

THE TIDEWATER MG T CLASSICS

THE DIPSTICK



President.....Tony Perino
Vice-President...Dave Bowling
Secretary.....Tom Lund
Treasurer.....Jerry Moore
Editor.....Jennifer Ash/Brenda Banvard (for the last
time and soon to be Gloria Benson)

On behalf of all the members, may I express heartfelt thanks to Mel Baker for his outstanding leadership, participation and visibility over the past two years, to Jerry Moore for his professional approach to counting the cash, and to Andy Wallach for his incredibly precise (and sometimes embarrassing) memory.

Sincere appreciation also to Jennifer and Mike Ash, Brenda Banvard, Peggy Bradford, and Robert Davis for their contributions as Activities, Membership, Technical, Historical, Newsletter, Publicity and Parts Committee chairpersons.

There are several items I think we need to address during the year ahead, and I'd like you to start thinking about them:

First, I would like to see us take an active part in the British Isles Festival which will be held this spring in Norfolk. This Festival has the potential for becoming a premier event for British car owners in Virginia and our neighboring states. We can, and should, help make that happen.

Second, we need to consider the advantages and disadvantages to becoming a chapter of the MGA and MBG Registers. To date, we have been very successful in making all MG owners feel welcome. It would be most unfortunate if we were to lose sight of that strength. "Marque Time" anyone?

Finally, we do need to give some relief to our committees in the form of additional help. Adding depth, particularly from the ranks of new members, would provide an opportunity for increased involvement and active participation.

In closing . . . if you haven't made it to a meeting lately, you've really been missing something special. If you have any suggestions concerning activities and events, please give me a call or drop me a note so we can work on it.

Safety Fast!

TONY
2

OCTOBER MINUTES

President Mel Baker called the meeting to order at 8:19 p.m. on October 7th with his usual "Let's get started." He immediately asked if anyone needed to purchase raffle tickets. Vice-President Tony Perino, in charge of the raffle, asked: "Is everybody here? Do we want to wait on the raffle?" Tony proceeded to sell raffle tickets. "Your choice of one belt buckle or a gift certificate or a surprise gift. No. The surprise gift is not regalia; it was donated by an anonymous individual. Tickets are three for a dollar." The meeting temporarily suspended for the sale of tickets. It was announced that the raffle for future meetings would be held during "Kick Tyres" prior to the business meeting. Jennifer Ash reported that Peter and Elaine Micken had joined the club. Mel asked if there were any guests other than Arla Strasser and Bill Graner (not guests, just not visible lately). There were no changes to the minutes as printed in the Newsletter and the minutes were approved. Treasurer Jerry Moore reported: Beginning Balance \$811.03, Pig Roast Income \$265.00, Dues Income \$156.00, Film Expense \$9.00, Printing and Postage Expense \$73.73, Pig Roast Expenses \$208.30, Ending Balance \$941.00. He also reported that there were additional Pig Roast expenses of about \$175. Tony announced that Tom Lund had won the raffle and Tom picked the "Surprise Gift". After much encouragement Tom opened the box to discover an "Auto Massager". Mel asked Mike Ash if he had anything as Technical Librarian and Mike gave his customary answer: "Nothing." Membership Chairwoman Jennifer Ash reported one new member and four prospective members. "Got out the roster. Couldn't staple it. It came out funny." Jennifer continued under her Activities hat: "Tech session at the Lund's on Sunday the 25th; on November 1st is the Rally. Will have some silver. Five dollars a car. And will serve barbeque after the rally. If Newsletter gets out, will be in it; otherwise a flyer. Next meeting is at Tom and Jean Hall's. Mel stated that the Newsletter deadline in Wednesday October 21. Mel announced: "Election Time. We have a slate." Jennifer said to just look at the new roster. When someone questioned the propriety of printing the new roster listing officers who had not yet been elected, Jennifer responded: "Mike said that I couldn't do that and I told him 'Just watch me'". Mel read the nominations and Vince Groover moved that the nominations be closed. Chris Holcomb moved that the slate be elected by acclamation. Tony Perino was elected President; Dave Bowling, Vice-President; Jerry Moore was reelected Treasurer; and Tom Lund was elected Secretary. Jennifer Ash made a motion that "we all applaud the outgoing officers" and applause followed. Mel, finding that there was not any New Business, opened the floor to T-Time. Mike Ask recounted: "Last Saturday was Waynesboro British Car Day. Expected good weather but got some torrential downpours. This club cleaned up in the T-series - got all the awards. Richard Hall got 1st in TD, George Perry got 2nd, and Vince got third. I got first for the TF. Charlie Dixon got 2nd TF. Don Foster's TC got best in show. Tony got prize for his Healey. The Germans were there with their TVR but didn't win anything." John German: "That's a lie. I won a subscription to a magazine." Vince: "Everybody got that free." There followed a discussion of the weather at the show and the fact that Jim Banvard came in shorts. Good turnout - Benson's, Wiley's, Eaton's, Emig's. Mel stated that he had a "good catalog from Robert Davis: 'Northern Hydraulics' and also some magazines for the asking. Also have a five minute slide show on Richmond." Tony said he had "last months Hemmings. Also from Sports and Classics an ad for show wheels - Dunlap from India; chrome weakens the spokes." Mike Ash reported having a flyer from a junkyard on Route 301 in Richmond advertising "all you can carry for \$20." Reportedly it has lots of MGA rear ends. Someone reported that he had a problem with a Lucas generator. "Smelled smoke and had to replace it. Went to BAP GEON and got a rebuilt. Has a one year warranty." Another person added: "Have you noticed that once the smoke leaks out they don't work anymore." Chris Holcomb: "Would like to host the Pig Roast again. My car peaked on time." Mel thanked Chris along with Mike and Jennifer Ash for the Pig Roast Car Show. Chris: "If this is show and tell, I brought my plate. I took the plate and cup I won into work." Jennifer: "You walked in and when people saw this they thought you were going to give communion." The meeting adjourned at 8:49 p.m.

