



January 2009

The Lugnut

Northwestern, North Carolina



Here's hoping 2009 will be a safe, happy, prosperous year for everyone!



January 2009						
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I m p o r t a n t

January Club Notes

The next club meeting will be held **January 27, 2009** at the Wise Guys Restaurant in Statesville. Everybody come and see what Ken and PJ have planned for the club this year.



For those of you who missed the announcement, the club now has a blog. Blogging is a neat way to reach out directly to club members and others who are interested in British and European cars. An invitation was originally extended to all club members on my email list. Anyone can join. If you did not receive an invitation or wish to join you have to be registered. Go to the blog site at contact me for more information or go to <http://piedmontbritishmotorclub.blogspot.com/>. *dj*



From bob: I hope that everyone had a great holiday season and that we're all looking forward to a brighter 2009.

We'll be starting up our 3rd Saturday of the month meetings for the New Year on **January 17th** at 9:00 AM at the Acropolis Restaurant (north east corner at Exit 28 off I-77 in Cornelius). I hope that you'll be able to make it. As of now, the forecast looks good and it will be good to warm up the engine even if the inside of the car isn't much warmer than the outside (that's at least true for my British car; but that's what they make car blankets for). See you there.

Bob Ravich



Info from other clubs

PJ Lenihan (lawnvett@yahoo.com) passed this email along to me in December. I think this is from a nearby NC Triumph Club (TCOC) and members of the PBMC can participate (If not, I'm sure I'll find out soon enough).

February - *National Pie Day* hosted by the Rankins at their home in Harrisburg. Start off with a ride on some new back roads, ending up at the Rankin's for coffee & desserts.

March - It's *National BBQ Month* - volunteer needed or it'll be in Monroe!

May - *Cinco de Mayo* - We may not celebrate on the 5th, but we're sure to get it in sometime during the month! Any volunteers to host this event? If not, it'll be in Monroe!

Check with PJ or a member of that club for more information

Just a Reminder

Sunday, June 14, 2009



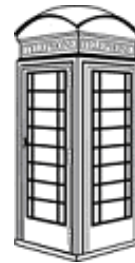
From: Dick Lunney <Dick@Lunney.us>

North America's second longest running British Car Show moves

to a fabulous new venue at Frank Liske Park in Concord, North Carolina, adjacent to NASCAR's Lowes Motor Speedway and near most of the major NASCAR race team shops.

The show will feature the MG Marque in 2009 and will award trophies in over 30 classes covering all British car marques and models.

For more information and registration please go to www.britishcardaysouth.com or call Ann Jones at 704-843-5821



Classifieds:

For Sale – Stag. I got your email from the TCOC links' list. I have a 1973 Stag that needs restoring. It is powered by a V6 Buick automatic. It has a very good body, no rust anywhere. I just put a battery in it and drove it around some. The motor and transmission work really well. The convertible top cloth is rotten; I removed it from the frame. The hard top needs a headliner and the chrome strip along the front of the top is bent. Also, the gas tank has a pin hole in it. I removed it and put in a plastic boat gas tank for temporary use. I also installed a new NAPA fuel pump. I am asking \$2500.00 for it. I hope you will pass it along. My phone is (864) 638 7373 Walhalla, SC or email me, David E Hedden at dehedden@fs.fed.us.

Free - TR4A-IRS bare frame that has been wrecked. Out of square at least 1" and kicked up some in the rear. Nothing that a good frame shop couldn't straighten. Only slight surface rust. Includes 4:11 differential (no axles), trailing arms, springs and shocks. All for FREE! Just come and get it. Located in Charlotte. Contact Jim Browne jbrowne4@carolina.rr.com or 704-525-5236.

Wanted - Jack for 1970 MGB. I believe it was the jack with the wooden knob on the handle. If you have one for sale please contact Danny Jacob at mgb_mga@yahoo.com or 336 838-3255.

