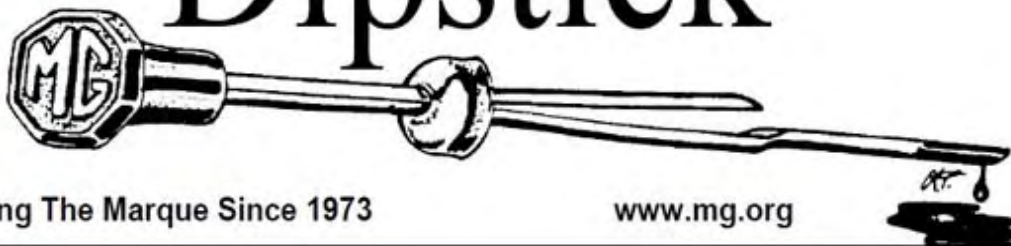




The Dipstick

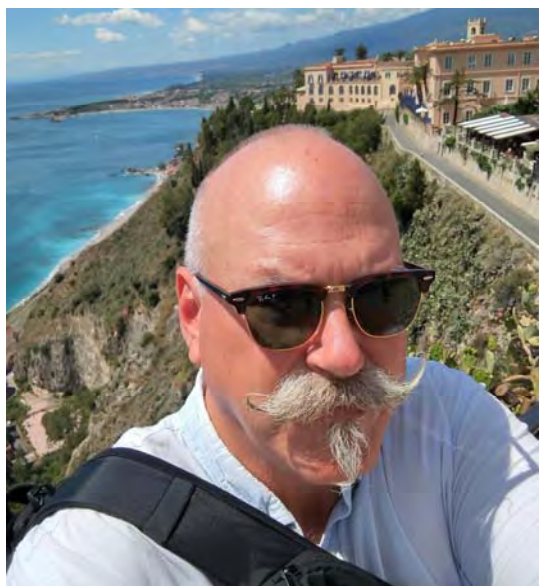


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October 2026



President's Message from Rob MacPherson

Well, Summer is FINALLY over! So we can get back to driving all those little cars with no A/C, right? Speaking of which, I finally finished my MGA carburetor rebuild (successfully!) and Robert Peronne supervised me in adjusting them. I drove the MGA to the meeting at the OV fishing pier, and it was a great day for it, beautiful weather!

I still have work to do on my TD, but with some cooler temps and less humidity, it's just possible that I may stop procrastinating.

Hope to see you all at the October meeting...

Safety Fast, Rob

TMGC Officers and Committees

President	Rob MacPherson	TMGCPres@mg.org
Vice President	Russ Murphy	TMGCVp@mg.org
Secretary	Terry Walburn	Secretary@mg.org
Treasurer	Mark Davidoski	Treasurer@mg.org
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Webmaster	Mike Haag	Webmaster@mg.org
Historian	Sue Bond	
Regalia	Rose Ladd	
Technical	Terry Bond	
Membership	Mike Haag	Membership@mg.org

TMGC Coming Events

Oct 10 - Meeting at Fuqua's

Oct 25 - Trunk or Treat at Big Ugly

Nov 8 - Tech Session at Bond's

TMGC Membership

As of September 19th we now have 101 paid memberships. As voted and approved earlier, the new club year starts January 1st, 2027 and members will be reminded to pay club dues this Fall. Early dues will be gladly accepted and we have a few members who have already paid early, so thank you.

Safety fast, Mike Haag

October Activities Report by Shayne McKean

Hello from the Grand Canyon! As of this writing, Pam and I are in Sedona with Pam's parents finishing a much-needed vacation. We spent some time 'standing on the corner in Winslow Arizona' and Flagstaff before heading to the Grand Canyon, and getting ready to fly back after a couple days in Sedona. It's been a busy summer, so I'd like to apologize for the lack of event planning these last couple months. We haven't done much as a club this summer and we intend to remedy that this fall!

The annual Trunk or Treat is on Sunday, 25th of Oct from 12-3. We are asked to arrive 30 minutes to an hour early to set up and they always have eager kids showing up as soon as possible! As many of you know, it's always a great time! The kids love the little MGs and we love to see the smiles on their faces. We get a few smiles too, as we get beer vouchers usually get used up pretty quickly.

How about an Ice Cream night? Be Free Ice Cream in Virginia Beach was a great spot to visit a couple months ago and still warm enough to enjoy! We will plan out the route that Rob took us on last time and will plan for 25 September. Watch out for an email with details.

