



October 2007

The Lugnut

Statesville, North Carolina

President's Message

Greetings!

Once again we enjoyed another lively meeting at Wise Guys, featuring a presentation by Pat Hill of Kool-Mat Insulation, concerning her product and its potential benefits for British sports car enthusiasts. David Graham has all ready installed one of her kits in his car. So if you are interested, ask him how he likes his. At last report, he was quite pleased!

Carol Dynesius brought two visiting friends from "across the pond" - John and Gill Watson. They shared some of their experiences and provided us with the British perspective. It was jolly-good fun! Thanks to Carol for bringing them and thanks to John and Gill for sharing time with us!

Since the September meeting, sixteen club members and two new friends enjoyed a terrific trip to Abingdon, Virginia. It was a little early for the Fall foliage, but the vibrant array of colours displayed by our little British cars tooling through the landscape more than made up for it! Let's see if you can match up each of these car's colours with

(See Presidents message page 2, column 1)



Ken Nicks relaxing during "MGs on the Green" held at Mint Hill, NC. His car was awarded 1st Place In the MGB-GT Classic Division.

Those of you who were at the last meeting will remember John Watson and his wife, Gill. I wrote and John sent us a follow-up to his NC visit last month. *dj*

Hi Danny,

Many thanks for your email; it was good to meet you all at your PBMC meeting. I hope you all understood my Oxfordshire accent.

While in NC I took a day to tour some of the NASCA race shops of Penske, DE Motorsport, Earnhardt Inc. and the Toyato supported Michael Waltrip Racing in Charlotte and Mooresville all of which were most impressive.

Important Notice

Nominations are needed for the Club's president and vice president for 2008. Nominations and the election will be held during the October club meeting. Esther and Karen have done a great job this past year but the club must move on. If you want our club to grow and prosper please consider serving next year in one of these critical positions. Remember you do not need to be present to be nominated and elected... so I advise every one to show up!!!

Gill & I returned to a very wet and overcast England with temperatures in the 50F region.

News from UK & Abingdon on Thames.

This weekend we will see the build up of the Abingdon Michaelmas Fair, the longest street fair in Europe closing the centre of Abingdon for two days, and then returning for the smaller Run a Way fair the following Monday. Following the floods around Abingdon a month ago we still have families living in various

(See John Watson page 13, column 1)

(President's message)

the correct owners! (see below) Now, imagine all these gorgeous hues under a cloudless Carolina Blue sky- WOW!!!!

If you have never experienced Bob's scenic route to Abingdon, you don't know what you're missing! If you get the chance again, don't pass it up! The Alpine Motel, where we all spent the night, provided clean and comfortable accommodations and a fantastic view, complete with folding chairs outside each room so we could enjoy our downtime, sitting and chatting with each other, enveloped by the cool mountain air! Abingdon itself provided opportunities for shopping, eating, historical sight-seeing, and, of course, the wonderful Barter Theatre. Almost the entire group decided to participate in the spine-tingling experience of "Dracula," the play. Everyone agreed that it was even more excellent than they had expected! The next morning we all re-assembled for one last group picture with our cars next to the motel, and then enjoyed a satisfying breakfast at the near-by Cracker Barrel before heading home. Of course the drive home was

equally lovely, and even included a stop at Glendale Springs for some final shopping. (and a wedge of hoop cheese for Tyrone). One little boy exclaimed to his mother as we pulled in for one of our fuel stops, "Mom, look at all those miniature cars!" Bob and Denice - Many, many thanks from all of us! You outdid yourselves!

Next, I would like to remind everyone to get those costumes together for our "Fox and Hound" Halloween Rally on Saturday, October 27th. We will meet at 1:00 PM at Freds on Hwy 115 North to start the rally. All of us who have participated in Gary and Sue's rallies in the past, know that we are in for a fun-filled day!

Finally, be sure to mark your calendars for the October meeting at Wise Guys - Tuesday, October 30th. Gary Colborne has graciously agreed to give us a presentation on chrome plating, so don't miss it!

Have a Spooktacular October!

Esther

From Harry Watkin on Carolina British Classics, a Car show in Columbia, SC.

On Sunday, September 23rd, Anne and I drove Homer the Alvis to Columbia, SC to attend a show called Carolina British Classics, organized by the British Car Club - Midlands Centre. That's a little over 100 miles and took only about an hour and 50 minutes from Huntersville. The show was held this year at Finlay Park, right in Columbia. The show field was quite large, grassy and almost all flat.