British Babies

By Tyrone Stoner Statesville, NC

(tstoner@mac.com)

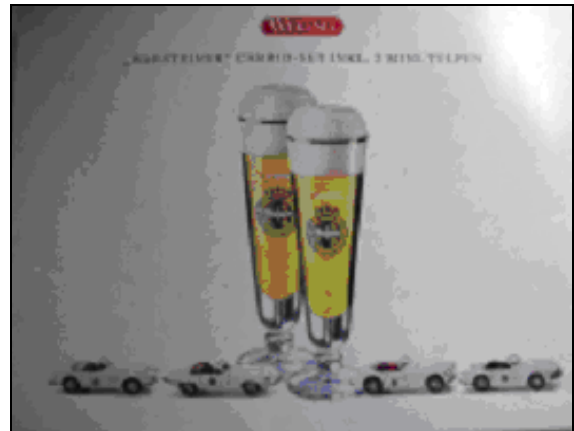
Spot-on models were made in Northern Ireland. The company started production in 1959, following the already established Dinky 1950 and Corgi, 1956. Spot on, from the very beginning decided to do a true 1:43 scale where as Dinky and Corgi was saying 1:43 but was actually closer to 1:48 scale models. When it came to the larger vehicles, like buses and trucks, the models were larger than Dinky and Corgi, because of incorrect sizing. Here is an example of the TR3, model # 108 in the colours available when new. Oddly enough in 1964 Lines Bros. (Spot on) bought out Meccano (parent company of Dinky) and the decision was made to drop the Spot-on line and continue with Dinky.



Tyrone sent a 2nd installment November 14, 2008 on British Babies #2

Model set by WIKING

Wiking is known best for their 1:87 (HO) and 1:60 (N) scale models used a lot with model train sets. It is a German company that started making metal ships in the 1930's were used by the German military for training reasons. In the 1950's they started making toy cars and trucks and are still making them today. The early models are very collectable. One model of a Mercedes tank truck in 2006, sold for 10,100 Euro at auction. Today it is operated under license of the Sieper Group (Siku) and are more detailed then the earlier models. Below is a special set where Wiking partnered with Warsteiner and created a unique set of four cars, Jaguar E-Type, Triumph TR4, BMW 507 and Austin Healey.



Tyrone

£

Classic Adventure Tour to GT-34

Dick Lunney in Huntersville, NC (Dick@Lunney.us)

November 25, 2008

We've always enjoyed attending the annual NAMGAR GT events, but felt that the trips to and from were just that... trips. So for 2009 we've begun to put together a four day adventure to GT-34 in Hot Springs, Arkansas. We plan to begin in Asheville, North Carolina, near the beautiful Biltmore Estate with an itinerary that will encompass the Blue Ridge Parkway and the Natchez Trace Parkway, scenic drives through Nantahala, Cherokee and Tombigbee National Forests, across the Mississippi River and up through the hill country of Arkansas to Hot Springs. The plan is to avoid Interstates, take our time and take advantage of the beautiful scenery to enjoy our MG experience. We'll be stopping at the Chattanooga Choo Choo, the U.S. Space and Rocket Center, Elvis Presley's Birthplace, and the Birthplace of the Blues. Each day's drive will be easy on the MG and easy on our tooches. We'll have comprehensive notebooks with details of the sights to see along the route and detailed route instructions so no one will get lost. Each night we'll have dinner together and plenty of group hospitality.

We hope this adventure sound interesting and you might be interested in joining us. We'd love to have you with us and we would love to hear about other MGA enthusiasts who we could contact to bring them along as well. If you know of others who might enjoy such an adventure, please let me know their names and e-mail address so we can keep them posted on the details as we pin everything down.

I'd love to hear your thoughts and suggestions on how we can make this trip as enjoyable as possible. Please send us a note back if you are interested in getting more details, including expected costs. We plan to limit this adventure to just 25 cars, so it will be a first-come, first-in basis. Thanks for your interest and continued support of our magazine.

Dick Lunney

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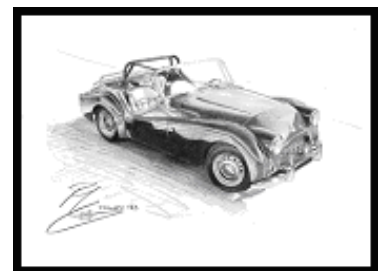
A d v e r t i s e m e n t

Robert Ciampa Illustrations will be a visiting vender at the 2009 "The Gathering." He is presently being commissioned to do drawings/paintings of cars and will bring a few to the show. This guy is GREAT! Send him photos of your car along with any special request, background, medium, etc.

Robert Ciampa Illustrations

Beautifully-crafted, custom pencil illustrations of your car! Color or black & white. These make great gifts (for yourself or someone else!)

