

JULY MINUTES

President Mel Baker called the meeting to order at 8:11 p.m. There were not any guests or new members present. The June minutes were approved with Mel commenting: "Good minutes. Thanks Andy." Jerry Moore presented the status of the treasury. Changes from May 6 were dues of \$350, regalia sales of \$52, and expenses of \$92.14. Balance as of July 7th was \$856.42. Jim Banvard injected: "Let's buy some T-shirts." Mel asked: "Are the dues mostly in?" Jim continued: "They don't have any extra large." Vince Groover: "Get some chunky." Someone asked: "Did we sell any beltbuckles?" referring to the belt buckle sale of the previous month. Tony Perino: "No! My nose is so out-of-joint; there are no specials tonight!" He continued by stating that regalia was laid out in the other room. Mel asked "No specials on T-shirts?" Tony related the ongoing saga of his son and his MGB. Son calls Tony and says that he's broke down. Tony asks what's wrong. Son states that there is steam coming out. Vince adds: "He (Tony's son) ought to have seen the other end of the phone" if he wanted to see steam. Mel: "Mike (Ash), you had another interesting article (in the Newsletter) but no questions." Jim "You present so much how could there be questions." Ed Hazard presented his method of bleeding MGA brakes which he promised to write-up for the Newsletter. Mel thanked Ed and Mike. Jennifer Ash: "If you want to know if you are paid up, see me." (Does this relate to dues or something else?) Mel asked "Did I pay? Think I sent it to you." Andy Wallach responded "Check's in the mail." Jennifer continued with events: "Next activity is the Pool Party. Next month's meeting is at the German's; tech session at Baker's; probably throw in a rallye in October. In October there is a GOF and October 4th is Waynesborough." Mel stated that the deadline for the August Newsletter is July 22nd. Also "If anybody wants them I have membership applications for the various MG clubs. Pictures of the tech session are in the Album." Barbara Perino: "I had an article on the tech session but was very busy in the office and didn't get it to Jennifer. Be in next month." Mel mentioned that Richard Hall gave him applications to the Tidewater Region of the Antique Automobile Association's annual event July 31 to August 2 with the car show August 1st from 8 to noon. Jennifer asked if anybody knew a black TD with antique license plate "WUSAN". * "It was a gray-haired man." Jim: "We don't have anybody in the Club with gray hair." Jennifer continued: "Guy was quite slick looking but I didn't have time to make a U-turn." Mike: "It was probably a MIGI." Jennifer reported receiving a letter from the Classic MG Club of Florida stating that the confederation had broken up. Individual clubs are still active. The Desert Octagon, newsletter for the Tuscon Club, had their point system for giving participation awards: so many points for going to a meeting, so many points for writing a newsletter article etc. Mike: "Buy a belt buckle - three points." Vince: "Put me down for twenty."

Under T-Time, Mel mentioned that Abingdon Spares was having a sale. Ira Cantin: "Abingdon stuff gets here in a hurry. Hang up the phone and the UPS guy is at your door." Ed Hazard: "Bought a Moss gift certificate. Found out that I can't use it on sale items." Vince Groover: "Got my Y-type out of Lund's garage in Willowby. No brakes. Otherwise ran fine after eight months. I had Jim follow me." Someone mentioned that Robert Davis had moved and a discussion of his goods followed. Vince: "I threw away cigarette packs in better condition (than one of Robert's fenders)." Jim: "It's only Robert who can put it in that condition." Vince: "Robert's got a lot of stuff. Mike was up in the attic putting it away." Jennifer: "Well, he won't go in our attic if it gets over 75 degrees. I need air conditioning ducts installed." Barbara Perino: "Ran into several people at Bowie. We bought some carpetting for the TC." A discussion of TC carpetting followed. "Only thing that makes me feel good is I got a good price on it. Good showing (at Bowie). Beautiful baby-blue TD. gorgeous." Mike: "Bowie is always a good show." Barbara: "Lots of cars for sale." The meeting adjourned.

