

The Dipstick



“The Newsletter of the Tidewater MG Classics Car Club”

www.mg.org

Volume XXXV, Issue 11

Dedicated To Preserving The Marque Since 1973

November 2008

MARQUE TIME

Hats off to Chuck and Becky Hassler for hosting another high-energy meeting on October 7th. Attendance was great and the ideal fall weather made for an enjoyable evening. (It’s amazing what the prospect of freshly baked apple pie does to one’s energy level!) In addition to displaying her culinary skill, Becky also demonstrated her sales ability with a well-subscribed monthly raffle and many regalia sales orders. (Thanks to Cynthia for her celebrity endorsement of the TMGC hooded slicker in Navy Blue--Becky should increase her commission structure!)

Speaking of fall weather, this is the time of year that various of God’s creatures are looking for a snug place to “winter over.” Most of us have seen evidence of this in our LBCs at one time or another, sometimes many years after the fact. For instance, I remember clearing out the remains of a mouse nest from deep within my MGB’s engine compartment when I purchased it about six years back. That car has been in pretty much continual use since then, so I haven’t (yet) had a recurrence of mouse droppings in dark places. The MGA that recently found its way into our garage also showed evidence of previous rodent tenants, but that was understandable after twelve (+) years lying fallow in another garage. In both cases we were lucky that the guests didn’t use any of either car’s wiring looms or upholstery to construct their homes.

Newer vehicles aren’t immune. Our son’s VW Passat recently came out of a seven-month layup period in an outdoor storage lot at Camp Pendleton, CA. On driving off, Joe was surprised to see a confused mouse scurry out of the scuttle area and scamper about the hood before diving back inside. We later found his home--a freshly built nest of excelsior and foil bits directly under the battery compartment, in front of the firewall. Easy enough to clear out – nest removed and mice departed. Not so easy to track down the lizard that turned up the

next day in the back seat. We’re still not sure if he originated in the storage lot, or hitched a ride back from Iraq in Joe’s baggage. Either way, after about a week of lizard sightings, he hasn’t been seen in some time. (He either found his way out of the car or is now a permanent fixture in an inaccessible spot!)

The moral of the story: Keep those LBCs active. The best defense against unwanted critters in an MG is to drive it often, especially when the weather turns cooler. (While you’re at it, put that soft-top away and get some fresh air!)

Cheers, Mark



UPCOMING ACTIVITIES

Check www.mg.org for the latest info!

- Nov. 5 Wednesday meeting at Ron & Anita (Edwards-) Struewing’s**
- Nov. 12 Dipstick Deadline**
- Nov. 16 Tech session at Susan and Terry Bonds’**
- Nov. 17 The Toughest Rally of the Year, SCCA Roadrally**
www.odr-scca.org
- Dec. 19 Holiday Party at Andy Walch’s and Cynthia Faschini’s**
- Dec. 22 Dipstick Deadline**
- ???** Holiday Lights Drive

ACTIVITIES COORDINATOR NEEDED

If interested, please contact:

Becky Watson : Mgactivities@aol.com

Mark Davidoski: davidoskicrew@cox.net



OCTOBER MINUTES

Becky Hassler

Warning! Proceed with caution! The meeting minutes you are about to read are not your regularly scheduled minutes written by the wonderfully witty Michele. Ready? Let's get to it!

Guests or New Members: Our president Mark Davidoski gaveled the meeting to order and welcomed our two guests: Missy and Bob McKenna. They are new to the area and own a Bugeye Sprite. They also handed in an application and check to become new members. Welcome!

The meeting minutes from last month were approved. No VP report. Treasurer was absent on a cross-country tour but the report was given. We have a positive balance.

Activities: We still need an Activities Director to coordinate/keep track of the events, like monthly meetings and tech sessions. With Becky Watson continuing to plan our spring wine tours and members setting up drives for ice cream runs, this job should be fairly un-complicated. Anyone want to step up to the plate?

