

British Motor Club of Utah

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Brake and Clutch Hydraulics

Mike Morgan will give us a tour around the brake and clutch hydraulic systems of our cars in November. Although brakes are a critical system, they are relatively easy to repair and restore. But like all things related to British cars, there are tricks. Mike, who owns Morgan Sportscars, will discuss finding brake and clutch systems problems and repairing them at his shop, 1552 South 300 West is Salt Lake at 9:00 AM on Saturday November 18. This is a date change from what we had planned previously.

Mike's shop can be a bit hard to find if you have never been there. Look for the sign for MacBeath Hardwood at about 1560 South 300 West and enter the drive that goes to MacBeath. This drive forks just after you enter it, MacBeath is to the left and Mike's shop is to the right. Look for British cars setting about. This is also a chance to check out Mike's shop, normally there are some interesting cars in it, and Mike has been quite willing to discuss other problems at past tech sessions so it is also a chance to get some expert advice. For more information call the Editor, Bill, at 582-9223.

Many BMCU'ers own cars with Lucas control boxes (a.k.a. voltage regulators). Repair manuals for these cars stipulate

To clean the contacts ..., place a strip of fine glass-paper between the contacts and ... draw the paper through." Question: What's "glass-paper"?

Fall Colour Tour

By Gary Lindstrom

The morning of Saturday Oct. 7 dawned crisp and clear, auguring (auguring?) well for the Fall Colour Tour. Ten cars, fifteen adults, one tyke and one dog reported to the staging area and departed on BMCU Standard Time (T + 15 minutes). Cruising past Camp W. G. Williams and Camp Mark Hoffman, the Corps rendezvous'ed with one more vehicle and 2 / 0 / 0 additional souls in Lehi.

The drive to Elberta along the west side of Utah Lake was brisk and desolate. After taking a dog leg (in the road) to Goshen, the group delighted in the twisty canyon road to Mona, though slowed by several bovine chicanes. Joe and Jann's backfiring Spitfire kept the herd at distance, at the cost of somewhat reduced traction on spots where cows once stood. From Mona it was onward to Nephi, and an impromptu auto show in the Walker Bros. Truck Stop parking lot. After input/output for cars and folks, the real business (and colour) began as the Nebo Loop was entered a few miles east.

Mt. Nebo, at 11,928 ft., is the highest peak in the Wasatch, and the centerpiece of one of the Wasatch's five wilderness areas. Not surprisingly, Nebo wore a snow mantle that graced the vivid display of yellow aspen and red gambel oak. Lunch was enjoyed at the Bear Canyon Picnic Area (area B suited our needs wonderfully), after which the ascent was begun in earnest. Unlike Timp and most other peaks in the Wasatch, Nebo was formed by two

plates colliding with one curling back on itself. For this reason, Nebo has its youngest rocks on the summit, rather than the base, resulting in unusually sharp spines and steep couloirs. Several stops at viewpoints permitted admiration of Nebo's rugged profile, after which the contingent descended through the Payson Lakes area, and bid mutual farewells.

Despite its length (approaching 200 miles), this is a superb tour given favorable weather and good fall timing, as were both the case this year. It richly deserves a permanent place in the BMCU Tour repertory.

Attending were: Joe and "Spitfire" Jann Linza, Bruce Schilling, Alan and Max Mertens, Dan and Shawn Forster, Kell and Becky Skola, Mike Odenheimer, John and Liz Green, Karl Best, Kris and Rae Peterson, Tony Walker and Ruth Hoen, and Gary and Daisy Lindstrom.

Another Season is Gone

The '95 British Car driving season officially ended with the traditional dinner on October 21. The weather was supposed to be terrible when the folks in three British cars (including Mark and Karen in a running Spitfire) gathered for the annual dinner and it looked like the forecast for bad weather was right on. We hoped that the weather had scared some folks into taking the daily driver to Ogden on their own as we left the Travel Council parking lot. As we headed north the sky was very black to the north and west and a strong wind was blowing.

Approaching Ogden a light rain started to fall and after we parked we found the temperature had fallen too. A few folks from the northern part of the state were there when we arrived and we did not feel so alone. People continued to drift in until we had a nice sized group for dinner. There was no program for the evening and everyone learned something about the people sitting next to them or across the table.