All mentioned above along with Don and Barbara Pryor, Joe Dillard, Frank and Gloria Benson, Kelly Blaylock, Dave Bowling, Don Jones, and Judy Baker thoroughly enjoyed the excellent cuisine and drinks provided by Tom and Jeanne Lund. Our thanks for hosting a most pleasant evening.

I now have a feeling this could have been Martin Emswiler - who is blond! (well, he shouldn't have his top up in summer - no wonder I thought he was old!! - Jennifer

REPORT ON THE POOL PARTY by Mel Baker

Last year Judy said "It never rains on the Baker's Pool Party" but she never said anything about the HEAT! How hot was it?? 96 deg. according to the weatherman. The water, however, was delightfully "fresh" (Cool to those not in attendance) as Jennifer and Mike Ash, Dan Boswell, and Frank Benson can attest.

It was almost too hot for games, but Tony Perino's daughters, Becca & Debbie played badminton, while Jerry Moore, Michael & Jim Banvard enjoyed the ever popular lawn darts.

Jeanne and Tom Lund took daughter Amanda Jean, who was dressed in a revealing bikini for her first swimming lesson. Though quite reluctant at first, she was splashing happily after a few minutes.

The food was excellent as it usually is at an MG affair, and the grills were HOT this year! I'd like to see Brenda's recipe for those great oatmeal cookies in the next newsletter. (Ed. note: Why wait, the recipe is still magnetized to the range hood, so we'll include it in this pub.)

Also seen enjoying the activities from a comfortable spot in the shade (only Mad Dogs & Englishman.....) were Lee Klein, Gloria Benson, Judy Baker, Barbara & Tony Perino, Peggy Bradford, Brenda Banvard, Marie and Tom Early.

(Mel, we missed your brother and sister-in-law who were noticeably absent. I understand that you have a new excuse for not getting exercise by walking.....)

POOL PARTY OATMEAL-RICE COOKIES

2 eggs	1 tsp. baking soda
1 tsp. vanilla	1/2 tsp. baking powder
1/2 cup golden raisins	1/2 tsp. salt
1 cup shortening	1 tsp. cinnamon
1 cup granulated sugar	1 cup quick cooking oats
1 cup lt. brwn. sugar, packed	1 cup crisp rice cereal
2 cups all purpose flour	

Combine the eggs, which have been slightly beaten, the vanilla, and the raisins in a small bowl. Set aside. Raisins will plump up. In a large bowl, cream the shortening and the sugars until light and fluffy. Add the egg mixture and blend. Add the dry ingredients which have been sifted. Lastly, add the oats and the rice cereals. Blend. It will be kind of stiff (unless your kitchen is hot). Drop by heaping teaspoonfuls onto an ungreased cookie sheet. Bake at 350 degrees for 8 - 10 minutes. Make about 6 dozen (I think less, depending on how heaping your teaspoon is heaped.)

MEMBERSHIP NEWS:

First and foremost, our best wishes go to JIM BANWARD for a most speedy recovery from his recent heart attack. Jim will be out of the hospital and at home by the time you read this, and I feel sure he would love to hear from his many friends in the club. Get those cards and letters rolling...GOOD LUCK, JIM, AND GET WELL SOON!



As membership renewals have been rolling in over the past couple of months, we have had letters from some of our out-of-town friends, and I will share some of these with you...

(From Susan Boswell - who sent me two nearly identical letters AND two checks for dues!!)

Here are my dues for the coming year.. I just returned from ten days of skiing at Mt.Hood in Oregon - what a great vacation! I'm moving to a townhouse/condo in Arlington in about 2 weeks and I just started a new job... Hope to be in Va.Beach in August or September for a weekend - see you then.

SUSAN

and from CARL FISHER, (C.O. of N.O.B.A. ship "Rainier")...