Please contact me for details:
www.ciampa-illustration.com
robert@ciampa-illustration.com
610.304.5593



BritishV8 Magazine

PJ Lenihan in Winston-Salem, NC
(lawnvett@yahoo.com)

Max. Thanks for the neat stuff. I fantasize about a MGB GT to replace my daily driver. Of course it must have all the power and creature comforts I have become accustomed to. The roadster is tons of fun and I'll keep it but sometimes its too wet, or too cold, or too hot to enjoy. Heck 40 years ago a motorcycle was acceptable as my daily driver but I've changed.

PJ Lenihan

Max Fulton (mpfulton@nc.rr.com)
ncmgcc@googlegroups.com. **Subject:** [ncmgcc]
FWD: British V8 magazine
November 3, 2008

All: As next year's organizer, I'm now privy to all this neat stuff. Thought I'd share.... Cheers.

Max

Dear Sports Car Enthusiast,

We've just uploaded a new edition of BritishV8 Magazine. In its 47 articles you'll find 992 photos, coverage of our annual BritishV8 meet, twenty-four "How It Was Done" articles (from five nations), and Part Three of a huge retrospective on MG's "MGB GT V8" model.

We're also kicking-off a new feature series where we'll present exceptional British racecars in

More When Insults Had Class:

"There's nothing wrong with you that reincarnation won't cure." *Jack E. Leonard*

"They never open their mouths without subtracting from the sum of human knowledge." *Thomas Brackett Reed*

"He loves nature in spite of what it did to him." *Forrest Tucker*

"Why do you sit there looking like an envelope without any address on it?" *Mark Twain*

"His mother should have thrown him away and kept the stork." *Mae West*

"Some cause happiness wherever they go; others, whenever they go." *Oscar Wilde*

"He uses statistics as a drunken man uses lamp-posts for support rather than illumination." *Andrew B Lang*

"I've had a perfectly wonderful evening. But this wasn't it." - *Groucho Marx*

"The past is a ghost, the future a dream, and all we ever have is now." *Bill Cosby*

exquisite detail. Are you curious to see the very fastest MG in all of North American road-racing? Our article on Les Gonda's MGB GT V8 racecar features 71 eye-popping photos and detailed technical notes. Don't miss it!

Enjoy the entire new edition of BritishV8 from this link: <http://www.britishv8.org/British-V8-Current-Issue.htm>

As you read BritishV8, please keep in mind that our "free" magazine isn't cheap to produce. Join me in thanking our wonderful vendor sponsors for supporting BritishV8, especially when you do business with them. Please consider making a financial contribution too, if you can. (Reader contributions are critical to the continued growth and expanded coverage of BritishV8.)

Got story ideas? Photos? Send them in! We're already working on the next edition of BritishV8.

Finally, please don't forget to tell your friends to check out the new issue of BritishV8.

Sincerely,
Curtis Jacobson
Editor

p.s. Have you seen our thriving message board, and particularly its "classified ad" section. It's a remarkable resource

Book Review

Steve McQueen: The Last Mile

By Barbara McQueen,
Dalton-Watson Publishing
Hardcover, 233 pages
ISBN-13 978 1 85443 227 8
\$49.00 USD

Book Review by Pete Vack
The Gospel According to
Barbara



Barb and Steve enjoying an ACE motorcycle.

Steve McQueen would have loved the Legend of the Motorcycle (LoM) shows gaining in popularity in California, for McQueen was, at heart, a down-to-earth motorcycle and car enthusiast. Both forms of transportation (as well as vintage planes) competed for his attention in the last few years of his life.

According to Motor Trend's Matt Stone who wrote "McQueen's Machines", the actor owned over 200 bikes at the time of his death in 1980. Today, there is a Steve McQueen Award at the LoM.

"To say that Steve loved motorcycles would be like saying Mother Teresa was a very kindly lady," wrote McQueen's widow.

While Stone's most worthy book tracked and highlighted

the many cars and bikes owned by McQueen, Steve's widow Barbara gives us a much more personal view of McQueen, a unique and touching remembrance of the guy most of us considered the "King of Cool." But very few people ever knew that side of McQueen, and his widow gives us an inside look. Barbara, who met McQueen in 1977, stayed with him until the end. He died of cancer at the age of 50 in November of 1980, but she kept quiet about McQueen for 25 years, until she herself turned 50 in 2003. As she re-examined her life, it now seemed appropriate to write the book she had originally planned with McQueen in 1980. But she would not write about his death. "I have purposely chosen not to write about that chapter in his life...Steve was a private man and want that part of his life kept quiet for a reason." And so, she says, "this book will only be sweet, kind and nice. It's from my heart to his". The resulting book was published late last year by Dalton-Watson.

