

THE OCTAGON NEWS

Volume XXXIV No.2

NOVEMBER 2000

HAPPY THANKSGIVING

From the President

Phil Johnson

Most of the leaves are off the trees and the weather has taken a turn for the worse with snow forecast for this weekend. All signs that the tops down driving season is coming to an end and its time to put away the car for the winter.

New Club member, Steve Markman, stopped by the house last week to talk about his "new car" (a 1950 "TD" recently purchased from Doug Gillin of Middletown) and to "walk thru" with me the steps required to prep the car for winter and to discuss other maintenance concerns for his "new baby." We spent a bit of time in and under the car and it reminded me of my own learning process just over two years ago when I became the proud owner of my first MG (and to date my only MG). My "teacher" was my good friend Ernie Streifhau of nearby Germantown. Ernie and his good wife Holly are owners of two "TDs", a "YT" and a "B," which qualifies him as an "expert" on the ins and outs of MGs. More than that he was and still is a willing "teacher" - able to impart much of his knowledge to "greenhorns" like me. The point of all this is to stress the importance of belonging to a Club like ours which puts one in touch



Southwestern Ohio Centre of the MG Car Club

Club Membership Information

Membership dues of the Southwestern Ohio Centre of the MG Car Club are eighteen (\$18.00) per year, payable during September and October. On January 1st. the names of delinquent members are removed from the roster. See Linda Wolfe for further membership information.

MG Car Club Monthly Meeting

The Southwestern Ohio Centre of the MG Car Club meets on the fourth Wednesday of each month at the K of C Hall, downtown Dayton, on Bainbridge Street, at 8:00pm. The next meeting will be:

Wednesday November 29, 2000

MID-OHIO RUN OFFS

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Upcoming EventsNovember 2000

- 3 **Fish Fry** at K of C Hall
 29 **MGCC Meeting** at K of C Hall

December 2000

- 9 **Christmas Party** at Skip & Jenifer Peterson's 7:30p.m.

January 2001

- 24 **MGCC Meeting** at K of C Hall

February 2001

- 28 **MGCC Meeting** at K of C Hall

March 2001

- 28 **MGCC Meeting** at K of C Hall

April 2001

- 25 **MGCC Meeting** at K of C Hall

May 2001

- 19 **Germantown** Tour and Cruise-in (Tentative Date May 19)
 23 **MGCC Meeting** at K of C Hall

June 2001

- 27 **MGCC Meeting** at K of C Hall

July 2001

- 1-4 **MG International Minneapolis** Caravan W/Terry & Carole
 Loft

- 25 **MGCC Meeting** at K of C Hall

August 2001

- 4 **BCD 2001**
 22 **MGCC Meeting** at K of C Hall

September 2001

- 26 **MGCC Meeting** at K of C Hall

October 2001

- 24 **MGCC Meeting** at K of C Hall

November 2001

- 28 **MGCC Meeting** at K of C Hall

December 2001

- ? **Christmas Party**

Pres. (Continued)

with a great bunch of individuals sharing a common interest in this unique family of automobiles.

In last month's Octagon News, I challenged all of our members to attend Club meetings regularly. My challenge to all of you this month is to share your knowledge and experience with fellow members of the Club as well as with others

outside the Club who, in turn, might see the wisdom of joining our Club as a new member. Another way to "share" is to offer Tech Tips at the Club meetings - or submit such topics to Ron Parks to be included in future issues of The Octagon News.

I had the opportunity to attend the wrap-up meeting of BCD 2000 on November 14th along with fellow Club members, Skip & Jennifer Peterson, Matt Schneider, Dave

Gribler, John Zeno and Joe Hooker. The Triumph Club was represented by a similar number of members. The consensus of opinion was that BCD2000 went VERY WELL! - probably our best ever. Attendance was up, participants were happy and we made some money on the deal as well. BCD Treasurer, Dave, handed out checks for \$1,250 to each Club which left \$1,800 in the Treasury as "seed money" for BCD 2001. We discussed ideas for improvement for next year's event but agreed that we didn't want to mess with too many new things since the past event went so well. Discussions for next year's show will resume in March, 2001 with Skip Peterson heading things up for BCD 2001.

Don't forget the Christmas Party on December 9th at the Peterson's. See map on Page 10.