A pleasant dinner was enjoyed by Mark & Karen Bradakis; Mike & Nathalie Odernheimer; Steve & Jane Nelson; Mike, Susan & Amanda Cady; Craig & Judy Welk; Chris, Denece & Zac Miller; Kevin McCloskey; Mike & Sharon Bailey; Jeff Porter; Gregg Smith; Doug & Ilene Wimer; and Bill and Julie Van Moorhem.

Moments with Maggie, continued

By Karl Best

Editors note: Maggie's carbs are on, the body is together and the moment of truth is approaching, after getting the brakes working, it is time to try to start the engine and see what will leak out.

Now on to the brakes. This one looked easy, for a change. I took off the wheels, removed the nuts holding on the drums, and pulled. But they wouldn't come off! After getting one off with lots of grunts and cursing I decide to look at the manual again. Aha! It says to turn the brake shoe adjustment screw -- or whatever it's called. This time they came off easier. The drums and shoes all looked fine, so I thought that I'd just put them all back together. But then one of the rear cylinders started leaking, so I decided to just rebuild everything. Two rear cylinders, four front, and a master cylinder rebuild later I was ready to go. Most people are recommending silicon brake fluid so I

thought I'd try that, but I couldn't find it at any of my normal parts stores. Finally I found it at the tiny NAPA store that I always drove past because it looked too small to have much of anything. It was only \$9.95 a pint, though. Now I just needed to tie down one of my older kids long enough for them to stomp on the brake pedal for me. The brakes went pretty easily, but the clutch was another matter -- no matter how I much we stomped on the pedal nothing would go through the lines. I took half of the master cylinder apart and found that the piston wasn't sliding very easily, so I squirted a bit of fluid into the piston and pushed it in and out with my finger. After putting it back together then stomping on the pedal a bit more the fluid started coming out. But then the bleed bolt is on the bottom of the slave cylinder, not the top where air would collect. So bleeding involved taking the cylinder off the bell housing and holding it upside down.

With the carbs on and the fuel lines hooked up the engines started up okay, though it ran a bit rough. But then I had oil gushing out of the screw-on oil filter adapter and all over the garage floor. I wanted so bad to start tuning the carbs and engine, but that's hard to do when you can only run the engine 10 seconds at a time. After taking off the filter three or four times and trying to get the adapter body straight on the engine block I was getting pretty frustrated. It's pretty tough getting up in there with all the adapter pieces and the ring gasket with oil running all over your hands. So I tried one more time and took the thing all the way apart, cleaned everything off and inspected it. Duh! The old gasket was still in the ring slot, so of course the new gasket wouldn't seat. Well that was easily fixed after lots of frustration finding the problem. I asked Bill to come over and help me tune the carbs and engine. I'd done a bit of it myself, and thought that another hour or so would finish it up. But adjusting the valves, timing, carb balance, and fuel mixture took closer

The Lucas Calendar

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

November 18. Tech Session on brake and clutch hydraulics. Note the date change.

December, no event this month.

January 13. Tech Session.

February 10. Pot-luck and Business Meeting.

June 26-30, 1996. MG International - Indy 96.

August 11-16, 1996. GoF-West '96 in Stevenson, WA.

to four hours (we had problems with the jets), then another hour to fiddle around with a leaky clutch line. Finally everything ran pretty well. Thanks Bill!

It runs! I got the car down off the jack stands (interrupted by my two-year-old daughter rolling my wife's mini van down the driveway, into the street, then into the side of my new pickup), started it up, then carefully rolled it out into the street and drove it around the block a few times. The brakes were pretty spongy and needed to be bled again, so I had to keep it pretty slow. But it was quite a thrill to have the thing on the road. Over the next couple of days I gave lots of rides to my wife, kids, and friends, but kept the car in the neighborhood (it was still not registered) and slow (I was pretty cautious about the brakes). I got a lot of waves from neighbors who had seen my project and were congratulatory about me getting the car running. The last thing to do was getting all the lights and blinkers, etc. running so that I could get the car inspected and registered. All the wiring was already hooked up, but not necessarily hooked up correctly. The headlights came on,

at the brights didn't work. I traced that to the dip foot switch, which wasn't hooked up right. (The wiring diagram implies that it doesn't matter which way it's hooked up, or at least it doesn't specify the correct way, but it does matter which wires go where.) Nothing on the rear of the car and none of the turn signals worked; by sketching out a simplified version of the wiring diagram and checking off the things that did work I narrowed it down to a single circuit (#41 red) that wasn't working. Everything having to do with #41 was hooked up correctly, though. But then I noticed a loose red wire behind the dash -- the wiring harness had more wires than the wiring diagram called for. Once I hooked up the loose wire everything came on, but the blinkers still didn't blink. I traced that to the flasher unit, which didn't seem to be generating any flashing. I went to the auto parts store to get a generic replacement, and that still didn't do the trick.