...I really enjoy reading the "Dipstick" and note there are a lot of new members in the club. I hope to get a chance to meet thee sometime in the near future. I just got my change of assignment letter today... I definitely leave the "Rainier" in December '87...No idea what next assignment will be. Note that this is posted in Totiak, Alaska, a remote village of 500 or so Alaskan natives, located on the north shore of Bristol Bay. Their only subsistence is hunting and fishing and the village is "dry" in the worst sense of the word! We have to travel about 400 miles to Dutch Harbor in the Aleutian Islands for a drink - and fuel for the ship. Have a good summer.

CARL

This, from AL ALVAREZ, in St.Louis, who only paid \$4 ~~0-0~~ dues!

Just received the latest "Dipstick" and want to thank you for a great newsletter. The "Technical Corner" is really outstanding. The information has been timely, very useful, well-written, easy to understand, etc., etc. Keep the Corner Coming!... Not wanting to be placed on your "delinquent dues" hit list, I searched my checkbook to make sure I was not guilty. I was happy to note that I had met my obligation; however, I was horrified to learn that I had only forwarded \$4. Why only \$4? I don't know - maybe I was planning on paying it off in installments! Be that as it may, please find enclosed the remainder of my dues... Sure miss not being able to join you all in your fun and activities... warmest regards to all.

AL

I would have kept you on the roster anyway, Al, and just stuck it to you next year! - JENNIFER

Cont'd - p.7

The Third
Annual Richmond
British Car Day

THE BRITISH ARE COMING! THE BRITISH ARE COMING!

Presented by:

The Central Virginia MG Classics Ltd.,
Chapter of The New England MG "T" Register

Where:

MAYMONT
1700 Hampton Street / Richmond, Virginia 23220
see the **Directions** on the back



When:

Sunday, September 13, 1987
Field opens at 10:00 a.m. - Registration closes at 12:30 p.m.

Awards:

Judging by registrants, noon to 2:00 p.m. - Awards at 4:00 p.m.
Pewter - "Best of Show"
Pewter - First in Marque or Series with 6 or more cars Pre-registered
Award - Second in Marque or Series with 9 or more cars Pre-registered
Award - Third in Marque or Series with 12 or more cars Pre-registered
Plaques - Honorable Mention
Award - Maymont Award (Special Maymont Foundation Selection)
Award - Oldest British Car
Award - Distance Award
Plaque - "M.O.F.I." (Most Opportunity for Improvement)

Photo Contest:

Bring your best **black & white** and/or **color** photographs for judging. Photographs may be unframed but your name should appear on the back.

What Else You Get:

Door Prizes - All Registered Are Eligible
Dash Plaques - All Pre-registered Cars & at Gate While Available
Registration Packet (Full of Goodies) - All Registered

Food:

Food & beverages will be sold, or you may bring a picnic lunch.

Advertisers:

Call or write address below.

Information:
or
Registration:

Write - Fred or Nancy Emig
601 Sheldeb Court
Richmond, Virginia 23235

Phone - (804) 272-6836
After 6:00 p.m.
Before 10:00 p.m.

Mail before September 1st.

Make check to: Central Virginia MG Classics

Pre-registration - \$6.00
After September 1 - \$9.00
Vehicle For Sale - \$15.00

NAME: _____ PHONE: () _____

STREET: _____

CITY: _____ STATE: _____ ZIP: _____

MAKE: _____ MODEL: _____ YEAR: _____ SERIES: _____

MAKE: _____ MODEL: _____ YEAR: _____ SERIES: _____

WAIVER OF LIABILITY - Must be signed to enter show

NEITHER I NOR MY HEIRS WILL HOLD THE CENTRAL VIRGINIA MG CLASSICS, THE NEW ENGLAND MG "T" REGISTER, THE MAYMONT FOUNDATION, OR THE CITY OF RICHMOND LIABLE FOR ANY INJURY, DEATH OR DAMAGES OCCURRING WHILE ENGAGED IN, OR TRAVELING TO OR FROM THIS EVENT.

