

May 2007

Statesville, North Carolina

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- Vice-President - Karen Hollar
- Secretary - Denice Thompson
- Treasurer - Nancy Causey
- Historian - Karen Hollar
- Newsletter Editor - Danny Jacob
- Newsletter Distribution- David Graham

Important Club Events for May

May 5. Elkin "Moonshine Rally"

**May 29*. Club Meeting, Wise
Guys, Statesville, NC**

The "Club" will have a mountain drive on May 26th. Members from Statesville and the surrounding area's will meet at the service station across from Statesville Auto Auction at 10:00 am to caravan to Jonesville. Patricia & I will meet everyone in the rear parking lot of the Cracker Barrel at Exit #82 of I-77 North. We plan on touring some of the back roads of Surry & Alleghany counties and work our way up the mountain to the Blue Ridge Parkway. When on the Parkway we will travel West to Doughton Park where we plan to have a wonderful late lunch at "The Bluff's" between 1:30 & 2:00 pm. (the fried chicken is out of this world!) We hope to see a majority of the club since this should be a fun drive and great meal. Hope for Great Weather!

Warmest Regards!

Ken & Patricia Nicks



Bumper sticker reads:
"Paul Revere was a snitch?"

Dues Reminder: Club Dues are payable June 1, 2007, good through May 31, 2008. Annual dues for the Piedmont British Motor Club are \$25.00. Please make your check out to PBMC, mail to Nancy Causey, 663 Kenway Loop, Mooresville, NC, 28117. (I'm sure Nancy will accept payment at the next club meeting too. dj)

£

Want to see a huge number of nostalgic MG sales brochures (and other british classic cars)? You will find an extraordinary collection on:
<http://www.mgcarclub.nl/>

- click "Extra's"
- click "Links"
- click "Hermann Egges"

President's Message

Hello Everyone!

Well, we are one month into Spring, and, in the South, that means "It's Summertime!" Just about every weekend from now on, there will be some kind of car related activity happening somewhere close by. So we can pick and choose to our hearts' content. To start out, our club had a great turnout for "The Gathering" on April 21st. Four cars caravanned up - Clyde and Karen Hollar in their red MGA, Harry and Anne Watkin in their

elegant blue Alvis, David and Janet Graham in their sapphire blue Triumph Stag, and Tyrone and I in our little red TR3. Of course, when we arrived there were already plenty of other PBMC members there - Eric Freed in his fawn Jaguar E-type, Clifton and Terry Gordan in their red MGB, Dick and Beth Lunney in their burgundy MGB, Ken and

(continued page 2, column 3)



Hoosier MG Clubs of Indiana

From NPR's Car Talk
You Might Be A Redneck If...

Dear Tom and Ray:

This is pretty good. Some new, some old, some your mom never told you.

You ever cut your grass and found a car.

You own a home that is mobile and five cars that aren't.

Your stereo speakers used to belong to the Moonlight Drive-in Theater.

Your mother does not remove the Marlboro from her mouth before telling the state trooper to kiss her ass.

You've ever spray-painted your girlfriend's name on an overpass. Your wife has ever said, "Come move this transmission so I can take a bath."

You refer to the time you won a free case of motor oil as "the day my ship came in."

You read the "Auto Trader" with a highlight pen.

You've totaled every car you've ever owned.

There are more than five McDonald's bags currently on the floorboard of your car.

Your CB antenna is a danger to low-flying planes.

People hear your car a long time before they see it.

The gas pedal on your car is shaped like a bare foot.

You go to a stock-car race and don't need a program.

You know how many bales of hay your car will hold.

You see no need to stop at rest stops because you have an empty milk jug in the car.

You have a rag for a gas cap.

You have a Hefty bag for a passenger-side window.

You've ever had to turn your pickup truck around because of bridge-clearance restrictions.

After the prom you drove the truck while your date hit road signs with beer bottles.

Your father executes the "pull my finger" trick during Christmas dinner.

Your house doesn't have curtains but your truck does.

You wonder how service stations keep their restrooms so clean.

You have grease under your toenails.

You consider your license plate personalized because your father made it.

Your house has wheels and your car doesn't.