Not very far into the text, we wondered where the book's author was taking us, or perhaps if it was worth the trip. Barbara McQueen's (maiden name Minty, currently married to David Brunsvold) memoirs often read like a schoolgirl's diary. When a date was arranged for her with McQueen by her agent at McQueen's request, Barbara thought at first she was lined up with Paul

Newman. Both Newman and McQueen were starring in the Towering Inferno. Upon meeting McQueen, he looked so different that she had forgotten that this was the young gunslinger in "Wanted Dead or Alive, whose poster had adorned her bedroom. As we proceeded through the book, we were glad we persevered, for eventually, Barbara McQueen paints an eloquent, beautiful and honest picture of Steve McQueen. After a quarter of a century, she had retained her initial awe, yet now sees everything through more mature eyes. She carries it off well, and as an added bonus, correctly identifies the cars trucks, planes and bikes that are scattered throughout the book.

The author gives us just enough information about herself to understand the larger story. Born in 1953 to an Oregon farmer, Barbara Minty grew up to be a model whose face adorned dozens of fashion and women's magazine covers. By 1978, she was famous in her own right, and on her travels with McQueen, fans chasing them would often be after her autograph, not his. She picked up Nikon camera, learned how to use it, and spent three years almost constantly taking photos of McQueen. This images constitute the majority of the photos in the book; they are unique portraits of a very private McQueen, but enough to say that while Barbara Minty earned plenty of money in front

of the camera she probably did not earn much if any while behind it.



One of Barbara's first photos of McQueen.

Perhaps the stories she develops are in better focus than some of her photos. There is truth, unvarnished and unexpected. Barb and Steve are cruising down the highway in his Rolls Royce convertible. McQueen is playing his favorite tape (no doubt an eight track) at full blast, and singing along—in falsetto—to the lead song of the movie “Saturday Night Fever“, “Stayin’ Alive.” “You’re f***** Steve McQueen!!!!” screamed Barbara. “I can understand cranking the volume, but the *Bee Gees*??? This ain’t cutting it!”



Steve's driveway in Trancas Beach was cluttered with things like the XKSS, now at the Petersen Automotive Museum in LA.

Barbara never minded his bikes (a rare quality in a wife or girlfriend). “He owned them all”, she wrote, “...Harley, Norton, Ace, Yamaha, Velocette....” and was almost addicted to Indians, primarily because his first bike was a 1946 Indian Chief. McQueen

was a walking encyclopedia of the marque as well. Indians were expensive before McQueen came along, but his name added to the sticker price. In 2006, the ex-McQueen 1934 Indian Sport Scout was auctioned for \$177,500, a world record.



McQueen poses with a 1941 Indian.

McQueen had a hard time figuring out where to settle in, and seemingly was on the road a lot. He loved Idaho, he loved Colorado, he loved the Malibu beach, but he found a hangar a small town in California named Santa Paula. He bought a Steerman biplane, learned to fly but flunked his pilot's test three times. McQueen, it seems, was dyslexic. Barb lived with Steve in that hangar for six months until they found a suitable house about three miles away. It was to be his last residence. In a very poignant section which can be interpreted many ways, Barbara writes that after he learned of his cancer, McQueen, urged on by Barbara's 6'2" 300 lb rancher father, asked for her hand in marriage. Sort of. “It was a classic Steve moment. ‘Here, are you satisfied?’ he said, a little sheepishly, slipping the ring onto my finger...Then he headed toward the fridge for a beer.” But one comes away with the impression that his behavior

was indeed typical McQueen, for the couple seemed to be a good and happy match.



He had trouble getting his pilot's license but did it, and flew his Steerman biplane with the same expertise as he displayed racing Porsches.

At the end of the evening, when we had reached the last page of the “Last Mile“, we set the book on the coffee table. Well damn, this reviewer said. That was a pretty good story after all. Barbara McQueen's book is honest and sincere and therefore believable, says many things I had not heard or read, and above all I seemed to have come to know the real Steve McQueen if ever so slightly. If you are were, are or want to be a fan of Steve McQueen, read this book.

Pete Vack <vack@cox.net>

Danny,

Yes, by all means you can reprint this article. Just make sure that your readers know how they can purchase the book and how to get to VeloceToday.