Andy Wallach and Cynthia Faschini will be hosting this year's holiday party. They will pick the date and let us know and also pick a charity to receive our donations. While we are on the subject of the holiday party, I am collecting donations for the silent auction to be held during the holiday party. I have several wonderful items already but am looking for more. They don't have to be MG-specific items.

History: Donald Ladd has produced a menu driven (Windows) CD that contains all the Dipsticks from 35 years ago to the present. The club indicated that there was enough interest in having this CD for sale to members. More to come on this subject.

Also on history, Craig Cummings noted that the magazine "Enjoying MG" is also 35 years old.

Membership: Our membership numbers are up to 97. The new rosters have been mailed.

New News: The nominating committee has renominated all the current club officers to another

term. All officers accepted. Congratulations to all.

Ron Struewing reminded us all that the deadline for articles to *The Dipstick* is the 12th of each month.

Marque Time: Alan Watson thanked the Hasslers and Cummings for following them home from the Staunton show when their front left brake caliper stuck coming down from the parkway. The Watsons made it home just fine, but it was piece of mind to have the Hassler's trailer available to put their car on, in case they needed it.

Cynthia Faschini announced that she drove her 1958 TD around the block in her neighborhood. More and longer drives are to follow.

The Pungo Air Show was a great success. The Bonds, Halls, and Davidoskis are all members of this club who helped to set this show up.

Susan Bond announced that they have selected Mallard Green as the color for the new paint job for her black MGB GT.

Regalia: Two apple pies were won, among other wonderful prizes during the raffle. Then the meeting was adjourned so we could eat some apple pie. See you next month!



Membership and New Members

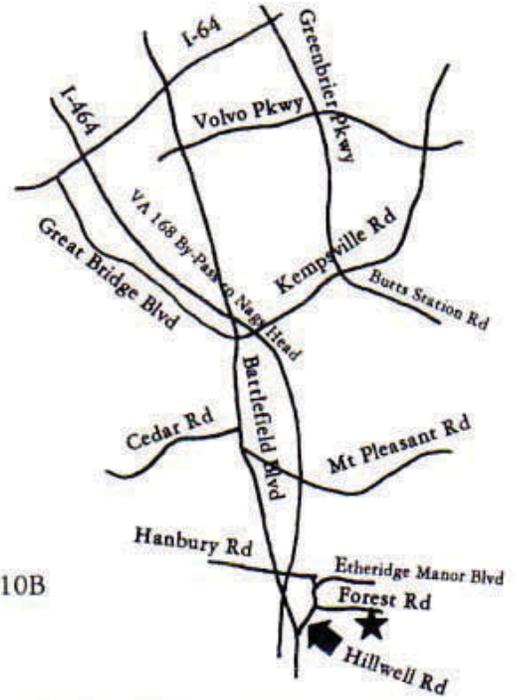
Bill Yoshida

First, I'd like to extend my thanks to Mark Davidoski for presenting my report at the October meeting. I regret missing the meeting due to my travel status that evening for work. I was looking forward to running my MG up I-64 to Chuck and Becky's. It is always a great ride.

As reported, the Tidewater MG Classics 2009 Directories were sent out and should have been delivered in the mail prior to the meeting on 8 October. (Mark told me he received his copy on Saturday, 4 October). Thanks to all the folks who helped me figure out how to use Microsoft Publisher and provided suggestions on finding a printing agency. If you have not yet received your copy of the 2009 Directory, please let me know so I can send another one out to you. Also, if you have received your copy and you find an error, I'd appreciate your input so I can get it right in next year's edition. Contact me by phone (757) 554-0402. An even better way is to send me an e-mail at williamryoshida@verizon.net.

Peggy Craig sent me an e-mail to have a correction made to the e-mail address for her and George. The correct e-mail is balloon1@cox.net. (I had

Tech Session
Sunday, Nov 16th, 10am
Sue & Terry Bond
 541 Forest Rd
 Chesapeake
 482-5222



Take exit 291B off I-64
 Going south toward Nags Head on
 I68/Great Bridge By-Pass:

Take Hanbury Rd East, Exit 10B
 Turn right on Hillwell Rd
 Turn left on Forest Rd



dropped one of the o's). Please make a note of the correction in your directory when you have a chance. In addition, I did notice that during the printing process there were a few cases where the cars owned by members were shifted from the bottom of the member's information to the top of the next member. Examples of this are where Aaron and Deborah Johnson's 1953 TD and 1974 1/2 B were listed above Ken Johnson's name on page 11, and where Steve and Mitzi LaPaugh's 1977 B is shown above Frank & Deb Linse's names on page 13 of the Directory.

