

The Lugnut



February 2007

Current officers

President-Esther Stoner
Vice-President - Karen Hollar
Secretary - Denice Thompson
Treasurer - Nancy Causey
Historian - Karen Hollar
Newsletter Editors - Danny Jacob
and David Graham

PRESIDENT'S MESSAGE

Greetings! First of all, I would like to express our extreme appreciation to Clyde and Karen Hollar for being PBMC's "Guiding Light" for the past two years! They certainly deserve to be able to just relax and enjoy this year's activities - stress free. So, Karen, even though you still hold two offices, I promise not to bug you too much! Furthermore,



I would like to extend a huge THANK YOU!!

to Denice Thompson and Nancy Causey for their "eternal" support as secretary and treasurer. Danny Jacob and David Graham, our new Newsletter Editors, seem to be off to a great start! Let's all try to contribute to the newsletter whenever we can. If our January meeting was any

(Cont'd page 2 Esther's message)



Bob Thompson removing the engine of a 1970 MGB

Nick's Tech Session

Some of the various subjects for discussion during the "Tech" session scheduled at my shop on Saturday, Feb. 24th are: Available 5-speed conversions for British cars, with an example to examine on the "Lift" for a good view of the work involved. I have a Conversion kit to install a 3.4 liter Chevrolet V-6 in a MGB that can be examined also. We have just recently done one of the Moss Motors Chrome Bumper Conversions on a '76 MGB (also available for examination) that we can discuss, it's not quite as simple as the Moss ad might have one think. Also to be discussed, the advantages and ease of installation of a Pertronix point-less ignition conversion. (Can you tell I'm not a Purist?) Direction are as follows:

From Statesville area: I-77 North take exit # 82 - left at bottom of off ramp - follow below:

From Wilkesboro area: Hwy 268 East to Hwy 21 Bypass South - Merge onto I-77 South - take exit # 82 - right at

(cont'd page 2 Nick's Tech Session)

NOS Lucas Replacement Wiring Harness Smoke Kit

The British Columbia Triumph Registry website recently posted this article on an e-Bay item up for bid. How many of us have been looking for this rare kit. (dj)

Have you inadvertently let the smoke out of the wires on your classic British car? Then there is a solution to your problem!

Here is presented for your perusal one Lucas Replacement Wiring Harness Smoke kit, P/N 530433, along with the very rare Churchill Tool 18G548BS adapter tube and metering valve. These kits were supplied surreptitiously to Lucas factory technicians as a troubleshooting and repair aid for the rectification of chronic electrical problems on a plethora of British cars. The smoke is metered, through the fuse box, into the circuit which has released it's original smoke until the leak is located and repaired. The affected circuit is then rectified and the replacement smoke re-introduced. An advantage over the cheap repro smoke kits currently available is the exceptionally rare Churchill metering valve and fuse box adapter. It enables the intrepid and highly skilled British Car Technician to meter the precise amount of genuine Lucas smoke required by the circuit.

Unlike the cheap, far-eastern replacement DIY smoke offered by the

(Cont'd page 2 Lucas Replacement)

(Esther's message)

indication, 2007 promises to be an event-filled and fun-filled year! Many of our members have already committed to sponsoring a variety of events throughout the year. Ken and Patricia Nicks are kicking off the season with a tech session on February 24th. Jim and Nancy Causey are putting on another wonderful winery tour on June 16th. Jim and Sara Brown will be co-coordinating the club's viewing of "The Great American Race" on June 30th. Rick and Carol Dynesius are once again sponsoring the official club picnic/ run in July. Bob and Denice Thompson are planning the Abingdon, Virginia, weekend get-a-way and "Dracula" play, on September 29th and 30th. Gary and Sue Colborne are "resurrecting" the excitement of the Halloween "Fox and Hound" rallye on October 27th. And, to finish out the year, Sue Colborne will get us into the spirit of the season, with the Statesville Christmas House Tour and Illumination on December 15th. Doesn't this all sound great?!