Phil Johnson

Crewing at the Run Offs

By Rick Feedback

This is my third year of attending the Valvoline Run-Offs at Mid Ohio Race Course. I had planned for almost a year to spend the whole week at the track. Several months ago I asked Steve Miller and Mike Barton if they would mind me being part of their crew. Steve said he thought it would be great to have another pair of hands there to help with the car.

I had several repairs to make on my motorhome, so we could have a better place to stay instead of a tent !!! I noticed it gets quite wet and cold at Mid Ohio every year at Run Off time. (someone at the track called it Mud Ohio). hee-hee. So I put a new

timing chain and water pump in the motorhome since it has 96,000 miles on it. and made a few other minor repairs, and I felt it was ready to go.

I had been to MG Automotive several times this season, and saw how well the race car was doing. Mike had a bunch of stories that he told me everytime that I showed up. Steve told me a few things too, but he was usually pretty busy. A Midget makes an awesome race car by the way!!!! So I kept counting down the days until the Run-Offs.

Sunday October 1st. I showed up at MG Automotive, we had agreed to meet there at 10:00 a.m. Steve was waiting with the Race Car loaded up on the trailer. I had stopped by Mike Bartons house to get his belongings that would last him for eight days. We left just shortly after 10 O'Clock. I was in the motorhome, Mike took his Mini and Steve was driving the Van pulling the Race car. As we left, I noticed Steve indeed was a Race Car Driver (did you know a Chevy Van pulling a Race Car can do 80 mph?) hee-hee !!!! As we got into Columbus, Mike pulled beside me in his Mini, while we were on I-70. He held his cigarette up and motioned for me to get off at the next exit. (That meant my motorhome was smoking). He zipped up to Steve who was about a half mile ahead and motioned for him to get off at the next exit too. Damn his Mini is fast !!!!!!! So we pulled off at the exit, and discovered that the front seal in my transmission was leaking. Only a small amount though, and the smoke was only from the fluid hitting my exhaust pipe. So I went in and bought four quarts of fluid, (just in case) so we could travel on. I didn't check my transmission fluid at that time, since I have to pull the engine cover off to do so.



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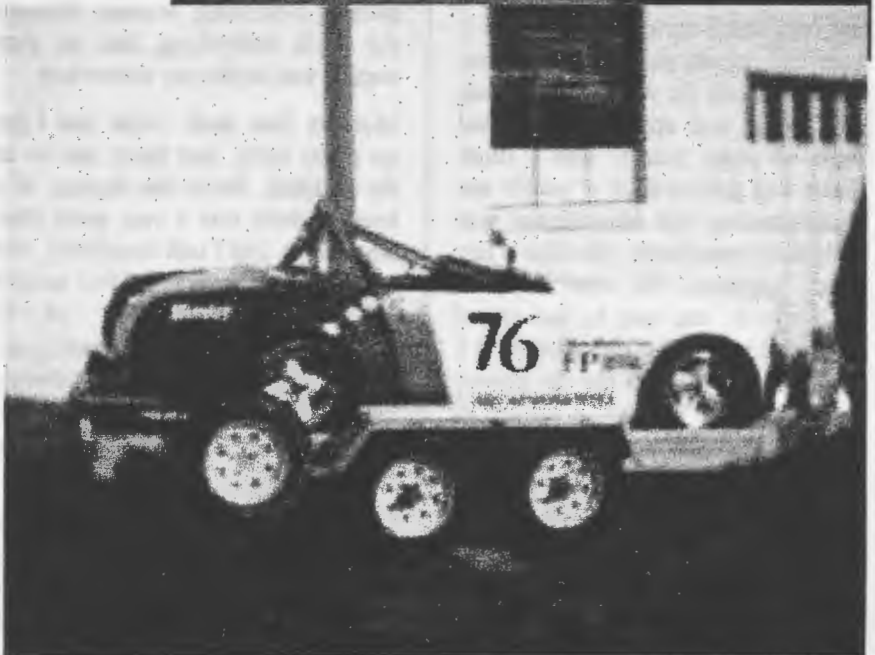
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At MG Automotive—Motorhome & Race car are ready to go to Valvoline Run Offs at Mid-Ohio

Photos By Rick Feedback



We made it to the race track with no further problems. Steve, Mike and myself went to the registration window to get our week long passes, and since I had brought along my 1974 Yamaha Enduro to use for running around, I got a pass for it too.