When I saw Mark this week I learned that we welcomed Bob and Missy McKenna who attended the October meeting and joined TMGC as new members. They are from Williamsburg, VA, and although they don't presently own an MG, they are looking for one to add to their ownership of an Austin Healy "Bug Eye" Sprite and a Morgan.

I'm pleased to be able to say that I received the anticipated renewal membership and dues that I have been reporting as "1 additional promise of renewal". Thanks to the un-named member for searching for, and locating the envelope containing the renewal form in your truck console where it was hiding....and getting it into the mail. Welcome back.

The TMGC Club currently stands at 96 memberships as of 12 October.

In closing, now that our Treasurer, Jim Villers, and his wife Betty are safely back from their trip to California, I will be sending him the last 5 checks for membership dues that I have received in September and October.

Officers and Committees

President	Mark Davidoski	499-4647
Vice President	Bill Olcheski	467-4046
Secretary	Michele Peters	482-1012
Treasurer	Jim Villers	481-6398
Editors	Peggy Craig	226-7755
	Ron Struewing	479-0084
Membership	Bill Yoshida	554-0402
Activities	Beckey Watson	804-227-3807
Historian	Susan Bond	482-5222
Technical	Mark Childers	432-9155
Regalia	Becky Hassler	874-1477
Clubs	Mike Ash	495-0307
Webmaster	Mike Haag	mikehmg@cox.net



THIS YEAR'S HOLIDAY CHARITY

The Mission of *The Dwelling Place* is to provide safe and secure emergency shelter for families in crisis, and to assist them in achieving self-sufficiency. *The Dwelling Place* may house a family for up to 45 days. During their stay, residents must show initiative in seeking permanent housing and a stable income. *The Dwelling Place* is free of charge and available to all families regardless of race, color, creed, national origin, or handicap status. Details to follow.

Cars and Warbirds – A Winning Combination (TRAACA Wings & Wheels, Virginia Beach Airfield)

by Mark Davidoski

Photographs by Mark Davidoski and Susan Bond

TMGC played a major part in the September 20th Wings & Wheels Show in the Pungo section of Virginia Beach. In addition to supplying 10 MGs to the 279 car field, we also had other members in the spectator ranks and working the show.



The day dawned overcast and cool, with a fresh northeast breeze. On arriving at 1015 in my trusty MGB, I was greeted by Richard and Sandy Hall, who were directing the entrants to their spots on the grass apron area adjacent to the landing strip. Also busy working the show were the Bond and Pavlidis teams.



We even had our own Steve LaPaugh serving as one of the judges.

For someone like me, with commingled British

sports car and aviation DNA, this show was spectacular. Not only did I have the opportunity to inspect hundreds of unique cars ranging in vintage



Hawker Hurricane

from 1908 to 1983, I also got to wander the Fighter Factory's state-of-the-art hangar complex and the



P-51 Mustang with a Jaguar XK-120

many vintage warbirds. This is no ordinary aviation museum in that almost every aircraft is in flyable condition.

Perhaps because of my MG bias, I especially enjoy seeing British aircraft at every opportunity. At Wings & Wheels I was able to get "up close and personal" with a Supermarine Spitfire, a



Curtiss P-40 Warhawk, Bell P-39 Airacobra, Polikarpov biplane fighter, and the Hawker Hurricane

Hawker Hurricane, a DeHavilland Chipmunk (okay, it's from Canada), and a replica Sopwith Pup. These airplanes share many of the attributes of our MGs. All are relatively simple to operate and they can take lots of punishment. Other interesting displays included a B-25 Mitchell (a la Doolittle Raid), a P-40 Warhawk in Flying Tiger colors, and several Polikarpov fighters from the former Soviet Union. (These are similar to



1921 Packard

the airplanes used by the losing side in the Spanish Civil War.)