Above mentioned individuals accompanied Pam Groover, Sandy German, Dan Boswell, Tom and Jean Hall, Paul Thiergardt, Ira Cantin, Frank Benson, Kelly Blaylock, Fred Horner, Don Jones, and Judy Baker in the consumption of a delightful array of refreshments provided by Pat and Bob Beuter. Thank you both.

Well, we had a Tech Session on Sunday at Tom Lund's. A few members turned out and some useful work was accomplished. Ira Cantin was there with his TC but no specific problem. Tony Perino was there with his MGB to adjust the valves and the carburetors and Vince Groover aided him in this endeavor. After being pointed somewhat in the right direction, Mel Baker was able to adjust the valves on his MGB himself. Dave Bowling brought over some assorted parts from his TD and completed a few small projects, one of which was to insert the rubber seal in the bottom of the freshly chromed and assembled windshield. Barbara Ross, a prospective member, was there with her MGB and managed to find some assistance in getting her windshield washers working. Richard Mullins was there with his Midget to adjust the valves. Tom Lund had his TD in the garage on four jack stands ready to start on a complete brake rebuild and a change over to silicone brake fluid. Overall, it was a pleasant and productive day and our thanks to Tom for hosting the event.

Tom's project at the Tech Session reminded me that I was going to write about silicone brake fluid this time. This was supported by a call from Dave Barrows earlier in the month. It seems that silicone brake fluid is something that some people swear by, while it is also something that others swear at. In general, I am in the former category while Dave Barrows is in the latter. Dave called me to see if I had any suggestions for freeing the frozen wheel cylinders on his Healey Silverstone, something that had never been a problem until he converted to silicone brake fluid. He was in the process of rebuilding the entire brake system so that he could switch back to regular brake fluid. He assured me that he never had so much trouble with the brakes on his cars until he switched to silicone fluid and that he was going to switch back to regular fluid on all of his cars. Personally, I have had the least trouble with the brakes on all of our cars since I switched to silicone brake fluid, and presently have in the TD, TF and the MGB. So, should you use silicone brake fluid? Well, the choice must be yours, but I will try to address some of the relevant points with some personal observations. The following article came from the National Newsletter of the Triumph Register of America, loaned to me by Dave Bowling. The article is by Len Renkenburger who a few years ago led a similar and on-going discussion and controversy in "The Square Rigger" - the newsletter of the Chesapeake Chapter of the MG "T" Register.