We went to the paddock area and set up camp. We put the trailer beside the motorhome and used the easy up canopy to make a makeshift garage for the Race Car. Then we unloaded the Midget and took it to tech. (where they check to see if the car is meeting all specifications that are set by S.C.C.A.). This is the first time that I had ever crewed with a Race Team, and I was quite excited about everything that was going on. so we got around to the inspection area, and Steve had to show the lady his helmet, arm restraints, and his race suit. They measured him with his helmet on to make sure the rollbar was far enough above his head and they checked the racing harness to make sure it was in compliance too. At one point a man questioned something on Steve's rollbar, and went to get a rulebook. Steve didn't say very much during this, because if your car doesn't pass tech, then you have to rapidly fix whatever they said was wrong and apparently this had been an issue before, and I think Steve was getting tired of people not understanding that his rollage was indeed in compliance. So after a few silent moments the man returned with a book, and said he had talked to an official. Then they looked at a few other things and the car passed tech just fine. We took it around to the scales, and got the weight recorded. Steve seemed happy, and met Mike and I back at the paddock area. We put the car back on the trailer, (our makeshift garage) and started getting everything set up.

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From Race to Restoration

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The van was full of tools and spares and I could tell a great deal of planning was put into how they packed everything, because through the week, everything that we ever needed was in the van somewhere.

Monday Oct. 2nd: Mike and I got up pretty early, and Steve met us at the paddock, Steve was staying in a Motel, which was a very good idea, since Mike and I talk constantly, and laugh most of the time. Steve needed good rest, he had a lot of concentrating to do. Mike and I have known each other for about twenty five years, so when we get together, sometimes we get a little loud, or at least Mike does !!!! (Hi Mike).

So we got the car ready for 1st practice session. We went to the false grid area with Steve, and checked tire pressure, and tape, tape,

tape. You use a lot of duct tape on a race car. Then we headed over to the pit area. This was very exciting to me, because I got to check Steve's lap times and record them. Remember, this was my first crew experience. Well, practice went very well !!! 6th place out of 33 cars. Steve was happy. The car was doing great. He said it felt wonderful. Mike was



Mike Barton's Mini at Rest Stop on the way to Mid-Ohio. Photo By Rick Feedback

happy, but skeptical. He was always checking something on the car. Steve and Mike really are in control. These guys know everything about British Cars. It was great working with them for a whole week. Mike had noticed a bit of smoke coming out of the car as Steve had made the last turn on the race course. After inspecting it, he made a small aluminum shield and fixed the problem. I learned something new every day. I work on cars for a living too, but the oldest car that I usually work on is about a 1990 or so. It was great to see a different side of auto repair. Racing is very costly, and the cars are quite fragile. I will never forget the things that I learned. It is amazing to me that after every race, the car gets picked apart, things get fixed, tightened, inspected. Wow I am used to fixing something on a car, and it lasts for 50,000 miles. On a race car, it lasts about 50 minutes, then it needs checked again !!! Anyways, that evening we went to the S.C.C.A. welcome party at the fairgrounds. Steve told me it was a very good (free) meal. (benefit of being a crew member). When we got there, we went in, got in line, and the man asked us if we wanted half a chicken, or half a hog !!!! ! &*@n! bsp; my goodness, I don't believe I have ever seen a pork chop that big (I chose the pig option). When he put it on my paper plate, it almost folded in half. It must have weighed 3 pounds, a baked potato, green beans, I was happy (Food + Rick = Happy). Oh, and free beer--FREE BEER???? Okay!!!!!!

Tues. Oct. 3rd: Qualifying. The car was running great and we headed back out to grid. I waited at the pit while Mike went with Steve to false grid. Steve then qualified 12th out of 33 cars. He was very happy and said the car felt perfect. We then checked

things on the car. They made a few adjustments and small repairs and then we took the new slicks down to the Hoosier tire booth and had them mounted and balanced.

I took some time to take off on my Motorcycle and take some pictures. I went to the keyhole since that's an exciting part of the track. At another time I went up to the esses (S's)? and watched E Production run. Maybe they should have called it the E Production Demolition Derby, because after the race, there were a lot of British car parts laying around.