We arrived around 10 AM and found that each car was photographed as it entered. We were then directed to our assigned section and were most fortunate to park under a large tree. This became more important as the day wore on and got progressively hotter. I must say that the high temperatures were the only problem encountered all day. The organizers had obviously spent much time and thought preparing the show, and they could not have been nicer.

(See British Classics Page 3 column 1)

Forest Green
Carmine Red (Merlot)
Mineral Blue
Brooklands Green
Black Tulip
Pimento Red
Limeflowe
Bright Red
Sapphire Blue

Bob and Denice Thompson
Jim and Nancy Causey
David and Janet Graham
Gary and Sue Colborne
Dick and Beth Lunney
John and Sandra Oliver
Tyrone and Esther Stoner
Bob and Claire Tracy (our new friends)
Larry and Glenda Yow

(British Classics)

As usual, the Alvis was put in the catch-all class, with a Rolls Royce Corniche, two brand new Lotuses (Loti?) and a DeLorean. But, we were under a tree! While there was time we did stroll around the field and took in all the wonderful cars. Many MG's, Triumphs of all description, Jaguars from 1936 to 2008, Austin Healeys, Sprites and Midgets, and Minis - new and old. There was even a wonderfully cute Riley Elf - can't tell you when I saw one before. There was a good showing of Sunbeam Alpines and Tigers, including a very rare LeMans Coupe. There were two Morris Minors, one a pickup with a 1275 engine, and the other was an absolutely beautiful Minor Traveler. That car sported some upgrades including a supercharged Toyota engine, 5-speed gearbox, air-conditioning, and cruise control. There were probably other things, too, but my mind was completely boggled at that point.

All in all, it was a fine (if hot) day, and after the awards were given, people began to leave at about 3:00 or so. We were lucky enough to get the Best in Class award, which was a heavy glass rectangle with a copy of the photo taken at entry slipped into a slot in the glass. It's quite an attractive, and different, award. Best in Show was awarded to the 1936 SS Jaguar Saloon. Hard luck for Homer, but then, we were under a tree!

I did learn a very important thing at the show. Never leave your boot lid up for any longer than absolutely necessary. The owner of the Rolls Corniche was looking at the lid, and I thought he just wanted to check out the texture of the inside covering. As I was talking to a Sunbeam owner he and I were

horrified to see the Rolls owner put his hand on the boot lid and try to close it without first pushing up to release the strut. He then wandered away and I closed the lid to see the condition. Good luck, it was not bent. But what a fright! I will never let that happen again.

We had an uneventful drive home to conclude a fine day of British Car spotting.

Anyway, below are the pictures I took on the show in Columbia, SC. of the Riley Elf, Sunbeam LeMans coupe, and the Morris Minor Traveler.

Harry



LAW OF NON-FUNCTIONAL ATTRIBUTES

"All British sports cars, regardless of condition or age, shall always have at least one system or subsystem of components which is entirely non-functional, and which cannot be repaired except on a semi-permanent or semi-functional basis." (Also known as the "Lucas Electrics Law".)

MossUSA

On The Subject Of Quality

This article was sent to me by another British car enthusiast. There are many sources besides Moss but often the same parts are outsourced to common manufacturers. So we all have a stake in what's offered in the car parts market *dj*

First, what is Moss trying to do? Are we a supplier of genuine NOS parts screened for originality for use by those restoring cars to Councours standards? Are we supplying painstakingly recreated parts based on original Morris Garage blueprints? Are we buying off the shelf parts that happen to work in an old MG? Are we selling state of the art replacement parts that totally replace the original parts? Are we supplying the latest supercession of a part made by an OE supplier? Or are we selling reproductions made in small quantities by a 2nd or 3rd tier supplier that is close, but not really identical to the factory part?

The answer is yes to all of the questions. We believe our role is to provide parts that are suitable for the purpose and in so doing keep these cars on the road. The reason

(See Moss page 4 column 1)

(Moss)

we are doing so many things at once is that no single approach will allow us to meet the needs of our customers AND stay in business. The key is how we represent the parts we sell.

Why are problems on the rise?

This industry has evolved over the last 30 years, and in the 20 years I've been here, I have watched as one supplier after another went out of business, merged, restructured itself or dropped product from their range. Some examples: Lucas is gone; pieces of what used to be Lucas were sold off to various companies around the world. Where Lucas branded product is available, it is often product made by another company and sold in a Lucas box. Lockheed is now owned by Delphi, an American auto parts company. They also own Borg & Beck. RHP Bearings is now owned by NSK Bearings. Girling is owned by TRW.