The taillight covers of your car are made of red tape.

You prefer car keys to Q-tips.

You think the French Riviera is foreign car.

Directions to your house include "turn off the paved road."

David Levinthal

£

.... if you're going North



Patricia Nicks in their mirage MGBGT and their red TR6, Jack and Julie Patterson in their damask red MGB, Bob and Glenda Wasson in their red Jaguar XK8, and Larry and Glenda Yow in their mineral blue MGB. Walt and Kay Curl even stopped by to say "Hello" on their way to the mountains in their Mini. It was a beautiful day for a car show!

Our next outing as a club will be the Appalachian Moonshine Rally in Elkin on Saturday, May 5th.

We will meet at the intersection of I-77 and 21 North (exit 54), at the Citco service station across from the Statesville Auto Auction, at 10 a.m., to caravan up to Elkin. The driver's meeting will be at Noon, so that should give us enough time to walk around and check out the competition before the rally commences. So come and join the fun! The next club outing is the Parkway run/meal at "The Bluffs", sponsored by Ken and Patricia Nicks on Saturday, May 26th.

We will meet Ken and Patricia at 11:00 a.m. in the Cracker Barrel parking lot off of I-77 at exit 82.

Those of us coming from further South, will congregate at 10:00 a.m. at exit 54 off I-77, again at the Citco service station, so that we can travel together up to exit 82. (There's safety in numbers - especially when driving British cars!) This promises to be a wonderfully scenic and relaxing day! We would love for everyone to join us!

Have a happy May!

Esther

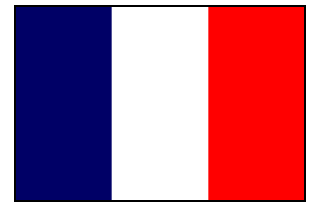
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And now, British Cars Around the Globe...



Yes, there are MG Clubs worldwide... even France. I'll leave it to you to interpret this event.

Non seulement Manuel de Montrémy nous présentait sa BGT qui venait juste de terminer le Monte Carlo Historique, mais il nous a offert le champagne pour l'AG. Merci Manuel.



SHRINKING OF THE LEAD OF THE GASOLINE

or how to reconcile the use of the modern gasoline in the old engines

Lead was added to the gasoline to increase the octane number by it, but it also had side effects like in particular protection of the seats of exhaust valves. If the modern engines were adapted to the unleaded gas, there remains still a number of interrogations for the old engines. The purpose of this article is to give a progress report on the nature of the phenomenon, its intensity, and the means of curing it. Etc, etc...

“Conclusion: If you do not do anything, you are not sure to have troubles. If you do something of effective, you are sure not to have some.” Jean-Marc Thély.

With respect to M. Theley, I look for tech articles at many websites... this one looked interesting but the translation left something to be desired. Draw your conclusion at the original website:

<http://mgcf.free.fr/sansplomb.htm>



La MGB après petit probleme ... of late braking fortunaltely that ruffled sheet, the pilot is unscathed

20^{ème} salon champenois du véhicule de collection



Looks like it was an interesting event. Did you make it to Reims in time?



Midget Mumbblings

by Steve Olson

Reprinted by permission from the Kansas City
MG Post, Oct 2005

Working on cars provides both entertainment and education for me. Sometimes even after I think I have learned a lesson thoroughly I find I've forgotten it and have to learn it again. Such was the case recently with the Midget.

As we neared the end of the 4000 mile plus round trip to MG2005 in Olympia, Washington the Midget began to run a bit rough. I assumed this was due to some internal wear caused by long hours on the big roads at a steady 75 – 80 mph with the temps in the upper 90's. Or maybe I had just managed to get the carbs way out of synch or adjustment. After all I had made several fast roadside carb adjustments along the way attempting to compensate for the changes in altitude. A car that runs sweet at 700 feet above sea level will be more than a little rich at 8000 feet. Of course modern cars have computers that instantly compensate for that but with our cars we ourselves have to be the computer. Carb adjustment is a black art at best when you are dealing with multiple carbs. And trying to do it quickly in the parking lot at some fast food place while curious onlookers ask questions about why they keep smelling burning flesh adds yet another degree of difficulty. Of course the aroma would be from my fingers and hands which keep coming into contact with the exhaust manifold. It seemed to me quite

likely that several inexact adjustments had left the carbs far from perfect.

