

British Motor Club of Utah

February 1996

Volume 8 Number 7

Ready for the Pot-Luck?

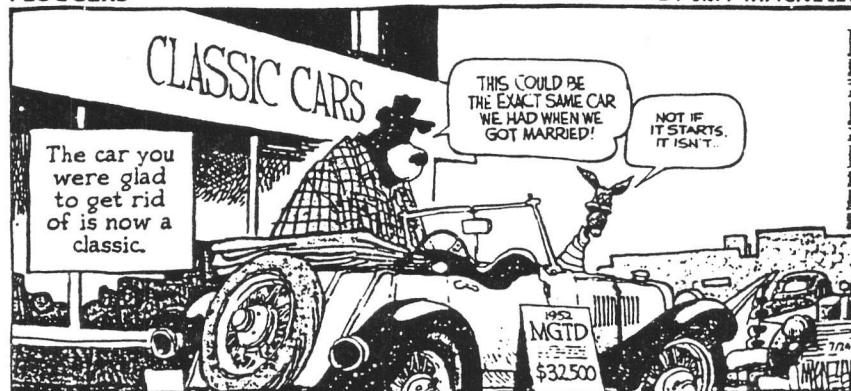
February is the month for the Pot-Luck dinner and annual business and planning meeting for the BMCU. The dinner will be held **Saturday, February 10**, beginning at **6:00 PM in St. Mark's Cathedral, 231 East 100 South** in Salt Lake. This is always an enjoyable event with lots of good food and a minimum of business. We normally watch a few car related videos, swap stories, and enjoy good company. "Pugs" and Diane Pivrotto will be coordinating the food for the event, just to make sure everyone doesn't bring salad or desert. If you are coming, let Pugs or Diane know, at 486-0547(H), what you will be bringing before Wednesday, February 7, if at all possible. Everyone coming should bring something for the dinner. Single and can't cook? We always need drinks, rolls, plates and such. Besides food, bring your photos, slides or videos along. The church has a great projection TV and we will definitely be showing some videos.

Club business involves election of a Board of Governors and planning the calendar for the year. If you would like to get involved in running the club, let someone know so they can nominate you. If you have ideas for a new event speak up. We need new ideas and new faces running things.

The first serial number of many of the early MG models was 251. Why did the factory start numbering cars with 251?

PLUGGERS

BY JEFF MACNELLY



Tuning

After the worst week of weather this winter, about twenty folks appeared at the Tech Session to plan for Spring and tuning their car. Roy Beale gave an excellent demonstration of tuning using the editor's sadly neglected MGA. Everyone got a chance to feel, see and hear how it should be done. The group followed Roy through interpretation of spark plug deposits, a compression test, valve adjustment, distributor inspection, setting the points, ignition timing, and carburetor inspection and adjustment, with a few side points thrown in. Many questions were asked and everyone got some good information about how to get their car running better. The editor also came out of it with a MGA that was running better than ever.

Roy Beale and Bruce Schilling have promised us a written description of the process. It was to be done for the session, but the weather caused the plan to go awry. If you want a copy and were not at the session, give Bruce a call, 486-0425.

Thinking about spring and tuning were: Jim Fox, Steve Bender, Ken Lofmaugh(?).

Gregg Smith, Robert Larsen, Jerod Larsen, Greg Chester, Dough Barneck, Carlen Jacobson, Bruce Schilling, Grant Clayton, Floyd Inman, Doug Wimer, Scott Kimbrough, Craig Bartholomew, Rob Foye, Karl Best, Dave Stephens and Bill Van Moorhem. Many thanks to Roy for excellent presentation, to Dave Stephens for the use of his shop, and to Scott Kimbrough for getting things closed up at the end of the day.

Postcards

We mean it! If you don't send in your postcard this will be your last newsletter. Bruce has received many postcards but certainly not one from everyone on the '95 mailing list. If your postcard has disappeared into that spot in the ether where dropped small parts collect, give either Bruce, 486-0425, or the editors, 582-9223, a call.

Lots of members who have not been active take this opportunity to send us a letter about what they have been doing or to send a check with an annual contribution. We appreciate both.

Disappearing Oil

By John Twist

Editors Note: John Twist is one of the preeminent MG mechanics in the U.S. and owner of University Motors in Ada, Michigan. John is also a regular contributor to the MG computer mailing list run by our own Mark Bradakis. John gave the following answer to a question about why the dashpot oil in Zenith-Stromberg carbs often disappears.

An often asked question about Zenith-Stromberg carbs is why they lose oil and what to do about it. The draught under the piston draws the oil from the dashpot, past an O ring, and burns it up in combustion.

Replace the O ring in the following manner: Remove the top and the carb and the spring; remove the piston with diaphragm; remove the diaphragm; use a 1/8" allen wrench (half of the adjusting tool); to UNSCREW the adjuster screw perhaps five turns; remove the set screw from the side of the piston.