Looking at the history of a single item is perhaps useful. In 1986, the distributor cap for the Austin Healey BJ8 was made by five companies. Bosch, Lucas, Commercial Ignition, Brovex, and Quinton Hazel. Moss at the time had one part number and bought whatever we could at the best price, our sole purpose being to keep a distributor cap for the application on the shelf. By 1998 there was only one, possibly two companies actually making a cap. We obtained samples from four sources, Lucas, Bosch, Brovex



Triumph Rear End

and CI. In examining the samples we found identical black (not brown) caps with aluminum (not brass) fittings. Looking carefully, we found the minute flaws in the surface of the cap (tooling marks) to be identical on all four samples. Clearly, brand names do not mean what they used to. As manufacturers decide to quit making bits for British cars, they outsource... they may still carry the part, but it is not what it used to be. In 2003, the cap began to disappear because it had been decided that it was no longer cost effective to produce the cap. Supplies began to dry up and the cap was actually not available from us for about half a year. Working cooperatively with a specialty parts supplier in the UK, a cap was successfully reproduced and we are happy to be able to supply the cap.

The reality today is that many of the tier one suppliers are gone; the tier one suppliers that remain are not making/selling the same product they used to supply. As the old sources go away, we are increasing looking to tier two and three suppliers to supply the product we need.

The Issues

Quality issues fall into two groups. *Expectation & Reality*

No matter what we send you, if it is not what you expected, you will be disappointed.

It is up to us to make sure that when you open the box you will see exactly what you expected. This of course is a process that will never stop. We have taken steps to provide clearer information in the

catalog and in the computer, and have begun to develop additional information and / or instructions for many of the products we carry.

Originality

This is an issue for some, and it is very much a case of what's expected versus the part in the box. First, let's see if we can define the term. What is "original"? Is it the part on the hand-built pre-production prototype? Is it the part fitted to the first 500 cars? Is it the service part supplied by the MG Dealer in 1967? Is it the part supplied by Austin Rover Group in 1984? Or, say in the case of a brake hose, is it the part in the BMC packaging or the same part in Lucas-Girling packaging? Is it the first version of the Lucas 552915 rubber seal for the headlamp bucket, or is it the fourth version? Lucas never changed the part number, but I have drawings and samples of four very different versions of the same thing sold under the original part number over a period of 20 years. Another example: the original 11 inch brake hose we got from Lockheed is now a 9 inch hose from Delphi/Lockheed under the same number. If original includes brand, we have no hose to sell because the 9 inch hose won't work. We sell a non-Lockheed hose that is 11 inches long with the correct fittings. It is not technically "original". With our goal of keeping the cars on the road, originality has to take a back seat to functionality. Again, we need to give as much information as possible and let you decide if it is "original" enough for you.

(See Moss Quality Page 7, column 3)

News From Area Clubs

Rudy & Carol Streng represented the state of North Carolina on the weekend of August 10 – 12 at the Seventh British Marque News Triathlon. Now this isn't an athletic event, but a car event. It's a hill climb, a Rallye and car show, all in one day.

We drove our 1957 Austin-Healey the entire distance of 641 miles, one way from Lenoir, NC to Pocono Manor, PA. Our car top was down and has been since one spring day in 2002 when we drove to Banner Elk and it snowed! The ride up through NC into Virginia has beautiful scenery as we drove through the Shenandoah Valley and paralleled the Blue Ridge Parkway. We then crossed into West Virginia and Maryland, but it didn't seem as if we were headed north. We just caught a few miles in each state before heading into Pennsylvania and our destination. The sun was hot and the temperature was 105, but with plenty of water and a constant 70 mph breeze, we made good time and headway. Pocono Manor is in the mountains and was relatively cool. They were just completing a hot spell, but by dusk the temperature was 61. Good thing we took along some long sleeved shirts.

The British Marque News Triathlon event is limited to 100 car-teams (Driver & Navigator) so the parking lot was filled with all British cars. Mostly there were MG's, both the T Series and the newer ones, but



Triumphs, Jaguars, Minis, a Daimler or two, a TVR with a big Ford engine and a couple of other miscellaneous British cars were there. Our Healey Marque was represented by a Bugeye Sprite from PA and our 100/Six. There were plenty of cars from PA, but also almost as many from Massachusetts, Rhode Island, Connecticut, New Hampshire, Vermont and Maine. We were hoping to sweep the Long Distance Award, but only came in third behind a car from Illinois and one from Michigan.

