

British Motor Club Of Utah

Volume 3

Number 9

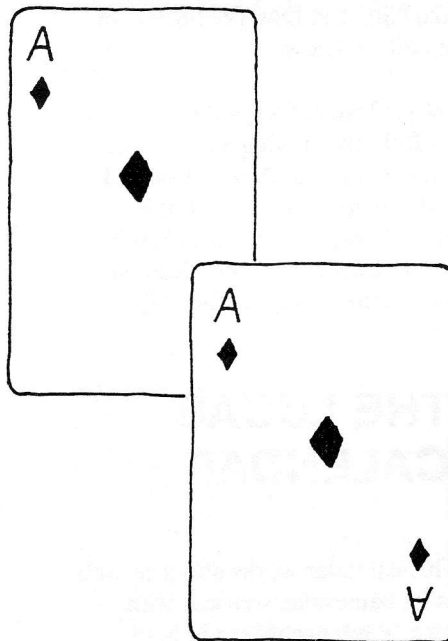
April, 1991

APRIL SHOWERS?

We hope not! But because it sometimes happens, the **April event will be a Poker Run** in Salt Lake City.

In a Poker Run, you are given vague instructions for a location, for example "Go the the most famous water tower in Salt Lake City." After deciding that this is the water tower at Trolley Square you and your co-driver(s) drive there. Arriving, you look for a can hidden near the water tower which contains envelopes with the next instruction and a playing card sealed inside. Of course the other folks looking for the can will be giving you helpful advice, such as that this really isn't the most famous water tower in Salt Lake — as they try to hide the envelope they just found, get in their car and leave.

After collecting five envelopes, you will end up at a park, where we will have a picnic lunch and open the envelopes. The group with the best poker hand wins. Of course, it's pure luck, unless you don't know "The place to get a drink of spring water on 8th South." Last year's was too easy so beware this year. We normally put a very liberal time limit on everyone so that speed doesn't count. It does help to know Salt Lake City (or have a co-driver who does) and a map may be



helpful. Kids really enjoy the searching for the cans.

We will meet at the **Tracy Aviary parking lot in Liberty park at 10:00 am on Saturday April 13.** To get there enter the park off of 9th South and drive around the perimeter road on the west side of the park. You will see signs. Be sure to bring a picnic lunch along. Give the Editors a call for more information.

MAY YOUR WIPERS WORK ON RAINY DAYS

It was *true* pure Irish weather Saturday morning as the group arrived for the St. Patrick's Day parade, lightly raining and cool. Everybody had tops up and even the editors broke down and put up the top on the TD. After we hide in the ZCMI center for awhile the rain gave up, but it remained cool and damp. The cars got a light layer of balloons and such between the end of the rain and our turn to head out. Since we were near the end (got to get the entry form in earlier next year), several of us went down to Main Street and watched over half of the parade. Several interesting groups: "The Mowing of the Green" group pushing and riding lawnmowers and the "Boombox Band," all carrying LARGE radios, stood out. Strange folks turn out for this parade.

The folks from Shenanigans wearing Groucho Marx glasses, noses and mustaches and with a van wearing a large size one too, also made an impression. Several MGBs and a TR7 in the parade too. To bad I forgot the membership applications.

We finally headed off, following the Corvair Club. I didn't hear anybody mistaking the cars for Corvairs, however. Rich was flying the club flag from his antenna as we moved

down the parade route. This provoked the comment from the announcer that "somebody always has to bring an English flag to an Irish parade." Getting close to a political comment. Some comments about leaking oil too. We really need somebody to push a trash can and carry a mop behind us next year. A few of us headed over to Brackman Brothers Bagel Bakery afterwards for brunch.

It was a good turn out for a rainy day early in the season, ten cars carrying: Tony, Chris, Jim, Michelle, Steve, Rich, Del, Donni, Reed, Claren, Jordan, Mike, Cody, Merv, Sandy, Julie and Bill.

