



March 2009

The Nugget

Northwestern, North Carolina



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The next meeting of the Piedmont British Motor Club will be March 31st at Wise Guys Restaurant in Statesville, NC. Hope to see you there!

1951 JAGUAR FHC

At the last club meeting some of you may recall seeing a guy sitting in the back of the room with a big grin on his face. Well it turns out that Bill Cashion and his wife, Sandra, had a lot to be happy about. They have a new toy in their garage. But let Bill tell their story. *dj*

At our February PBMC meeting, Danny (editor) asked about our new acquisition of a 1951 Jaguar Fixed head Coupe (FHC). As I started to tell the story, he suggested I share it with everyone, so here goes....every car has a story.

Back in October I noticed this car advertised in GoodGuys Rod and Custom Association's "Goodtimes Gazette". In late January, I got around to calling about the car expecting it to be already sold. To my surprise it was still available. So Sandra and I took a trip to Parkersburg, WV to see what this car

was all about. It was much more than I expected and I fell in love at first sight....not good for negotiating.



The 51 Jaguar has been in the same family for over forty years and belonged to the owner's father-in-law. In 1988 the engine "broke" and because of the expense to fix it, the father-in-law, who was a master machinist, went to his son-in-law, who had just put a 350 Chevy running gear in an E-type Jaguar for his wife, wanted his son-in-law to replace the broken straight 6 Jaguar with a small V8.

By now you should be getting the picture. These two guys, being machinists and mechanics, could do anything including hand making and building a street rod from the ground up and winning second place at the "Riddler Awards", the most prestigious street rod award show still to this day.

In 1988-1990 this 51 Jaguar FHC was fully restored from the ground up with all new gauges, interior, paint, as well as the installation of a 5.1 liter (302ci) Ford V8 with a 5 speed manual transmission.

This is where this story gets interesting. The father-in-law was very excited to see the finished product and proudly drove it around the block a few times and in and out of his garage to show his buddies. However, his health was declining and, sadly, he passed away shortly after the car was finished. The car sat from 1990 to 2005 when the son-in-law got the car from the estate and started caring for it.

The son-in-law, Jim Gilbert, is a car builder. This old Jag was one of many cars he built that I saw pictures of, not to mention four award-winning builds in his garage that are driven often. Something needed to go so something else could be built.

The 51 Jaguar FHC now sports a .5 liter Ford V8 and 5 speed transmission from an 87 Mustang rollover with less than 1000 miles on it. The fact that this car sat since completion to now with only 126 miles (yes, only 126 miles) on it is, of course, of some concern. No vehicle should sit without use. However, all the fluids have been updated and so far only a few leaks have appeared, obviously trying to live up to being a British car. The engine which was originally fuel injected has been converted with a Edelbrock manifold and a Holley four barrel carburetor. Mr. Gilbert reversed the original header pipes, brought them down in front of the engine and back under through the frame in a very neat fashion using stainless steel.

The car has all been rewired with modern push in fuses (no Lucas here). Between the time I called about the car and received pictures and the time we actually saw it, Jim Gilbert

put in all new leather seat upholstery.

In addition to the car which is rust free, all steel (except for original aluminum hood, doors and trunk lid) and in excellent condition, I have the original twin overhead cam in-line-six engine and transmission. This will be polished and become garage art for now, but could be rebuilt and will always go with the car.

Perhaps more important than finding this great all original appearing 51 Jaguar FHC is the making of great friends with Jim Gilbert and his dear wife Connie. They made buying this car a most pleasant experience by their willingness to share personal stories and supply old pictures of this car adding history and meaning to it. I have promised to give it a good home.

Bill & Sandra Cashion



From Bob Thompson: Here is information and the web site on the 50th celebration that Denice and I are going to in April. *Bob*

April 22-25, 2009



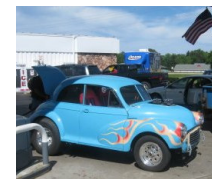
2009 is the 50th birthday of the Mini and we're going to throw a BIG party in the Smoky Mountains! So plan to visit Townsend, Tennessee and celebrate this unique marque with us!

