

BRITISH MOTOR CLUB OF UTAH

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IT'S TOO COLD SO LETS STAY INSIDE AND DO INTERIORS

The **January event** will be a **technical session on interiors**: upholstery, dashes and carpets but also including such things as hoods (tops to you non-English speaking folks), side curtains, and such. The session will be with **Bill Dorsey of Rags to Riches Interiors, 3691 South 300 West at 11:00 am on Saturday, January 12**. Bill has, what is probably, the premier automobile interior shop in Salt Lake. He will show us his shop and some work in progress along with a discussion of materials, installation, problems and costs. This is a session you don't want to miss.

ITS POSTCARD TIME AGAIN

When the BMCU was started in the Summer of '88 it was decided to try to form a group that didn't get caught up in election of officers, bylaws, dues and such. Thus we currently have nearly none of these, although the idea of dues raises its ugly head occasionally. We have managed to remain solvent by collecting donations at the events and getting pleasant and surprising checks in the mail from folks who haven't made it to events but enjoy the newsletter and want to see it and the organization continue (hint, hint). Rich Holder, 8765 Snowbird Circle, Sandy, UT, 84093, 943-6077, is Chancellor of the Exchequer, a really grand title for the job of keeping together what funds we do have.

This year the mailing list (the whole group is too loose of an organization to call it a membership list) has grown to over 120 and to just put postage on the newsletters requires between \$25 and \$30 a month. Thus the postcards. The idea was suggested during the first year that we annually prune the mailing list down to those are really interested in the group and some friends who we like to keep apprised of our existence, Moss Motors, for example (even though they have had a hard time conceiving of a British Car group in Utah). We do this pruning by asking that **everyone who wants to continue receiving the newsletter return the enclosed postcard**. If you don't return the postcard you will get taken off the mailing list before the March newsletter.

While we are rambling, perhaps we need a few thoughts about the year. Although the group has grown considerably, attendance at the events was very spotty. We had a great group at the Alpine Loop Run this year, about thirty cars, and a good group at the October, end-of-the-season, dinner in Park City, but most other events had a rather small number of folks attend. Since this is the time for resolutions, you should make one to get out to an event early this year. Early in the year, because if you get to one event you will likely come to more. The group has always emphasized driving our cars and if the car runs, rust or smoke doesn't count. We also encourage you bring a partner or spouse along, particularly to the driving events. Don't worry that you don't

know anybody since one of the things that strikes me about the group is its friendliness; I have never participated with a group that is as friendly as this one. COME ON OUT TO AN EVENT.

THE LUCAS CALENDAR

This calendar works about as well as its namesake, so use it with care. Club events are in **bold type**. The others you may find interesting. All events are subject to change.

- Jan. 12 Technical Session on interiors at Rags to Riches, 3691 South 300 West at 11:00 am.**
- Feb. 16 Pot-Luck Dinner and meeting. We may have a location for this now, but still could use information on other possibilities.**
- Mar. 16 St. Patrick's Day parade. Should we take part?**
- April 12 157th Anniversary of Joseph Lucas' birth. What would be an appropriate way to celebrate the day? Burn an old wiring harness?

STOP THAT CAR!

Okay, so the Suburban full of kids decided that it didn't need to worry about pulling out in front of that teeny roadster. And your reactions left you with a few more gray hairs and a shoe full of brake fluid, but not much in the way of braking. So now what? Time to rebuild some parts of the system? Here's an outline of what can be done by a competent home mechanic. It is geared towards rebuilding wheel cylinders, but the basic tips apply to master cylinders, as well as hydraulic clutch systems. This first installment should be enough to get you thinking about the job, and hopefully by the time it is actually warm enough to work on cars the rest of the article will have been printed.

The braking system of a vehicle is pretty important. If you do not feel confident doing the work yourself, then by all means take the vehicle to a repair shop for the work. The hydraulic system can contain fluid under 500 to 600 psi in normal working conditions. The fittings need to hold in that pressure and the pipes have to have the proper flared ends and required burst strength. I suggest that beginning brake mechanics stick to rebuilding the cylinders, and not do any extra plumbing work. Now, on to the preliminary steps.

First, lay in a good supply of Castrol brake fluid. Unless you decide to try some silicone fluid, in which case lay in a good supply of that stuff. It may be cheaper to buy in large containers, but for home use having many fresh pints is better than one stale gallon. It doesn't really get "stale," but brake fluid will absorb moisture and airborne contaminants over time. Things that rust and rot the system, and which you would rather not have in the lines.