After we got home I let the car sit in the garage for several days before I even wanted to look at it. Eventually I did wash some of the bug guts and road grime off the paintwork and drove the car on a few short errands. It started and ran but especially till thoroughly warmed up it bucked and jumped and some-times even died completely. And there was a lot of popping in the exhaust whenever I let up on the gas going downhill. It wasn't fun to drive in this state. So I partly disassembled the carbs and cleaned them up fairly well and then tried to readjust them so the mixture and flow was equal. It seemed to run better in the garage but test drives showed little improvement. Since what I had done made no appreciable change, I of course did the same thing again several times just to make sure. Of course that produced the same lack of results.

This went on for a few weeks. I'm not really that stubborn, I just couldn't really think of anything else to try. Finally I decided to check the valve adjustment but only one was off far enough to need changing and even that one was within a couple of thousands so that wasn't the problem. I once again checked for vacuum leaks and still couldn't find any. And after I had been working on the car for a while it would warm up and run just fine at least at idle.

Then I remembered a lesson I had learned so long ago that I forget who taught it to me.

“Most carb problems are solved by working on the ignition.” I pulled a plug wire and made sure I was getting a strong spark. Then I checked the timing and when that was right where it was supposed to be I made sure the centrifugal and vacuum advances were both functioning. I looked at the spark plugs and they all looked good except maybe number 4 was a bit darker than the rest. So I swapped it with number 2 but there was no change. The distributor cap and rotor looked fine but I took the time to wipe away any dirt or deposits from the contacts. With nothing else left to try I got out my multi meter and checked the resistance of each plug wire. Guess what, number 4 was a lot more resistant than the others.

I removed the end from that wire and shortened it a bit to eliminate a spot that looked questionable and then crimped the end back on. The meter said it was fine now so I put it back on and took a test drive. This made all the difference in the world. Of course I had to readjust the carbs again since now all cylinders were contributing their share of the effort. I hope learning this lesson twice helps me remember it. And if not at least I'll have something to keep me entertained for several hours again next time.



£

Safety Alert: Disconnecting Car Batteries

Jim Altman / The triumphs list

NEVER EVER disconnect the positive battery connection first on a negative ground car. You are inviting a major shock hazard if you slip and hit ground with your wrench. Its a useless opportunity for serious shock and/or explosion from battery gases.

Always disconnect the negative first! If there is a battery drain you can use the ammeter on the negative terminal and get exactly the same reading as on the positive.

£



The **Triumph TR4A** was built between 1965 and 1968 by the Triumph Motor Company in the United Kingdom

The TR4A was an evolution of the TR4, updated with a new chassis. It was hoped the new, but more complex independent rear suspension would address the buying publics' desire for more comfortable riding sports cars. This version has an "IRS" badge on the rear. It's estimated 75% of TR4A were built with IRS.

But, Triumph was again hedging their bets. In response to dealer requests, approximately 25% of TR4A were produced with a solid rear axle (also called a live axle), similar to the earlier TR4. This might also have been a nod to the popularity of the cars as production racers, since the solid axle design was much more easily and less expensively prepared for competition work.

The new suspension did eventually prove itself with the buying public and in racing, with three TR4A IRS posting a team win and finishing 1st, 2nd and 3rd in class at the Sebring 12 Hour race of 1966.

In 1965, the TR4A IRS sold in the United Kingdom for approximately £968, with wire wheels being another £36, overdrive £51, heater £13 and seat belts £4 each.^[1]

In 1968 the TR4A was replaced by the 6-cylinder TR250 (U.S. model with twin carburetors) and TR5 (UK/European model with P.I. or petrol injection), both of which continued to use the same body design.

The TR6 was in development, but not ready for production. It would sport a new Karmann body design, but interestingly still shared the TR5/250 drivetrain, TR4A/5/250 chassis, doors, windscreen and more.