Keeping in the UK tradition of camping at Mini meets, we think we've put together the ultimate camping (co-host hotel close by) and cruising gathering. We chose Townsend, Tennessee in the Great Smoky Mountains to take the Mini back to the days of mountain domination, plus they're a blast and beautiful to drive in! We chose what is considered the most beautiful time of year there, still cool temps with plants blooming. We found a gorgeous campground on a river with lodges, cabins, tent sites, and RV sites (Did we mention, co-host hotel close by?). For the 3 day gathering we're planning a cruise into the mountains each day, a nighttime scavenger hunt, and a big birthday party. We hope that the start of Saturday's cruise becomes the new North American record for the most classic Minis cruising in one long line. The car show will be a 3 day moving car show, judged by their peers. Oh, and we will be able to take over the entire campground (except for the large amounts of RV sites); it'll be our own Mini Town USA!

If you haven't been to a CMU gathering before, we do it differently; we drive/cruise a lot, with plenty of stops and things to see. With this being a CMU gathering, you must be a member to enter a Mini. Membership is free, go to the [join](#) page and become a member! As with all of our gatherings, this is for everybody, but all of the drives/cruises/anything is only for classic Minis and its variants produced from 1959-2000, no exceptions. There's always room to ride in someone's Mini if you come in something else.

For more information contact club member Bob Thompson at mgbforever@cominc.com or check out the website <http://www.classicminis.org/mini50.htm>

June 7-10 13th Annual British V8 meet - Durham, NC



"hepped up" Morris Minor spotted in Milwaukee sporting a Chevy 350 (7-12-07) submitted by Ben Jacob

All Are Welcome! – No Car Req'd. – We Don't Discriminate Against Any Choice of Engine!

Check-in Begins at 3:00 pm on June 7, 2009 at the host hotel
Where: Durham, NC (just north of I-40, Exit 281)

It's 3 days of events, tech sessions, etc. Anyone wanting further information should go to www.britishv8.org.
NC Contact: Max Fulton, Event Organizer, British V8 meet 2009, email: mpfulton@nc.rr.com

This meet is not only for those who have done V8 conversions (though the most common member is someone who has a put a V8 into an MGB) but is also for those that are "performance oriented".

Also, this is a MEET, not a "car show". It's 3 days of events, tech sessions, etc. (While many of the cars are gorgeous rides, this is not a "spiff and polish" crowd.)

Max



Greetings
from  Holland!

Hello friends.

Jacques Coune MG Couchbuilder.

Jacques Coune (Born in 1924) started his car workshop in the mid '50s at the avenue de la Couronne in Brussels, where he took care of not only exclusive sport cars like Jaguars, Aston Martins and other valuable cars, but also more regular and less expensive production cars. His clients were mainly rich people looking for individual transport.

One of the better known Coune creations was the Coune MGB Berlinette of which 56 were produced during 1963-1968. This was before British Leyland presented their own MGB GT Coupe.

Coune also built a one-off MGB Targa, called the Gemini Spyder and a MGB Coupe with special front lights



Coune MG Berlinette (1)



Coune MG Berlinette (2)

Coune MGB Berlinette

In 1963, one year before the prototype and two years before the official launch of the BGT, Jacques Coune built this "MGB Berlinette". This car was produced over three years, with a total production of no more than 56 cars.

Jacques Coune met Sir Alec Issigonis to discuss the potentiality of collaborating with The British Motor Corporation to explore the possibility of using the design concept of his MGB Berlinette Coupe for production at Abingdon. The final decision was not to adopt the design in favor of MG's own GT Coupe introduced in 1965. Issigonis's recorded comments to Coune when advising him of his ruling was: "It looks too Italian!" This was in fact a true statement as most of the craftsmen were from Turin.

Without the backing of BMC, and their mass production advantages, Coune's manufacturing methods, although skillfully hand built, were not really a commercially viable proposition. The retail cost for his cars was £1,300 against £690 for the equivalent MGB. Ultimately, therefore, a total of only fifty six Berlinettes were produced. All of these were left hand drive models for the European Market.

Today, just about 12 MGB Berlinettes have survived.