I departed the field at about 3:15 PM and chased Bob Ross along

West Neck and Hol-

land Roads as I made my way home. Later that evening I was surprised to receive an email from a high-



Al & Laurel Swenson

won a trophy.

In fact, at least eight members of TMGC carried home some hardware, including Vince Groover, accompanied by his grandson (1st in Class with his 1959 MGA), Terry Bond (for his 1st in class 1914 Model T), Bob

ranking official (Susan Bond) of the Tidewater Regional AACA Chapter informing me that I had (gasp!)



Chuck Hassler & Craig Cummings

Pellerin (1st in Class for his pre-war Volvo Sedan), Chuck Hassler, Craig Cummings, Doug Wilson, and Frank Worrell (for their beautiful MGs, Cs, and GTs). Lots of other TMGC members enjoyed a relaxing Saturday in the country, including Steven Daniels, Frank Linse, and Chuck Hudson. Wings & Wheels was a blast. Next year's show promises to be even bigger, so



Doug Wilson

TRAACA, especially Susan and Terry Bond, Richard and Sandy Hall, Jack and Linda Pavlidis, and Steve Lapaugh for their personal efforts at making Wings & Wheels 2008 a resounding success!

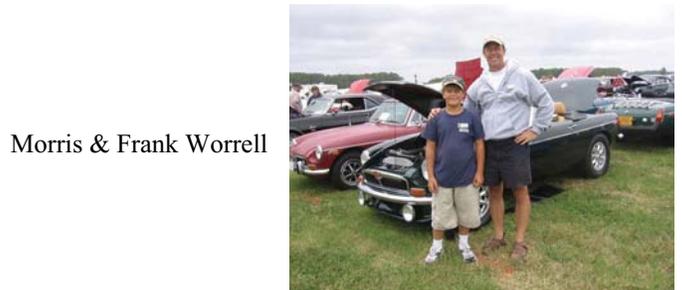
make some plans to bolster the TMGC contingent next September. Hats off to



Jack Pavlidis



Mark Davidoski



Morris & Frank Worrell



Vince Groover & Jared Church

Waynesboro British Car Show

Susan Bond

Photos by Susan Bond and Doug Wilson

If you weren't driving your MG the weekend of October 3-5, you missed some of the best driving weather of the year. And if you didn't go to the Shenandoah Valley British Car Club's show in Waynesboro that weekend, you missed one of the best shows of the year. Not too hot, not too cold, sunshine, MGs and good friends, what could be better?

Barry Tyson, Donald Ladd and I met for breakfast in Portsmouth and decided to take our time and enjoy the drive. So we proceeded to extend a 4-hour drive to an 8-hour trip with lots of stops, 2 leisurely



Barry Tyson

meals and back roads whenever possible. That meant taking 460 to 95, then 288 to 6 and 250. Did you know



Donald Ladd

that the road between Richmond and Charlottesville started out as a trail marked by 3 blazes on tree trunks? That's why Three Chopt Road winds across the "new" road, 250, many times. Now 64 is the main road and we get to enjoy the scenery on 250.

We had driven thru a newly paved section of 250 and a lot of bugs so we cleaned up the cars when we got there. I am not used to having a car that needs to be cleaned, my black GT has always been driven too much to look nice. Hard luck award has to go to Frank and Kerry Hurley this year, their B blew the hose on the oil pressure sender. Luckily Kerry was following in the mod-



ern iron and Mike Gassman hadn't gone home yet and had a new hose in his shop. So Frank was cleaning up that mess.