Signature: _____



MAIL TO: FRED EMIG, 601 SHELDEB CT., RICHMOND, VA. 23235

DIRECTIONS TO THE THIRD ANNUAL RICHMOND BRITISH CAR DAY:

Plan to enter Maymont from the Hampton Street Entrance near the corner of Hampton and Dakota Streets.

From the EAST OR WEST - Take Rt. 64 to Rt. 95 South. Follow the instructions for "From the North or South" below.

From the NORTH OR SOUTH - Take Rt. 95 to Exit 9A (the Downtown Expressway). Take the **Meadow St. Exit**. Take a **Left** onto **Meadow St.** for 7/10th of a mile. Take a **Right** onto **Dakota St.** for 1 block. **Left** onto **Hampton St.**

I'M A BRITISH CAR NUT!

THE THIRD ANNUAL RICHMOND BRITISH CAR DAY

Bring the whole family because...

"WE'RE GOING TO HAVE A GOOD TIME !!!",...

and, there is something for the whole family.

Maymont House is a turn-of-the-century mansion, which was once the estate of Major & Mrs. James H. Dooley. This Richmond born businessman and his wife filled their thirty-three room house with objects d'art which they gathered from around the world. Mrs. Dooley slept in a "Swan Bed" and put on her make up at a sterling silver and ivory dressing table from Tiffany's. Tours of the mansion and its Victorian and Edwardian furniture are available on Sunday from noon till 4:30. There is a \$2.00 donation.

The 100 acres of Maymont include an extensive carriage collection, a children's farm, a nature center, and Italian, Japanese, and herb gardens. It also houses the Maymont Virginia Wildlife Exhibit which includes bison, bear, elk, deer, racoons, to name only a few.

The well shaded lawn of the mansion provides a perfect setting for our BRITISH CAR DAY. Come, relax in the shade and enjoy the sight of classic British automobiles and the companionship of fellow British car enthusiasts.

BRITISH CAR DAY
601 Sheldeb Court
Richmond, Virginia 23235

MEMBERSHIP NEWS (continued)

Please make a note of these address changes and corrections:

SUSAN BOSWELL
2928 S. Buchanan St. #A2
Arlington, Va. 22206

ROBERT DAVIS
2313 Enchanted Forest La
Va. Beech, Va. 23456
Ph: 468-1024

RANDY LEWTER
3 Gloucester Cir
Chespk. Va. 23320

O.K. FOLKS... here is the dreaded DELINQUENT DUES LIST. If your name is listed below, then we have no record of having received your dues.

RICK ARLEN
MIKE BREWER
ROBERT DAVIS
RICHARD HALL
CHRIS HOLCOMB
ED KLAPUT
BOB McALPIN
ROOSEVELT MOSELEY
BILL SAGER
LUNDY SYKES

BUTCH BALLBACK
WILEY BROWNING
DENNIS DUFF
TOM HALL
TED HUGHES
TOM LUND
BOB McCLAREN
RANDY RANKINS
RANDY SANDERSON
KATHY THOMAS

DAVE BLACK
JOHN CERASUOLO
JERRY GOLDMAN
RANDY HIESTAND
CLIFF JENKINS
KARL MAHUMED
JOHN PREWETT
PAULA RUSSEL
TERRENCE STROM