Coune MGB Gemini Spyder

This MGB-based one-off with Targa roof was presented at the 1966 Brussels Motor Show. Unfortunately this unique car was later destroyed in a traffic accident.



Coune MGB Gemini Spyder

Coune MGB Hardtop

Coune built 120 examples of the MGB Hardtop with special front lights.



Coune MGB Hardtop (1)



Coune MGB Hardtop (1)

Kind Regards,

Hermann Egges

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

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*



You Might Be The Victim of A DPO** If...

**Dreaded Previous Owner



by Dennis Trowbridge

- All of the wiring in the car is the same color.
- The oil refuses to drain out of the gearbox without the help of a torch.
- The wheel studs snap off when you try to change a tire.
- The clutch push rod has been lengthened.
- The wire wheels have been Bondoed to the hubs.
- The radiator capacity is down to 2 quarts because of the accumulation of stop leak.
- You find Grade Two coarse thread bolts everywhere.
- The exhaust hangers are official hangers all right—coat hangers.
- The sills have been repaired with any combination of duct tape, beer cans, aluminum siding, tin foil, fiberglass or Bondo.
- The oil pressure valve has 4 or more shim washers.
- You find an empty can of J. C. Whitney's "Engine-Rebuild-in-a-Can" in the boot.
- You find a receipt for the "new clutch"—that was installed 25,000 miles ago.
- The dye washes off the "new seats" the first time they get wet.
- There is no heat because the leaking heater valve has a blanking gasket behind it.
- The fuses are "ultra slow blow" 1/4 " 20 bolts.
- The ignition circuit has a household wall switch as a cut-out device.
- The under-dash wiring is consists of electrical tape, scotch blocks, white 14 gauge wire, wire nuts and nylon wire ties.
- One FS key works everything in the car including the ignition.
- You find an Ultra Quickie Lube sticker on the door jamb.
- The top bows have been riveted together in the up position.
- The fire extinguisher is empty.
- The brake rotors are so grooved you could play them on your old turntable from college.
- None of the tires match.
- When you peel the carpet off the floors, layers of cardboard, tar and thin sheet metal come up with it.
- The missing steering wheel nut has been replaced with a hose clamp.
- Compression fittings are found spliced into the brake lines.
- The crankcase breather has been replaced with a catch tank.
- The headlamps are upside down.
- The overdrive 3rd/4th gear limit switch has been removed so overdrive can be engaged in every gear—including reverse.

Danny, Sorry for the late reply, my hard drive crashed on my laptop and I am just now getting caught up. You may reprint articles from the MGB Driver as long as credit is given to the source.

B Positive,

Bruce Wyckoff

JWHA - Removing a Stubborn Wheel



The Problem:

Things were going quite well with my BJ8 project until the left rear wheel was found to be stuck on solid. Penetrating oil and tapping the inside rim with a hammer didn't help. I really hate to cut off a 72 spoke chrome wire wheel so I asked on the internet for some suggestions and here is what I got:

The Suggestions:

Dry Ice!!!!!!!!!!!! in hub Then rock it (rim) , back and forth . it may have walked up a spline, once it's loose then you can rock side to side pulling it off.

Try some silicone brake fluid. If it destroys brake cylinder glue and rubber parts then old grease should be no problem!

Yea, had the same problem with my car. I kept soaking it down with penetrating oil, and it eventually came lose. Don't cut or heat anything up right away. Just keep soaking the thing down and drive on the wheel some.

Make a giant gear puller out of chains and a bottle type hydraulic jack. Put some type of block over the hub for the jack to press on. Note the hub protrudes slightly farther than the wheel. Wrap the chains around the wheel and try to pull it off like a giant gear.

Patience doesn't cost much. This takes patience, jack the wheel up and support it well, spray the oil in the spline area, and tap the wheel from the inside out as you rotate it. Do a little every night, spray some more, and eventually it will come off, or you will die. One thing or the other will happen.

You might try adapting a bearing puller. Once it starts, it will probably just keep coming off. I know what you are going through. I still have the scar on my nose from trying to pull off a stuck wheel in 1962.