MEMBERSHIP

Last month we sent out 92 newsletters, down from the 127 we sent last month but still impressive compared to the 5 who started the club in the Summer of 1988. The 92 included 9 copies to other clubs and 4 to businesses in the Salt Lake area: Mr. British, Osborn's Jag Works, Parts Master, and Utah Auto Sports, plus Moss Motors. Exchanging newsletters with other clubs is a good way to see how we are doing and to get new ideas. We hope that the copies sent to businesses get posted where other British car owners can learn about the club. But the main way the group grows is by word-of-mouth and by all of us sticking membership applications under windshield wipers and on seats of all the British cars we see. Believe it or not, this works, particularly, since most of us can spot a British car at about a half mile. Reed Baier has designed a neat, new membership application and we have included one with this newsletter. Everybody probably has access to a xerox machine, so run

off a 6 or 8 copies and carry them around with you. When you spot a British car parked, stick one under the wiper or put it on the seat. You might even chase down the car you saw in front of you, but get the word out.

Don Graves is working on some posters about the club, too. When we get these we will try to put some in businesses in Salt Lake valley, Provo, Ogden and..., but we need your input on where they should be put to be seen by British car owners, particularly outside of Salt Lake City. Let Don (972-6335) or the editors know.

Last year we got a good turn out of new folks by running an ad in the papers about the Alpine Loop. I would suggest this again but it is relatively expensive, about \$60 for a week. Lets hear some ideas on how to make that membership grow.

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.

April 7 Autocross at the State Fairgrounds, 11:00 to 3:00 or so.

April 13 Poker Run in SLC. Meet at the Tracy Aviary in Liberty Park at 10:00 am.

April 21 Autocross at the Weber County Fairgrounds, 11:00 to 3:00 or so.

May 18 Rally or funkana? We need help with this one.

May 19 Autocross at Alta High School in Salt Lake, 11:00 to 3:00.

May 25-27 Highway 12 Tour. Saturday to Panguitch or nearby, Saturday up Highway 12, Monday back home. If you are interested contact Bill and Julie (582-9223) ASAP

June 15 Run and picnic: Ogden, Trappers Loop and East Canyon.

June 19-20 16th Annual West Coast Healey Meet at Lake Tahoe. Contact Art Dhallin (209) 667-1744 for information.

June 23 Association of Retarded Citizens (ARC) Car Show, U of U.

July 13 4th Annual Alpine Loop Run.

July 20-21 Ogden Car Show.

July 22-26 GOF West. MG convention in Santa Barbara, CA.

August 16-18 American MGC Register convention in Park City. We have been invited to take part in the events. Contact Duff Lawson 487-5192 for information.

September 14 Picnic.

October 12 End of the Season Dinner.

November 16 Tech Session.

December No Event.

January 18 Tech Session.

February 15 Pot-Luck Dinner.

TUNE THOSE CARBS

Well, it's not really that hard to set up SU's, just different. Of course it always gets more interesting when you have more than one. There is a very good Haynes SU carb manual available and its recommended reading. Here is a layman's guide to adjusting SU's (long):

Step 1 Tune up the rest of the engine- REALLY! - clean or replace and set the points, set the timing, plugs, valve lash, and remove the air filters (have new ones ready). All of these things can affect the setting of the carbs, which should be done LAST, (if at all). The carbs rarely need to be adjusted, once correctly set. Also replace/install the gas filter. Of course, it helps if the carbs are in good mechanical condition as well. But you can consider a rebuild once you have gotten things working first!

Step 2 Clean the carbs! Use Gum-Out or similar stuff, clean all external linkages, shafts, and stuff.

Step 3 Remove the float bowl covers, clean the float bowls, remove old sediment, and check/adjust the float setting. (Turn the cover upside down, get a 1/8 inch drill bit and set it across the cover. The float tab should just touch the bit.) Make sure the needle is moving and seating properly. This is just like most floats. Replace the cover.

Step 3b Go get a pint of ale, or something close, and set it nearby.