SILICONE BRAKE FLUID CAUTION

You've heard this stuff is the greatest discovery since Adam found out what was different about Eve. Well, it ain't necessarily so. A member, Ernie Becking, recently had his master cylinder and wheel cylinders sleeved. When he fitted them to the car and filled the system with silicone fluid, he found a slow persistent leak at the master cylinder. About a week later he removed the cylinder to check the leak, he found it held a considerable amount of water. Upon inquiry to a military engineering and testing branch he was told that "early silicones" were far less than satisfactory because they absorbed, but did not emulsify or hold in suspension, a goodly percentage of water. Therefore, in cast iron cylinders they were actually worse than regular brake fluid because they allowed pure water to settle out in the bottom of the cylinder and accelerate rusting. There is a brighter side to this however. Ernie was advised that any silicone fluid bearing a Military Specification (Mil Spec) number will not have this problem.

While personally I do not favor silicone brake fluid for most cars, I do not believe it is the cause of some problems people cite, such as, brake cylinders locking up in hot, hard driving. Before I tell you why I believe most people should not use it let me suggest one possible cause for the overheating brakes that is far more common that you would believe.

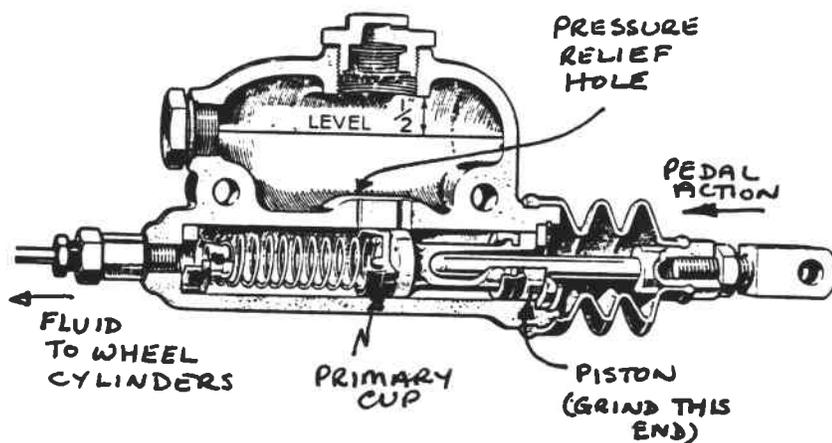
In rebuilding the master cylinder no attention is paid to the longitudinal length of the rubber primary cup or the new piston contained in some kits (such as NAPA). Simply put, the cup or piston are sometimes longer than the parts they replace. Unless the push-rod from the pedal to master cylinder piston is checked to insure it has free movement, it will prevent the piston and cup

from returning far enough to clear the relief port in the master cylinder-thus keeping the brakes applied. This in turn heats and expands the shoes or pads and causes more braking pressure. This can be serious enough to smoke the brakes in a mile or be relatively light enough to be able to "bleed off" the pressure in a few miles of touring driving fast. Hot weather driving with lots of brake applications can compound the problem. Obviously, this has nothing to do with type of brake fluid. Now, to why I don't believe in silicone for most cars.

As mentioned above, new type silicone absorbs no water-period. Therefore, any car that is exposed to varying temperatures will get a condensation of water vapor contained in the air present in the top of the master cylinder. If the car is driven daily this is not too bad but it is gradually dispersed through out the system. Frequent driving keeps it in suspension due to the movement of the car. However, if the car sets for long periods the condensation ends up in the bottom of the master cylinder or wheel cylinders. Since it does not mix with the silicone, rapid rusting and pitting of the cylinder can result. Regular brake fluid will absorb and emulsify a fair amount of water and actually cause less pitting over a given period of time. I've used silicone in some of my cars which have endured cross-country touring at respectable speeds in 100 degree weather without any problem in as much as 5 or 6 years of this use. These cars are kept in temperature controlled garages. For cars that sit out I use castrol brake fluid and simply bleed the wheel cylinders every summer and replace all rubber parts every 5 years or so.

In general, I agree with everything Len says in his article, although personally I have not experienced any corrosion or pitting problems in master cylinders or wheel cylinders since switching to silicone brake fluid. Of course, this is mainly due to the fact that since switching to silicone fluid, I have had no need to rebuild any cylinders and therefore have had no need to open them up to see if they are corroded or pitted. In the winter, Jennifer's TD gets only occasional use and, when I was using regular brake fluid, I had to rebuild the wheel cylinders every Spring and the master cylinder every other Spring. Since switching to silicone fluid over 5 years ago, I have had to replace the seal on one cylinder on the TD, with no corrosion to clean up. I have had silicone fluid in the MGB for over five years, including two years off the road, and have had no problems at all. The TF has been on the road for about five years now with silicone fluid and appears to have a slight leak in one rear wheel cylinder that I have been meaning to fix for the past six months. Overall, I think my brake service record with silicone fluid has been considerably less than it would have been with regular brake fluid.