I have copied this to the Publisher to let them know you'd like to use the article and images. Pete

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The Online Magazine for Italian & French Classic Car Enthusiasts



SU Carburetors

Part 1 by Clifton Gordon, in Ashboro, NC

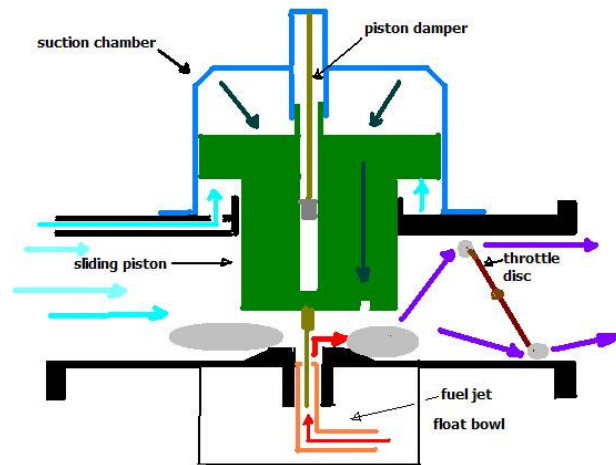
SU carburetors are used in many British sports and performance cars. The SU carburetor was patented by George and Thomas Skinner in 1906. The new company was called the SU Carburetor Company. It's a very simple carburetor with an expanding venturi controlled by a moving piston with a tapered needle in a single jet.

In 1926 the SU Carburetor company was purchased by Morris Motors Ltd. Production expanded when BMC was formed. On August 16, 1994 the final SU carburetors were produced. Since June 1996 aftermarket production of SU carburetors has been by a partnership between Burlen Fuel Systems Ltd. and SU Automotive.

In this article we will discuss the basic theory and operation of SU carburetors. In part II we will cover some SU adjustments and repairs.

The SU carburetor uses a variable-venturi to adjust the size of its venturi from moment to moment, according to the engines varying air-flow demands. It's also often called a variable choke or constant-vacuum carburetor. It is one of the survivors of many early carburetors using the same theory of operation. Most were complicated and had too many moving parts. Another survivor was the Amal, a very popular motorcycle carburetor before the Japanese bikes became so common.

Early SU carburetors used a leather bellows prior to use of a piston in a bell shaped chamber located over the carburetor throat. The lower part of the piston fits inside the carburetor throat and has a tapered needle in the center. The needle fits inside a jet in the carburetor body. The SU carburetor has a conventional throttle plate in the carburetor body downstream from where fuel is introduced. It is connected to a gas pedal through a linkage or a cable. The driver gets to control only the throttle opening. The position of the piston and it's attached needle and thus both the venturi area and the effective flow of the main jet is regulated automatically. The bottom of the piston rests on a bridge in the carburetor throat just upstream from the throttle plate. Drillings in the piston connect the air flow through the carburetor throat to the



enclosed space at the top of the piston. Another drilling connects the under side of the piston to atmospheric air pressure.

When we say pressure is reduced it's the same as saying vacuum or negative pressure (negative because it's below atmospheric pressure). The tapered needle extends into the fuel jet under the piston. Air pressure is balanced at atmospheric pressure in both sides of the suction chamber when the engine isn't running. The attached crude drawing shows air and fuel flow along with air velocity areas. Different colored arrows indicate the following, light blue is atmospheric pressure, red is fuel flow, dark green is negative pressure or vacuum, purple is air/fuel mixture. High velocity air will be in the general areas shown in light gray.

When the throttle disc is opened the air flow through the carburetor throat increases and creates a vacuum in the upper suction chamber allowing the piston and the needle to lift and fuel will be sucked from the jet. The fuel is mixed with the air and sent to the intake for use in the engine. When the piston is initially lifted it will go higher than is needed for a steady engine speed. This initial lifting lifts the needle to a thinner section causing the fuel flow to increase. This initial lift gives additional fuel to allow the car to accelerate to desired speed. This

action is similar to the accelerator pump in a conventional carburetor. When the desired engine speed is reached the throttle pedal is lifted to reduce the throttle disc angle and due to decreased air flow the upper chamber vacuum will decrease and the piston will drop to a lower position to balance the air/fuel demands for the engine. This balancing continues as the car is driven and the position of the piston, tapered needle and fuel flow will be automatically balanced to the engine needs. A conventional carburetor requires an idle circuit with transfer ports, accelerator pump and usually a power valve or stepped needle to do what the simple SU does with fewer parts.