Finally switching the wires around made everything work; again, the wiring diagram didn't specify the correct terminals to attach the wires to.

One last thing: the horn. The simplest thing in the car didn't work. There were three horn wires coming out of the wiring harness, and none of them seemed to work. I found the right one by working backwards from the horn to the dash with an ohmmeter, but eventually I had to take the horn apart and wiggle the wires on the connectors to establish a connection to make it work.

So now everything ran. I did a quick inspection myself then drove the car down to the closest inspection station, where they squeezed me in to their busy Saturday afternoon queue. I got the inspection certificate then the license plates the next Monday morning. I'm on the road!

So, all in all, I'm going to have a pretty much new car. It's got a new paint job and rebuilt engine, and I've rebuilt

everything else that can be rebuilt except for the front end and the transmission and drive train. The interior is still unfinished, but hey, the car runs, and I've got to have something to do beside work in the yard all summer!

I've learned a few lessons from putting the car together and getting it to run.

* First, I can do it: I've never done much car mechanizing, so this has been a great learning experience. I'm glad I did it all myself (with a bit of advice and help from Bill, of course), because I have a much greater knowledge about and appreciation for the car, and I'll know how to fix things later.

* I learned to look through my parts pile a bit better before placing an order; I've sent lots of stuff back and have a few expensive spares because I didn't realize I already had the part I needed.

* The project cost a lot more than I first guessed, but I suppose that that's normal for a first project (not the cost, but the wrong initial guestimate).

* I learned to read the manual but to ask the expert; manuals are generally written as reference for people who already know pretty much what they're doing, so for a beginner like me there's nothing better than asking someone who knows.

* And finally, the project is supposed to be fun; when things just aren't going right and the part doesn't fit, rather than reaching for a bigger hammer it's time to call it a day.

Left over parts

The third planning meeting for the '97 GoF-West, will be held in Summit Park, November 4 at Floyd and Kathy Inmans'. If you are interested in organizing the GoF contact Floyd Inman (645-8460) or Doug Wimer (654-2117).

Grill badges! If you ordered and pre-paid for one pick it up! The following people have paid: David Tyler, Robert Huskiness, Howard Bartlett, Russ Myer, Tom Barnard, Robert Hendricks, and Dennis Stephenson. The list is getting shorter.

Anybody thinking of going to MG International '96, the national gathering of MGs, that is scheduled for June 1996 in Indianapolis? The Editor is having wild ideas of going at the moment.

Autojumble

For Sale. '71 MGB, running, wire wheels, spare parts. Call 645-7677.

WANTED - MGA: - Serious buyer is looking for an MGA in drivable condition. Will consider any year and any reasonably priced car. Must be in good mechanical condition. Please call Phillip Porter in Salt Lake City at (801) 278-6638.

WANTED - Austin-Healey: Serious buyer is looking for a late model Austin-Healey in drivable condition. Will consider any reasonably priced car. Must be in good mechanical condition. Please call Kev Paul in Salt Lake City at (801) 277-8987.

For sale or trade: Land Rovers and other items: 1956 107" pickup, well used; 1963 88" pickup, low mileage, straight; 1967 88" wagon, a project; and TR6 top frame and miscellaneous front bumper parts. Sell or swap. I prefer sports cars! Charlie Woodward, 208-787-2495

Wanted: Lucas 11AC alternator, any condition. Call Kerry at 479-8918 or 486-5049.

Answer to the question on page 1: Glass paper is a sheet of paper embedded with glass flecks. Alan Mertens, a scion of Bristol, reports that English hardware stores sell sand paper, emery paper, and glass paper. A reasonable substitute 'cross the Pond is fine emery paper.

Contributed by Gary Lindstrom.

From the Exchequer

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