Saturday arrived with bright sun and a line up of cars for the first event, the Hill Climb. Now I knew from past experience that we were going to be equalized as the TVR and the Bugeye were not fairly matched. We traveled up a winding paved mountain road to a beautiful view overlooking the countryside. We were told to maintain a constant speed, but not over the posted speed limit, so that would make all the cars competitive. Along the way we got stuck in traffic behind a delivery truck so had to make up time on the top half. This first event took about one hour to complete. Very confident, we headed back down into the valley for the start of the Rallye.

Several cars were ahead of us so when we got our instructions, I roared out of the parking lot. Had to impress those judges early! The Rallye was fairly straight forward with mileage checks frequently, so I don't think anyone got lost. The

questions were clever and even more so when you got the answers and saw their humor and deviousness. This added another 2-3 hours to the Triathlon.

The Rallye ended up back at the resort for a buffet lunch then afterward we went just down the road to a beautiful field for the Car Show. We arrived fairly early and were able to park next to a tent offering ice cream sundaes spiked with Baileys as a bribe. All monies collected at the show went to a local Kiwanis club as charity. The hosts, Jeff & Jan were all decked out in soda parlor outfits and they kept the drinks coming all during the show. Another group had free pretzels for all. The NY-Conn MGT Registry gave out chocolates and specially printed M & M's. Many cars actually had money tucked in various crevices as offerings to the Judges. The three judges made the rounds and reminded me of the Click & Clack Brothers on the Car Talk radio show, especially when I saw one in the back seat of a British sedan with one of the ladies. But, everything was done in good taste and everyone enjoyed themselves. The Judges gathered well over \$1000 for this charity. The car show ran for another three hours

We then headed back to the resort for a quick shower and to dress for the Awards Banquet. Here we started comparing Rallye answers and other general comments. It was during this time that we met

(See British Marque Triathlon page 7, column 1)

Rebirth of the "Triumph Ambro"

One of my all-time favorite cars is a purpose-built race car, the Triumph Ambro. There were a small number of these bodies built by a couple of different people. The first being built on a 1957 TR3 race car. The chassis, I believe, was shortened by ten inches and extra ribcage looking pieces welded to the frame to support the Ambro body. There were bodies made to fit all types of cars, VW, '55 Chevy, etc. The Ambro body was a cross between the Lister-Jaguar and the even more famous, Maserati Birdcage (only sixteen of these birdcages were built to my knowledge). So, finding a Maserati Birdcage, Lister/Jaguar or a Triumph Ambro will be difficult and maybe a little PRICEY!

There are two original bodies on Triumph TR3's, that I'm familiar with, one being Blue metalflake/ with white stripes and a second having the Lotus look, sporting a dark green paint job with a yellow stripe. Pictures shown with this article are the blue metalflake car that I have seen a number of times at VIR and Road Atlanta. The pictures shown were taken at the 2007 VTR Convention.

Now for the good news. If you are a Triumph Ambro fan, like me, and knew there was never any chance of finding one of the few (and maybe, only two Triumph powered ones) and knew that it wouldn't be cheap, if you did, then "Happy Days are Here!" There are new



Austin Marque

bodies available!!! Three sold, one w/ a V8 and the next two are on a TR4 chassis. My understanding that two more are ready for new homes as we speak!

The new bodies are not called Ambro because that name is controlled by another interested party. Currently the name is Tipo 61 (Italian chassis having Tipo as a prefix and 61 being the year of the Maserati Birdcages), but that may soon change. Emails back-n-forth with the fellow that has control tells me he is working closely with the man in charge of making the bodies. In fact, he is building his race car using the second or third body that has recently become available (photo of his chassis seen with this article). His car will be finished in October and will debut at Wakins Glenn in the Spring of 2008. The Ambro bodies will most likely be mounted to a TR4 chassis by our Triumph fans, because of the rack and pinion steering. Bodies are of course fiberglass as were the originals.

If interested! At the moment, the man controlling the Ambro name is in close dealings with the body builder and can save you a thousand dollars on the kit. The suggested retail price is approximately \$4500.00. So buy now and save that \$1000.

These kits may be short-lived as some ventures are. So buy the body now and set it back unless your TR4 needs a new look for next year!