Finally, the Fall Tour is scheduled 28 Sep – 1 Oct. Those of you going have no doubt received the details, but if there are any questions, please reach out to Bob.

Safety Fast. Shayne



TMGC September 2026 Meeting Minutesby Terry Walburn

The meeting was held at the Ocean View Pier Restaurant, thanks to Eric Fee. The food was good, the beer was cold, and the weather cooperated greatly. The meeting was called to order at 6:49 PM by President Rob MacPherson.



The club MGs in the parking lot of the Ocean Park fishing pier.

There were no new members or guests in attendance.

The next meeting will be at Paul Fuqua's house, but the date must be changed due to a conflict. The new date and time is Saturday, October beginning at 10:00. The November meeting will be at the Olcheski's.

There are no updates for the activities.

The next Tech Session will be at the Bond's on Sunday, November 8, 2026 at about 11:30. Snacks and beverages will be provided.



Mark Davidoski gave the treasurers report. The most recent deposits brought the final balance to \$2077.68. Name tags can be ordered for \$10 apiece.

Inputs for the Dipstick are due on the 20th. If there is not room for what you write, he will hold it for the next month.



Club membership is at 101 members. Dues are due in January, but can pay early. You can pay online through PayPal from the club website.

Technical report. Check your radiator caps. They can rust out and the spring and the cap can shoot out when you try to remove it. Check the radiator cap to preemptively change if needed. Carry a spare radiator and gas cap. See the article on page nine.

No old business.

Rob MacPherson called the meeting to order on the top deck of the Ocean Park fishing pier.

For new business Rob asked for a nomination committee to nominate new officers. There were no takers, but Mike is going to search for nominees. If any current officers do not wish to serve, you should let your intentions known. Typically, officers have been holding their position for 2 years, even though the By-Laws say every year.

Marque Time:

There were several club members who went to Sandusky, with only 1 issue. I did not catch the name of who, but their fan belt broke. Luckily, another member had a spare. Once it was installed correctly, everything worked fine. Three spare



Mark Davidoski presents the Treasurer's report.

TMGC Officer Nominees

President: Rob MacPherson (continuing)
Vice President: Russ Murphy (continuing)
Secretary: Tommy Keiningham (New)
Treasurer: Mark Davidoski (continuing)

belts were purchased at the show.

I think Mike reported that an alternator bolt fell out. After some blood, sweat, and tears, (and a little help from some friends), another bolt was secured.

Mike August took his MG to a John Twist tech session due to an idle/choke issue. The carburetor was rebuilt, but tragedy happened with a dropped tool that punctured the radiator.

No regalia updates.

The raffle was held. Two metal signs, a club magnet, and a club 50th anniversary bag were won. PJ won 3 times. The 50/50 raffle winning totaled \$40, and Paul Voss donated the money back to the club.

A friend of Terry and Sue Bond informed them they are selling a 74 yellow/gold midget for sale.

The meeting was adjourned at 7:11.



As the sun went down, the meeting was adjourned.

MG2026 - The Road to Sandusky, Day 1 by Mark Davidoski

We began our journey to MG26 on a Sunday morning at the Huddle House near the intersection of U.S. 58 and U.S. 460 in Suffolk. Four MGs made it to the rendezvous, driven by the Haag's, Davidoski's, Tommy Keiningham and Robert Perrone (with Rob MacPherson as riding mechanic.) All was well until we started to pull away at 0830 when the Davidoski's B-GT failed to start. A quick push start from Robert and Rob solved the issue and off we went.



The four MGs with Tommy Keiningham and Robert Perrone.

After a pleasant drive west we pulled into the Sheetz just before Petersburg and topped up our tanks. We continued via I-85 for a few moments and picked up 460 W and 60 W toward our intermediate destination of Fayetteville, WV.

On the way we saw signs for Keysville (ancestral home of the TMGC Webmaster) and motored through downtown Appomattox. A quick stop for lunch in Amherst and a refueling break in Clifton Forge followed.

Once through the Shenandoah Valley we got back on I-64 into West Virginia. The interstate was like a semi-private four lane with sparse traffic, no trucks and gorgeous views.



A view of the New River bridge in West Virginia .