£

Rear End Noises in the TR6

Bob Lang / The triumphs list

Bob McLaughlin, The TR6 differential is very prone to failure. There are a number of potential failure points. As for rebuilding the unit, there are some special tools required for the job. A diff rebuild requires that you have measuring devices to set end float and bearing preload etc. These tools

are not usually found in the average back-yard mechanics' tool set, but an amateur rebuild is possible. Len Renkenberger outlines the procedure in his "Six Tech" diatribe. The most common method to fix actual differential problems on the TR6 is to replace the whole differential unit. This is not too difficult, and a reasonable diff. will cost you roughly \$200. Rebuilding will undoubtedly cost you more, but should last longer than just replacing with

a used diff., especially considering that the pedigree (history) of a used diff. is usually an unknown factor.

However, if you are hearing grinding noises coming from the back of the car, I might suggest that you investigate other potential causes prior to replacing the diff. One such reason is that the diff is rather

(Continued page 6, column 1, TR-6)

(TR-6)

bulky, and the job should be done with two people. Also note: It is possible to remove the diff. without taking out the exhaust system. I know, I have done this... twice. Note: I have replaced my differential within the last 12 months.

Probably the most common rear end area problem is U-joints. There should be no play in those. Also note that the little rubber boots that cover the axle shafts should be intact. If those boots are cracked or slit or gone, you could get squeaking sounds as the axle splines grind themselves to bits. To check the u-joints, jack up the car and (with the transmission in neutral) try to rotate the wheels. There should be no squeaks. Note: there are six u-joints on the TR6, two for each axle, and two for the "propeller shaft". Replacement is messy but relatively straight forward.

The next most common area of failure is the rear hubs. Jack the car up and try to move the wheels in any direction (like when you check for front end play). There should be no play (actually there can be up to .002" of bearing play at the hub

itself, and this measurement is referred to as HUB END-FLOAT. If you rock the wheel and there is play, you need your hubs fixed. **IMPORTANT COMMENT:** rebuilding the hubs requires special tools. **PLEASE** have a professional rebuild these so as not to wreck what you have. Most mechanics (good/bad/or otherwise) that have not worked on these hubs will ruin them. I know, I have several ruined hubs in my garage.

The differential has two failure modes: bearing related and gear related. Both failure modes can produce noises, but typically they exhibit noise such as whining or humming. Exception, the pinion bearing can produce clunking sounds if the bearing preload (I think) is set wrong. The clunk comes from the pinion trying to move around in order to mesh properly. The bearing failures will first produce whining sounds, and will later produce grinding sounds (if left too long to repair.) To check this: jack the rear end. With the transmission in neutral, slowly rotate the wheels. if you feel some resistance followed by immediate release of resistance with an accompanying "clunk",

you may have identified an incorrect pinion setup or worse. If you suffer catastrophic gear failure, you will experience some amount of vibration followed by one or more sharp "clanging" sounds followed by either the wheel locking up (very bad at highway speeds) or complete unloading of the drive train (motor revs, wheels do not propel the car forward (or backward.)) I have had this happen to my TR6. I happened to be driving up a hill when the diff. broke. Major bummer.

Then again, you could just be hearing a variant of the broken diff mount syndrome. Check for cracks in the frame where the differential mounts to the frame. This problem usually manifests itself as the a sound in the "clunk" variety. I suppose complete failure in this area might make more than a simple "clunk", but undoubtedly a "clunk" is a possible predecessor to a failure. Bottom line: you need to jack up the car (or put it on a lift) to help diagnose this noise. Repairs can be expensive back there, but waiting too long will be expensive. Good luck.

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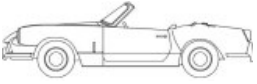
If you haven't heard about this you will find it of interest.

Bob Ravich

Subject: NC Law Requiring Front Plate (Tag) Need to get this information passed around so we can stop a law that will require front plates. If we don't get this stopped in the bud, we'll all have to install plates and the required bracketry at the front of our cars. Check out the proposal. Click on "Edition 1 (PDF) in the box on the left side.

You might want to pass this along to others who will be affected by this proposal and will be opposed to having to put front plates on their collector cars.

<http://www.ncga.state.nc.us/gascripts/BillLookUp/BillLookUp.pl?Session=2007&BillID=S673>



Reprinted from



nickel and dime knowledge you need to know about Spitfires!