The Friday night social was a chance to talk to friends we only see at car shows, and watch videos of British TV shows about cars. Free beer and finger food meant we didn't



Susan Bond

have to venture out for dinner. However, we had talked about the Pullman restaurant in downtown Staunton so



Becky & Alan Watson

much that Alan and Becky Watson had decided to have dinner there. Great idea but they were a bit too late, it was closed permanently. So they ate next door at the Depot Grill, not as

fancy but still enjoyable and next to the train tracks. It was so good to see them when they arrived – we miss them a lot since their move to Beaverdam. Mike and Denise Haag wandered in and the Peninsula crowd was there, Craig and Joyce Cummings, Chuck and Becky Hassler, Frank and Kerry, Doug and Eiko Wilson, and a few of us stayed 'till the end.

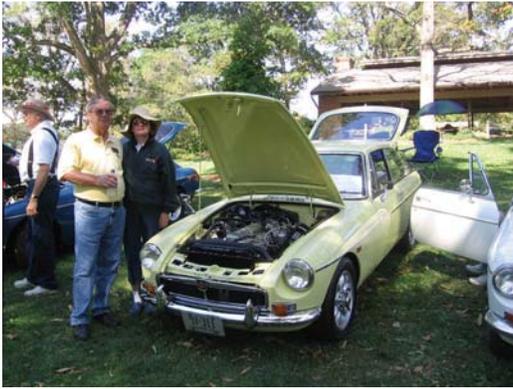
Show day was perfect and sunny. We started

with breakfast at Mrs. Rowe's restaurant and took 250 into Waynesboro. Our pictures were taken as we arrived (to be shown at the banquet



Chuck & Becky Hassler

as awards were presented). The park was filling up fast with some really unusual cars. How often have you seen an HRG? A Singer? A 1949 Daimler? A Riley? An Astin Martin? There weren't as many vendors as in the past, but they had some neat stuff. Lunch was catered this year and we found out later the original contractor had health issues and the replacement didn't know he had the job till Thursday. But he had a huge



Craig & Joyce Cummings

are not sure who was being generous – so that’s what we had. And no Waynesboro show is complete without an hour of James Bond music at noon. The DJ likes my number plate, 007 MG.

As usual, there were more MGs than anything else – at least 7 T series, as many MGAs, 9 GTs 2 Midgets and too many roadsters to count. We wandered around talking to old friends and made some new ones. DJ Bill Krazastek is well on his way to having a collection of TV show cars. Two years ago he debuted the car the Saint drove, a 1967



Volvo 1800S. This Denise & Mike Haag year it was the car Mannix drove, a 1968 Dodge Dart that was customized by George Barris. A slightly modified plum-colored Morris Minor van in Oxford Motor Company livery (also seen at Classics on the James) ended up winning the award for “really neat vehicle”. We saw, we voted, we enjoyed.

We always stop somewhere on the way back to the hotel. Alan and Beckey headed for the herb farm their B didn’t want to go to last year, only to find out that it, too, had closed permanently. Again they ended up next door, this time at Wade’s Mill. We headed for a new winery called Barren Ridge in Fishersville. We



Doug & Eiko Wilson

grill with plenty of room for pork and chicken, and all were served eventually. Becky Hassler was handed a free pizza – we

more like 2 or 3). My “new” GT is now officially a driver, it sustained multiple stone chips. The winery was expecting a wedding reception to descend momentarily so we were not allowed on the patio with the great view, but we did get to taste and buy and take pictures of our baBies against the mountain backdrop.



Kerry & Frank Hurley

Unlike some car shows, the banquet at Waynesboro is a highlight of the weekend. The food is great and DJ Bill officiates. This year Wes Maupin returned as his sidekick and applause-o-meter. There is always a caption contest and Kerry Hurley won with “Are you sure this is the porta-potty?” You had to be there – the loos at the park where the show is held had been vandalized so there were 2 porta-potties for the whole crowd and a lot of joking about it. And Craig Cummings won a free registration for next year’s show



by being the first to register for this year. Alan Batchelder was visiting from Michigan and was encouraged to take trophies to absent winners even if he didn’t know them. He’s the one they gave a laundry basket to one year because his fellow Roanoke club members never attended the banquet and he volunteered to carry the trophies to them. Door prizes were plentiful and almost everyone won something, some were more useful than others.