We arrived in Fayetteville by late afternoon and linked up with Tad and Karen, who were already poolside at the Quality Inn New River Gorge. Dinner was at Pies & Pints, followed by a quick drive to the New River Gorge overlook. The weather was severe clear, so the views were excellent. So ended Day 1 - excellent driving conditions and great company!!

MG 2026 Continuing - Tuesday and Wednesday

byRobert Peronne

Tuesday was the first full day of our stay at the Kalahari resort. I know everyone got their walking steps in while we were there. I heard that some people had to resort to hiring Safari guides just to find their room.

But the hotel itself was fine, at least as far as I'm concerned. For some reason, which I still don't understand, I was given a huge two bedroom suite. It consisted of two queen size beds in one room, and a king size bed and another bedroom, along with two full bathrooms. And the amenities were quite nice too.

As Yogi Berra once said "The towels were so thick, I could hardly close my suitcase!"

On Tuesday morning our TMGC group headed out for a ferry ride to Put-In-Bay, which is a resort village on South Bass Island on Lake Erie. I have included a photo which features Tommy, Mark and Kathy, Rob, a local hobo, Karen and "Eugene", and Mike and Denise.



The TMGC Group enjoying the ferry to Put-In-Bay.



Mark and Kathy relaxing at the winery.

The weather was absolutely beautiful, and we enjoyed our tour of the town. To make the most of it, we opted to ride a tram to help us explore the area. We visited an antique car collection and a winery along with other stops on the way.

We also enjoyed our lunch "alfresco" at The Boathouse, a local venue that featured walleye and other fish, fresh from the lake. If that were not enjoyable enough, our lunch tab was picked up by our generous president, Rob.

I'm not sure if he was trying to gain favor with us due to the upcoming election. And even so, I'm not sure if it was because he wanted to be re-elected or, instead, to persuade us to find some other gullible... I mean, qualified candidate.

But we had a pleasant drive back to the Kalahari, and enjoyed dinner and some socializing over adult beverages.

The highlight of Wednesday was, of course, the car show. It was very well organized and a treat for all of us to see so many unique examples of the MG marque in one place.

With hundreds of cars, sad to say, I did not win an award. I know, I am as surprised as you that my “50-footer” did not win first place in its category, but at least we had someone represent TMGC with a first place win. I don't want to spoil it, because that is Thursday's news, but I had



Enjoying a good lunch at the Boathouse.



A drone picture of the show field.

a feeling that if anyone from our group was going to win, that was the car to do it. I'm sure that the report for Thursday will fill you in. But I can say that it was well deserved.

After our return to the resort, we enjoyed dinner together, with plenty of stories and laughter shared by all.



Mike August's award winning MGB GT.

MG 2026 Continuing - Thursday thru Saturday

byMike Haag

For most of us Thursday was a “free day” with nothing planned other than to relax around the resort. Tad and Karen left that morning though to begin their journey back home. As usual at these MG conventions, MG guru John Twist hosts a rolling tech session where he diagnoses issues with MGs and often times fixes them or advises the owners on what is wrong and how to fix the problem. This year’s rolling tech session took place under the cover of one of the rear entrances of the resort. Cars were already in line waiting to be diagnosed by the start at 0900. Our own Mike August had his 1972 MGB GT in line as his car developed a problem on the 2nd day of his drive up where it wasn’t running or idling correctly. After looking at several cars, it was Mike’s turn to bring up his GT. After explaining the problems he was having, John began by pulling spark plug leads to see what cylinders were not contributing to the engine running. Spark number 3 (or was it 4?) seemed to not make a difference to the engine running when it was pulled, so the next step was to pull all the spark plugs and examine them. John recommended replacing them but while the spark plugs were out, he performed a compression test of the engine with everything being normal. After replacing the spark plugs did not solve the problem, John moved to the carbs, focusing on the rear carb as it seemed to be the area of concern. With the air filters removed, he performed some basic troubleshooting of the carbs and he said it was likely a bad o-ring in the choke assembly but unfortunately, he could not repair it on the spot. He asked if anyone had spare HIF carbs or could help Mike make the necessary re-