TyRone



Q. Is my car's name pronounced "Jag-wahr" or "Jag-wire"?

A. Well, you are correct in that it's two syllables, but it sounds more like "bring-cash".

Cited by the *Scions Of Laughter*

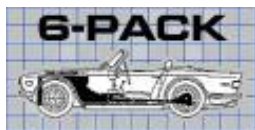
(British Marque Triathlon.)

three couples that plan to move down to Caldwell County soon. We are hoping they will become an active part of our Catawba Valley British Motor Club. Carol has been President of CVBMC for three years and Rudy for one year. Rudy has also been very active with the Austin-Healey Club of America, serving as National President for 4 years.

The organizers moved the Awards Ceremony along with lots of cheers and photographs. Apparently the scoring was flawed so we waited and waited, but our names were never called. We did receive a beautifully engraved plaque with our photograph and a souvenir event shirt for the successful completion of the Triathlon. We were thrilled and look forward to displaying the plaque prominently on our office wall at home. ... if they had only given out awards for Best Healey, Best Finish for a NC Team or Best Looking Couple, but alas, these were not recognized by the judges and committee.

With an eleven hour trip up from North Carolina on Friday, the ten hour Triathlon and another eleven hours back to Lenoir, this became a 32 hour event.

Note: Carol & Rudy moved to NC about 10 years ago and live in Kings Creek about 20 miles south of Wilkes on Hwy 18. They originally joined the Piedmont British Motor Club. Being new to the area, along with some others, liked the thought of moving the club



around to different towns and restaurants in the area so they formed another British car club. Carol served as president for the new club for 3 terms and Rudy for one. Rudy continues doing the Events and emails to their club members. The Catawba club currently has about 70 members..

The Strengs are also members of the Triad Healey Club and enjoy many local events like the Moonshine Rallies where they usually show up in their black and silver Healey. Rudy was recently invited to be a judge at Concours de Graylyn in Winston-Salem. They plan to be at VIR for the vintage races next and will make the Euro Fest Oct 20-21.



This is the 1957 Austin-Healey that transported Rudy and Carol Streng to the Poconos, all the way from North Carolina



John Jennings (left, no wig) introduces himself to two of the judges, who are about to extort a bribe. Over \$1,000 was raised for the local Kiwanis Scholarship Foundation

(Moss Quality)

Form, Fit & Function

No matter what we send you, if it does not fit or perform the intended function, you are going to be disappointed and rightly so.

Why then, do you sell parts that don't work or that cannot be fitted?

We buy parts from all over the world from suppliers that sell parts by application just like we do. We assume they are suitable for purpose. As odd as it sounds, we are most often unaware of a problem until someone tells us. A common assumption seems to be that "we know" when an item is somehow less than perfect and "we sold it anyway" with the implied message being that we only want your money. I have seen posts on web-based forums bashing us for one thing or another and that is a common tone. When I contact the person, invariably I find they had not contacted us at all. I've been here at Moss for 20 years and the idea that we knowingly sell crap is fantasy. There is no future in "pissing" people off. If there is a problem we try and deal with it. If we can fix it, we do. If we can't then we will discontinue the product or sell it with enough information available to sales and the customer so there are no surprises. If it's wrong and you tell us, we can do something. If you assume we know and don't call us, the problem persists. There is no doubt that we have supplied parts that were poor quality and for that we need to be slapped up side the head. The key issue for me is that it was never part of a plan. We're just oblivious sometimes.

(See moss quality page 8, column 1)

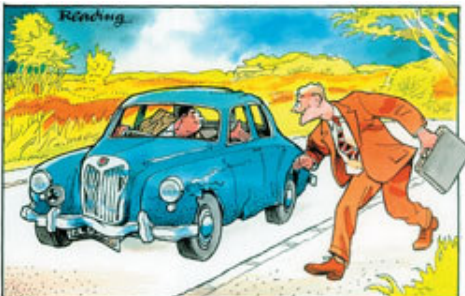
(Moss Quality)

It sounds logical, but the fact is our sources have their sources. They are also merging, consolidating and discontinuing parts every day. Many customers believe that all it takes is a phone call to the supplier and they will make or do whatever we ask. Often we find that they went and had 10,000 of the widget made, and what they have is what they have. Getting a manufacturer to change tooling on a low volume item is tough. I have found that if the problem is serious enough, the item will simply be discontinued because the cost of new/improved tooling make the continued production uneconomical.

What Have We Done?

In 2003, Moss created the Product Management Department to deal with issues of fit, finish, originality, quality and product information. I was offered the position and accepted. The Technical Services Department and Returns Department work for me.

