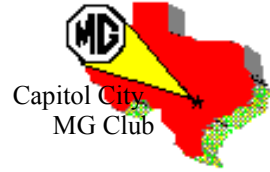




CAPITOL CITY MG CLUB



March 2002

'Vive le Carburettor'—By Alan Ferretti, President

A few of my thoughts on the past, the present, and the future this month. Starting with the past, the club's first event of the season is behind us now. It was a great way to kick off the start of the year. Of course I'm talking about the tech session that Ron Shimek held for us at his Auto Service Center. There were about ten club members in attendance for Ron's words of wisdom on carburetors.



Ronda Dizney's MGB-GT

We got to see and touch all types - from Weber downdrafts and side drafts to S/U's. What to check, how to set up dual systems, and the various trouble areas are things we can all put on our resumes now. The questions flowed freely as did Ron's answers. I feel I know so much more following this session. Not bad for someone who, prior to this, thought CARBURETOR was a French word that roughly translated to "don't mess with this".

Ron let us roam about the shop for a while before getting underway and that too was a treat. Lots of project cars outside, but my favorite was inside. I fell madly in love with a beautiful red MGA undergoing a resurrection. On behalf of the club I'd like to thank Ron for this very enjoyable evening.

Now it's on to the present, or close to it by the time you get to read this. I'm talking about our run to Rosanky on Saturday, March 23rd. It's a combination picnic and visit to the Central Texas Museum of Automotive History. We will meet at the McDonalds on Highway 71(Ben White) and Burleson Road. Plan on being there by 10:45 as we plan to leave at 11:00 sharp. Get there even earlier if your picnic plans are a Big Mac and fries to go. It's just under 40 miles to the Museum on a pretty little back road we found that should put us there at about the lunch hour. Might be a good idea to bring some folding chairs if you have some and they fit. Food and beverages are what ever you want to pack.



Ric Snook taking a look around at Vicky Brit

We'll eat on the Museum grounds upon arrival and then visit the museum for a few hours. The museum entry fee is five dollars, but if we have ten or more in our group, we'll get a 20 percent discount. (That gets it down to four dollars a person). So join us on this run - you could be the one that lets us get a discount. If the MG isn't running, the family cruiser is more than welcome. This is a rain or shine event. We're going whatever the weather, but if it rains, the picnic will be changed to a stop at a Mexican restaurant on the way. So that leaves the future. Our April meeting/event is the annual picnic and elections. Tom has set the date for April 24th and he'll have the details at our meeting. I've not been notified of anyone new looking to run for election, but it's not too late.

The good news is that I also haven't been notified of anyone looking to resign office either, so at this time we could have another year of the same team. Those who attended last month's meeting had the pleasure of seeing Jan and Roger Porch again.

Roger was looking great following his December "tune up". Good to have them back. Jan has set up our June run - we've replaced the trip to Mason with a trip to the Wimberly Trade Days on June 1st. We'll head to Wimberly as a group and park on the grounds of Hill Country Motorsports. Glen Garret has kindly offered us use of the fenced parking area there for our MG's.

Jan will shuttle us to the shopping area where many restaurants are available and we can shop till we drop. Then it's off to Roger and Jan's home for a refreshing dip in the pool before heading back. The Alamo MG club is also planning to attend and this promises to be a fun time for all. MG's, food, shopping, and swimming - couldn't get any better. Well, I've gone past my promised limit again and the Newsletter editor is threatening to print this in a size 4 font. (Don't forget to thank Mark for the great job he does getting this out every month and always making my articles fit.) [ed note: no thanks

necessary, however, U.S. currency IS accepted]

See you at Threadgills.

Alan Ferretti — President

MG2002

The Texas MG Register is hosting the 11th Annual International Convention of The North American MGB Register in Grapevine, Texas, July 3-6 2002. Lots of events and a big car show are planned. Lets have some good CCMGC representation at this event. Visit the Web Site at <http://www.mg2002.com> for all the Details.

(The following article is copied from Doug Jackson's website: <http://www.mgb.mga.com>)



What is the difference in brake fluids?

The most popular types of brake fluid are DOT3 and DOT4, both of which are inexpensive and readily available. Appearing clear to amber in color, DOT3 is a polyglycol fluid; DOT4 can often be a polyglycol, as well. These fluids cause rubber parts of the brake system to swell slightly, improving sealing and preventing leaks. Drawbacks include their high affinity for moisture, causing both a reduction of the boiling point as well as rust and corrosion in the brake system. Also, they have a higher viscosity at low temperature.

Recognized by their purple color, DOT5 fluids are typically silicone-based products, with extremely high boiling points, and have no affinity to moisture. DOT5 fluids are more expensive than polyglycol brake fluids. Due to their air retention properties DOT5 fluids make bleeding air from the braking system more difficult than DOT3 or DOT4 fluids. For this reason, DOT5 fluids cannot be used in ABS systems.