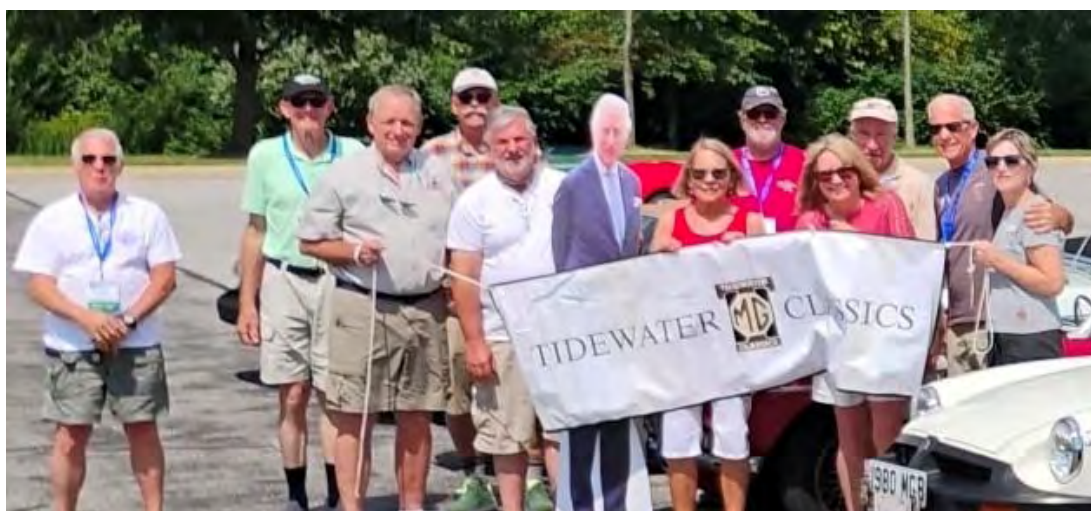
John Twist inspecting Mike August issues.

pairs to get him home. Mike’s GT was pushed forward by several TMGC members about 50 or so feet out of the way for post diagnostic work while John continued looking at other sick MGs.



Glenn Lenhard repairing Mike August MG.

A couple of folks volunteered spare HIF carbs to Mike. Glenn Lenhard of Glenn’s MG Repair in St.Petersburg, FL offered to help Mike. Several of us TMGC members stood by to offer moral support but wisely stayed out of Glenn’s way while he worked on Mike’s car. Glenn re-did a



The TMGC members attending MG2026 (including King Charles).

couple of tests performed by John but quickly agreed that the issue was with the rear carb. Taking it apart, he found a bad o-ring in the choke assembly. Going through the spares that were provided yielded no good o-rings. Russ Murphy volunteered to go out and buy some o-rings and came back with a

couple of assortments of various sized o-rings. Thankfully one of them was the right size. About this time, I had to attend a NAMGAR Chapter meeting with Mike & Jennifer Ash but heard later that the o-ring fixed the problem and Mike's car was running normal again.

Later that afternoon, the various MG Registers held their awards ceremonies in different convention rooms. Some of us attended the NAMGBR award ceremony where Mark Davidoski got a 2nd Place award in the 1974.5 MGB GT class. Also, NAMGBR handed out dash plaques to those members who drive their MGBs 1k+ miles R/T, 2k+ miles R/T and 3k+ miles R/T. All our TMGC members who drove there got a dash plaque as it was well over 1000 miles for each of us.

The award banquet was held in a large ballroom with the doors opening at 7PM. Usually there is a mad dash, similar to the Black Friday shoppers at a store opening time, to grab a table for their group. We were lucky this year as almost all of the TMGC attendees were able to sit together at one table with Mike and Jennifer sitting at a different table with their NAMGAR friends. There was no keynote speaker this year, other than the MG Car Club Overseas rep speaking for a few minutes. After dinner, 1stPlace awards were given out for each of the different MG registers. Our own Mike August got a 1stPlace award for his 1972 MGB GT. I could be wrong, but I believe this is the first time a TMGC member got a 1st place award at one of these national MG conventions. Congratulations Mike!

Friday morning came too quickly as it was time to say goodbye and head for home. Robert and Rob, along with Tommy, decided to do the return trip in one long day by taking mostly interstates. They arrived home safely early Friday evening. Mark & Kathy, along



Mike August with First Place Award.