In his article, Len mentioned that some people experienced problems of brakes locking up after switching to silicone fluid. I experienced the same problem with Jennifer's MGA, and for the same reasons as Len cites in his article, i.e., the rubber primary cup in the master cylinder was too long and was blocking the pressure relief hole. To understand what this means, refer to the drawing on the right. This is a cross-section of a TD brake master cylinder. The MGA is almost identical and the MGB is very similar. The pressure relief hole is very small, about the diameter of a straight pin. When rebuilding the master cylinder, make very certain that this hole is open.



If the hole is blocked, either by dirt or by the skirt of the primary cup, pressure will quickly build up in the hydraulic lines to the wheel cylinders and the brakes will lock up on all four wheels. When I rebuilt the MGA, I installed a new master cylinder, new wheel cylinders and silicone brake fluid, and the brakes locked up the first time I took the car out on the road. However, I did not immediately blame the silicone fluid because, no matter what fluid is in the system, pressure cannot build up if the master cylinder is working correctly and there are no blockages in the brake lines. If only one wheel was locking up, I would have suspected those wheel cylinders or the lines or hoses to that wheel. But, with all four wheels locking up, the problem had to be the master cylinder. I suspected that pressure relief hole in the master cylinder was being blocked and the primary cup was the primary suspect. I removed the cup and compared it with the cup from the old cylinder. The skirt on the new cup did appear to be slightly longer. I solved the problem by grinding a bit off the end of the piston so that the piston would return a fraction further when the brake pedal was released. This did solve the problem. The cylinder was a brand new one from Lockheed, so it is not just some replacement brands that can be out of tolerance. I suspect that there are out-of-tolerance cups being supplied now so, if you rebuild your braking system, fill it with silicone fluid, and the brakes lock up, don't blame the fluid. The problem is probably the rebuild kit. The chances of getting a better kit are probably not good, so I would recommend that you try grinding a fraction off the end of the piston. It should not take much, and be sure that you keep the end of the piston straight and square with the axis.

Should you switch to silicone fluid? That is your decision, but I would recommend it. I find that the silicone fluid is slightly more compressible than the regular fluid, so with a well adjusted braking system, the brake pedal will not feel as "hard" as with the regular fluid. But I do not find that to be a problem.

CLUB
REGALIA

Stocking- Stuffers
for Christmas?



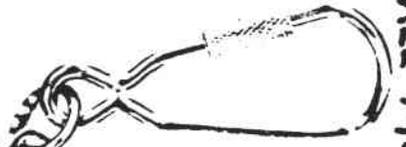
LAPEL PINS
50c



BELT BUCKLES 120c



MG MEMORABILIA WILL BE AVAILABLE
AT ALL MEETINGS - SEE DAVE BOWLING



KEY FOB
80c



CLOTH JACKET PATCHES 30c
METAL CAR BADGES 100c

- ALSO:
- SKI CARS 80c
 - LEATHER VISORS 60c
 - DBL OLD FASHION GLASSES 50c
 - CANVAS TOTE BAGS 40c
 - GLASS BEER MUGS 60c
 - COFFEE CUPS 50c
 - ASSORTED T SHIRTS 495



TIE
TACS
40c

FALL RALLY

(BACK BY POPULAR DEMAND)

SUNDAY, 1 NOVEMBER

\$5.00 PER CAR ENTRY FEE

MEET AT 11:00 am IN PARKING LOT

OF ^{UNISYS?} SPERRY BUILDING
(ARMADA/HOFFLER)

(600 LYNNHAVEN PARKWAY,

BETWEEN MALL AND TOLL ROAD)

AND ACROSS FROM CRESTAR BANK &
PRINCESS ANNE COMMERCE BANK

FIRST CAR OFF AT 11:05 A.M.

RALLY IS APPROX. 50 MILES

BRING YOUR MG!