Soak it with PB leave the knock off on a little loose and drive the car around the This may seem radical, but it occurred to me: Given all the horror stories we hear r about people being "passed by their wheels" because the torque forces loosened the knock-off, etc., I wonder if it would be helpful to put the knock-off back on, but not fully tight, and then try a few quick starts--just drop the clutch and not build up any speed. Or perhaps get to a slow roll and then slam on brakes. Perhaps that might do it?

The Results:

I tried most of the above. I actually had two wheels stuck. One did come loose by driving around (In an empty parking lot) with the knockoff loose.

I tried PB Blaster.

I tried dry ice.

I tried heat.

I tried everything I could think of over a period of two months.

Finally I ended up cutting it off with a Sawzall.

From: Jim Werner Jwhlyadv@aol.com Sure! Feel free to use any of my articles. Jim Werner, Louisville, KY

How To Properly Dispose Of Nasty Stuff

(How to Property Dispose of Used Oil, Transmission Fluid, Anti-Freeze, etc.)

By Satch Reed, Publisher, 2d chance garage

We get lots of questions from members each month and most are specific to certain makes of cars. One set of questions that keep coming up is a more general one, however. Everybody seems to have the same problem: how to get rid of nasty stuff like waste, oil, antifreeze and, above all, oily rags. While we can't give the "perfect" answer, here are some great methods.

Antifreeze

Most people know that antifreeze is a poison and that its sweet taste attracts animals to lick any puddles of it that might be on the ground. Therefore, never leave any open containers of antifreeze around. Disposal of the fluid isn't generally a problem if your house drain is connected to a municipal wastewater treatment system. Nearly all of these systems can treat antifreeze out of the wastewater and therefore allow you to pour it down the toilet or sink drain.

Check with your local municipal facility for their recommendations and don't be surprised when they tell you to use the house drain. They will also tell you whether or not there is a local recycling program or whether local gas stations/shops will take it.

What you DON'T want to do with antifreeze is:

- Dispose of it into a septic tank

- Pour it into a storm sewer

- Pour it onto the lawn or bushes

Waste Oil

Changing oil always leaves the challenge of what to do with the old goo. Obviously, the practice of dumping old oil onto the ground, into storm sewers or anywhere other than environmentally safe places is a no-no, so here are some proper ways to handle the stuff:

- Use a dirt-free pan that can hold as many quarts as your car's crankcase and that has NOT been used for paint, cleaning solvents, antifreeze, or anything besides motor oil.

- Pour your used oil from the drain pan into a container with a leak proof lid -- a rinsed-out plastic milk jug, for instance. Use a funnel to avoid spills. Don't mix or blend your oil with anything else.

- If you change your oil filter, drain the old one by punching a hole in the top and inverting it over your drain pan. Dispose of the old filter by putting some paper towels over the hole. Then put the old filter and paper towels in the box the next filter came in. Place the box in the trash.

- Take the used oil to a used oil collection site (look for approved locations in your city/county's website) during business hours. Please call first to confirm that used oil is still accepted, and/or if there is a charge. Participation in this program is voluntary, so please be considerate and courteous.

Automatic Transmission Fluid

Dispose of ATF the same way as you would with oil. It is best to dispose of it separately from engine oil, as many recyclers tend to discard mixed materials. Remember, ATF changes require large amounts of oil, so be sure the container used for disposal can handle amounts up to 3 gallons.

Power Steering Fluid

Many cars used ATF as power steering fluid, although some manufacturers formulated their own blend. Disposal of power steering fluid is the same as ATF and can be mixed with discarded ATF.

Manual Transmission Fluid/Differential Fluid

Most transmissions and rear ends use 90-weight gear oil which is heavy oil mixed with high lubricity additives. It is best to dispose of gear oils separately but they can be mixed with engine oils if there is no alternative. Locations that accept other oils will accept gear oils. Used transmission fluid contains environmentally toxic heavy metals, including lead. The heavy metals in used fluid can cause severe nervous system damage to wildlife and other animals if disposed of improperly.