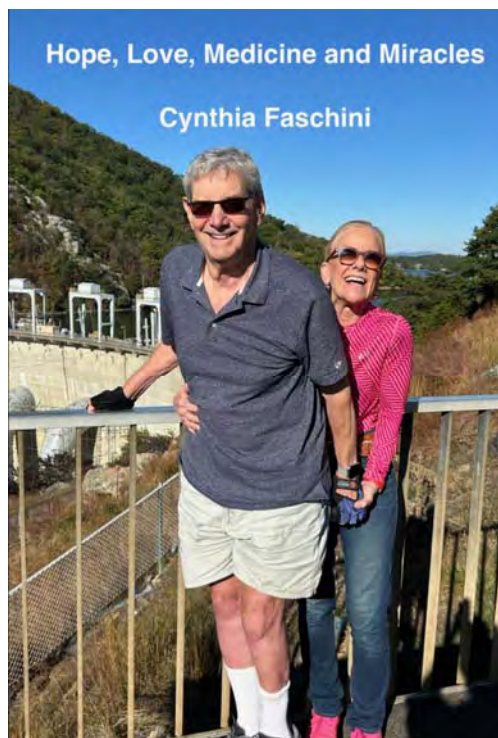
with Denise and myself, decided to follow Russ Murphy home and spend 2 days on the road. Mike August also took 2 days but took a separate route through PA and down Rt 17 in VA to the Peninsula. With Russ in the lead in his MG Midget, he took us down Rt 250 in OH and WV to Elkins, WV for our overnight stop. Driving down Rt 250 in rural OH was a pleasant drive. We stopped for lunch in Moundsville, WV where we had a nice meal at a local diner. Leaving Moundsville, Rt 250 quickly became very hilly and twisty, it was a no passing two-lane road and we could only average around 40-45 mph pretty much all the way to Elkins. We had a nice dinner at a Mexican themed steak house with some local beers to celebrate our safe journey thus far.



Stopping in Elkins, WV on the way home.

Saturday, Russ led us on Rt 33 east, a much better road although there were a few hilly and twisty sections, but nowhere near as bad as the previous day's drive. We followed Rt 33 to Gordonsville where we picked up Rt 15 south to Rt 460 east and home. Denise and I arrived home just before 6PM, having covered 1512 miles.

All in all, a great road trip and convention, with everyone making it there and back safely. Next year the NAMGBR convention will be in Johnson City, TN which is a little closer to home. The NAMGAR convention in 2027 will be held in French Lick, IN. Consider attending one of these conventions for your particular MG, you won't regret it!



Hope, Love, Medicine and Miracles

Cynthia Faschini

Hope, Love, Medicine and Miracles

by Cynthia Faschini

After an ATV accident in Aruba, the lives of Cynthia and her husband Andy were left forever changed. Both sustained broken bones, but Andy was left with a nearly severed leg and a serious spinal cord injury, which convinced doctors he would never walk again and had only a 50% chance of living another year.

Cynthia and Andy's journey is a powerful love story serving as a testament to resilience, determination, and deeply human connections. With a focus on gratitude, Cynthia weaves her insightful perspective as a wife and caregiver into the story of her and Andy's six-year recovery journey, aiming to provide hope for those in similar situations.

The book is available on Amazon

Project Cheapskate Climbs a Bigger Hill and Gets a Little Hot Under The Collar By Doug Kennedy.

Having survived the Wilbraham Hillclimb in Massachusetts and suffering only a cracked carb float, confidence was running high leading up to the Mt. Equinox Hill Climb in Vermont. This event, held annually for over 75 years, is on a private road owned by an order of monks who allow the VSCCA to run a time trial hill climb every August. From the start at the base to the top it's 5.2 miles, 3,100 feet in elevation, averages a 12-degree climb and has 41 turns, 20 of which are true hairpins. Placed on our semi-trusty U-Haul car trailer Betsy and



Project Cheapskate heading up the hill.

