Susan noted a vibration somewhere. We were not certain where it came from but with now over 70K miles since restoration, we are thinking it might be time for some adjustments, and at minimum, some new bushings in the suspension.

Checking will begin with a road test to try and isolate the vibration.

When driving on our usually un-crowded road, it's easy enough to just get rolling to about 25 mph and depress the clutch. That could help narrow things down a bit. If the vibration continues unchanged while the car is basically “coasting”, then it's probably a suspension issue. You may also identify suspension or steering issues if the vibration is felt through the steering wheel. Worn bushings, out of balance tires, toe-in adjustment, or perhaps something with the steering rack might be responsible.

If the vibration disappears when the clutch is depressed, the problem could be in the drive-line. It may be a bad universal joint or a broken or loose motor or gearbox mount. Of course there are many other possibilities but any of those mentioned are easy to check and not terribly difficult to repair.

Regardless, it is worth checking everything under the car to ensure there are no loose or broken bolts. Last time we did this we discovered several loose nuts and bolts on the A-frame assemblies at the front end. Simply re-tightening them gave us thousands more miles of pleasurable road straightening touring.

Our checking, adjusting and fixing will provide good material for future tech articles I'm sure. Meantime,

if you are thinking about spring like us, give your car a good check-up paying particular attention to what's underneath. Once we confirm what's needed, we'll order parts and have them on hand.

Regardless of the possibilities, an early season check of the front suspension will be thoroughly made and this is how we will do it -

With the front end off the ground, safely on jack stands of course, grab the tires top and bottom and wiggle them back and forth. Repeat that process gripping the tires at their front and rear. Any looseness in wheel bearings, king-pins, tie-rod ends, steering rack or suspension bushings will be quickly revealed. It's always helpful to have someone to help do the wiggling while you observe what's going on. Sorry but I couldn't think of any better way to express that!

This diagram shows suspension components and obviously numerous sources of possible looseness to check.

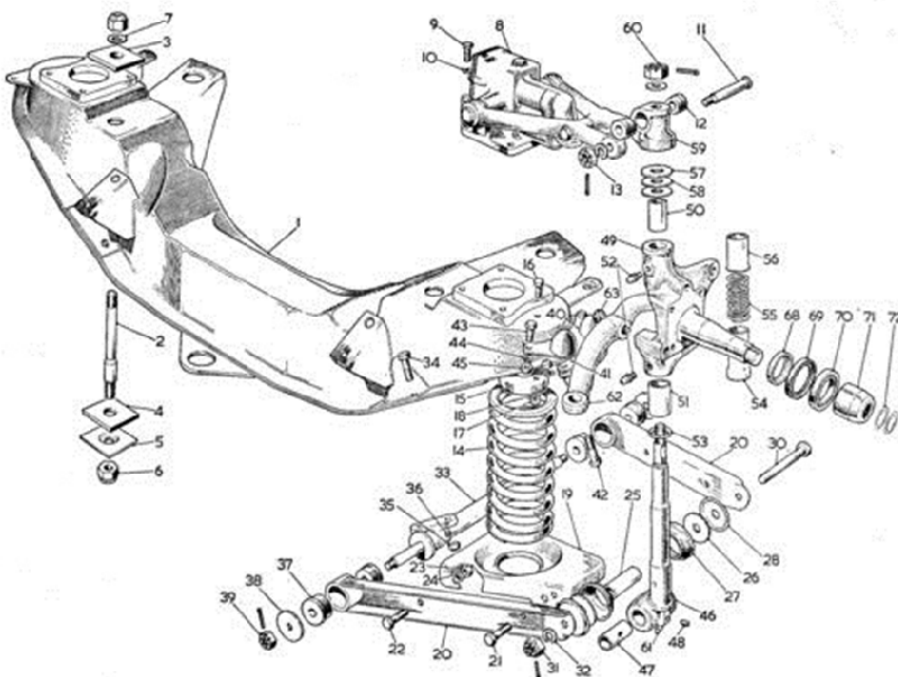
It's not really as complicated as it looks but obviously there are some things to check over, especially after over 70K miles.

We'll be methodical in our checking and using this kind of diagram, we can actually develop a check-list of what we've checked and tightened. Susan is very thorough when recording what we've fixed on these cars so it'll be relatively simple for us to determine how long some parts actually last before replacement. That's how we are able deduce the vibration might be bushing (or adjustment) related. We'll confirm that in a future article as we progress towards TOUR-TIME!

So, next time we get together let's talk about what you did to your car rather than what you're going to do to it.