Wed. Thu. and Fri. We had qualified Wednesday and moved to 12th from 14th. Tom Davis was there to help by then. I was glad to see him, since he knows much more about racing than I do. Tom and I had gone to hot pit and Steve made a few laps on the new slicks. He came in and said the car was not working right at all. It wouldn't stick to the track and he wanted to go back to the paddock and see what was wrong. We went back to the trailer and Steve

said the car wouldn't even make it up the ramps. We noticed that the tires didn't have any rocks stuck in them. I had picked many rocks out of the other slicks??? What was wrong? So someone rounded up a Hoosier tire representative. He rode up on his scooter and we all were very entertained by his view of what was wrong with the tires. Apparently this guy normally sits behind a desk? He had no clue what was going on. Too bad !!!! Hoosier has a great race tire, but they need to make sure they have good technical help available at the track in case someone needs it. So, Tom, Mike, Steve, Neil and I became our own tire tech team. After close observation, Steve finally used his prior experience with go-carts and made a serious change in tire pressure. So he ended up going out for a practice lap and said the car was perfect! Whew!!! Good call Steve!!!!

Friday night. The Ohio Mini Owners Party!!! I am a member of the Mini club too and I got to see



Neil Brown, Tom Davis and Mike Barton discuss the tire situation.

Photo By Rick Feedback

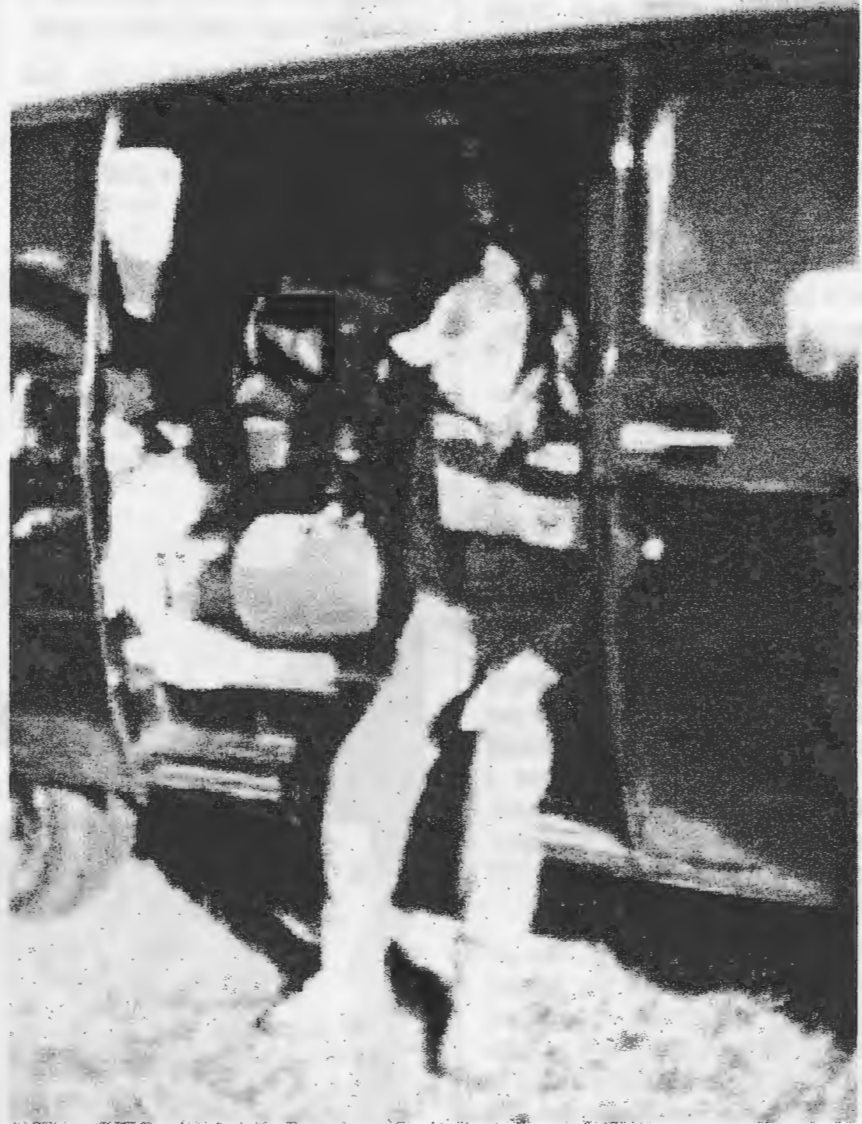
Dick Smith and his son. Also Pete Stroble was there and Crazy Carl from Akron. And a young man showed up and played bag pipes. We hung out with Joe Huffaker (ting) (inside joke—just ask). The bagpipe players Dad was from Scotland and had some very good Scottish Ale that he shared with Mike and me. The Mini Club dished out some good food and some hot chili (thanks Mike). I talked with Dick Smith for a while and had a good time. Thanks Ohio Mini Owners for another fun evening.