I would also like to thank John Hauser for bringing such interesting speakers to our January meeting, informing us of two of the year's up-coming events; "Concours de Graylyn" and the Appalachian Moonshine Rally". Hopefully our club will have a good turn-out for these events! I was asked to express my goals for this club in 2007, and all I could think of was, LET'S HAVE LOTS OF FUN!!!!

THANKS, EVERYONE!

Esther

(Nick's Tech Session)

bottom of off ramp - follow below:

From Wilkesboro area: Hwy #421 North to I-77 North take exit #82 - left at bottom of off ramp - follow below:

From Winston Salem area: Hwy # 421 North to I-77 North take exit #82 - left at bottom of off ramp - follow below: Exit # 82 is Jonesville/Hwy 67 - after leaving off ramp travel past Pontiac/Buick/GMC dealer on right - Lutheran Church on right - approx 1/8 mile past church take right on Bluff Street (beside small Barber Shop)- shop is on right - sign on building Eclectic Rods & Restorations

Look forward to seeing everyone there!!!

Regards, Ken Nicks

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I recently found this discussion on the MG Enthusiasts Club's Technical Archive and it intrigued me. Bet it will spark some debate among club members. (dj)

Dave Pearn, Ontario, Canada. I have always used ATF in my HS-4 carbs & it seems to do the job but I have seen "Dash-pot oil" for sale in the catalogues. Is it any better or should I stick with the ATF. FWIW, Its just used in the warm weather.

John Z, Ann Arbor, MI. Nominal spec is 20W, ATF is 10W, I was told to use straight 30W, as it enhances damping action (i.e. slows it) and causes a slightly richer mixture, for slightly beter throttle response - It's a theory. Most people use 20w50 engine oil with good results.

(continued Page 3 Dash-pot oil)

(Lucas Replacement)

"usual suppliers", this kit includes a filter to ensure that all the smoke is of consistent size. It has been our

experience in our shop that the reproduction Taiwanese smoke is often "lumpy", which will cause excessive resistance in our finely-engineered British harnesses and components. This is often the cause of failure in the repro electrical parts currently available, causing much consternation and misplaced cursing of the big three suppliers.

These kits have long been the secret weapon of the "Ultimate Authorities" in the trade, and this may be the last one available. Be forewarned, though, that it is not applicable to any British vehicle built after the discontinuing of bullet connectors, so your Range Rover types are still on your own...

This Genuine Factory Authorized kit contains enough smoke to recharge the entire window circuit on a 420 Jaguar, and my dear friend and advisor George Wolf of British Auto Specialty assures me that he can replace ALL the smoke in a W&F Barrett All-Weather Invalid Car(147 CC) with enough left over to test a whole box of Wind-Tone horns for escaped smoke. How much more of an endorsement do you need?

More, you say? Well, I once let the smoke out of the overdrive wiring on my friend Roger Hankey's TR3B, and was able to drive over 200 miles home from The Roadster Factory Summer Party by carefully introducing smoke into the failed circuit WITHOUT even properly repairing the leak. Another friend, Richard Stephenson, was able to repair the cooling fan circuit of his Series 1 E-type by merely replacing a fuse and injecting a small quantity of smoke back into the wires. So there!

So, if you're troubled by lost smoke, bid early and bid often! Thanks for looking!