Brake Fluid

Brake fluid is a flammable liquid that contains glycols and solvents as well as heavy metals. Brake fluid should be disposed of in separate containers by local county/city hazardous waste handlers or professional household waste collection.

Windshield Washer Fluid

Windshield washer fluids can contain methanol, detergent and water and is therefore toxic. Used washer fluid should be disposed of at local hazardous waste collection stations and not mixed with other automotive fluids.

What To Do With Oily Rags

We all have them. Anybody who works on their cars will accumulate mountains of them in what appears to be a short period of time. Some people leave their oily rags in a corner of the garage, some throw them in a plastic bag and then into the trash and some try to clean them for use later. None of these ideas is very good, not to mention safe. Piling oily rags in a corner or anywhere else, for that matter, is a bad thing to do. Your local fire department will tell you horror stories about spontaneous combustion fires that occur each year around the country. Putting oily rags into the trash is bad for the environment and can also set off fires in landfills. Washing out oily rags is seldom effective and puts oil into the wastewater system or worse, your septic tank. It also costs money.

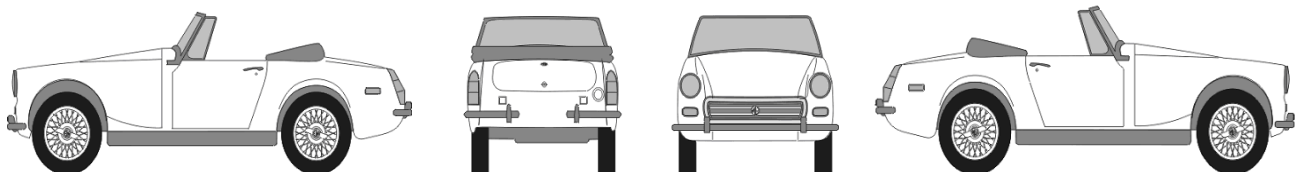
Here's a better system. It's based on the fact that most municipal governments have hazardous waste programs in place that will take items like oily rags at certain times of the year or at certain locations. All you need to do is contact your city/county office and find out when/where to go, but what do you do with the rags until they can be disposed of?

Well, if you have one of those fire-resistant rag buckets that commercial shops use, you can put them there. However, most of us don't have one of those. Most of us do have an old drywall compound bucket or other large can with a lid, though, and we all have some water.

All you need to do is fill the container half way with water and pour in a cup or two of powdered or liquid laundry detergent. Mix it thoroughly with the water and then throw in any oily rag whenever it's ready for disposal. Keep the container covered at all times, and when you throw any rags in make sure they are pushed down into the water solution.

This system will not only prevent spontaneous combustion but will also limit greasy odors and, over time, break down the oil and grease through the action of the detergent.

This article was reprinted with permission: Use the article, but please include the actual web address in the credit, i.e., <http://www.secondchancegarage.com>. Regards, Satch Reed, Publisher



Upcoming events from area clubs:

As several members of our club also belong to the NCMGCC this is being added as a courtesy.

Contact : Debbie and Bill Hawkins (919) 676-8888 or ddhawkins@yahoo.com or check out the club website for more information.



North Carolina MG Car Club
Annual Spring Coastal Tour
April 4 - 5, 2009



Swansboro, NC "The Friendly City by the Sea"



Classifieds

Wanted : Looking for a place in the eastern US that sells complete MG replicas or kits such as Midgets? Please contact Clay Caroland: Clay@CarolandMcInnes.com , Caroland McInnes & Co., 116 30th Ave. S. Nashville, TN 37212 615.301.6224 www.carolandmcinnes.com. Thank you for the consideration, Clay.

For Sale: Car Trailer.