First and foremost, I believe that our job is to minimize the difference between what you expect and what we supply. Secondly, we must provide enough information for you to make an informed buying decision. With these in mind, we have implemented several changes.



"NO THANKS FRED, I'M IN A BIT OF A HURRY"

- Where real choices exist, we offer both in the catalog, as in our oil filter listing. (See page 12 of the MGB-0508 catalog.)
- Brand is now identified where it is believed to be an issue, as with body sheet metal. (See page 58 of the MGB-0508 catalog)
- Information relating to quality is displayed in order entry so that sales can advise customer of issues. Take a Healey bumper: When a salesman brings up a 991-353 bumper on screen, the salesman sees this: "NOT OE SPEC, BUT THE ONLY ONE AVAILABLE. MOUNT HOLES MAY NOT LINE UP & PRESSINGS MAY NOT BE GOOD AT THE ENDS. If your OE bumper can be repaired, do it." If the customer does not have an original bumper, they can try and find one. If they decide to order the new bumper, at least they have some idea about what they're going to get.
- Where the part we supply works, but requires modification, we are including that information in the computer, on the web and where space allows, in the catalog. (See comments on parts 141-220 and 163-500 on page 42 of the MGB-0508 catalog)

When we receive a comment about a part, we have a variety of responses. Regardless of the significance, the comment will be filed by part number. If there is a more serious issue, we will freeze the inventory and investigate ASAP to determine the facts. Using a network of restoration specialists, the BMTA, and our own staff we will make every effort to determine the facts. Our findings will be shared with the manufacturer. If they are unable or unwilling to change, we will change sources or drop the item. Safety critical issues are very rare, but we have done recalls where it was necessary.

We have implemented procedures to enable us to better control the inventory. If we have a problem that is intermittent, we may flag the item for "inspection upon receipt" and that will prevent the product from going on the shelf until we have verified the item is OK to sell.

Vendors that cannot supply the quality we ask for are flagged as NSQ meaning "Not Satisfactory Quality". Parts from vendors that cannot be fitted are flagged DNW meaning "Does Not Work" We will not buy that item from that vendor until they convince us they have fixed the problem(s).

The bottom line is this- we stand behind what we sell. You have a problem, call us or use the "Contact Us" form on the Moss website. We'll make every effort to resolve the situation to your satisfaction. If there is a problem with a part, we will either find another source or discontinue it. If it is critical and there is nothing else available, we will carry it with suitable notes to make sure you know what you are getting before you open the box.

So.... Where does this leave us?

Moss is working very hard to keep the pieces you need on the shelf. Because each customer has different needs and expectations, we need to be as clear as we can about the parts we sell. We are clearest about the major components like upholstery and very specific where people want to know the brand, and less specific when it comes to fasteners. This is a process that will continue and because things keep changing, it will never stop. Published Monday, October 30, 2006 2:39 PM by [MossUSA](#)

Old Salem Rally

Saturday morning started off cool, like a September day should, so the ride over to Winston Salem with Tyrone and Esther was a real pleasure.

We arrived about 30 minutes before the start of the Rally.



It seemed like every country that ever put out a Automobile was present and accounted for---Germany ---England --France --Italy-- Japan even the good ole US.

Sixty-two cars started and finished so the hills of Surry Co. were alive with all colors, sizes, makes and models.

Karen and I started out behind a 1955 Chevrolet with two glass packs and enjoyed the sound every time he hit one of the many hills we encountered.



It's not every Rally that you start out on I-40 then to Hwy 52 north, but it will keep you on your toes. Its hard to believe that just a few miles outside of the city are some of the finest back roads to be found.



A 20 minute stop was made at Hanging Rock State Park, where the display of Cars attracted a lot of attention.

Other than a few tractors and hay wagons the roads were all ours .



The speeds on this Rally were a bit higher than some (I-40 & 52) and made the course quite interesting.

The only thing we really missed was Cliff and Terry Gordon.

Clyde Hollan

£

Peter Brock's ride

The Superformance Daytona Coupe (red) was specially built for Peter Brock! Mr. Brock is known for a lot of things, but most know him as the designer/driver of the original Cobra Daytona Coupe.



Tyrone

New Castrol 20W-50 Motor Oil

I thought that you might find this of interest since there has been so much discussion about zinc (and the loss of it) in current day motor oils.

If interested, go to the web sites below to get information about a new Castrol oil that will be available starting in October, 2007.

