

# British Motor Club of Utah

[www.britishmotorclub.org](http://www.britishmotorclub.org)

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## Upholstery Tech Session

A fine representation of BMCU members turned out for the tech



session held November 8 at Dale Hancock's upholstery shop. Dale was generous with his time and expertise concerning all aspects of upholstery repair, installation and maintenance. Mostly it was a question and answer session, covering a wide range of topics and problems, over about an hour and a half. Many do's (e.g., install tops and tonneaus in warm conditions) and don'ts (e.g., avoid spray adhesives) were dispensed. Several members brought their own vehicles for on the spot diagnoses and remedies. Given the large head count (large count of heads, not the reverse), and the record breaking harvest at the donation can, the event was a great success. Attending were: Gary Lindstrom, Bill Van Moorhem, Jon Hermance, John

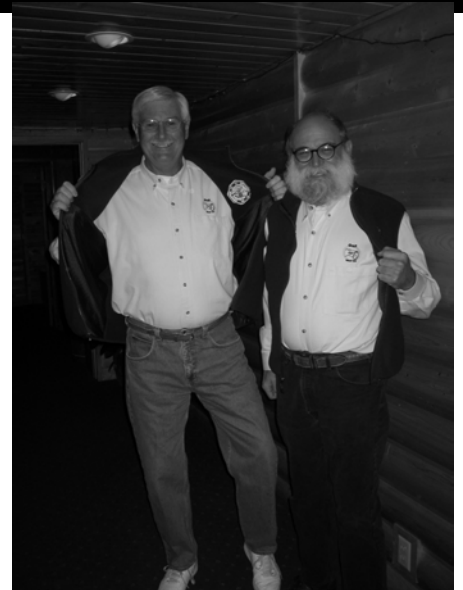
Progress, Barry Blackett, Al Gordon, Rob Sletton, Thom Warr, Mitch and



Greg Johson, Rob Wiseman, Mike Donost, Larry and Mary Bishop, Gregg Smith, Richard Moklofsky, David Sandberg, David Marks, Brent Andersen, Jeff Porter, and Nicholas S. Nichols II.

## 50th Birthday

The Hermances' 1953 MG-TD (and no doubt a few other cars in the BMCU) turned 50 this year. Always looking for a reason to party, seven couples and a Good Joe gathered at Silver Fork Lodge in Big



Cottonwood Canyon on Saturday, Nov. 15, for the 2nd annual 50th birthday bash. This year's birthday car was represented by its radiator cap replete with signature MACK bulldog. The car itself stayed home due to a threat of salty roads and snow plus an aversion to cold shared by its potential passengers.

The fireplace was a bit under whelming, but chilly celebrants warmed the room with lively conversation and drinks before sitting down to an excellent dinner. The odd cow, chicken, and salmon gave their all for the occasion. Joe Chou donated a fabulous, scrumptious, incredibly artistic ice cream cake depicting a brown TD to complete the meal.



Those in attendance were Joe Chou, Doug and Ilene Wimer, Leigh Mercer and Dan Kasha, Gary and Sandy Lindstrom, Floyd and Kathy Inman, Dave and Carol Marks, Bob and Dixie Jahnke, Jon and Susan Hermance.

All you 1954 models need to get your owners to arrange for next year's celebration.

## January Tech Session: Body Leading

January 17

Most

Britmobiles "of a certain age"

had their

factory coachwork components bonded by

leading, which is essentially

soldered sheet metal joints. Many

restorers concerned with

authenticity believe that the same

technique should be followed in

doing repairs, even today. The

problem is that few craftsmen

remain who are knowledgeable and skilled in this "lost art".



We in the BMCU are fortunate to have such a person in our ranks --- J. Jennings, who give us a discussion of the pro's and con's of this technique, together with a demonstration, on Saturday January 17 at 10am. Come to J.'s place of business, Therm Pro, 280 W. Plymouth Ave., phone 268-9658. This is just northwest of the Meadowbrook Trax station (39th south). Plymouth Ave runs east-west from 300 West to the Trax line. As customary with BMCU tech sessions, standing may be required if you don't bring your own folding chair.

## How about an MG SV (Not SUV)?

The Oct. 29 issue of the Financial Times newspaper includes an article on p. 10 entitled "Rover on course to crash or crash through". Featured is a photo of the new MG SV, a 75,000 pound (sterling) "supercar", with the caption "The MG SV: under the slogan 'outrageous fun for all', MG Rover has revelled in its appeal to politically incorrect petrol-heads." The SV is powered by a 320 hp Ford V8, and will be followed by "another, Ferrari-frightening version with 465 hp."

The article continues "A few weeks ago, on Bonneville salt flats in Utah, an MG Rover flashed through the timing lights at 225 mph. An SV undergoing the ultimate 'road' test? Well, no; in fact that one was a souped-up version of the company's MG ZT-T estate [station wagon] car."

No mention is made as to whether these models, or even the CityRover "supermini" being built in collaboration with Tata of India, will ever grace the shores of this North American former colony.

## Study explains how car fans recognize their loves

WASHINGTON (Reuters, March 10, 2003)-- Ever since cars were invented, women have complained that their husbands recognize the latest Ford more quickly than they do their in-laws. A study published Sunday may help explain why.



## The Lucas Calendar



This calendar works about as well as its namesake, so use it with care. All events are subject to change. Check our web site for the latest information.

[www.britishmotorclub.org](http://www.britishmotorclub.org)

**January 17** Tech session on body leading, J. Jennings. 268-9658

**Feb. 21** Pot Luck Dinner, St. Paul's Church Bill Davis. 486-5049



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It seems that men who like cars recognize the different models using the same part of the brain that people use to identify faces, U. S. researchers report in the April issue of the journal *Nature Neuroscience*.