(OTHER CARS WELCOME IF MG NOT RUNNING)

BARBEQUE (from pig-roast) and

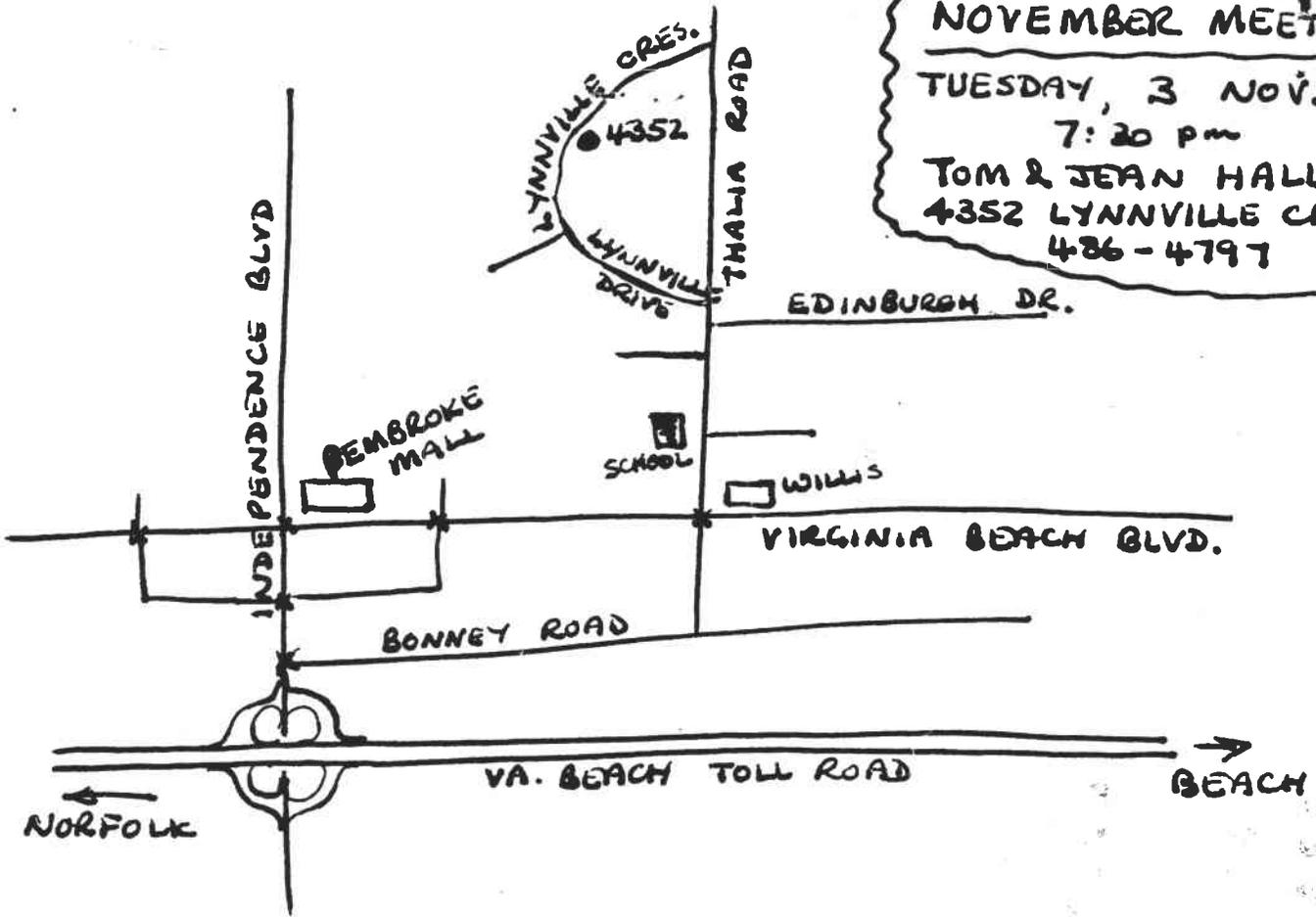
REFRESHMENTS served at end.

(\$5 per car covers cost of
trophies and refreshments)

R.S.V.P.

Jennifer & Mike Ash
495-0307

NOVEMBER MEETING
 TUESDAY, 3 NOV.
 7:30 pm
 TOM & JEAN HALL
 4352 LYNNVILLE CRES.
 486-4797



TIDEWATER M.G. "T" CLASSICS
 5149 BELLAMY MANOR DR.
 VIRGINIA BEACH, VA. 23464



FIRST CLASS

DON'T FORGET
 THE RALLY
 SUNDAY

PEGGY BRADFORD
 3202 DUNNEBROK CT.
 VA. BEACH VA.23456