The first site will describe the properties of the oil and the second will take you to a forum where this is discussed more fully. You'll need to scroll down to almost the end of the discussion to get to the part where this is specifically discussed.

<http://www.castrol.com/castrol/genericarticle.do?categoryId=82915470&contentId=7032644>

<http://www.chevelles.com/forums/showthread.php?t=128203&page=5>

- Contains increased zinc levels for extra engine wear prevention.
- Utilizes proprietary additives and base oils to reduce metal-on-metal contact of aging engine parts.
- Engineered to increase wear protection for classic cars with flat tappet camshafts.

* SYNTEC 20W-50 does not meet the catalyst compatibility requirements of vehicles manufactured since 1993.

Regards,

Bob

(Ravich)

Installing a Bicycle Speedometer in Your British Car by Clifton Gordon

Most, if not all, older British cars used a mechanical speedometer. If you research road test articles in old R & T and other magazines you will find most British cars had some speedometer error when new. Most British cars in use today have been fitted with modern tires and in some cases different wheels. The new tires may add some error to the speedometer. MGB changed their transmission around 1975 to a speedometer drive that turned the cable 1000 turns per mile. Transmissions in 68 to 74 MGB's turned the speedometer 1280 turns per mile. Sometimes the parts have been mixed, but not matched. The face of the speedometer usually has the turns per mile printed on the outer edge of the dial. A speedometer can be checked for accuracy on the expressway using mile markers or with a Global Positioning System (GPS). The GPS gives an accurate indication of speed and distance. Or you could install a bicycle speedometer. Read on.

The idea of installing a bicycle speedometer on a car came from David in Florida several years ago when he posted an article in the MGB Enthusiast BBS. It's a project I did about 3 months ago. The unit I used is a Sigma BC 906. The BC 906 was chosen because it can use a wide range of tire diameters. Some bicycle speedometers will only handle two bicycle tire sizes. The BC 906 can measure accurate because it's calibrated to the diameter of the tire. See the attached photos for the general installation steps.

or indicate: Speed in km or mph up to 199.5. Trip distance up to 9999.9 miles. Time up to 999:59 h:m:s. Average Speed. Fastest speed driven. Total odometer indication up to 99,999 miles. Total time to 9,999 hms It has up and down pointers to indicate if you are traveling above or below the average trip speed. It also has a clock. It's actually a trip computer and costs around \$30.

The pick-up for the speedometer can be installed near a front or rear wheel. It has to be attached to something that does not move, but it must be near a moving part of the wheel assembly. A magnet comes with the BC 906. It's small and is mounted on a bicycle spoke for bicycles and isn't very good for automotive applications. You can purchase small magnets at Radio Shack. I used a long round magnet from an old pencil type pick-up magnet. The wire from the sender to the speedometer is too short for automotive use. I cut it in the middle and used speaker wire spliced between the two parts. A decision was made to mount the pick-up inside the right rear brake assembly to keep it out of the elements. I removed the wheel and the brake drum and located a place to mount the pick-up on the backing plate. A small hole was drilled in the backing plate to run the pickup wire through. Mounting the magnet requires some grinding on the hub for a flat place to install the magnet. The magnet must be 5 mm or less from the from the pickup. When the magnet moves by the pick-up the magnetic field it

(See speedometer page 11, column 1)

(speedometer)

generates a signal pulse to the speedometer module. Pulses are counted to determine speed. The pick-up and magnet were attached with Perma Poxy 4 minute multi-metal epoxy. The cable wires are small and only have a few strands. It takes care to strip them for connecting to the speaker wire. I used connectors for 18-22 gauge wire and crimped them with a GB GS 88 crimping tool I found at Lowe's. The speaker wire was parallel to the flexible brake line hose so it can flex without being torn apart. I also used lots of nylon ties to secure the cable parallel with the wiring from the rear of the car. The wiring goes into the engine bay and then through the firewall to the console where the speedometer was mounted. I used a dab of black RTV silicone sealer around cable where it runs through the backing plate hole. Those steps completed the installation.

With the meter installed I followed the steps in the instruction guide to set up and calibrate the speedometer. The instructions were clear and it wasn't difficult to set up and calibrate. For calibration the tire circumference is measured. The tire should be inflated to the normal pressure before measuring. I used a narrow flat tape measure hooked on the center of the tire and rolled the tire so the tape wrapped around the center of the tire. The circumference in inches is converted to millimeters. The result is the calibration factor that is added to the speedometer. The speedometer should be very accurate.