■ In the early 60's, the aircraft company Vickers/Supermarine wanted to use the Vanguard name for one of its passenger aircraft. They said in exchange they would allow Standard-Triumph to use the name of one of their aircraft. Standard-Triumph picked Spitfire.

■ The Spitfire's code name during development was "the bomb".

■ Pop-up headlamps were considered on the Spitfire, and one mock-up was made, before it was rejected. A fiberglass body was also considered and rejected.

■ According to Hemmings Motor News, the Spitfire's 24 feet turning circle is the shortest distance of any production car built.

■ The Spitfire was to be originally called the Spitfire 4 but was changed to the Mk1. The badges remained as the Spitfire 4.

■ On original MkII's boot lids the "H" in TRIUMPH is not in line with the other letters, it is slightly higher.

■ The early (round tail) Spitfires share their windshields with the TR-4, TR250 and TR-6.

■ In 1965, Spitfires came first and second in class at Le Mans.

■ The 'Rotoflex' rear suspension as used on the GT6 Mk.2+/Mk.3 was considered for the Spitfire but rejected due to cost reasons.

■ The six-cylinder engine was not fitted to the Spitfire because it was felt it might siphon sales from the more expensive TR6.

■ It is believed that the 1500's rust less than earlier cars, but surprisingly, the cars originally painted brown (Russett) seem to rust the least.

■ It is well know that designer Giovanni Michelotti was responsible for the corporate Triumph look of the 1970's which resulted in the restyled MkIV Spitfire, but less well known that he undertook the original car's styling, also. His signature can be found in the form of an "M" on the bonnet latches.

■ In the 70's a print advertisement featured a Spitfire car in front of the Spitfire airplane. The ad was not successful due to the fact most looked at the plane instead of the car.

■ Spitfires outsold MG Midgets every year of its production except one. On a related note, in 1974 British Leyland gave Midgets the Spitfire's 1500 engine.

■ The first version of the Spitfire's 1500 engine was fitted to a 4WD drive vehicle for the Israeli Army in the late 60's.

■ The 100,000th Spitfire came off the line Feb. 1968 (a MkIII). [The last Spitfire made](#) was in August 1980

FAMOUS SPITFIRE

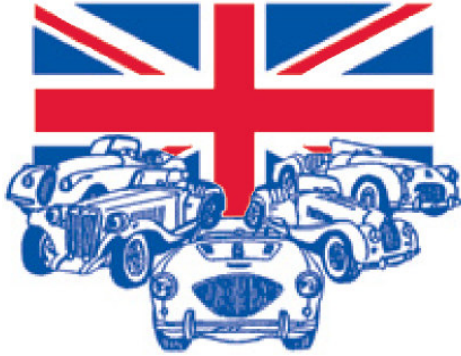
OWNERS (Well there were only 3 recognized anyway! dj)

■ Actor **Nicolas Cage's** first car was a Spitfire. See [photo](#) "I had a Triumph Spitfire," says Cage, 36. "It was a beautiful little roadster in a faded yellow. But it also needed a lot of work. I couldn't get it registered, so I would sit in my car in the garage and pretend I was driving to the beach with the sun in my face. But the only light was this tiny bulb overhead," Although he finally got the car registered, Cage eventually gave up his wheels. "I found out this car was going to break down every single week," he says. But persistence triumphed in the end. "I found that car again a year ago and I bought it," he says. "I wanted it to know that it didn't get the best of me"

■ According to Feb 2001 "Q" Magazine, **Rod Stewart** said in the early 1960's it was his ambition to own a Triumph Spitfire.

■ Tippiie Hedron, mother of Melanie Griffith and actress made famous in Alfred Hitchcock's The Birds owned a 1975 Spitfire 1500. "Tippie" attended an auction fell in love with the car and purchased it on the spot. Later the car was donated/raffled to support an animal shelter she runs in north of L.A.

