

BRITISH MOTOR CLUB OF UTAH

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IF YOU HAVE A RED DOT BY YOUR NAME ON THE ENVELOPE THIS NEWSLETTER CAME IN, WE HAVE NOT RECEIVED YOUR POSTCARD. THIS WILL BE YOUR LAST COPY OF THE NEWSLETTER UNLESS YOU SEND IN YOUR POSTCARD.

FOOD!

Food always gets people out to an event and its pot - luck time again! Last year we held a **February pot - luck dinner** and planning session with a great turn out and are going to try it again. Let's have more people there this year! This event gives everyone a chance to forget the winter fog and recall the warm days of summer and motoring with the top down. We will also do some dreaming about what to do next summer. Have faith, summer will come again!

The dinner will be **Saturday, February 16, starting at 6:00 pm at the Community Center at the Springtree Condominiums, 615 East 5600 South** in SLC (266-5201 - This is the Community Center number, call this number only if you are lost the evening of the 16th.). To let us know that you are coming and what you are bringing, **give Donni or Del Miller a call at 966-6498 before Thursday, February 14.** We will attempt to keep everybody from bringing baked beans or desserts. Call early if you have your heart set to bring some special dish.

Be sure to bring your videos, slides, films and photos along (but not of your

children, grandchildren, aunts and uncles or last year's vacation. We want to see cars, British cars!). Also bring your ideas for events along as we will work out a rough plan for the year there. Thanks to Steve Nuessle for making the arrangements for the use of the Community Center.

Fix Those Seats

Bill Dorsey of Rags to Riches gave an excellent, but regrettably brief, discussion of interiors on January 12. The discussion ranged over many things: upholstery kits, some fit, some don't; molded carpets, if you need them you have to find somebody who supplies them; how to fix a cracked dash, call Bill, he knows who can fix them; and much, much more (like how to spend \$13,000 on the interior of your motorhome). Bill also will help you get materials together if you are going to do-it-yourself. Bill's card is at the end of the newsletter

As we broke up to leave, J. Jennings said that his shop was just around the corner and suggested that we should all come over and see his collection of cars. About half of the group went over and kicked tires. J. has a beautiful Jaguar XK-120, a fine MG-TF, a neat '65 Midget, a TR-6 that has had an electrical fire (Joseph Lucas strikes again), and an MG-TC that he is restoring.

The group attending included: Bob, Jim, Scott, Jonathan, Dell, Donni, Barry, Denise, Jack, Rich, Shirley, Rob, Jan, Jeff, Mark, J., Mike, Nathalie, Chris, Alan, Jim, Nathan, Greg, Steve, Roger, Barry, Anthony, and myself. This was a great

start for the year. Let's see a good turnout like this at the pot-luck.

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.

Feb. 16

**Pot-Luck Dinner and meeting.
Springtree Condominiums
Community Center, 615 East 5600
South, SLC.**

Mar. 16

**St. Patrick's Day parade with
brunch afterwards. Should we
take part?**

April 12

157th Anniversary of Joseph Lucas' birth. What would be an appropriate way to celebrate the day? Hold a candlelight parade?

STOP THAT CAR! (Part 2) -mjb

Okay, last time we got all set to try our hands at doing a bit of rebuilding on our braking system. We got some tools and supplies, we have the car securely supported, leaving wheels and knockoff nuts scattered about. The repair manual is close at hand, over there on the nice clean workbench. Well, maybe not clean, but it isn't THAT dirty! Time to actually start doing something.

Try to get the cylinders as clean as possible before dismantling anything. An old toothbrush and some spray brake cleaner will help. Be careful not to splash nasty chemicals all over while spraying and scrubbing, though, use some caution and common sense.

Take the wheel cylinders apart one at a time. This is actually a bit of advice which may be helpful in several areas. If you have two of something, or a left and right, having one of them still mounted and intact can give you valuable hints on how the other should be reassembled and mounted. Having two of each part, or worse, two parts that ought to be the same but are a little different, scattered about the workbench may lead to nothing but confusion. In the typical DIY crisis, the words "Assembly is the reverse of disassembly." somehow falls short of offering advice.

Once the cylinder is apart, clean out the inside and take a look. There may be some corrosion around the end where the cylinder bore is exposed, but the inside, where the seal has been running, should look pretty good. If really scratched or pitted buy a new one. The old one will leak again real soon if "fixed." The basic fix to a hydraulic cylinder which has not been too badly neglected is honing. And of course you were able to find a honing set that fits the cylinders on which you are working. Hook the thing to an electric drill and have at it.