Withdraw the needle (be careful not to damage it); and NOW you can withdraw the adjuster screw—here's how. I use a piece of brake line about one foot long and my brass hammer. Oil up the dashpot (full), and turn it upside down on a cloth. Place the brake line (or any suitable LONG punch) on the brass adjuster screw and within four or five taps, drive the adjuster screw onto the rag. The brass adjuster screw is held in place with an IRREPLACEABLE star washer—don't lose it!

Replace the O ring (#010 standard neoprene O ring). GREASE up the adjuster screw, and the dashpot. Place the O ring, topped by that star washer and PUSH the adjuster screw and star washer back down the dashpot until it stops. Fit the needle (you'll have to push hard to force the grease out of the hole), fit the needle grub screw nearly tight, and turn the adjuster screw CLOCKWISE with

your 1/8" allen wrench until the needle is TIGHT. Tighten the grub screw all the way, then use your brake line and tap the star washer DOWN so it fits snugly against the bottom of the dashpot—watch out for the needle! Fit a new diaphragm.

You MUST adjust the carb when done. Adjust it just like an SU: lift the piston to judge the change in rpm. As you slowly lift the piston, the rpm should increase about 50. If the engine stumbles and drops off the mixture is too lean; and conversely, if the engine runs faster, faster, faster as you lift the needle the mixture is too rich. Clockwise is rich; anticlockwise is lean. Adjust the car so it runs well, not so that it pollutes correctly.

The needles are good only for about 30,000 miles. MGBs use 45H. Any other questions? Fast Forward!

Godiva Rides Again

The following is quoted from the Salt Lake Tribune of January 10, 1996.

A young woman, mimicking the 11th Century Lady Godiva, stripped naked during a worship serve at the Anglican Coventry Cathedral in Coventry, England, to protest the church's observance of the centenary of the British motor industry.

"You are killing each other and you are killing the next generation," the protester, 35-year-old Lucy Pearce, shouted as she took off her clothes. Pearce, a well-known anti-automobile crusader whose mother was killed in a traffic accident in 1965,

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.

February 10. Pot-luck and Business meeting.

March 9. St. Patrick's Day Parade.

March 23? British Car show at ZCMI.

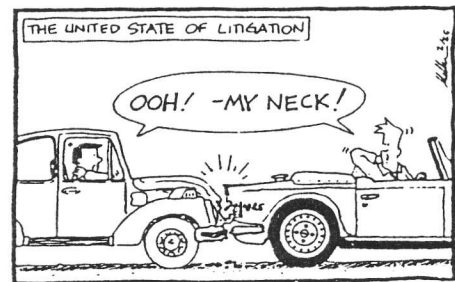
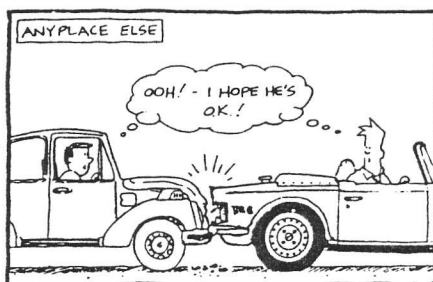
June 26-30, 1996. MG International -- Indy 96.

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

was quickly hustled from the cathedral. Coventry was the birthplace of the British automotive industry 100 years ago and also the town in which Lady Godiva, according to legend, rode naked through the streets to shame her husband, Earl Leofric, into ending oppressive taxes. The service, which celebrated the automobile as a "mixed Blessing," also drew protests from environmental groups and Road Peace, an organization of relatives of those killed in traffic accidents.

But Bishop Simon Barrington-Ward of Coventry defended the service as "an act of rejoicing and thanksgiving for years of magnificent work on the part of all kinds of people and for a tremendous product which has done a great deal for humankind."

DAVE • David Miller



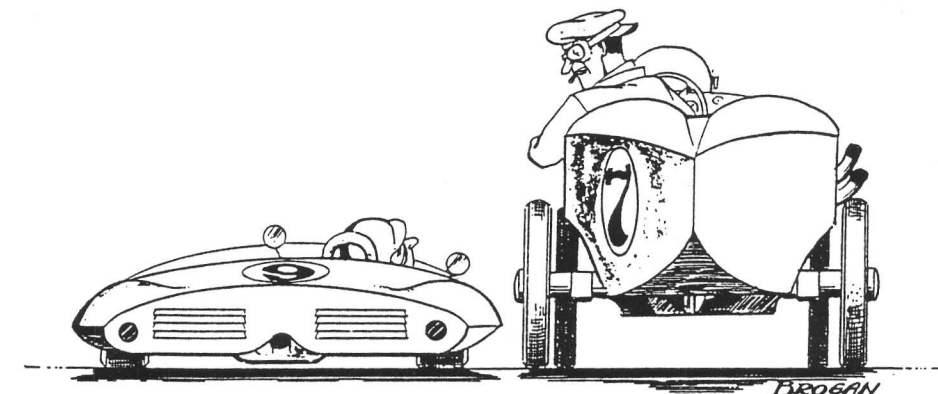
Left over parts

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

Gary Lindstrom is currently planning the annual trek by MG owners to the GoF-West '96 in Stevenson, Washington. The GoF will be held August 11-16. GoF (Gathering of the Faithful) is an annual gathering of MG owners, with a focus on T-series and Pre-War cars, but with other MG owners invited. This is an especially important GoF to attend since the '97 event will be held in Park City and is being organized by Doug Wimer and Floyd Inman of the BMCU. If you are interested in attending give Gary a call at 532-1259. Early plans are needed to get reservations and to get the group organized (or as organized as it ever gets).