Fri. afternoon and into Sat. We had to deal with freezing temperatures and rain. We mounted up the rain tires, just in case and secured all things on the car in case Steve had to race in the rain. We bought rain-X and anti fog for Steves Visor on his helmet, since his visor is his windshield!!! The man that was set up next to us (Dave Hammer) was racing a Volkswagen Rabbit in GT4. That windshield and roof on his car was starting to look pretty good !!!! The open cockpit of the Midget was going to be interesting. Mike and I got up at 6:00 a.m. on Saturday. This was the big race day for F Production. When we stepped out of the motorhome, I looked at the top of Mikes Mini. AAAAHHHHH !!!! HOLY COW !!!!! A nice thick layer of ice was on top of his Mini. No one had ever raced on ICE before ?????? We went to the track and it was dry, so we were a bit relieved. We went back to paddock and took the rain tires off of the car and put the slicks back on. Steve set the tire pressure at the new very low pressure we had decided on. By race time the conditions got much better. Tom Davis and Mike Barton went with Steve to the false grid and pit area. I decided to go over to the keyhole and get pictures of Steve Racing. The

race started, and Steve was doing great. Unfortunately, there was an overly excited driver who went out next to Steve. He got too aggressive on cold tires (tire temperature is everything), and spun out hitting Steve. Steve tried to save it, but the Midget looped and Steve ended up in the grass. He managed to get back on track and the Midget had only minor damage (right rear fender). Then he gave it everything and finished 14th, a very good race and a

very good experience for me.

I am already looking forward to next season. Road Racing is an awesome sport. I met some very neat people and ate way too much free food. I like being a member of S.C.C.A. I hope to go to more events next year, since the only event that I attended this year was the Run-Offs. But in closing, a Huge Thank You to Steve Miller, Mike Barton, Neil Brown and Tom Davis. Also OMO and all of the other Racers that I met. I like



Steve Miller sits in van, mentally preparing for the next race. Photo By Rick Feedback

how people will help you and half way through what they are helping you with, they will finally ask your name. There seems to be a brotherhood between racers and people treat each other with respect. What an adventure!!!!!!!!!!!! I had a great vacation !!!!!!!

TECH. TIPS & TRICKS

Silicone Brake Fluid: Snake Oil, It's Not

When was the last time you changed your brake fluid? Yes, that's right, your brake fluid. Not just topped it off, but changed it? If you answer "never" or "years ago", you may wish to consider that failure to do so every couple of years can be an expensive oversight!

The problem is twofold: conventional brake fluid is hygroscopic (it absorbs moisture from the atmosphere) and water causes corrosion. A third consideration is that constant heating and cooling (which happens when you use your brakes a lot) also causes eventual deterioration of hydraulic fluid. Most British sports cars these days, we surmise, are either restored (or at least very clean) and saved for occasional use only, or they are worked very hard as everyday drivers! The former spend most of their time parked, driven only occasionally; the latter are driven often and the brakes get lots of use.

If your car does a lot of sitting around, every time you take it out, there is a chance that one or more wheel cylinders will have stopped working due to corrosion. Eventually, you will have to rebuild your brakes again, even though you have put very few miles on your car. With today's costs for wheel and master cylinders,

changing brake fluid regularly seems a much more attractive alternative.

Perhaps the most attractive alternative, however, is making your next change the last one you'll need to do! How is this possible in light of what we said earlier? By replacing your conventional brake fluid with silicone brake fluid. There have been many views put forth about this product, but two are inescapable: it must work as brake fluid or it never would have received DOT 5 approval, and, it physically cannot absorb moisture. This latter point was confirmed in a test performed by two members of the Society of Automotive Engineers, with the results published in SAE Paper #780661. They reported "After two years of service and 56,295 miles, the physical properties of the (silicone brake) fluid were unchanged, and the water content was 0.00%. System wear and corrosion were non-existent."

In the interests of long-term safety and economical maintenance of your valued car's brake system, it would appear that substituting silicone brake fluid for traditional, polyglycol-based fluid is an excellent decision. The side-bar to this story is a reprint from the flyer which accompanies the silicone brake fluid we now sell, answering the most commonly asked questions about this excellent product. No, it's not snake oil, and it won't make bad brakes work well, but if you've got good brakes and you want them to stay that way, consider one last brake fluid change - to silicone brake fluid!