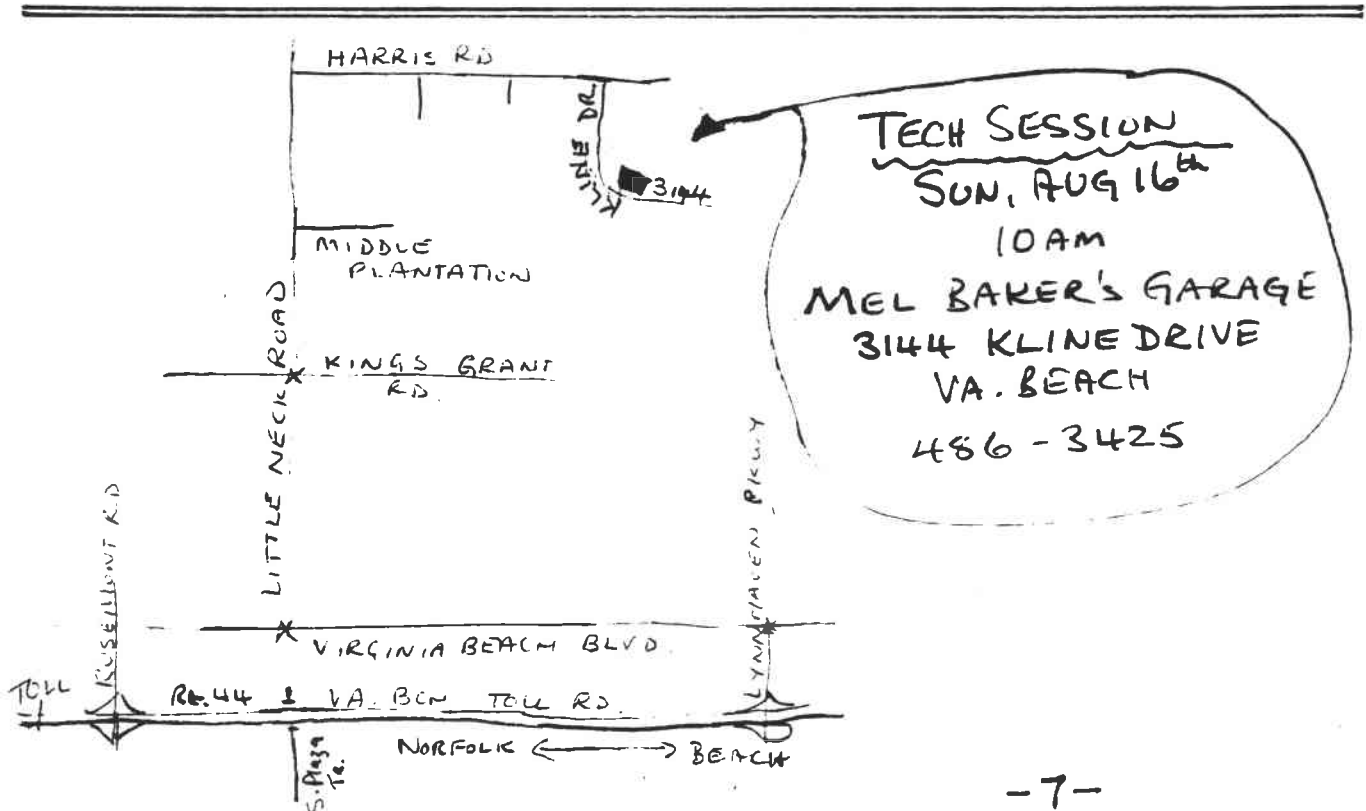
Out-of-Town Members:

RANDY COLKER
RAFAEL deECHEANDIA
RANDY HICKS
JIM RUDD
MIKE WEST

WINSTON CHURCHILL
RON EATON
WATTS HILL
JIM SUTER
JIM WHITE

CARROL DAVIS
HANK GIFFIN
GEORGE PERRY
WALT THOMPSON

We have been known to be fallible, so if you feel your name should not have appeared on the above list, please contact me A.S.A.P. so that you will appear on the next Roster - JENNIFER (804-495-0307)