Replacing axle seals? You will likely need a very large socket to loosen the nut holding the bearing in place. This is particularly difficult on MGAs where the nut is octagonal (yes, eight sided). Kees Versteeg has a special tool to fit this octagonal nut on MGAs and will loan it to you if you make a donation to the club. The editor has a 1 7/8" socket that fits the nut on Midgets and Sprites. Bs, Triumphs and others we don't know about, but Mark is likely to have something for Spitfires. Give us a call if we can help.

We received an answer to our question about dipping headlights from Terry Sanders of the Sorry Safari Touring Society (motto: I told you we were lost!) from the bay area of California. The Sorry Safari is one of the groups with which we exchange newsletters. Terry writes: In (the BMCU Newsletter) there is a comment about the "Dipping" of Dave Stephen's TA headlights. Please pass on that in addition to the near side (left, remember right hand drive) light dipping,



NOT A THINGWHAT'S NEW WITH YOU?

from Danny Collins's magazine "Steering Wheel" circa 1963

there is an interlock inside the dipping mechanism that disconnects the offside (right) light, so as not to blind the on coming cars—'twas the law in the U.K. in the late '30's. So one dipped and the other went off. Some cars had "Pass Lights" on the bumper to make up for the loss in illumination while passing other cars with the headlights dipped.

Gary Lindstrom reports that the November 15 San Jose Merc had an article on the Oakland PD's latest vehicle—they created their own lowrider police car. Car 1130 is lowered and has the hydraulic system to bounce the front end up and down. It comes equipped with an 8-speaker sound system, which the police lights can be synchronized to, and chrome-plated 13-inch wheel rims. The rest of the car is more or less standard.

We received a letter from Charlie Oden d'Hal who is writing the "British Car Collector's Data Book." This will be a collectors guide to all models of British cars significantly imported into the USA and Canada since WW II. He is seeking photos of restored cars to include in the book. Of particular need are photos of AC, Hillman, Humber, Nash-Healey, Singer,

Standard, Sunbeam-Talbot, Vauxhall and Wolseley models. If you have one of these cars you might contact Charlie Oden d'Hal, P.O. Box 272, Tyrone, NM 88065 or call 505-388-9028.

Next month is March with the St. Patrick's Day Parade and, possibly, the show at ZCMI. Time to start thinking about getting the car out!

Autojumble

For Sale. 1929 MG M-type, the first Midget, BRG, in excellent condition but not concours. One owner for the past 25 years. If interested contact Roger Burr, 72 Parkview Circle, Corte Madera, CA 94925-1279.

For Sale. 1967 MGB, convertible, one owner. Call Allan at 323-3309.

From the Exchequer

Balance 12/20/95	\$1,159.54
December Newsletter	-\$56.72
January Newsletter	-\$52.62
Correction (probably to correct last month's correction)	-\$44.82
Balance 1/10/95	+\$1,005.38

Answer to the question on page 1: First, no one likes to buy the first of anything and many serial numbers do not start at one to avoid this stigma. Why start at 251? It seems to be somewhat arbitrary, but 251 was the phone number the MG factory in Abingdon. Look on the ID plate of any T-series car.

Board of Governors: Mark Bradakis, Governor General; Steve Bender, 571-5020; Jim Pivrotto, 486-0547; Marty Van Nood.

Chancellor of the Exchequer: Martin Van Nood, 268-4105 (H)

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

Associate Editors: Mark and Karen Bradakis, 364-3251 (H)

Newsletter Layout and Art: Nathan Massie, 486-2935

Membership director: Bruce Schilling, 486-0425

This Newsletter is published by the British Motor Club of Utah, Ltd., a non-profit corporation of British automobile owners. The group holds monthly events such as drives, picnics, technical sessions, and more. We welcome owners (or potential owners) of British cars, in any condition, to the group. Membership is free, but we ask for a donation at events to support the Newsletter and other activities. If you would like to join the group, send your name, address, and a list of British cars owned to Bruce Schilling, 917 East Mill creek Way, Salt Lake City, Utah 84106 or call Bruce at (801) 486-0425.

British Motor Club of Utah

1322 South 1400 East
Salt Lake City, Utah 84105

Bulk Rate
U.S. Postage
PAID
Permit No. 6160
Salt Lake City, Utah

Gary, Sandy & Daisy Lindstrom
915 Third Ave.
Salt Lake City, UT 84103-3916