When honing, do it gently, and use a good splash of lubricating fluid. For hydraulic cylinders I usually use whatever type of fluid that will end up in the system as the lubricant. Hone a bit, then look at the surface. You don't want to remove too much metal, so be careful, only hone enough to clean up the bore. Check it by dipping your clean finger in the small cup of clean brake fluid, which you have sitting out just for honing purposes, and feeling the surface of the cylinder. It should feel and look smooth and clean. (Beware of flying brake fluid when honing, it can ruin the finish on your car.)

After honing, spray out the inside of the cylinder with a shot or two of brake cleaner, then swab it generously with clean Castrol LMA, or your fluid of choice. If you have either an air compressor or access to an air tank and a blowgun, blow out the cylinder with a blast or two of air before swabbing it with the fluid. Slop some more Castrol LMA on your fingers and put the new seal on the end of the previously cleaned piston. Make sure the lip is facing the proper direction. Usually you want the wider, expanded end to face towards the closed end of the cylinder, so that the pressure of the fluid behind it forces the lip into a tighter seal. The point of assembling the seal with slippery brake fluid all over your fingers is not to entertain the onlookers, but to keep your fingers oils from possibly starting a bit of rot on the edge of the seal. Carefully work the piston and seal into the cylinder. With the piston in place, install the dust cover over the end of the cylinder.

Okay, so now you have a clean rebuilt cylinder. Install a new bleed nipple, after applying some anti-sieze to the threads. This will prevent the new one from corroding into place and snapping off like the old one did, which may be what necessitated the rebuild in the first place. But if you managed to get a good one where the bleed nipple actually came out in one piece, clean the tapered seat with a Scotch-Brite pad, blow it clean, inside and out, then install it with the anti-sieze. Make sure the bleed nipple goes into the proper hole, the one with taper to match the end of the nipple. The other hole has the taper going the other way, and is made to fit the flare on the end of connecting pipe. Reversing the location of these two will be evident in the first good application of pressure to the system.

Also apply some anti-sieze, just a small drop, to the threads of the pipe fitting which attaches to the cylinder. Install the cylinder, attach the pipe and move on to the next cylinder rebuild, or finish up the installation and bleed the system. More on bleeding in a later installment, perhaps even a review of the EZ-Bleed one person bleeding system, assuming I can find the money to actually buy one.

LEFT OVER PARTS

We sent out 122 copies of the January newsletter (Wow! During the summer we thought that we might break 100 by the end of the year.) Jim Pivrotto and Michelle Kelly copied and assembled the January newsletter. Thanks to both of you.

New members during January are: Barry Smith with a '74 Jensen Healey, and Jim Kerr, Jim has a '59 MGA.

During January we learned that there is a group attempting to organize in the Orem-Provo area called the Utah British Sports Car Club. Anybody interested should contact them c/o Darin Featherstone & Dave Summers, 177 East Heather Rd., Orem Utah 84057, 225-8062 or 654-1641. They seem to have some interesting things planned and certainly have a neat looking newsletter.

We get copies of the newsletter from the Rocky Mountain "T" Register which frequently has lists of used parts for sale, mainly for MG T series and MGA. If you are looking for parts for an A or T, let us know and we can send you a copy of the lists when they appear.

If you are looking for somebody to do an emission test or a state inspection you might consider Dan Weston Service. Our own Del Miller works there and he knows how to adjust those funny British

carburetors we all love. Their card is at the end of the newsletter.

Rich is ordering more club patches. If you want one, give him a call, 943-6077 (H), or see him at an event. We will also take a count at the pot-luck to see if there is enough interest to reorder grill badges. These cost \$17. each, last year, and we have to order a minimum of 25. They are the same design as the patch and are really good looking. If you want a grill badge call one of the editors. We will need prepaid orders for at least 13 grill badges before we order them.

As Spring is approaching, we could certainly use somebody with a bit of artistic talent to make up some posters about the group, including the membership forms, to put in some of the shops where British car owners go. Any volunteers?

By the way, the newsletter goes to the following parts stores and repair shops: Auto Sports of Utah, Morgan Sports Car Service, Moss Motors, Mr. British, Osborn's Vintage Jag Works and Parts Master. Who are we missing? Let the editors know and we can add them to the list.

REMEMBER TO SEND IN YOUR POST CARD (OR CALL IF ITS LOST) OR THIS WILL BE YOUR LAST NEWSLETTER. Thanks to everybody who sent in donations of cash, stamps or envelopes. We had two very appreciated large donations, one from a member and one of \$50.00 from Moss Motors. Remember Moss in your next parts order. At present we have a bit over 50% of our current mailing list "renewing."

FROM THE EXCHEQUER:

Balance as of 12/31/90 (Exchequer has \$281.31, Editor is owed \$15.01)	\$266.30
January newsletter cost	\$29.00
January donations (\$41 at the event and \$136 by mail)	\$177.00
Interest	\$2.69
Balance as of 1/28/91 (Exchequer has \$400.00, Editor has \$16.99)	\$416.99

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