When car aficionados were shown pictures of cars and pictures of faces together, they tended to get a kind of traffic jam in the part of the brain normally used to identify faces, psychologist Isabel Gauthier of Vanderbilt University in Tennessee reported.

Working with Tim Curran, an assistant professor of psychology at the University of Colorado, and other colleagues, Gauthier tested 40 men -- 20 car lovers and 20 car novices.

They tested the car experts to make sure they were indeed skilled at identifying cars.

Then they showed all 40 men alternating sequences of faces and cars and asked them to compare each car to the previous car they saw and each face to the previous face they saw.

Using special techniques, they were able to see how the men were processing the images -- holistically or piecemeal.

Men with the most car-savvy recognized the cars in a holistic fashion, but could not recognize faces as well.

Men who knew little about cars used the piecemeal approach to identify the cars and had no problems identifying faces, Gauthier's team found.

A big difference was seen in electrophysiological measurements of a brain wave called N170, which has been associated with facial recognition.

And car recognition activity could be traced to the right hemisphere of the brain -- where the facial recognition area, known as the fusiform face area, is also found.

## How to pass the emissions check

If it's your first time getting a smog check, or you've failed one, here's a few tips to smooth out your results:



### *Things to do before getting smogged*

- ☐ Perform routine tune-up: plugs, cap, rotor, oil
- ☐ Ensure timing is \*spot on\* and the idle is set; use a meter, not the tach to set idle
- ☐ Check valve clearances, and set if necessary
- ☐ Fix any exhaust leaks
- ☐ Fill up with a better grade of gas
- ☐ Drive around for half an hour, then have your car tested right away

### *Things to do if you fail*

- ☐ Lean out the carb mixture a bit
- ☐ Set the valve lash clearances slightly higher (by .003 or .005)- this puts less fuel into the engine. Re-set to proper spec after smog test
- ☐ Find a shop that will give you a pre-test, and make sure you're in spec before going to be checked again

### *Things to do if you fail consistently*

- ☐ Feel really guilty about being labeled a gross polluter
- ☐ Leave car in driveway, sit inside and make Vroom Vroom noises
- ☐ Move away

## An easy way to test a generator

Dan Masters (DANMAS@aol.com) has supplied a quick and easy test. However, this test will NOT work on an alternator- with those, it's best to take them to a service depot. Most garages will not charge you to test an alternator.



":If you can rig up a fixture so that you can spin the generator up to about 1000

RPM, it is very easy to test one. Simply connect the two terminals on the generator ("D" and "F") together with a short piece of wire, spin the generator, and monitor the voltage at the terminals.

The voltage "should rise rapidly and without fluctuations" as the RPM rises.

Limit the RPM so that the voltage does not reach 20 volts.

"If there is no reading, check the brushes."

"If the reading is low, around 1/2 to 1 volt, the field winding may be faulty."

"If the reading is about 4 to 5 volts, the armature winding may be faulty."

If everything is OK, the voltage should be at least 13 to 14 volts.

The preceding information was extracted from the Bentley manual for the MGB, which uses the same Lucas Dynamo as the Triumph (at least in design, if not the exact same model number)."

## Autojumble

**1970 MGB FOR SALE** Asking 2,000.00. Body is in good shape, but needs new paint. Good mechanically, but needs tune-up. 801 485-1058

**WANTED: XPEG engine.** Mike Bailey, 743-2875.

**4 wire wheels** that are in good condition that fit TR3 &4. Also 4 wire wheels for a Midget. that would work well as a spare. My home number is 571-3179 or cell # 631-2250. I live in Sandy. Steve

**TR6 Hardtop** needs repair. Need 71 MGB Right Front Fender - Erick 801-451-5081

**Wanted: Magnetic Gas Cap** for Triumph GT-6. Call Roger at W-269-7531 or H-278-4767.

**Wanted/for sale:** distributor wanted for 1979 MGB. Also, car itself is for sale -- Limited Edition, needs work, nice body, \$2500 or best offer. Dick Harrison, 801-782-9160, 801-458-2096 (cell).

**1972 MGB**, chrome bumper. Ambitious project or parts car. Runs but needs major body work. Unmolested motor compartment. New fuel tank. \$750 or best offer. Also, 1977 MGB parts car.

Fair body, no interior. 90K on engine, was running when parked. Could be restored. \$400 or best offer. Contact Bob Wagner, 455-4400 or [wagner@aros.net](mailto:wagner@aros.net).

**'56 Bentley S1 saloon.** Beautiful condition, new paint, wood, carpet. Black with silver roof. \$20,000. Records back to original owner. Joseph Feaster, home 801-731-0517, cell 801-390-3039.

**2 sets of rostyle wheels** that need a new home. These are free just call and come and get one or all. Thanks, Call Roger at 269-7531 or home is 278-4767.

**Two 1967 Sunbeam Alpines.** One was a parts car that has been fairly well picked over but still has things like axles, brakes, and wheels. I am about to send it to scrap, but want to offer it to any club members who are interested, before I do so. Who ever wants it has to take the whole deal, not just parts! They must also arrange to tow it away promptly. I can be contacted at 364-4427. The car is up by the University of Utah.

**1970 MGB-GT** \$300 wire wheels, engine, transmission. the body is rough, and is restorable, and requires work. will sell complete car, and will not part out. please contact me at 801-773-6095 or [jbauern@xmission.com](mailto:jbauern@xmission.com) John "Barney" B



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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 to Bruce's email address shown above. Check us out on the web!

**[www.britishmotorclub.org](http://www.britishmotorclub.org)**

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