Step 4 Remove the piston covers. CAREFULLY remove the piston, DO NOT BEND THE NEEDLE. Set the piston down on a clean wadded rag to prevent rolling. Clean the inside of the carb. Check operation of the throttle. Check the throttle shaft slop - this is the most common place for wear on an SU, and is often where air/vacuum leaks occur. The bushings and shafts can be replaced, but it requires some machining. A small amount of leakage can be tolerated, but the car just won't idle as evenly. Clean the piston. Stare in awe at the odd carburetor design, simple and effective, (constant velocity). Dump the old oil out of the damper if you haven't already spilled it, and clean. Reassemble, check piston movement, raise it, then let go. It should fall freely. If not, check assembly again, make sure the piston isn't binding against the carb body. It should ride only on the damper shaft. Do not stretch the spring. When all is operating properly, fill the damper with Marvel Mystery Oil for light damping, or use motor oil for heavier damping. (I use MMO)

Step 5 Start the car and warm it up, then turn off/disconnect/otherwise disable the choke mechanism (this will get set later). There are two types of chokes, thermostatic and REAL (cable controlled).

Step 6 Check coarse throttle adjustments- make sure the throttle cable pulls on both carbs equally, and returns completely when released. This is adjusted by loosening the set screws on the throttle shaft and matching the two sides. You can also adjust the cable length at this time, using the cable set

screw/retainer at the end of the cable. You can check the float adjustments now by removing the piston & cover, and looking at the fuel level in the needle seats. Both carbs should be about even, a little below the top surface of the jet. If not, readjust one or both floats to match the levels.

Step 7 Synchronize the throttles. If you have a Uni-Syn (air flow gauge), here's your chance to use it. If not use a tube and listen to the airflow. The Uni-Syn is much easier to use, and can result in better balance. Alternately adjust the idle screw on each carb, attempt to set the idle as low as possible (~800-1000 RPM). Adjust until the airflow is close to the same at each carb. The engine may now be running rough, but keep the idle speed just high enough to keep the car running. Give the throttle a quick snap to make sure everything is settled, then check sync again. Periodically snap the throttle to make sure everything is seated.

Magic Time- Relax, and shake your voodoo rattle...

Step 8 Adjust the mixture. This is done with the spring-loaded hex fitting under the carb, where the fuel supply tube enters from the float. Turning the fitting raises (leans the mixture) and lowers (richens the mixture) the needle seat. Pick a carb, and turn the fitting 3 flats (1/2 turn), first in one direction, then back 3, then 3 in the other direction. Note where the engine runs better and idle speed increases. Turn to the best setting. Repeat this procedure until you get the best operation you can (highest idle speed). Keeping track of flats turned will help you

Continued on next page

remember where you were. If you get lost, turn all of the way in, then back out 12 flats and start again. Periodically snap the throttle and push up on the fitting to make sure everything is seated. When you think you're close, stop, uncramp your fingers, breathe deep, and do the same to the other carb. Then retune the first carb, and then the second again. This serves to match the mixture of the 2 carbs, and prepare you for the beer sitting over there in the sun. (Why do you think the British drink warm beer?)

Step 9 Repeat step 7, setting the idle speed as low as possible, and re-syncing the idles. Now go back and readjust the mixtures. After a couple of iterations, the engine should be running smoothly (controlled by mixture) and at a low idle. Repeat as necessary. Set the final idle to 800-1000 RPM, depending on the condition of the rest of the engine.

Step 10 DRIVE! Take a quick spin up the lane—you need the reward of driving a properly tuned car.

Step 11 Adjusting the choke. I won't get into the temperature compensated needle in the type HIF, or the Thermostatic choke in the later Strombergs, only the cable type. Check the manual for more info. The choke is supposed to do two things: the first half of travel moves a cam on each carb which opens the throttle, for warm up. The second half pulls down on the needle seat to enrichen the mixture, for starting. Start with the choke in the off position (knob in). Adjust the so that the cam only starts moving the throttle after you start pulling

out on the cable (adjust with shafts and adjusting screws). Try to get both carbs adjusted the same. You can check this with your Uni-Syn or hose, but the choke adjustment is less critical than the operating settings. After the cable is about halfway out, it should start engaging the lever which pulls down on the needle seats. Adjust the linkages so both carbs are acted on equally. Do this by adjusting for even running of the engine. Of course, for a warm engine, the richness of this mixture will cause some roughness. Make sure the needle seats return freely when you release the choke.

Step 12 Drink that warm beer (only one, no DUI now...). It will taste great at this point! Go wash up, and go for a ride.