The main event of the evening was awarding the trophies to the winners of the popular vote, including some of our members. First in the chrome bumper B/C class went to Chuck and Becky Hassler and their



beautiful blue C. Second in the rubber bumper B class went to Doug and Eiko Wilson and their orange B. Imagine that – 2 winners and neither was painted red! After a group photo we dispersed. I guess we are getting old, going to the smoky bar and listening to very loud music just wasn't appealing so we turned in.

Sunday morning the Peninsula crowd left early but we went to "Breakfast with Paul" at the hotel. Paul Wilson has owned over 150 cars and very few of them could be called ordinary. He had pictures of Ferraris,



Astin Martins, Bentleys, you name it, he has restored it. And he was an excellent speaker. He admitted that whenever he had cash it was quickly converted to cars, and he has always regretted not buying a Maserati for \$25,000. It sold the next year for \$300,000! He kept us laughing for almost an hour and then it was time to leave.

The trip home was fortunately uneventful. We did copy Watsons in one respect, tho. We decided to head for the Grey Bear restaurant near Oilville for lunch, only to find it closed. Eagle-eye Barry had spotted the Hickory Notch Grill a few miles back and it had great food and an entertaining server. The cars ran great, the weather was perfect, we had a great weekend, and were home before dark!



Abacus Racing Field Trip!

by Mark Davidoski

photographs by Mark Davidoski

Saturday, October 11th was a perfect day for our trip to Abacus Racing in Virginia Beach. Thirteen of us gathered at 9:00am for the big day. After some preliminaries, including energy boosting Krispy Kreme donuts and Starbucks coffee, our hosts commenced a walking tour of the extensive Abacus facility. (Despite the dangers of the sugar "high" resulting from warm glazed donuts, all students remained on their best behavior!)

Rob Doddman explained the function of each area, from the routine service bays, to the dynamometer shed, to the



E-type Coupe after sodablasting "dirty room" where engines and gearboxes are disassembled for cleaning and eventual rebuilding. At each stop Rob gave us fascinating details about the various cars that were undergoing a variety of restoration, repair, or routine maintenance procedures. Of particular interest was the sheet metal fabrication area. Rob gave



Rob Doddman explains the engine dyno

us a demonstration of various “panel beating” tools, including the English wheel. In the machine shop we saw several CNC machine tools, including one that is used for overboring and resurfacing cylinders. Rob also mentioned some of the “old school” devices at his disposal, such as a Sun Analyzer that pre-dates the computer controlled engines of today, and a distributor analyzer that can diagnose and correct various ignition system faults. These are great tools to have on hand when working on older “analog” cars like our MGs. The showroom area held some of the high points of the tour. Where else can you see a genuine works big Healey with triple Weber carburetion? How about a 100S racer signed by Geoffrey Healey? Perhaps the most interesting static display was the 1923 Springfield



1923 Rolls Royce "Springfield Silver Ghost" with 7.4 liter inline six

Silver Ghost, a U.S. assembled Rolls Royce in gleaming yellow and black finish. The engine bay was impressive, with its large straight six mill sporting two sparkplugs per cylinder.

During the tour we were able to ask lots of questions of Rob as well as Chuck Botwright, the Abacus machine shop manager. When we departed at noon,



Formula Vee and Formula Ford racers

everyone had learned a lot about machine shop services, oil recommendations for LBCs, as well as a host of related subjects. Members in attendance included Mike Ash, Richard Daniel, Ron Struewing, Anita Edwards-Struewing, Mike Knepler, Barb Taychert, Jim Villers, Don Ladd, Craig Puryear, Andy Wallach, and Susan Bond. Bob Ross joined us as well.



Sunbeam Tiger with 260 Cubic Inch

If you find yourself in need of some machine shop work, distributor analysis, or anything else that might be just beyond your current level of expertise, Abacus Racing is THE place to go. You can reach Chuck Botwright or Rob Doddman at 757-363-8878. And if you'd like to see a wide variety of authentic racing cars (British and otherwise), be sure to sign up for a future field trip to Abacus.

Happy Thanksgiving!