British Car Day South
Rally and Car Show
June 2-3, 2007



Mint Museum of Art, Charlotte, N.C.
2007 FeaturedMarque: MG

CAR Show, Sunday, June 3: A great car show on the grounds of the Mint Museum of Art (2730 Randolph Rd, Charlotte, NC, 704-337-2000) will give you a variety of British marques, the opportunity to buy that missing part for your car, good company and good food. The show begins at 9:00 a.m. on Sunday, June 3. Trailer parking will be available on site. All cars must be driven onto the show field. Your registration includes a two-for-price-of-one entry into the Mint Museum. Raffle will benefit the Make A Wish Foundation.

Rally, Saturday, June 2: A Fun Rally featuring NASCAR race shops, museums, and historical markers will provide an excellent way to get the feel of the home of NASCAR, Charlotte. To participate in the rally, you must also be registered for the car show. Meet at Comfort Suites (host hotel, 704-598-0478 for special rate) parking lot at Exit 18 (Harris Blvd) of I-77 at 12:30 p.m. If you are not in the rally, you can tour the Charlotte area or shop at the brand new North Lake Mall, the trendy South Park Mall, the famous Concord Mills Outlet Mall or some of the other great shopping venues.

FOR INFORMATION: www.carolinahealey.com - follow "bCDS" link
Registration: Ann Jones, 704-843-5821 vendors: Don hemphill, 704-489-6656

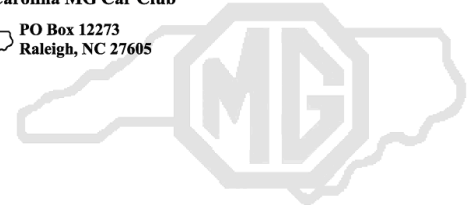
TRIANGLE BRITISH CLASSIC
CAR SHOW



MAY 19th., 2007 at Brierdale Shopping
Center At Brier Creek Raleigh, NC

North Carolina MG Car Club

PO Box 12273
Raleigh, NC 27605



Club Classifieds

1980 MGB. BRG with tan interior and black top. Excellent condition. Driven regularly. Leather interior re-done and new tires in 2002. Jim Bailey, Denver, NC, 704-489-0375.

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Book Review

The Complete Catalogue Of British Cars

By David Culshaw & Peter Horrobin

DESCRIPTION: The most comprehensive account of British cars ever published, this book presents a huge amount of information, historical as well as technical, in a way that will serve the needs of the dedicated enthusiast and the general reader. Nearly 700 manufacturers and some 3,700 individual models are covered, including technical specification for most cars. A wide selection of photographs feature all of the major marques and many of the minor ones.

Reprinted July 2006

SPECIFICATIONS: Hardback; 496 pages; more than 1,000 photographs; 215mm tall x 280mm.

£

Bob's Tech tip of the Month

When you have to open up your brake or clutch system for repairs I have found it is a good idea to put a piece of plastic (a sandwich bag) under the cap of your master cylinder. You will lose very little fluid and I left Mini for a bout two months this way and the master was still full! *bt*

A time for reflection...

A hundred years from now it will not matter what my bank account was, the sort of house I lived in, or the kind of car I drove...but the world may be different because I was important in the life of a child." Forest Witcraft

A Prayer for the Children

We pray for the Children Who sneak Popsicles before supper, Who erase holes in math workbooks, Who can never find their shoes

And we pray for those who stare at photographers from behind barbed wire, who can't bound down the street in a new pair of sneakers, who never "counted potatoes", who are born in places where we wouldn't be caught dead, who never go to the circus, who live in an X-rated world.

We pray for children who bring us sticky kisses and fistfuls of dandelions, who hug us in a hurry and forget their lunch money.

And we pray for those who never get dessert, Who have no safe blankets to drag behind them, Who watch their parents watch them die, Who can't find bread to steal, who don't have any rooms to clean up, Whose pictures aren't on anybody's dresser, whose monsters are real.

We pray for children Who spend all their allowances before

Continued column 3

Tuesday, Who throw tantrums in the grocery store and pick at their food, Who like ghost stories, Who shove dirty clothes under the bed, Who never rinse out the tub, Who get visits from the tooth fairy, Who don't like to be kissed in front of the carpool, who squirm in church and scream in the phone, whose tears we sometimes laugh at and whose smiles can make us cry

And we pray for those Whose nightmares come in the daytime, Who will eat anything, Who have never seen a dentist, Who aren't spoiled by anybody, Who go to bed hungry and cry them selves to sleep, who live and move but have no being.