It would be an ideal hauler for several four-wheelers or motorcycles, almost any small car including a Mini, MGB, Spridget, Austin-Healey 3000, Jaguar E-Type, Morris Minor, all the Triumphs, Jensen Healey, P1800, Sunbeams and more. And it will certainly take most of the Japanese cars too. It is a dove-tail design that makes loading low vehicles very easy. Warn winch with a NEW controller box and cables. The winch, box and cabling can be removed for storage in less than fifteen seconds. The width between the inside surfaces of the fenders is 72 inches. The length from the edge of the back of the trailer to the center line of where the front tires would be when sitting against the front chocks is as I recall 142 inches. The front chocks are removable. The fender height off of the deck is nine inches. The ball can vary from 1 3/4 to 2 inches as it has a positive latch down affair. Steel frame with stanchion sockets all around so you could easily build side railings or a front tire and equipment rack. Tandem axles. Roller wheel type tongue stand. Electric brakes



\$2500 cash firm, but if you want to offer more and edge out everyone else I will oblige. LOL. Contact Jack Austin: 828.295.0224 - Please leave a message and I'll call you back

SU Carburetors Part II

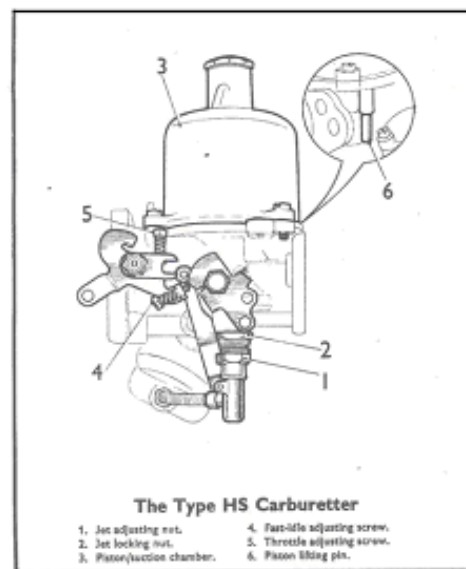
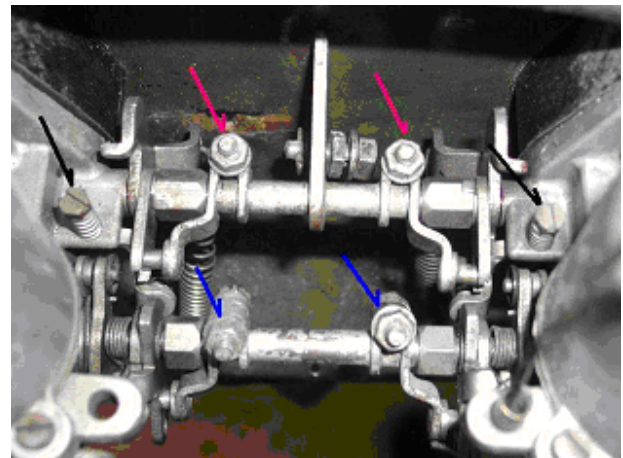
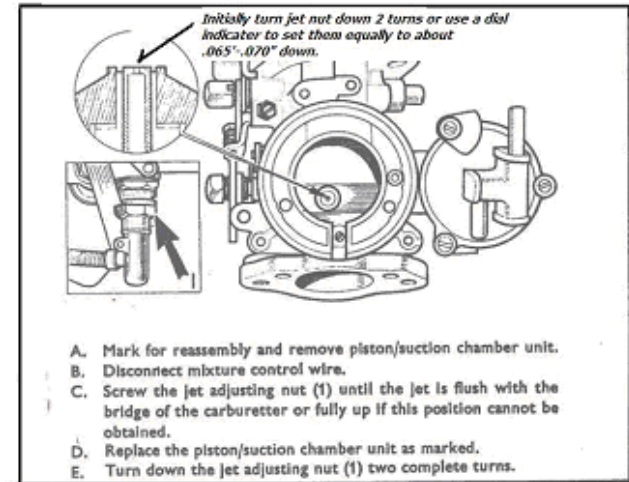
February 17, 2009

I'm attaching part II of the carburetor article I recently sent. Not sure it contains any new ideas, but hope it will help someone.