1. What's so good about this stuff?
Answer: Nobody ever thinks about brake fluid- until the brakes go bad. Mainly, silicone brake fluid doesn't absorb moisture, which is the cause

of most corrosion, pitting, wear, and deterioration in your brake system. It's also nice that it lubricates, (the old stuff doesn't) it preserves, (the old stuff doesn't) and it doesn't harm paint (the old stuff - ever see it spilled on a fender? Moan...).
2. Is this stuff compatible with the old fluid -or do I have to disassemble...and replace...ad nauseam?

Answer: It is compatible with all automotive brake fluids and all brake system parts in all autos - foreign, domestic and antique. Believe it!
3. What'll it do to foreign (read British) systems?

Answer: Make 'em last forever! No, seriously - the best preservative known for natural rubber is (you guessed it) silicone! Your British car never had it so good!

4. Must I get all the old fluid out?
Answer: As much as possible - get that old stuff out! The sooner the better. It's not as hard as you might

think to get out
97% or so.

5. Will this stuff cure my leaky brakes?

Answer: Now, gee... This isn't snake oil. No, this won't reverse the aging process created by your old brake fluid. Be sure your system is in good condition. Now, put our silicone brake fluid in and it will stay that way indefinitely.

6. Isn't this stuff a little more expensive?

Answer: You're kidding. Checked out the cost of a brake rebuild lately - if you can find the parts for that orphan? We've got one test car with 8 years and 137,000 miles on it and the hydraulic system is brand new! There's no wear, there's no corrosion, the hoses still pass burst tests as new, everything's new! We don't know - it may last forever!
Now if we were all engineer types

we'd be talking "cost effectiveness", "safety considerations", "life cycle costs"... while tearing our pocket off to get our billfold out. Quick - this may be the best money you've ever spent!

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The Real Story: Conventional vs Silicone Brake Fluid

Today's current Lockheed "Universal", Girling "LMA", and silicone brake fluids are so vastly superior to the old Girling "Green" and "Crimson", and Lockheed "Heavy Duty" fluids originally specified for most of our older British sports cars, that it would make no sense to use the older types today, even if they were still available. The most notable advances have been in raising boiling points, improved compatibility with each other, and reducing moisture absorption.

The main function of brake fluid is to transmit pedal movement to the brake pads and shoes. To do this efficiently, brake fluids must be non-compressible. They must also not boil at the highest operating temperatures encountered, thicken or freeze at cold temperatures, not corrode or chemically react with any materials in the hydraulic system, and not decompose or form sludge, gum, or varnish at any temperature. They must lubricate internal moving parts, flow easily through small passages, have a long and stable shelf life, and be compatible with other brake fluids.

Brake fluids are classified by their chemical type and boiling points. The different chemical bases currently used are polyalkylene glycol ether (commonly called glycol), silicone, and mineral oil. (Of these, mineral oil doesn't concern us, as it is used in

very few cars, none of which Moss Motors deals with.) D.O.T. 3 and D.O.T. 4 brake fluids are glycol-based, while silicone-based fluids are classified as D.O.T. 5. These D.O.T. (Department of Transportation) specifications also indicate minimum boiling points.

In the good old days, little good could be said of brake systems. Warnings such as, "as the cups in the master cylinder are pure rubber, it is imperative to use only the recommended fluid. Any other fluid may be dangerous" were common. Such strong concerns that were very valid in the 1950s, are much less so now, even for 1950's vintage cars. The reasons for this lessened worry about our hydraulic systems "turning to goo" if the wrong fluid is used is that: 1.) pure rubber hydraulic seals are no longer made for our cars, and 2.) D.O.T. 3, 4, and 5 brake fluids are safe to mix, and are compatible with the seals now available. While these brake fluids are safe to mix, mixing them is not recommended.

When brakes are applied on a moving car, the kinetic energy of the car is turned into heat. The faster the car is moving and the faster it is stopped, the more heat is produced. Some of this heat soaks into the brake fluid. In the late 1940s, brake fluid with a boiling point of 235° F was considered adequate. By about 1957, the lowest S.A.E. specification was for a minimum boiling point of 302° F for cars with drum brakes.