We pray for children who want to be carried and for those who must, who we never give up on and for those who don't get a second chance.

For those we smother ... and those who will grab the hand of anybody kind enough to offer it.

Thank you for indulging me. dj

£



I don't do drugs anymore 'cause I find I get the same effect just by standing up really fast.

Installing a Voltmeter in Your British Car

by Clifton Gordon

Many years ago most cars had an ammeter to monitor the electrical system. An ammeter requires running heavy wiring to the gauge and all the electrical system power runs through the gauge. It can present a fire hazard if the wiring or ammeter develops a short circuit. A voltmeter is a better alternative. It uses a very small current for meter operation. Most voltmeters have green, yellow and red bands to indicate the condition of the alternator/dynamo and battery. They normally have a range of around 10 volts to 16 volts, deluxe meters will have a broader range. Most gauges require a 2 1/16" hole for mounting. You can get gauge mounting brackets or mount the gauge in the radio console as I did.

Recently I acquired a Stewart Warner voltmeter at a flea market for \$2 and decided to install it in my MGB. The gauge has two mounting clips and posts to secure the gauge. It has a light and positive and negative terminals, the negative terminal is insulated from the gauge case and requires a ground wire for operation. I decided to install it in the radio console. For keeping the car original a gauge bracket can be used to attach the gauge in a convenient location. I removed the radio console mounting screws so I could move it around to work. My console has a blank plug between the hazard switch and the lighter. I marked a pattern around the cutout

where the blank was and quickly learned a hole cutting saw for wood and plastics wouldn't work. I used a small drill to drill holes near the area I needed removed, then cut and broke out the material inside the circle. I rounded and smoothed the hole with a Dremel tool sanding drum. I didn't make good guide marks so I didn't get a nice round hole. If I ever do another installation I will use masking tape and mark a circle where I want the hole and very carefully remove the material inside the circle with the Dremel tool.

The gauge was loosely installed without wiring. I decided to hook the gauge to the green wire circuit because it feeds the hazard switch and connectors are near the console. My car has a female spade terminal behind the console that would go to the rear window defroster switch in a GT. I made a short wire with a male spade on one end and a ring terminal on the other end. The wire was connected to the positive terminal on the gauge and plugged into the plug in the green wiring. For ground I use two short lengths of black wire, I soldered both wires into a single bullet and installed a ring terminal on the other end of each wire. The bullet was plugged into a bullet connector with black wires near the console. One ring terminal was connected to the negative terminal of the gauge, the other was attached to one of the gauge mounting posts to provide ground for the gauge light. The wire for the gauge light is black, I soldered a bullet on the end of the wire and plugged it into the red/white

panel lights circuit. Photos nearby will show the details of the installation and the wiring I needed. I did a quick test to be sure the voltmeter worked and re-attached the console.

My installation was in a 74 MGB but the installation instructions would work on most cars with some changes to fit your cars wiring, you will need a wiring diagram for your car. Older British cars used a common wiring color coding system, I'm not sure about the newer British cars. I used the green wiring circuit for my installation because it's was convenient. That said, I learned that when I turn on my direction signal the meter will bounce in sequence with the flasher, the meter isn't damped. That isn't a big problem. The alternative location for feeding the meter would be to connect it to the white ignition wiring circuit and monitor the voltage out of the ignition switch, that should correct the bounce. The white circuit isn't fused so it may be a good idea to fuse the gauge with a low amp fuse, 2-3amps. That would prevent the meter from taking out the wiring in event of a short circuit. The green circuit is fused so I didn't add a fuse in my installation. If you have a positive ground car the meter inputs would be reversed.