Hope to see you soon. I try to not drive a lot after dark. My night vision isn't very good. *Clifton*

Part I covered the basic theory and operation of an SU carburetor. Part II continues with some basic adjustments that can be used to help SU carburetors perform as intended. Before synchronizing or adjusting carburetors the engine should be checked for good compression with less than 10% variation between cylinders. The valves should have the correct clearance, spark plugs should be in good condition and have correct electrode gaps, the ignition distributor should be in good condition with ignition timing adjusted to the correct specifications for your engine. If your car has a single carburetor, it's much easier to adjust because it doesn't need to be synchronized to another carburetor. The carburetor should be in good mechanical condition with no excessive throttle shaft wear, float level set to specified level and the piston and damper should be in good condition. For dual carburetor engines both carburetors should have equal settings and matched parts. For example, the jet needle in both carburetors should have the same number stampings and the damper springs should match. Reference the attached photo or drawings.

Carburetor synchronizing means that both carburetors are operating in unison equally from idle speed to full throttle. The chokes/jet controls should also be synchronized. Start by warming up the engine to normal operating temperature. Remove the air cleaners and suction chambers. The suction chamber parts are matched and should not be intermixed. Unscrew the throttle adjusting screws (#5 in the single SU drawing, also marked by a black arrow in photo) until they just clear the stop with the throttles closed. Turn the throttle adjusting screws in $\frac{3}{4}$ of a turn. Screw the jet adjusting nuts (#1 in diagram) until the jets are flush with the bridge (see diagram showing jet and adjusting nut.) Turn the adjusting nuts down two turns. An alternate procedure is to use a dial caliper to set the jets .065"- to .070" below the bridge. This method



is more accurate. Replace the suction chambers and associated parts. Slacken the clamping bolts on the throttle and interconnecting shaft (marked by red arrows in the photo). Slacken the jet/choke control interconnecting rod clamp bolts (marked by blue arrows in photo). Start the engine and adjust the throttle adjusting screws to give the desired idle speed. Use a carburetor synchronizer tool to obtain equal settings for each carburetor. Adjust the throttle adjusting screws as needed balance the carburetors. If idle speed needs changing, try turning each idle adjusting screw a small amount in the same direction and re-check the balance. An alternate method for balancing is to use a length of tubing held near your ear and adjust the carburetors for an equal hiss. The hose method has been used successfully for years. Throttle synchronizing is complete. For fuel mixture adjustment turn the jet adjusting nuts up to weaken or down to richen until the fastest idle speed with consistent running is reached. Try to always turn both jet adjusting nuts the same amount and in the same direction. Readjust throttle adjusting screws to reset desired idle speed if necessary. Lift the piston lifting pin (#6 in the drawing) gently about 1/32" to check the air fuel mixture. If correct, engine idle speed will slightly rise and settle back to the same speed. It may be more accurate to use a small screwdriver to lift the piston. If

the idle speed rises, the mixture is too rich. If it drops, it's too lean. You will probably need to work back and forth between the carburetors several times to achieve the best setting. You may need to blip each throttle to clear the engine between checks.

Set the throttle interconnecting levers so the link pin is .012" away from lower part of the lever fork (unmarked but shown on the left side of the drawing just below #5 idle adjusting screw). The .012" dimension isn't critical but, each side should be the same with adequate clearance to compensate for expansion with a hot engine. Tighten the clamp bolts and insure both throttles begin opening at the same time. Connect the choke control wire so it has about 1/16" of free movement before it starts to move the jet levers. Pull the choke control out until the linkage is about to move the jets. Adjust the fast idle screws (#4 in drawing) and listen to the hiss or use a synchronizer so each carburetor has equal fast idle speeds, about 1,000 rpm or the speed the manual suggests for your car. Refit the air cleaners and recheck everything to be sure something wasn't overlooked. You can now take a test drive.

Some problems can prevent the carburetors from working properly. Examples are fuel leaks or overflow due to sticking float needle, worn throttle shafts and bushings (usually affect only slow speed), vacuum leaks or air

leaks, excessive fuel pressure, worn out carburetors in need of rebuild or replacement, wrong jet needle for state of engine tune, floats leaking and filling with gas, unbalanced piston springs or incorrect float levels, any of which can all create problems for you.