Hydraulic system mineral oil (HSMO), a blend of mineral oil and additives, is easily identified by its green color. This rare fluid is typically the most expensive. HSMOs have the highest boiling points and do not contribute to rust or corrosion. However, HSMOs are not compatible with silicone-based or polyglycol fluids.

Although developed for the consumer market, DOT4 brake fluid has found wide usage on the NASCAR racing circuit for its high boiling point (446 degrees F) and increased corrosion resistance.

We continue to use Castrol LMA. However, regardless of the type of brake fluid used, proper maintenance is the key to ensuring your brakes operate properly when you need them. It is recommended that the brake fluid be flushed out and changed at one to two year intervals. Always keep your brake master cylinder fully topped up.

Silicone Brake Fluid: Yes or No? [excerpted from 'British Car' magazine—October 1993]

... First, the advantages. Silicone fluid is non-corrosive, and does not eat your car's paint like glycol fluid will. In fact, a spill can be rubbed in and will shine like any silicone-based polish!. That's not to say that you should use brake fluid to polish your car, however.

Also, silicone fluid does not absorb as much moisture from the air as does glycol fluid, pointing to its chief benefit; the ability to staid in stored or little-used classic vehicles without absorbing moisture which wrecks havoc with brake systems' metal parts—especially old cast iron cylinders. ...

The nature of silicone is such that it contains about three times the amount of dissolved air as does glycol—15% vs. 5%. And since air compresses quite easily, the silicone fluid compresses easier as well, in fact requiring more pedal travel in a given system to compress the fluid enough to stop that car.

Another problem is the actual composition of the rubber pieces in a braking system. Three types are common: neoprene for brake hoses, EPDM rubber, and SBR rubber, either or both of the last two making up most seals in your system. The glycol fluid has a uniform swelling effect on all three types of rubber—about 5% to 15% expansion. This is normal and desirable as the seals must swell to fit tightly enough to seal the enormous pressures that build up behind them.

Silicone fluid, on the other hand, does not cause rubber to swell, so special additives are incorporated. The additives, however, while providing the necessary results with modern EPDM rubber, have an adverse reaction with SBR rubber, causing it to soften and swell too much, ruining the brake system and its performance. The majority of older systems—particularly those with drum brakes—use SBR rubber seals. ...

Silicone fluid will not improve your braking performance, as many enthusiasts believe. Rebuilding your existing system to accommodate the silicone fluid will be the factor that enhanced the braking, not the fluid itself. In a brand-new system, using modern (or racing) master cylinder, wheel cylinders, calipers, etc., there is probably sufficient volume to require very little pedal travel to fully operate the brakes, and this would be a good candidate for silicone fluid.

But in an older system—even a newly-rebuilt one—it's best to continue to use a high-quality glycol brake fluid, such as Castrol GT-LMA (for Low Moisture Absorbtion), rated DOT 4, which you know will be compatible with all of your components, and any remaining traces of old fluid you might have missed.



Coming Events



This month's meeting is on March 19th at 7:30 pm at Threadgill's South.



Sat., March 23rd, Rosanky Car Museum, 11:00, meeting place to be determined, possible picnic. \$5 museum entry fee.

April 24, club picnic. Tom England and wife to coordinate. Date to be determined.



Spring GOF, Salado, 05/09 - 05/12.
Sun., May 18th, Becker Vineyards, leave late morning.

Sat., June 1st, Wimberley Market Days

July 3-6, North American MGB Registry, Grapevine, TX, 07/03 - 07/07. \$50 entry fee for members per car. (see pg. 2)

May 4-5, Georgetown Air Show (no date available).
Aug. 23-25, Kerrville Big Band Concert.
Fall: Highland Days in Salado November 8-10, ABCD in Round Rock Sept 29 or October 6, final date will be decided on March 15
Mr. Blair to create club directory.

Possible Kars for Kids in May.

Bill Jones has a 78 MGB for sale, rust-free, no body damage, and freshly rebuilt non-smog engine. \$8,000 (979) 968-6937

Anyone wishing to plan an event or add it to the calendar, please call the newsletter editor at 442-4088 or by e-mail: embee@io.com The club web page is at <http://www.geocities.com/ccmgc> If you want to be on the list to receive e-mail announcements about club events, send a message to oldpierre@hotmail.com .



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**A Special Thanks to
-Threadgill's Restaurant -
management and staff for
their hospitality at our
monthly meetings.**

**Don't forget to tip
your server !**

CCMGC Membership Application

Name _____

Address _____

City, State, ZIP _____

Cars owned:

MG1 _____

MG2 _____

(attach pages if more space is needed)

Send completed application to address below with \$15 to register. Thank you.



**Capital City MG Club
2600 Ware Rd.
Austin, TX 78741**

*Drive Smart — Drive Safe
Next Meeting Tuesday, March 19th, 7:30 p.m.*