(continued Page 3 Lucas replacement)

2007 Club Events

Feb 24*. Tech session hosted by Ken & Patricia Nicks
Feb 27*. Club Meeting, Wise Guys, Statesville, NC.
March 24*. Driving the back Roads. Hosted by Tyrone and Esther Stoner
March 27*. Club Meeting, Wise Guys, Statesville, NC.
March 31. Beach Tour. Hosted by the Raleigh MG Club & NCMGCC
Apr 12-15. Spring Auto Fair. Lowes Motor Speedway – Charlotte.
Apr 20-22. “The Gathering” at Shelton Vineyards. Sponsored by Triumph Club of the Carolinas.
Apr 24*. Club Meeting, Wise Guys, Statesville, NC.
May 5. Elkin “Moonshine Rally”
May ?. Triangle British Car Show
May 19-20. Wolf Mtn Hill Climb
May 29*. Club Meeting, Wise Guys, Statesville, NC.
June ? British Car Day (car show)
June 8-10. Gold Cup Races at VIR.
June 16*. Winery Tour Hosted by Jim & Nancy Causey.
June 26*. Club Meeting, Wise Guys, Statesville, NC
June 30. Great American Race. Concord, NC (contact Jim or Sara Brown)
July 14*. PBMC Annual Picnic. Hosted by Rick Dynesius
July 17-21. VIR Nationals. Valley Forge, PA. TR3 is the featured marque
July 31*. Club Meeting, Wise Guys, Statesville, NC
Aug 28*. Club Meeting, Wise Guys, Statesville, NC
Sept 13-16. Fall Auto Show. Lowes Motor Speedway. Charlotte, NC
Sept 21-23. “Course de Graylyn.” Winston-Salem, NC
Sept 25*. Club Meeting, Wise Guys, Statesville, NC
Sept 29*. Abington VA Weekend. Hosted by Bob & Denice Thompson

(Cont'd Page 3 club events)

(dash pot oil)

I don't think use of 10W ATF hurts anything - but if you go through 20W-50 by the quart anyway, I wouldn't recommend the expense and bother of a specific carb damping oil, when the stuff you need is on the shelf in your garage anyway. I suppose the actual dash pot oil is the otherwise hard to find 20W, but, again, is it going to be that much better than easier to find 20W-50 or straight 30W?

Scott K, Daytona Beach, FL I saw some SU damper oil somewhere awhile ago and bought it, and have been using it ever since. The oil is a very dark blue, but otherwise does seem to be about like 20W. I've also gone the 20w50 route to see if there was any difference and I really couldn't notice any.

This was on a set of HIFs by the way.

Andy Preston, California. I use 5W30 and it works fine. I've tried really thin oil like 3 in 1, and it doesn't seem to make any perceivable difference.

Steve S., Virginia. Dave- Use the same oil that you've got in your engine.

Dave Pearn, Ontario, Canada . Ok, guess I will try the 20w-50 when I get things back together. Thanks

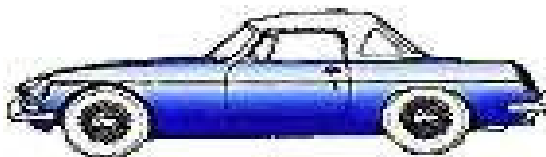
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Classifieds

We're looking for pictures of members' cars. If you have something, share it now with the whole club. email the editors : Danny Jacob (mgb_mga@yahoo.com) or David Graham (janetgraham@sprintmail.com).

Got British car parts or memorabilia to sell. Email us to let your fellow club members know about it in the next newsletter.



(Lucas Replacement)

Replacement Wire Smoke as seen on eBay



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And now... a word of caution from our friends at the Journal of the Michigan Rowdies:

Good Nutrition

For those of you who watch what you eat, here's the final word on nutrition and health. It's a relief to know the truth, after all the conflicting medical studies.

The Japanese eat very little fat and suffer fewer heart attacks than Americans.

The Mexicans eat a lot of fat and suffer fewer heart attacks than Americans

The Chinese drink very little red wine and suffer fewer heart attacks than Americans

The Italians drink excessive amounts of red wine and suffer fewer heart attacks than Americans

The Germans drink a lot of beer and eat lots of sausage and suffer fewer heart attacks than Americans.

Conclusion: Eat and drink what you like. Speaking English is apparently what kills you!!!