MGB Charcoal Canister

Rebuild

by Brandon & Glenn Brazil

Reprinted from "MG Classics of Jacksonville" with permission.

Let me begin by stating that this article applies to MGB's 1971 – 1980. These MGB's were manufactured with an *Evaporative Loss Control* system. This system was designed to collect fuel vapors from the gas tank and the carburetor float chambers. The vapors are stored in the charcoal absorption canister while the engine is off. When the engine is restarted, the vapor flows through the crankcase ventilation system and into the combustion chambers. These fumes, or vapors, are drawn directly into the engine when it is running. The round metal gizmo inside the right rear fender well (inside boot or hatch and normally painted aluminum color) is a *separator tank*. There are two lines from the fuel tank. One goes from the tank to the fuel pump. The other runs to this separator tank which is in-line between the fuel tank and the charcoal canister. This small separator tank prevents liquid fuel from being drawn into the canister. Absolutely no energy is used to operate this system. It should be left functional if you remove the air pump and related emission equipment.

Most MGB Service Manuals call for replacement of the fuel filter and the filter pad of the canister to be replaced every 12,000 miles and replacement of the complete canister(s) every 2 years or 25,000 miles. This procedure is frequently overlooked. Over time, the charcoal breaks down to the point of being sucked into the crankcase. You do not want pieces of charcoal in your crankcase. Current pricing of the absorption canister (Moss #367-100) and (Victoria British #2-254) is about \$125.

Filter Pad Removal: To inspect the filter, simply (1) unscrew the lower end cap (bottom) of the canister. (2) Remove the filter pad. (3) Clean any dirt, etc. from the cap. (4) Use the old filter as a pattern for new filter made from coffee filter or similar filter cut from other thin piece of synthetic filter material. (5) Replace with the new filter pad. (6) Replace the cap. Hold on. This takes about 15 minutes.

Why not take about 30 minutes and rebuild the canister for less than \$10?

A couple years ago Gerry E. Masterman wrote an excellent article about rebuilding these carbon canisters. His article also appeared in the technical forum at www.theautoist.com. His article was the basis for this project as well as this re-write of the rebuild procedure. Repairing the canister is simple. Before discuss-

ing the canister rebuild, here are some notes for removing the canister. For models 1970 – 1975, the process is the easiest. (1) Disconnect the air vent tube (anti run-on hose) from the bottom of the canister. (2) Disconnect the **Purge line** (line from off valves cover that goes to the center on top of the canister). (3) Disconnect the **two vapor lines** from the top of the canister. *Note:* These are the lines connected to the top of the canister on each side of the center purge line. (one connects at the carburetor(s); the other runs from the fuel separator tank inside right fender well). (4) Unscrew the top; (5) Lift out canister. For years 1976 – 1980, you must remove the windshield washer reservoir in order to get to the canister. Most 1979 and 1980 models were equipped with two charcoal canisters. *Note: Mark the Purge line (the middle hose, top of canister). This line goes back to the center position when you put it back on the car.*

Rebuilding the charcoal canister is not difficult. First, open it up by unscrewing the top. Remove the contents. Keep everything; clean the parts. Unscrew the bottom of the canister. This exposes the *retainer*. The retainer is the plastic ring that looks like a Mercedes emblem or Peace sign (divided into thirds.)



Bottom Canister Filter

Notice the retainer ring has six tabs that fit in six matching slots in the bottom of the canister. Carefully depress these tabs so the retainer will release. When you remove the retainer you will find a filter made from a plastic mesh. Examine this filter. If it is good, set it aside for re-use.

Located under this filter you will find the old charcoal. It should look like black granules or pellets. Smell these to see if they smell like fuel. Throw this old charcoal in the trash as it is not reusable. Under the charcoal you will find another filter like the first one, then a steel mesh screen. If these are intact and reusable, save them. If not, still save them for a pattern.

Mark your calendars for the Tidewater MG Classics Annual

HOLIDAY PARTY

Cynthia & Andy Hosting

Friday, December 19th

6:30 - Social Hour

7:00 - Dinner

Charity to be announced

Check December Dipstick for more information

Next, you will find a washer and a spring. Save and clean up for re-use.