I have enjoyed playing with the speedometer and thought it may help on rallies. It will, however, the trip timer doesn't run when the car is stopped. I will have to determine how long the car is stopped and adjust the speed to compensate for lost time. I found my car speedometer reads about 2-3 mph fast at 60 mph. Finally we some decent driving weather. Safety Fast

Cliff



RUST is a very crumbly sort of tin, ideal for making Motor Cars.
CHROME is a very shiny sort of Tin, used for holding Rust together.

Carburetor is a French word meaning 'leave it alone'.

Dick O'Kane



LAW OF CRYPTIC INSTRUCTION

"Any book, manual, pamphlet, or text dealing with the maintenance, repair or restoration of a British sports car shall be written so that at least every fourth word will be unknown to the average reader. In the event that any portion of the text is understandable, the information contained therein shall be incorrect."

Most people are familiar with this law. Here is an excerpt from page 132 of the MGA Shop Manual:

"Before rebushing the lower grunion banjos, you must remove the bonnet fascia and undo the A-arm nut with a #3 spanner."

All attempts to publish an English language version of this manual. have failed.

Scions Of Laughter



There is a great video referenced in this thread

Mike Kemp, France Thanks all for your help with my 1970 GT so far, the car is now running OK - with all cylinders firing. I have a quick question about balancing the carbs - is there a nice simple method?, or perhaps a good guide for doing this. The car sounds "breathy" is that word?..... and I'm thinking that the carbs are allowing too much air in? Mike

Tony Oliver, New South Wales, Australia G'day Mike. There are numerous ways ranging from cheap and simple to expensive and simple. Cheap way is to use a hose and listen to the noise at the inlet to the carbs. Another way is to put a tube into each dashpot where the damper goes and measure the height. This was actually part of an SU tuning kit supplied by the manufacturer at one time. The most expensive is to purchase a purpose made balancing device. Obviously the idea is to get both carbs drawing the same amount of air. I have used the pipe in the throat and the tubes in the dashpot methods with good results. Cheers, Tony

Pete, Canada (Non-member) Here, have a look at this video. Explains it all.

<http://youtube.com/watch?v=ASemFxfjNpw>

Paul Hunt 2, Solihull UK, paul.hunt1@blueyonder.co.uk <http://www.mgb-stuff.org.uk>

You might like to have a look at http://www.mgb-stuff.org.uk/wn_fuelframe.htm and click on 'SU Carbs' and 'Setting-up'.

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(John Watson continued from page 1)

accommodations waiting of there homes to be renovated; hopefully they will all be re-housed by Christmas.

On the MG scene, my MGB and TD were safely tucked up in their garages and both starting first time, following our NC three week trip. I used the MGB to go to the start of the MG Car Club Abingdon Works Centre Chairman's run on Sunday, starting from the Abingdon Market place. www.mgabingdon.org will show you some pictures, (please note the very smart Iris Blue MGB). Later this month I will be representing the MGB Register at the MG Car Club Council meeting followed by the annual

AGM. This year we will be holding these meetings at the Gaydon Motor Museum, recently reopen by Princess Anne. It will be good to see the new exhibits.

Other motor sport interests, this side of the pond: the penultimate F1 race in Shanghai China is coming up. We're hoping our English born, Lewis Hamilton, will possibly take the world championship on this his rookie year in his Vodafone Mercedes McLaren race car. See www.itv-f1.com for final results. Jobs I have to do is to change the oil in the MGB and TD, I always like to do this before winter comes, although I try to use the cars all year, I think it is

better for new oil to be in the cars during these colder months.

Next year Gill & I are off to New Zealand in January and February so we need to start getting the maps and reference books out to ensure we visit all the interesting locations. We are stopping at Hong Kong on our way to NZ, and I have arranged to meet some of the MGCC members while there.

Danny
I hope some of these notes might be of use to you.

Kind regards,
John

£

Calendar for 2007

- Oct 19-21. Eurofest Car Show. Sponsored by BMW
- 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
- November: No Meeting
- Dec 8. Christmas Party @ Lineburgers
- Dec 15. * Christmas Tour. (Hosted by Sue & Gary Colborne)

Denotes club sponsored events

As of September 25th Nancy Causey has reported that the club has 34 members who are current on their dues and 14 who have not renewed.

Also, as of August 30th we are excited to have a new member: Terry Stanford. Please make it a point to welcome Terry to our meetings.

Captured moments...