To help the engine perform better there are some other features added to the SU carburetor. For cold starting most cars use a manual choke to lower the jet for a richer fuel mixture during warm up. Some later SU carburetors have starter valves for cold starting. The piston has a spring between the piston top and the top of the chamber. It also has a damper that uses oil to keep the piston from opening too

rapidly and prevent fluttering. As mentioned it's a simpler carburetor and performs very well for being a design that is now over 100 years old.

Additional information can found in the following references:

“How to tune and modify Carburetor Performance” written by Forbes Aird and Malcolm Elston.

The SU Carburetor. This article has a moving carburetor drawing and some good information.

<http://www.roversd1.nl/sd1web/carburation.html>


The SU Variable Choke Carburetor, Principals of Operation, by Malcolm Land. It's about Datsun SU's but has a very good explanation of SU theory of operation.

http://www.zparts.com/zptech/articles/mal_land/ml_sucarb2/images4/SUcarb_111601d.htm

In Part II additional references that provide repair, tuning and adjustment information will be listed. Look for part II in 2-3 months.

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Please say
Happy Birthday
to these folks



Beth Lunney, Lucy Ravich, Claire Tracy, Steve Hatch

Greetings
from  Holland.

How to avoid high fuel prices.

Hello friends.

I have seen your concerns in a previous edition of the "Lugnut" about fuel prices in the U.S.A. In The Netherlands the prices are about Euro 1,50 for 1 liter of petrol and 1,25 for 1 liter of diesel. This is \$5.65 (USD) for 1 US Gallon of petrol and \$7.77 (USD) for 1 US Gallon of Diesel. Also the road tax is extremely high in Holland. In Germany the prices are approximately the same because the price for petrol and diesel includes a German road tax.

In Holland the cheapest way to go is to choose a car which uses natural gas. If you are driving a car 25 years or older on natural gas, you combine cheap fuel prices without paying taxes, because these classic cars are tax free.

During World War II we Dutch faced not only high prices for fuel but also it was difficult to find anywhere. During the war it was only possible to buy fuel by using fuel coupons given by the government (Much like the US gas ration coupons. Ed note). So inventive people had to look for alternative energy sources to drive a car.

During my last holiday I visited a classic car event just by coincidence. There I saw a nice Auburn (which seemed to be a replica) which uses a

lot of fuel I believe and I saw an Opel Kapitän with wood-gas-generator built during World War II. This car ran on wood. !!!!



Fuel consuming Auburn (replica)



Fuel consuming Auburn (replica)



Opel Kapitän 1939 with wood-gas-generator



Opel Kapitän 1939 with wood-gas-Generator

During the World War II more cars were equipped with wood-

gas-generators. Burning the wood in a vessel will generate gases used for driving the car. Most of the cars were rebuilt to their original specifications after the war. So, only a few of these unique cars are left.

Original cars equipped with wood-gas-generators are quite rare nowadays. The smell coming from this car is a enormously high burn smell.



Wood-gas-generator on front of the Opel

Maybe these wood-gas-generators will be an alternative to place on your pick up trucks. However I don't think you will like the intensive smell of burned wood all day. So unfortunately, there is nothing left but to buy fuel at sky high prices.

Kind Regards,

Hermann Egges

Please check out my website:
www.car-brochures.nl

I hope you enjoy my column. If you have suggestions or questions: feel free to contact me by e-mail:
h.egges@hetnet.nl



*Hermann Egges
enthusiast of MG
and other British cars*



From Harry Watkin in Huntersville, NC



The Anglia Special

Here are a couple of old photos of a Anglia special built in the high school Metal Shop, 1956-1957.

I was there during the build, mostly as a welding jig ("Hold that piece while I tack it!").

There are some pretty funny stories about it, probably too long for the Newsletter, but if you like, I'll put some stuff down for you to work your editorial magic.

The photos aren't great - see attached. (I think they are great, Harry!) Let me know, and I'll see what I can do, after the holidays.

Harry

I think I speak for all of us... we're waiting for the rest of the story, Harry

dj



Harry has got another story brewing. His Alvis was sold and returned to the Motherland, but there is another Brit car in the garage. So, stay tuned for future updates from Harry!



Danny,

Picked up 12/23/08, drove home from Lewisville, NC with very little brakes. Shades of the teen years.

Harry

Comments, suggestions about our newsletter or the club website are appreciated. Please email Danny Jacob, North Wilkesboro, NC: mgb_mga@yahoo.com