Disc brakes presented new problems. In stopping faster (and often heavier) cars more quickly, they generated even more heat which had to be dissipated, with an accompanying requirement for brake fluid with even higher minimum boiling points. Improvements in brake lining materials, brake drum and rotor design and metallurgy have also had a similar effect; improvements in

braking efficiency require improvements in brake fluids. To handle these higher temperatures, improvements were also made in wheel cylinder and brake caliper seal design and materials.

D.O.T Minimum Boiling Point Specs are:

Minimum Boiling Point (Degrees F)

	D.O.T. 3	D.O.T. 4	D.O.T. 5
Dry	401	446	500
Wet	284	311	356 *

*This is the minimum required by this specification, and does not reflect actual performance of silicone-based fluids. Since these fluids are non-hydroscopic, the actual "wet" boiling point is essentially the same as the dry boiling point.

Brake fluids must not be allowed to boil for two reasons:

- 1) The brakes won't work due to the vapor bubbles being compressible.
- 2) Physical and chemical properties of the brake fluid may change due to the "lighter" components boiling off. Glycol-based brake fluids in particular, are hydroscopic (moisture absorbing), some more so than others. When water is absorbed, the boiling point is sharply lowered. This occurs because water boils at only 212° F. When brake fluid is mixed with water, the boiling point of the mixture is less than that of the "dry" brake fluid. See chart for D.O.T. minimum boiling point specifications.

Water contamination also leads to corrosion of brake pipes, wheel cylinders, calipers, and master cylinders, resulting in pipe leaks, "frozen" cylinder pistons, accelerated seal wear, and the formation of sludge. Silicone fluids avoid these problems by being non-hydroscopic (not moisture-absorbing), while

glycol fluids can absorb as much as 6% water just by being in a "sealed" automotive hydraulic system for a few years. This moisture is generally absorbed from the air. Some moisture even works its way into brake hoses. Most comes from master cylinder cap vents and resultant condensation in the air space above the fluid, and from allowing cans of brake fluid and master cylinders to remain open to the atmosphere for too long. Silicone fluids absorb a tiny amount of moisture (on the order of 280 parts per million, or .0028%) and then absorb no more.

Silicone fluids, in addition to having high boiling points and being non-hygroscopic, do not damage paint as do glycol fluids. This is of particular importance in regard to show cars where a spill or leak of glycol fluid can have seriously ugly results. There are, however, some disadvantages to silicone fluids. They are slightly compressible, particularly near the higher end of their temperature range. While this is of absolutely no consequence for normal street use, this is why silicone fluids are not used in race cars. (Conversely, racing hydraulic fluids should not be used in street cars. This is because, although racing brake fluids have high dry boiling points, most are highly hygroscopic, and have relatively very low wet boiling points. They would probably work extremely well if you were to change the fluid every week or so.) Because air bubbles do not regularly dissipate in silicone brake fluid, special care must be used to prevent them from forming during pouring and bleeding operations. The best way to bleed a silicone fluid system is with an Eezibleed (Moss #386-860), or Visibleed (Moss #386-885) Kit. Lacking that, bleed with slow pedal strokes, avoiding "pumping" the pedal. It may be

necessary to bleed the system again in a day or so if there were any air bubbles which wouldn't bleed out the first time.

A newly rebuilt and scrupulously clean brake system filled with silicone fluid should outlast a system filled with glycol fluid by several times. There is little advantage in adding silicone fluid to a system which contains even small amounts of contaminants. Merely bleeding the system is not enough, as there will be pockets of old fluid and sludge which will not bleed out. Silicone fluid tends to concentrate any residual glycol fluid, moisture and sludge, into slugs, instead of allowing their dispersal throughout the fluid, as does glycol fluid. This can lead to relatively severe but localized problems, rather than the more general system deterioration experienced with old moisture-laden glycol fluids. This may be a factor in reports of leakage when silicone fluid is used in non-rebuilt systems which had been used with glycol fluid. A "new" system full of silicone fluid will require very little maintenance for years.

Old dirty moisture-laden brake fluid is hazardous; it can't be relied upon to stop your car reliably. It is a little known fact that glycol brake fluids must be changed regularly, much as engine oil must be changed. The Austin-Healey 100-6 and 3000 Workshop Manuals specify brake fluid changes every 18 months or 24,000 miles (whichever comes sooner), and examination of all fluid seals and hoses in the hydraulic system, with replacement as required, every 3 years or 40,000 miles. Other manufacturers had similar recommendations. While silicone fluid change intervals may be safely extended, do not overlook periodic checks, especially of hoses. Please

take care of your brake system for your own and other's safety.