Castrol LMA is good stuff. The LMA stands for "Low Moisture Absorption," and absorbing moisture is what brake fluids, usually a polyglycol compound, are good at doing. The moisture they absorb is good at rusting and corroding the internals of the master and slave cylinders, as well as the lines. Also the DOT 4 rated Castrol is kind to the rubber seals in British hydraulic systems, unlike the DOT 3 stuff you can put in any random American car.

Second, make sure that before you tear apart any of the wheel cylinders or the master itself that you are going to be able to find the parts you need to put them back together. It may be a good idea to have all the rebuild kits on hand, first. If you tear things apart and decide to replace a cylinder or two, you'll have spare seals available for the next time. Wheel cylinder kits are quite inexpensive, master cylinder kits can be more painful to purchase.

Third, have the proper tools. Get a couple of good (They don't have to be GOOD wrenches, like Snap-On. Craftsman is fine.) flare nut wrenches. You will probably need 7/16" and 9/16" for a 60s or 70s British car. If you have the extra bucks you might want to get two of the 9/16", for undoing things like the stack of nuts where the flexible lines go through a mounting plate or bracket.

Flare nut wrenches are a cross between open end and box wrenches. Imagine taking a box wrench and cutting just enough out of the end to allow a small brake pipe to fit through:



What this does is give you some more flats to grip the edges of the fittings, which allows a bit better distribution of force. This means that you will minimize the chances of rounding off the last two good flats on the brake pipe fittings when the wrench flies off and slaps your face.

Fourth, the best way to clean up the finish inside of the cylinder will be with a small honing stone. The corner parts store probably has hones which fit in an electric drill, but may not fit in your diminutive 5/8" cylinder bore. Check to make sure the hone will be small enough to work. Mac Tools makes a nice honing kit that will make a 1/2" hone, but you have to find a Mac Tool truck to buy one. Check the tool selection at Pep Boys, they may have a small one also.

And lastly, buy a bottle of Anti-Sieze lubricant. I use Permatex Anti-Sieze, which is something like powdered aluminum in a high temperature grease. Handy stuff, and in the next installment, as we try to remove the brake parts from the car, you'll see why it should have been used by the last guy.

- mjb

LEFT OVER PARTS

Jim Pivrotto made up 121 copies of the December newsletter for us to send out. Thanks Jim. Postage costs for this was \$28.75 a few were hand delivered. With the mailing list at 121 and heading upward any help in physically putting the newsletter together will be greatly appreciated. Let the editors know if you can help.

We have found a possible location for the February Pot-Luck, but if you know of another let us know. With two possibilities we are sure to get one. Something like a condominium party room, a room in a church or such-like, where a kitchen is available would be ideal. We had about 30 people at the last one and expect more this year. If there is a reasonable charge we can cover it. Contact the editors if you know of a place we can use.

At the Pot Luck last year we had a video of the 1989 Alpine Loop Run and slides from the Steamboat Springs Vintage Races. Everybody seemed to enjoy these, If you have videos, photographs, slides or whatever of British cars bring them along to the Pot-Luck.

Rich Holder, 943-6077 (H), reports that he thinks that he still has club patches for people that have ordered them. Many of the orders were made so long ago that the paper they were written on has crumbled into dust and disappeared and he is unsure who ordered what. If you have ordered a patch, call Rich and he will send you one.

I lived in the Newport News - Hampton - Norfolk, Virginia area for a year about eight years ago. When I was there, anytime you saw anybody else in a British sports car they would wave or flash their lights; it really produced a great feeling of camaraderie, similar to the good old days, I guess (I never owned a British car then). I keep wondering if it won't work here and if the BMCU can get it started. Want to give it a try?

If your choke cable won't stay locked in place, disconnect it from the carburetor and twist the cable a about two turns in the direction to make the knob lock in position. Reattach the cable with the twists in place. The lock will work like new.

We have received a copy of the reservation form for the 1991 GOF West (Gathering of the Faithful, for all MG owners). It will be in Santa Barbara, CA July 22-26. If you are interested in attending let us know and we will give you a copy of the form. Anne, Julie and I attended last year and it was great!

REPORT FROM THE EXCHEQUER:

Balance as of 11/30/90 (in CU account \$281.31, Editor has \$13.74)	\$295.05
December newsletter cost	28.75
December donations (no event)	0.00
Balance as of 12/31/90 (in CU account \$281.31, Editor is short \$15.01)	\$266.30

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