See you on the road in 2025

Safety fast. Terry



MGB Fuel Injection Project

by Jim Villers

As I mentioned at the January meeting, I currently have a Holley Sniper fuel injection system installed in my MGB. This has made the 50 year old engine start and drive like a modern engine.

My son did all of the interesting work designing and developing the adapters and then having them manufactured from billet aluminum. He is publishing the project in a series of videos on his YouTube channel, Creating Stuff with Jim. You can find his channel by searching for: “CreatingStuffWithJim” (with no spaces).

The installation uses a Holley Sniper 2300 kit from Summit Racing (about \$1,300). The kit contains almost everything for the installation with the exception of the adapters and some fittings. It includes the wiring harness with fuse and pump relay, fuel pump, fuel filters, fuel line, exhaust sensor bung and a 4-inch touch screen for configuring and tuning the ECU.

The Holley Sniper throttle body contains most of the fuel injection components; the ECU, fuel pressure regulator, MAP pressure sensor, throttle position sensor and ambient air sensor. The external components are the engine temperature sensor, exhaust gas sensor fuel pump and filters.

Installing a fuel return line to the tank was easier than I imagined. The late MGBs had the fuel pick-up tube integrated with the fuel gauge sensor. Installing this sensor, available from Moss, provided a fuel tank connection for the fuel return line.

The beauty of this system is that it is self contained and that it is self learning. It comes with a touch screen for configuration and management; an optional USB cord can enable a laptop to view and adjust the tuning details. I mounted the screen on my dash to provide real-time monitoring information.

I will assist any member if wanting a similar installation



Sniper touch-screen monitor

Keeping It Cool - Engine Coolants by Jim Villers

Antifreeze or engine coolant is rarely a topic of discussion and there is little understanding of the changes and improvements that have been made to this fluid. Most members cannot remember the last time they changed or inspected their engine's coolant.

Engine coolant has three very important tasks: first, it must not freeze and expand in service, damaging the engine. Second, it must protect the engine and components against corrosion and finally, it must cool the engine. Keeping the engine cool is the easiest criteria as all water based coolants can transport significant heat from the engine to the radiator. If the vehicle has an overheating issue it is probably not the choice of coolants. Likewise, not freezing is also an easy criteria to satisfy as all coolant, when mixed in the proper portions, can protect an engine to very low temperatures. Within the corrosion resistance characteristics, there have been significant improvements in corrosion protection and the length of time that the coolant retains its ability to prevent corrosion, particularly with the transition from iron to aluminum engines.

Based on their chemistry, there are basically three categories of coolants. They include:

Inorganic Additive Technology (IAT) is the familiar green coolant that has been used for many years. The base fluid is ethylene glycol and it contains various non-organic corrosion inhibitors, such as silicates. IAT coolants were used in older vehicles before 2001. This green coolant is an adequate coolant but the newer coolants that are much better choices.

Organic Acid Technology (OAT), as the name states, uses organic acids instead of the traditional inorganic inhibitors to resist corrosion. It has a longer service life and is more environmentally friendly than the traditional IAT coolant. OAT coolants are used in General Motors, Saab, and Volkswagen vehicles. They are usually orange.

Hybrid Organic Acid Technology (HOAT) combines the best aspects of both conventional and long-life OAT coolants. It provides the best protection against corrosion and can be used in a wide range of vehicles, especially those that use aluminum components. HOAT coolants are used in Ford, Chrysler, and many European brands they are commonly yellow. They comply with the G05 specification.

Phosphate-free HOAT coolants, used primarily by BMW, Volvo, Tesla, and MINI, are typically turquoise. They comply with the G48 specification.



Phosphated HOAT coolants, used by Asian brands like Toyota, Nissan, Honda, Hyundai, Kia, and Mazda, are pink or blue and known as Asian Coolants.

Silicated HOAT coolant, used by some European models like Mercedes-Benz, Audi, Porsche, and some VW models, is purple. They comply with the G40 specification.

The base fluid in all of the coolants is ethylene glycol and they contain a color dye to produce the desired coolant color.

CHOOSING THE RIGHT TYPE OF ANTIFREEZE FOR A MG

What color of antifreeze should you choose? It seems like there's a rainbow's worth of options on the coolant market. Because adding an incompatible coolant to your engine could cause a chemical reaction which might precipitate unwanted deposits, or worse yet, turn the coolant into a gel and clog the entire cooling system, thoroughly flush the engine with plain water before changing the type of coolant. Also, be very careful when adding coolant and always match the color of the existing coolant.