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Welcome New Members

By Linda Wolfe

Please welcome two new members to the MG Car Club Southwestern Ohio Centre: Vickie Gearhart and Christopher Braun. Welcome!

Also, I want to remind you to pay your dues for the coming year, if you haven't. Members not in good standing in January 2001 will be dropped from the roll and will no longer receive the Octagon news.

From the Editor

Ron Parks

Remember any and all contributions to the newsletter are always welcome. You can mail them to me at 4101 Grossepoint Street, Springfield, OH 45502. Or if you prefer the information super highway, my E-Mail address is: MGDIVER@prodigy.net. Either of those methods will work fine or you can call me at (322-0717) and we can arrange to meet and transfer materials or conduct an interview.



*** Classified ***

1976 Tahiti Blue Midget

Reduced Price \$3,700

Passed Ohio E-check!

34K. It has no rust. New tires. It could probably stand to have a new muffler, although my brother thinks it sounds pretty cool.

MG Midget, '76 Beautiful Tahiti Blue Conv. 34K, runs great, must sell, \$3,700 /obo (513) 522-8599

"53 TD" All body parts except the tub and frame have been dipped, zinc chromated and primed. This is a complete car not a basket case!! I drove it home from Illinois where I purchased it. Price: \$8,500. Call me, Mark Maretka, for more details: (248) 641-7615 or email msquared@flash.net I have owned 3 TDs and this one is well on its way to being a very nice one!!

73 MGB, British Racing Green, overdrive, two sets of wheels - knock-off mini-lite's and painted wire. A very nice car! Reasonably priced at

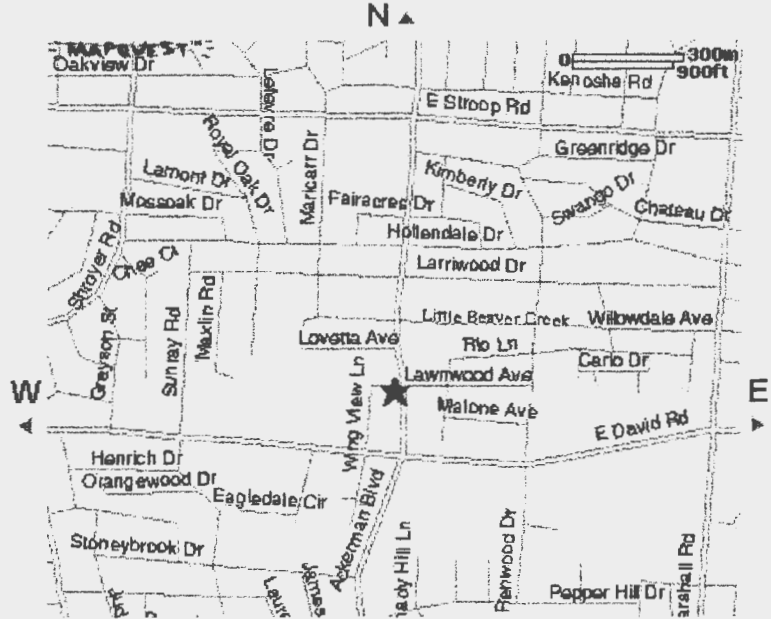
\$5,500. Call Tom Davis (937) 882-9606 email tkdavis@glasscity.net

MGB Parts For Sale I've sold my "67" MGB and have a number of spare parts remaining around the house. Included are 2 fuel pumps, a master cylinder, a distributor (nice!) and an alternator. Call Paul Ewing at 897-1865.

MGB Parts For Sale: Transmission and other assorted parts for cheap! Call Phil Keller (740) 881-1173

4400 Wing View Lane, Kettering, OH 45429-3102

Zoom Out ◀ ◀ ◀ ◀ ◀ ◀ ◀ ◀ ◀ ◀ Zoom In ▶



Season's Greetings



Christmas Party at Skip & Jennifer Peterson's on December 9, 2000 at 7:30 p.m. The address is 4400 Wing View Lane, Kettering, OH. Phone (937) 293-2819. Bring either a covered dish, munchie or dessert and alcoholic beverage of your choice. Setups and soda will be provided.