The first time through carb adjustments can be confusing, but once you've done it, all of the stuff in the manuals makes sense. Go back and read them again. As always, I recommend Bentleys, which is a repro of the original factory manuals, and then Haynes, and throw out the Chiltons. (original factory manuals are to be read in a clean environment and the repros are for smearing grease all over, except, if that's all you got, use it!). Haynes has an excellent manual just for SU carbs. It covers operation, theory, rebuild of all models, and has needle charts for hundreds of car/engine/carb setups. They also have a manual for Zenith-Strombergs, which, while similar, are a whole 'nother beast.

Roger Garnett (From the British Car computer mailing list)

LEFT OVER PARTS

Rich has more club patches. If you want one, give him a call, 943-6077 (H), or see him at an event.

Anybody interested in getting a club grill badge? Let the editors know.

We could use somebody with a camcorder to make some video at the events this year. Any volunteers?

Denise and Barry have found an indoor, heated car storage location, at what appears to me to be a reasonable price. Give them a call (487-6117) if you are interested.

FROM THE EXCHEQUER

Balance as of 2/28/91	
(Exchequer has \$400.00,	
Editor has \$73.99)	\$473.99

March newsletter cost	-24.65
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March donations	+ 5.00
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Room rent for February	
Pot-luck	-35.00

Balance as of 4/91	
(Exchequer has \$365.00,	
Editor has \$54.34)	\$419.34

Newsletter Editors: Bill and Julie Van Moorhem, 582-9223 (H), 581-7687 (W).

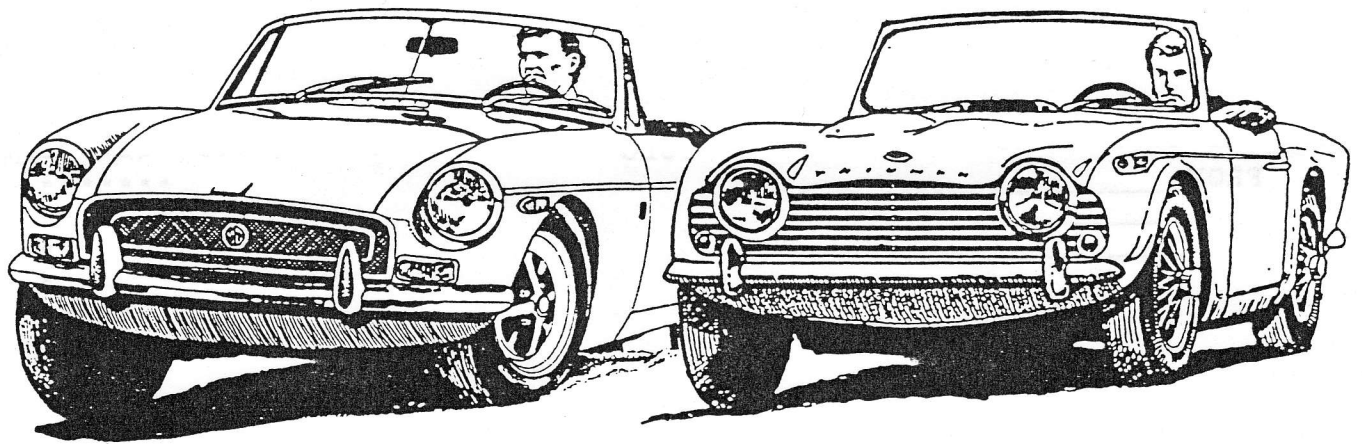
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Chancellor of the Exchequer: Rich Holder, 943-6077 (H).

Don't Be Left Behind

Come experience Fun & Friends!



We're the -

British Motor Club of Utah

And We'd Love To See You!

All British Cars in any condition are welcome -
Lots of fun - Monthly events - Helpful friends -
It's free - Newsletter - Drives - Tech. sessions -

To Join - fill out the back, fold & mail

NEW MEMBER NAME _____

ADDRESS _____

HOME PHONE _____

WORK PHONE _____

BRITISH CARS OWNED _____

FROM _____

-----FOLD-----

* *

* *

* *

RICH HOLDER
8765 SNOWBIRD CIR.
SANDY, UT. 84093

-----FOLD-----

SEAL W/TAPE