Bottom Retainer Filter

You now have everything in front of you. If the two filters are not re-usable, make replacement filters from filter paper or other filter material that is cut into 3 ½-inch circles. Coffee filters, medical respiratory filters, etc. will work. I suspect scour pads could be used as well.

After you have cleaned everything and cut new filters if needed, you are ready to put it back together. New charcoal can be purchased from any store that sells tropical fish and aquarium supplies. [got ours from WalMart]. You will need approximately 8-ounces of the aquarium filter charcoal. Rinse the charcoal good with clean water to remove the dust. Let dry. To speed up, you can dry in an oven or use a heat gun or hair dryer.

To reassemble the canister, place the spring and washer in place at the bottom of the canister. Next, install the steel mesh filter. If yours was not good, a replacement can be made from screen wire. Now, put your old reusable filter or newly made filter on top.



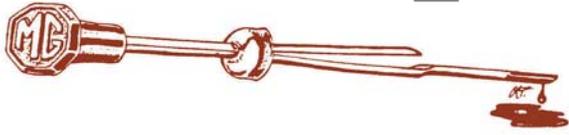
Aquarium Charcoal

Canister Assembly

Now put the washed and dried aquarium charcoal in (approx. 8-oz.). This should fill the canister up to where the other filter (reusable or newly made) and the retaining ring will just fit in place. On top of the charcoal goes this second filter then the retaining ring. Make sure the retainer ring locks in place with the six tabs in the six matching slots. Now, just screw the bottom back on the canister.

Reinstall the canister in your MG. Reconnect the hoses to the proper places. Make sure all connections are tight to prevent vacuum leaks.

The Dipstick



The Tidewater MGB Classics

Ronald Struewing
5483 Doon St.
Virginia Beach, VA 23464-7732

Affiliated with

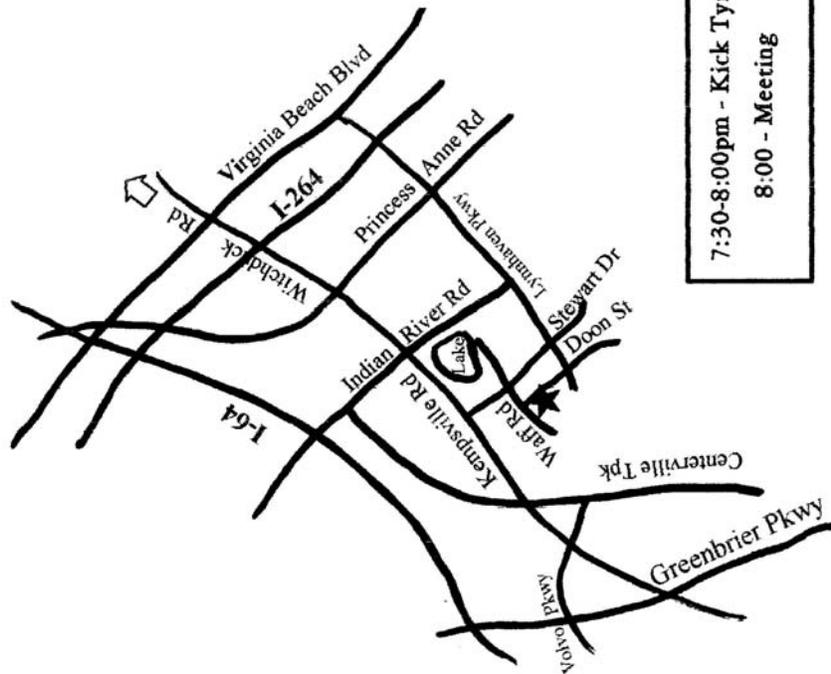


North American MGB Register
"Newsletter of the Year"

FIRST CLASS

Monthly Meeting

Wed, Nov 5th
Ron and Anita (Edwards-)
Struewing
5483 Doon St
Virginia Beach
479-0084



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