TECHNICAL CORNER - by Mike Ash

At last month's meeting, Mel asked if I had received any technical questions during the month, and I remembered that Chris Holcomb had called concerning a difficulty in filling and bleeding the re-built clutch hydraulic system on his MGA. I think I had addressed this problem in an earlier "TECHNICAL CORNER", the problem being that it is impossible to pump fluid down to an empty slave cylinder using the clutch pedal. Unlike the brake master cylinder, the clutch master cylinder has no one-way valve at its output end. Consequently, when the clutch pedal is depressed, the fluid is pushed down the line toward the slave cylinder but when the pedal is released, the fluid is drawn back up the line and into the master cylinder. This is not a problem when the system is full and bled because depression of the clutch pedal pushes on the fluid in the master cylinder which in turn pushes on the piston in the slave cylinder to disengage the clutch; release of the pedal allows the piston in the slave cylinder to return under the force of the clutch springs, and the fluid to be pushed back into the master cylinder. So, the problem is, when the system is empty after a rebuild, how to get fluid into the slave cylinder if it cannot be pumped down from the master cylinder. After some discussion at the meeting, Ed Hezzard told us of his solution, and promised to write it up for this news letter, and here it is

Bleeding MGA Hydraulic Clutch System - Ed

About a year ago during a rather lengthy session, both my able assistant (Frances) and I had become very frustrated at the poor results we obtained while bleeding the hydraulic clutch system on my MGA. We had followed the usual (bottle and hose) instructions in the Autobook to the letter without acceptable results, and decided there must be a better way (no EEZIBLEED Kit available).

To this end, I decided to modify an old "Goldenrod" piston type hand oiler that had leaked for years through the flexible spout. I unscrewed the leaky spout and installed a 1/4-28 threaded bolt with the head cut off and a #40 hole drilled in the center. To this I attached a reasonable length of 1/4-inch clear plastic hose to both the oiler and clutch slave cylinder bleed valve. After only 3 or 4 pumps of the oiler with bleed valve open, and then closed off again, I found that the clutch not only worked perfectly, but that the brakes had improved considerably. Subsequent brake bleeding from each wheel cylinder up through the double master cylinder using the same oiler, returned both the clutch and brake systems to perfect operating conditions.

It is hoped that the reader will enjoy the same success on any and all MG systems that I did on mine.

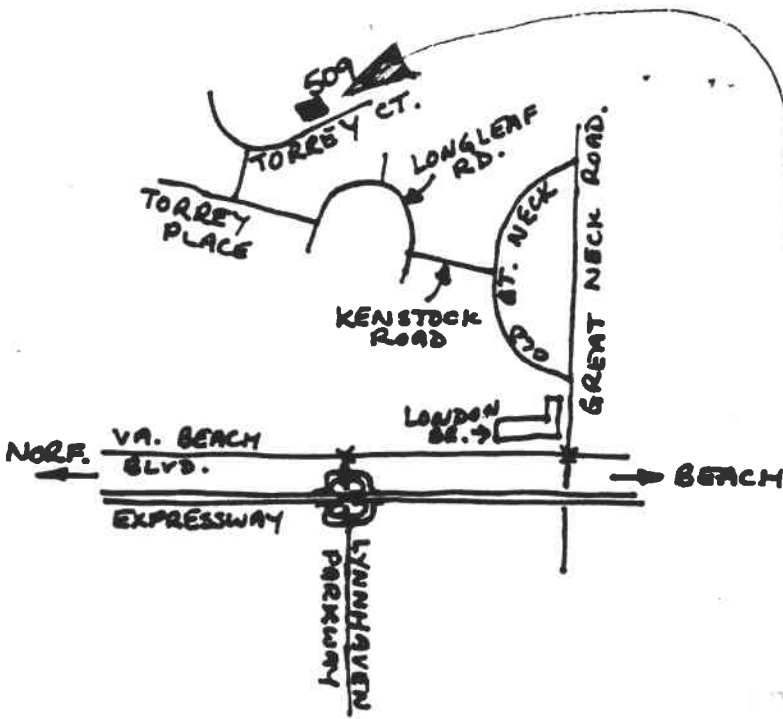
My thanks to Ed for the above contribution. He solved the problem by filling the slave cylinder directly and forcing fluid up the line to the master cylinder. I think an "Eezibleed" would achieve the same results, but at more expense! If you plan on following Ed's advice by using an old oil can, be sure the can and its pump mechanism are thoroughly cleaned of all traces of oil before putting in the brake fluid.