I left with our dog for the six-hour drive from Maine and promptly ran into constant showers and white-knuckle hills as Google Maps was apparently set on "Pucker Mode" and kept us wondering why we were taking every sketchy "shortcut" to save 20 seconds at a time. Happily, the next morning we awoke to find the rain had stopped but the fog had rolled in. Arriving at the paddock it was an antique racer show with Lotuses (Loti?), Allards, a handful of MGA's and several Porsche 356's. There was even a Cunningham Coupe that the owner commissioned to be hand-produced after he 3-D scanned the only remaining original in a museum. Let's just say his budget and mine for Project Cheapskate made mine look like a rounding error for his. After attending the first-time driver meeting (people have died, don't be the next. Wear your helmet on the way down because the trees will stop you when your brake~ fail, if you break down you shouldn't get out of the car or try to back down the hill, a wrecker will be on standby to drag anyone out of the ditches), I got my practice run. It was then that I had my "Jaws" moment. You'll remember in that movie when Roy Scheider gets a look at the shark, recoils and mutters "You're gonna need a bigger boat!" Well, after a couple hairpins where I had to scrub speed I was thinking "I'm gonna need a bigger engine." Still, my A kept fighting as I downshifted repeatedly and kept the RPMs up. The other thing that was creeping up though was the temperature gauge. This car has never run hot but now, the gauge was climbing to the right rapidly. I once blew a head gasket in my 76 MG Midget on the Garden State Parkway and really didn't want to repeat that smoke-filled experience. So, I gingerly coaxed the A from one turn to the next, was happy that no one came flying up behind me, and crawled to the top in second gear and 4,000 RPM. Then, the conundrum. Do I turn the car off to stop friction and heat or let it idle and let the cooling system do its thing? Yes, I had opened the heater but that had little effect. So, on a hunch, and to give the experts something to debate at the next club meeting, I turned it off and walked away, better to be out-of-sight when the green puddle formed. Taking in the views and deeming it safe to return I was happy to see that things had cooled off without issues. The way back down was mostly foot off the gas and a lot of engine braking to not melt the brakes. Several cocktails, a good dinner, and restful night's sleep later, I returned for Saturday's timed drive. Unfortunately, the tech inspectors realized that I had no rear brake lights! Fun fact, the MGA had bare wires wrapped around the brake switch screwed terminals. I got all fancy and had added ring connectors but didn't realize the screws wouldn't go all the way down so there was just enough play to prevent the electrons from doing their thing. Happily, one of the inspectors declared "Eh, don't worry about it. It isn't like anyone is going to be trying to pass you going uphill!"



Some competitors on the starting grid .

off. What else was off was my number of cylinders. Something felt unwell but my confidence was high from surviving the trip to the summit the day before. So now, only needing to go halfway, I just beat the snot out of this engine. Revs were 5-6,000 and I accelerated early out of every turn, even doing a little controlled drifting while I thanked myself for adding a sway bar to the front suspension. Project Cheapskate swallowed it all up and after its second run I was 11th out of 36 cars, far exceeding my expectations. Before the way down I informed the driver behind me that I had no brake lights and we started the parade of cars to the start, using brakes judiciously and hoping the smell of asbestos in the air wasn't coming from our car. I drove Project Cheapskate back to our rental cabin and it still didn't feel quite right so the next morning when the full mountain was open for racing I just decided to play it safe and quit while I was ahead. That proved to be a wise decision. Upon returning to Maine I met with a local MG expert who used to run the factory authorized MG service center in Boston, and who Betsy and I call "New Frank." His diagnosis was that the heat had caused a microscopic crack in the distributor cap and



The satisfaction of completing a good run.

Hands shaken I promised to fix it before the next event, and I got my tech sticker. An announcement informed us that the fog had socked in the top of the mountain so we were restricted to the halfway point but a thrilling drive nonetheless that featured the tightest turn preceding the finish just before a parking lot where you had to go from full throttle to full braking while avoiding the priceless cars parked after their runs! Shrugging off the pros and their cans of 150-octane racing fuel, I lined up and watched the flagger drop the green flag, clutch out, accelerator hammered, a little wheel spin but no stall and I was off. Sure enough, we pulled the cap and found a lightning bolt line of carbon where the current was headed instead of the #2 cylinder spark plug. So, my 1622 engine was more like a 1208! Still, shout out to the engineers who designed this stout power plant, especially with its three-main design. A new cap installed (I know, always carry a spare) and we're back in business. And now we also know the answer to the question "Can my A engine run with the temp gauge pinned to its hottest?" "Yep. At least this time." All in all, it was a great experience and I'll return. Please let me know if you want to join. These VSCCA and VSRA events are "run what you, brung" and beyond coolant catch cans of various invention no rollbars or fancy mods are needed like track events. One of the fastest cars was even a Jag MK2 that looked like it was just pulled out of a barn. Ebay was my friend for a racing suit and a helmet was found online fairly reasonably. Next stop ... Project Cheapskate hobnobs with the fancy cars at a Concours in Newport in October! I miss you all and hope I can time a visit south and attend a club meeting!

Can a \$29 Tag Help You Find a Stolen Antique Car?