The meter should read a little over 12 volts with ignition on, engine not running. With engine running and alternator/dynamo

(Continued page 11, column 1, Voltmeter)

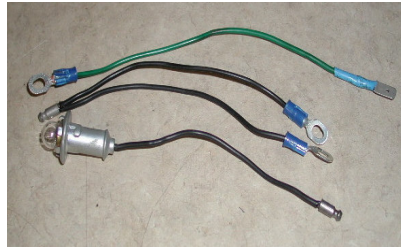
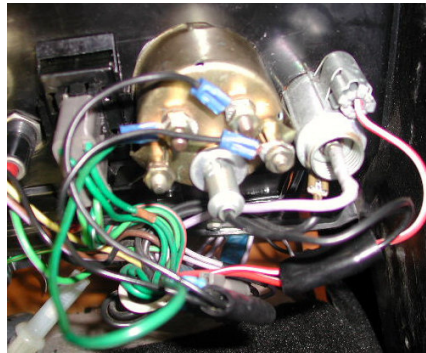
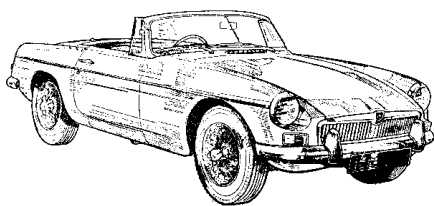
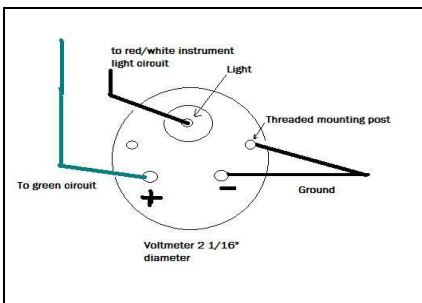
(Voltmeter)

charging the meter should read around 14 volts. The green zone is from 12 to 15 volts, all normal operating conditions should be in the green zone. The red zone is above 15 volts or below 11 volts, operating in the red zone indicates a problem

with the battery or charging system. The yellow zone 11-12 volts would also indicate a non charging system with the engine running or low battery condition if the engine isn't running. Note, if you ever have a non charging condition you can radio, wipers, heater blower or usually drive 25-30 miles or more by taking a few precautions. Don't use lights, direction signals. Don't turn off the engine unless necessary, if you do park on a hill so the car can be bump started.

Safety Fast

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2007 Club Events

- May 5.** Elkin "Moonshine Rally" www.triadahc.org
- May 19** Triangle British Car Show www.ncmgcarclub.org
- May 19-20.** Wolf Mtn Hill Climb www.wolfridgehillclimb.com
- May 29*.** Club Meeting, Statesville, NC
- June 2-3** British Car Day (car show) Mint Museum- Charlotte
- June 8-10.** Gold Cup Races at VIR.
- June 16*.** Winery Tour Hosted by Jim & Nancy Causey.
- June 26*.** Club Meeting, Statesville, NC
- June 30.** Great American Race. Concord, NC (contact Jim or Sara Brown) www.greatrace.com

(Club events Continued)

- July 21.*** PBMC Annual Picnic. Hosted by Rick Dynesius
 - July 17-21.** VTR Vintage Triumph Register National Convention (see VTR.org and VTR2007.com). Valley Forge, PA. TR3 is the featured marque.
Club contact is David Graham.
 - July 31.*** Club Meeting, Statesville, NC
 - Aug 28.*** Club Meeting, Wise Guys, Statesville, NC
 - Sept 13-16.** Fall Auto Show. Lowes Motor Speedway. Charlotte, NC
 - Sept 21-23.** "Concours de Graylyn" Winston-Salem, NC (see concourdegraylyn.com). Club contact is David Graham
 - Sept 25.*** Club Meeting, Wise Guys, Statesville, NC
 - Sept 29.*** Abington VA Weekend. Hosted by Bob & Denice Thompson
 - Oct 19-21.** Eurofest Car Show. Sponsored by BMW www.euroautofestival.com
 - Oct 27.*** Halloween "Fox & Hound Rally" (hosted by Gary & Sue Colborne)
 - Oct 30.*** Club Meeting, Wise Guys, Statesville, NC
 - Nov 30.** Brits & Battleships. Wilmington, NC www.bmccf.org
 - November: No Meeting**
 - Dec 10.** Christmas Party @ Lineburgers
 - Dec 15.*** Christmas Your. (Hosted by Sue & Gary Colborne)
- *Denotes club sponsored events