During the month, Mel called to see if I could read him off some prices from the latest Moss list, including the price of silicone brake fluid. In the ensuing discussion, I told him that I usually order silicone brake fluid by the gallon from Ernie Toth in Ohio at considerably less than the Moss or any local prices. Ernie Toth advertises regularly Hemmings Motor News and his prices for silicone brake fluid are \$9 per quart and \$31 per gallon, including UPS shipping. If you are interested, the address is: Ernie Toth, 8153 Cloveridge Road, Chagrin Falls, Ohio 44022

(216-338-3565). There has been a lot of controversy over the effectiveness of silicone brake fluid but, personally, I swear by it and use it in all of our MGs. Dave Bowling loaned me some Triumph Register articles on the controversy which I will use in my article next time.

Also during the month, John German called me about a leaky gas tank problem on his TVR. Apparently he had taken his TVR up to the British Car Day in Bowie last month, discovered the leak when he got there, turned around and drove home again! I suggested that he try gas tank sealer before resorting to the more expensive route of having the tank welded. I have used the gas tank sealer on several occasions with great success if the leak is from pin-holes where the tank is rusting through from the inside. In my experience, if the tank is leaking from rusting from the inside, the metal in the area is too thin to weld or braze over the holes. So the sealer is worth a try before going to the expense of having a large panel welded into the tank or buying a new tank. To use the sealer, the tank must be drained and removed from the car. The gas gauge sending unit and any other plugs or caps should be removed so that all the dirt and debris can be blown out with an air hose and the tank thoroughly dried out. I would not recommend having the tank boiled out or sand blasted because, if the inside rusting is severe, both of these processes may result in the appearance of larger holes than the sealer can effectively seal! Once the tank is clean and dry, all the openings except the filler hole should be plugged and the sealer poured in. The filler hole is then plugged and you rotate the tank in all directions so that the sealer thoroughly covers all of the inside surfaces. This may take some manipulation because there are usually support baffles inside the tank. However, these baffles are usually designed so that the gas can pass beneath them at the bottom, so you must rotate the tank to allow the sealer to follow the same path. When you are sure that all the inside surfaces are covered, the excess sealer should be poured out. You should be able to see the sealer oozing out of any holes but, providing the holes are not too big, the sealer will quickly solidify and seal the holes. When sloshing the sealer around in the tank, plug the gas gauge sending unit hole with something other than the sending unit as the sealer will probably gum up the unit. Once the excess sealer has been poured out the plugs should be removed from the openings and the tank left to dry out for a couple of days. During the drying process, set the tank down in its normal position so that the sealer can settle in a film on the bottom (leave the drain plug in for this). A small amount of sealer will leak out of any holes, so set the tank on something you can clean up afterwards. Re-install the tank in the car and, with luck, the leaks should be cured. The sealer coating on the inside of the tank should also slow down the rusting process. By the way, rusting is usually caused by water settling in the bottom of the tank, which in turn is caused by condensation forming inside the tank. Periodic draining will remove the excess water, and keeping a full tank, particularly if the car is used infrequently, will minimize the condensation build-up.

Well, that's all I have time for this month. I got carried away on the subject of gas tanks and did not talk about valve adjustment as I said I would. So that will have to wait until next month. My thanks to Ed for helping me out this month.



AUGUST MEETING
 Wed. AUG 5 - 7:30pm
 JOHN & SANDY GERMAN
 509 TORREY COURT
 VIRGINIA BEACH
 486-8212

IDEWATER M.C. "T" CLASSICS
 5149 BELLAMY MANOR DR.
 VIRGINIA BEACH, VA. 23464



FIRST CLASS
 MAIL

PEGGY BRADFORD
 3202 DUNNEBROOK CT.
 VA., BEACH VA. 23456