Additional information is at these links;

<http://www.jcna.com/library/tech/tech0006.html>

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

<http://www.jetlink.net/~okayfin/e/sutech.html>

http://www.youtube.com/watch?v=ASeMfXfjNpw&feature=channel_page

http://sw-em.com/su_carbs.htm#SU%20carb%20applications

http://www.chicagolandmgclub.com/techtips/mgt/tune_up2.html

http://www.chicagolandmgclub.com/photos/hif_carb/

<http://www.teglerizer.com/sunedledb/090needlesortjava2.htm>

<http://www.teglerizer.com/mgstuff/SUcarbs.htm>

This concludes SU carburetors part II. This article was based on SU HS4 carburetors. Other SU models may be different but the same general adjustments apply, verify by checking the repair manual for your car. This completes part II. Drive carefully.

Clifton

The 2009 Calendar for local and area events of interest to our Club

<u>March</u>	31	PBMC Meeting
	TBA	Tech Session sponsored by the PBMC
<u>April</u>	17-19	"The Gathering" Shelton Vineyards, Dobson, NC. For more information: www.triumphclub.org
	18-19	East Carolina Autofest 2009. Kenansville, NC (At the Duplin County Events Center, just off I-40 about 50 miles north of Wilmington, NC. Restorations, Restomods & Racing event. www.ecautofest.com
	22-25	50th birthday of the Mini - BIG party in the Smoky Mountains! Townsend, TN. Contact: Bob Thompson or check the website - http://www.classicminis.org/mini50.htm
	28	PBMC Meeting
<u>May</u>	2	Elkin Moonshine Rally. Same time & place. Details to follow
	3	British and European Car Show, Williamsburg Winery, Williamsbury, VA. Contact Doug Wilson at DEW311@COX.NET . Registration: http://www.wmbgbrit.com/carshows_local_regional_images.htm
	9	The 2nd Annual Habitat for Humanity Car Show. Cornelius, NC. Contact Bob Ravich for more information at ljrjr@bellsouth.net
	16	13th Annual Triangle British Classic at North Hills in Raleigh, NC. For info see: www.ncmgcc.org
	15-17	Carlisle Import/Kit Car Show & Swap Meet. Carlisle, PA. www.carsatcarlisle.com
	26	PBMC Meeting
<u>June</u>	7-10	13th Annual British V8 Meet, Durham, NC. It's 3 days of events, tech sessions, etc. Details at www.britishv8.org , NC Contact: Max Fulton - email: mpfulton@nc.rr.com
	14	British Car Day South. Frank Liske Park, Concord, NC (adjacent to NASCAR's Lowes Motor Speedway). For more <u>information go to</u> www.britishcardaysouth.com
	24-28	MG 2009 Breckenridge Colorado For more information go to MG2009.com
	30	PBMC Meeting
<u>July</u>	12-17	NAMGAR GT34, Hot Springs, AK. A four day adventure from NC to GT-34 in Hot Springs is being organized. Contact Dick Lunney at dick@lunney.us and check out the website: www.GT-34.com
	28	PBMC Meeting
<u>August</u>		
<u>September</u>	20	Classics on the James. Brown's Island, Richmond, VA. More information:

www.cvbcc.com

25- 27 **Gathering of the Faithful**, Lake Chatuge Lodge, Hiawassee, GA. (sponsored by the Southeastern

MGTRR Register). Contact: SEMGTRRegistrar@aol.com

26 **MGs on the Green**. Mint Hill, NC

29 **PBMC Meeting**

October

16-17 **Euro Auto Festival**. Show day on the 18th. Spartanburg, SC. Website: www.EuroAutoFestival.com

PBMC Contact: David Graham at grahamda@ymail.com

24 The Triad Austin-Healey Club will sponsor a 2d fall rally in Elkin, NC. Contact Jon Saylor at

bigpoop70@yahoo.com for more information. Place & time same as Moonshine Rally.

27 **PBMC Meeting**

November

Traditionally the PBMC has no meeting this month due to the Thanksgiving Holidays

December

The Club selects a special date for its annual holiday party at a site and time to be determined.

*Please say Happy Birthday this month to ...
Tyrone Stoner, Robert Tracy, Dottie Truesdale, Jan Jacob,
Terry Gordon and Ronnie Addison.*



Happy Birthday All!



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