What Members Should Know About AirTags and Trackers by Andy Wallace

If you've priced out a dedicated GPS tracking system for a classic car or trailer, you've probably noticed the sticker shock — hardware costs plus a monthly subscription fee, every month, forever. So it's no surprise that many members have started asking about a much cheaper alternative: small Bluetooth tracking tags like Apple's AirTag, Samsung's SmartTag, and Tile.

These devices are inexpensive, easy to hide, and require no wiring. But they work very differently from a GPS tracker, and understanding those differences matters a lot if the thing you're trying to protect is a car or trailer that might sit unattended in a barn, storage unit, or rural driveway for weeks at a time.

How These Tags Actually Work

AirTags and similar devices (Tile, Samsung SmartTag, Chipolo) don't have their own GPS or cellular connection. Instead, they broadcast a quiet, encrypted Bluetooth signal. Any nearby smartphone that's part of the manufacturer's finder network — for Apple, that's hundreds of millions of iPhones running "Find My" — can anonymously detect that signal and relay the tag's approximate location back to the owner, all without the tag needing its own SIM card or subscription.

Once you're close to the tag, most systems switch to a more precise short-range mode. Newer AirTags and phones with an Ultra-Wideband (UWB) chip can guide you within a few feet using on-screen directional arrows — genuinely useful for finding a tag hidden inside a wheel well or trunk once you're already in the parking lot.

Where This Falls Short for Vehicle Recovery

This is the part worth slowing down on, because it changes how useful these tags are for theft recovery specifically:

No location without a nearby phone. The tag doesn't know where it is — it relies entirely on other people's phones passing within Bluetooth range (roughly 30-100 feet) to report its position. In a dense city, that happens constantly. On a rural back road, in a remote barn, or in a low-traffic industrial area where a stolen trailer might get stashed, there may be no phones nearby for hours or days. You could get a stale location and nothing else.

Not real-time. Even in a good coverage area, updates are intermittent, not a continuous live feed. If a thief is actively driving your car away, you'll likely see a trail of breadcrumb pings rather than a smooth moving dot.

Anti-stalking protections cut both ways. Apple, Samsung, and Google have all built in alerts that notify a phone if an unknown tag appears to be traveling with someone over time — a feature meant to prevent

the tags from being used to stalk people. It's the right feature to have, but it means a thief's phone may eventually get an alert that an unfamiliar tag is present, potentially prompting them to search the vehicle and remove it.

Battery life and cold weather. AirTags run about a year on a single coin-cell battery, but cold storage conditions (a shed in a Midwest winter, for example) can shorten battery life and cause temporary signal drop-off.

No cellular fallback. If you drive out of range of the crowd-sourced network — say the vehicle is transported to an area with genuinely low smartphone density — the tag simply goes quiet until it comes back into range of somebody's phone.

The Alternative: Dedicated GPS Trackers

For members whose primary worry is theft recovery rather than "did I leave my keys in the garage," a purpose-built GPS/cellular tracker (brands like LandAirSea, Bouncie, or Spytec) is a meaningfully different tool. These use an actual cellular connection and GPS chip, so they report real-time location continuously, anywhere there's cell coverage — no dependence on a stranger's phone walking by. The tradeoffs are the ones you'd expect: higher upfront cost, a required monthly data subscription, and a battery that needs charging or hardwiring to the vehicle's electrical system (not always simple on an antique with a 6-volt system or no reliable accessory circuit).

Practical Takeaways for Antique Cars and Trailers

- **A Bluetooth tag is a reasonable low-cost layer, not a standalone theft-recovery solution.** It works best as a supplement to steering wheel locks, kill switches, hidden battery disconnects, and comprehensive insurance — not a replacement for any of them.
- **Hiding placement matters.** Metal car bodies can attenuate Bluetooth signal; tucking a tag deep inside a trunk or under metal trim can weaken range. Many owners get better results mounting it somewhere with a partial line of sight to the tag, like behind a plastic bumper cover or inside a non-metal cavity.
- **Trailers are a harder case.** A trailer has no phones or people traveling with it and often sits in low-traffic storage yards, so it's less likely to get picked up by the crowd-sourced network than a car that gets driven in populated areas. If a trailer is your specific concern, a cellular GPS tracker is worth the extra cost.
- **File a police report immediately if something is stolen,** and give responding officers the tag's live "Find My" or tracker link — most departments have a process for this, though be aware some may ask you not to approach a recovered vehicle yourself.
- **Register your VIN and photos with the club and with local law enforcement ahead of time.** A tag helps you find a vehicle; documentation helps you prove it's yours once it's found.