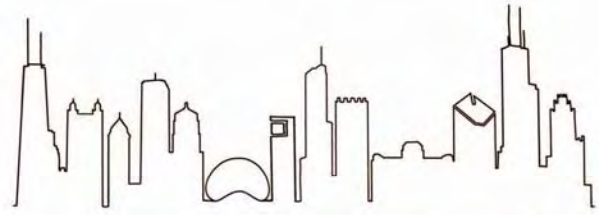
Picking the coolant for a MG is not hard because all modern coolants exceed all coolant specifications available when the vehicles were manufactured. If you are planning to change your current coolant, it is important to flush the engine a couple of times with plain water to remove all of the old coolant. You can then install any desired coolant.

So what coolant should I use? I personally use the coolant recommended by Mercedes-Benz for their new cars. Here is where it gets complicated; when I first began using Mercedes-Benz coolant, about 2005, it was a yellow colored, G05 specification, coolant. Since then, Mercedes introduced a blue colored, G48-specification, antifreeze and then changed to a pink, G40 specification, coolant. All of these coolants are long-life coolants formulated with virgin ethylene glycol and Hybrid Organic Acid Technology (HOAT). They are all excellent coolants.

So; I still have the yellow G05 coolant in all of my classic cars. If it was good enough for a new Mercedes-Benz in 2005, it is good enough for my MG now



IT'S WHERE YOU WANT TO 'B'



Join us for MG2025
in Crystal Lake, Illinois
July 28 - 31, 2025



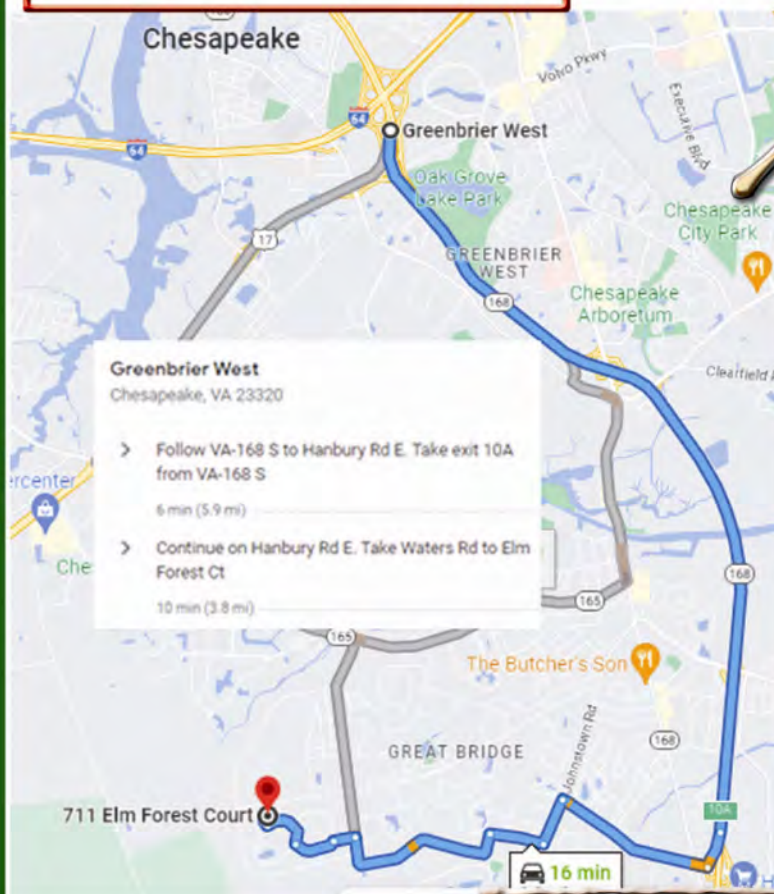
The host hotel is the Holiday Inn Elara Convention Center. Located northwest of Chicago, Crystal Lake has many 2 lane roads and beautiful scenery to enjoy as you cruise along visiting many interesting places in the area, including the town of Woodstock and the Volo Auto Museum and Antique Mall. There will be tech sessions, Chicago river cruise, car show and banquet. Meet new friends and reconnect with old ones, It's the place to 'B'.



North American MGB Register
Including MGC, MG Midget, 1100/1300 MG, and Modern MG



Monthly Meeting
Saturday, Feb 1st
Scott & Michelle
Parker
711 Elm Forest Ct
Chesapeake, VA
23322



9:30 AM - Kick Tyres
10am-12pm Meeting