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(club events)

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 10. Christmas Party @ Lineburgers

Dec 15.* Christmas Your. (Hosted by Sue & Gary Colborne)

* Denotes club sponsored events



Adding a Relay to Stop Lights

by Clifton Gordon

When driving down the interstate our old British cars can be a little nerve racking with their 30-40 year old lighting, especially the stop lights. The main fear is that the driver behind you may not see the stops lights when you brake. About 3 years ago I bought Sylvania Silver Star bulbs for my 74 MGB stop lights. The new bulbs seemed to brighten the lights but it was difficult to notice the difference. Recently I purchased Rick Astley's new book MGB Electrical Systems. I noticed he suggested the reasons for adding a relay to the stop light circuit. There are two advantages, brighter lights and increased stop light switch life. (cont'd next column)

The three position Lucas switch - Dim, Flicker and Off

Why brighter lights? Lets trace the 12 volts supply from the ignition switch to the lights. From the ignition switch a white wire goes from the switch to the right side of the car through the wiring loom to the fuse box in the engine compartment on the right inner fender. From the fuse box a green wire goes to the brake light switch near the brake cylinder on the left side of the car. From the brake light switch a green/purple wire goes back to the wiring loom on the right side of the car, under the car to the boot area, from some connectors in the boot to the stop lights. By the time it arrives at the bulb there probably is going to be some voltage drop, it doesn't take a big change to cause dim lights. Bigger wiring, new switches and new connectors would help. It's easier to use a relay to improve the lighting. The normal lighting circuit has to supply a only low current signal to turn on the relay. The low current reduces wear on the switches and turns on the relay. The relay connects shorter heavier wiring from the battery to the stop lights and the lights will be brighter.

The parts needed are a relay, some terminals and wiring, I also added a fuse in the feed wire. I used a Toyota relay I had in a box of parts. NAPA or other parts stores can supply Bosch or other generic relays with four spades for less than \$10. I made up a small wire harness with a fused circuit from the positive battery post, rear batteries on the MGB makes a shorter wire run. I installed spade and bullets on the wiring harness to hook it into the system. A fused brown wire was run from the battery to relay spade 30. A black ground wire was connected to relay spade 85 and the grounding stud behind the license plate lights. The stop light green/purple wire from the stop light switch was unplugged from the bullet connector in the boot. I installed a spade terminal on the wire and attached it to relay spade 86. From spade 87 I ran a short wire to the bullet connector supplying the stop lights. I used a nylon tie to secure the relay and the job was complete. I back my car into a basement for parking and I noticed the stop lights show up much brighter on (cont'd next column)

Haynes Humor

Haynes: Get an assistant...

Translation: Prepare to humiliate yourself in front of someone you know.

the wall than before adding the relay. Although this article is written for an MGB the idea can be used on other cars. Most will have the battery under the hood so the starter solenoid may have the closest take off point. I would use a 12 gauge wire from the battery source to spade 30 on the relay. It's a simple addition and your switches will thank you for the reduced load. Safety Fast.

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Funnies from the internet...

An English man and an Irish man are driving head on , at night, on a twisty, dark road. Both are driving too fast for the conditions and collide on a sharp bend in the road. To the amazement of both, they are unscathed, though their cars are both destroyed. In celebration of their luck, both agree to put aside their dislike for the other from that moment on. At this point, the Englishman goes to the boot and fetches a 12 year old bottle of whisky. He hands the bottle to the Irish man, whom exclaims, " may the Irish and the English live together forever, in peace, and harmony." The Irish man then tips the bottle and gulps half of the bottle down. Still flabbergasted over the whole thing, he goes to hand the bottle to the Englishman, whom replies: " no thanks, I'll just wait till the Police get here!"

Q: How do you double the value of a Triumph?

A: Fill it up with gas!

-Paul Helsby

Q: What are the two questions you hear most from the passenger in your MGBGT?

A: 1. Is it HOT in here?

2. Do you smell gas?

- Sir Drives-A-lot