None of this is a reason to skip tagging your car — a \$29 tag is cheap insurance and has helped plenty of owners recover stolen vehicles. Just go in with realistic expectations about what it can and can't do, especially if your car or trailer spends most of its time somewhere quiet.

TECH STUFF –All you ever wanted to know about your RADIATOR CAP.

By Terry Bond

The radiator cap is a small but important part of your LBC's cooling system. As the name suggests, it's a removable cap that seals the radiator. Most radiator caps have pressure ratings shown in Pounds per Square Inch (PSI). It's clearly stamped right on top of the cap.

Radiator caps are made of several components. First, there is a spring loaded shaft with a rubber seal at the end where it effectively seals the radiator opening. That's where you pour in the coolant. The top of the cap is designed to lock onto the top of the radiator's filler neck using simple tabs. To install it you just insert it into the opening, push down and twist to engage the locking tabs. As most British instructions manuals will tell you, removal is the opposite of installation (or is the other way around?) It's about the simplest part on your LBC to use.



A LBC radiator cap.

Pressure Ratings

Pressure ratings represent how much pressure radiator caps will hold. As the coolant inside of your vehicle's radiator -- and the other parts of its cooling system -- heats up, the coolant will expand. This thermal expansion creates pressure. Rather than boiling off in the form of steam, the pressurized coolant will remain in a liquid state. The radiator cap facilitates this pressurization process by allowing the coolant to pressurize up to the PSI for which the radiator cap is rated. Once the pressure reaches this PSI level, excess pressure will be vented off. In modern cars, that overflow is typically caught by an overflow tank or reservoir. In our LBCs there is a simple rubber hose that sends it down and away from the car and onto the ground.

So, Radiator Caps essentially raise the boiling point of the coolant so that it doesn't turn to steam. When cold, there is no pressure. After running a while, there is pressure in the cooling system. That's why you need to wait until things cool off before you try to remove that cap to check or replace low coolant. Unlocking and trying to remove that cap while there is still pressure in the radiator can result in sudden release of hot coolant under explosive pressure causing serious burns and injury. Shake a can of beer then pop the top and see what happens. Yes of course it's a waste of good beer but it illustrates what happens when contained pressure is suddenly released.

Some replacement caps come equipped with a pressure release lever. Even though it can be used to let off some pressure, a hot system will continue to build pressure so always be careful!

Pressure ratings for radiator caps can vary. Some of them are only rated for 4 PSI. Other radiator caps are rated for 30 PSI.

Generally speaking, for every 1 PSI increase in the radiator cap's pressure rating, the boiling point of the coolant increases by 3 degrees. But higher isn't always better when it comes to pressure ratings. A high-PSI radiator cap will expose the vehicle's cooling system to more pressure, which can strain some of the internal parts like gaskets, hoses and hose clamps.

Using the Right Pressure Rating

A new cap with the same pressure rating as the original equipment manufacturer (OEM) model is always the recommended choice

The most commonly recommended cap for the MGB is a 10lb cap. The V8 equipped B's or highly modified cars might benefit from a higher pressure cap, but 10lbs seems to be standard and the most often recommended one. Other caps may indeed "fit" but that pressure rating number can be important.

So, what can go wrong with a cap?

In our case we discovered that over time, that "shaft" that holds the rubber stopper can corrode. It's not much more than a skinny rivet peened over top and bottom and is inside the spring. It's what holds the unit together. It's not easily noticed during casual inspection, but if that shaft breaks (usually where it attaches to the cap top) the spring can send the top flying. Susan discovered ours was broken when simply attempting to remove the cap to check coolant level before a recent trip to Williamsburg for an antique auto club tour. The top of the cap simply came off in her hand while the rest remained in the top of the radiator. The system was cold so there was no pressure.

We did not have a new spare on hand strangely enough, except for an older one sitting on top of a parts-cabinet on the work-bench. It was a 10lb cap and worked just fine. Two new caps were quickly ordered and we will carry one in the car wherever we go. So-add that to your list of items you should always carry wherever your LBC goes. The photos tell the story.

Safety Fast. Terry



The parts of the radiator cap; the top cover, the spring, and the base which seals to the radiator.

Monthly Meeting
Saturday, Oct 10th
Paul & Cori Fuqua
217 E. McGinnis Circle
Norfolk

