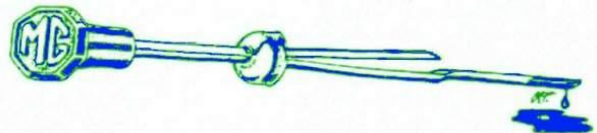




VINTAGE BRITISH CAR CLUB



THE DIPSTICK



“It’s Gotta Be Fun”
Vintage British Car Club of Orion, IL

www.vintagebritishcarclub.com

18 Aug 2008

September Meeting Location: To be determined, see events calendar.

Presidential Notes, By Gary Owens

VBCC members, I really need you to contact your friends who might want to join the club and encourage you all to attend our meetings as often as you can. You are the future of the Club.

- 1.) This month I would like you to fill out the Club Survey on page 6 and get them back to Naomi Swanson or any of the club officers before the September meeting on the 20th. Or bring them with you. This information is essential in meeting the needs of club members.
- 2.) We continue to have our officers meeting at Happy Joes in Coal Valley the 1st Monday of the month at 6pm. Due to the Labor Day holiday in September the meeting will be the 2nd Monday. Members are welcome to attend these meetings.
- 3.) The Club has a New WEB Page with our Newsletter, Events Calendar and Tech info and more. Send anything you would like on the WEB Site to Naomi Swanson.



September 8th at 6PM VBCC Officers Meeting at Happy Joes, Coal Valle

VBCC Officers will have their pre club meeting to take care of the business end of the club. The Officers meetings will be open to all club members.

September 20th, a Regular Club at Gary Owens house, call if you need directions at 309-234-5156.

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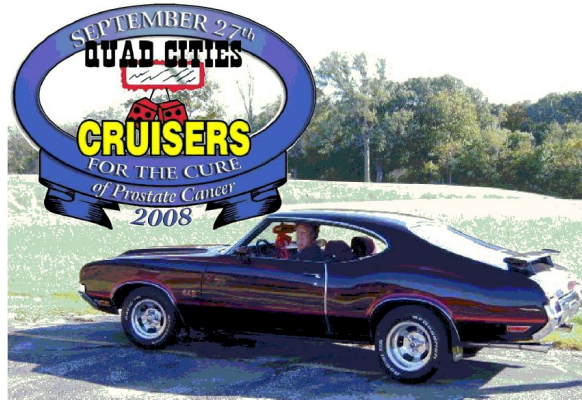
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Other Club
Events of Interest



September 5 - Friday Night Car Cruise In - Advanced Auto Parts, 3813 18th Ave., Rock Island, IL 6:00pm Open to all Makes and Models. Door Prizes every 30 minutes starting at 6:30pm. Last Prize drawn at 8:30pm. For more Info: contact: Alex Haugen 309-786-8751. We encourage VBCC members support this event.

September 6 - Classic Cars for a Cause- Classic Car Rally & charity Military Benefit - Bettendorf Christian Church (behind Lindquist Ford), Bettendorf, IA. 10am-6pm. Silent Auction. Awards & Prizes for Individual Categories, People's Top Choice of Show. All entries receive awards. \$10 car entry fee. Spectator donation welcome. for more info: Keith 563-441-1746

September 7 - British Car Union Car Show, Moraine Valley Community College, Palos Hills, IL Go to www.britishcarunion.com for more information.

September 8 - VBCC MEMBERSHIP MEETING - 6:00pm. Happy Joes Pizza, Route 6, Coal Valley, IL. This meeting is open to all members to partake in discussion and socializing. Guests are welcome.

September 19 - Friday Night Car Cruise In - Advanced Auto Parts, 3813 18th Ave., Rock Island, IL 6:00pm Open to all Makes and Models. Door Prizes every 30 minutes starting at 6:30pm. Last Prize drawn at 8:30pm. For more Info: contact: Alex Haugen 309-786-8751. We encourage VBCC members support this event.

September 19-21 - VSCDA Vintage Festival, Vintage Car Racing, Road America, Elkhart Lake, WI. Featured marque is Austin Healey. For more information go to: www.vscda.org

September 20 - Rollin In The Oldies Cruise-In - Northeast corner of Northpark Mall parking lot, Davenport, IA. Time 6pm-?? Door prizes, 50/50 Drawings, 50s-60s music. Food available. All 50/50 proceeds to to charities. For more info: Dale Gilmour 563-340-5957 or Don Valley 563-391-5213

OCTOBER 2008

October 3 - Friday Night Car Cruise In - Advanced Auto Parts, 3813 18th Ave., Rock Island, IL 6:00pm Open to all Makes and Models. Door Prizes every 30 minutes starting at 6:30pm. Last Prize drawn at 8:30pm. For more Info: contact: Alex Haugen 309-786-8751. We encourage VBCC members support this event.

October 6 - VBCC MEMBERSHIP MEETING - 6:00pm. Happy Joes Pizza, Route 6, Coal Valley, IL. This meeting is open to all members to partake in discussion and socializing. Guests are welcome.

October 11 - Quad Cities Cruisers Cruise In - J. C. Penney Parking Lot at SouthPark Mall. 6pm - 9:30pm. Cost \$15.00. Cash prize drawings, Club participation awards.

DO IT YOURSELF GARAGE

Basic Gearbox and Axle Servicing

from The MGB Experience.

Bonnet Release Cable Broken! (TR4-TR6)

by Ken Streeter, with input from

Triumph Service Bulletins, 6-Pack, TRF,

Jamie Barnhardt, Steve Benelisha, Jim Bosley, Robert Carley, Shane Ingate, Larry Miceli, Robert Shaw, and others from the triumphs mailing list

A broken bonnet release cable on the TR4-TR6 can cause no end of difficulty in getting the hood up to fix the problem! This is a common problem in North American TRs with LHD steering, since the hood release cable is quite long and cumbersome, having been intended to be on the right side of the car.

However, before you dismantle anything, ask someone to push down on the bonnet near the latch area; this will remove any "reload" on the mechanism which may be your problem. Be careful and be sure to press the bonnet as close to the edge as possible to avoid the common dent in this area. If this works for you, the problem may be improper bump adjustment, over-adjustment of the latch pin, or, most frequently, lack of latch lubrication.

If simply having somebody push on the bonnet near the latch while operating it doesn't work, the summer 1994 issue of the 6-Pack (TR-6 club) newsletter published a reprint of a Triumph Technical Service Bulletin dealing with broken hood releases. In summary, you will need to remove the glove box, to gain access to one of the holes through the firewall. (There are plenty of likely holes for the heater control, choke cable, etc.) You may want to also remove some of the heater hot air hoses to get more room under the dash. With a long screw driver, and lots of patience, you should then be able to reach and activate the lock release mechanism. It is somewhat difficult to see what you are doing, both when you are disassembling the under dash components, and then when you are trying to pry the hood latch open with the screwdriver. You have to visualize the operation of the hood latch i.e., in which direction it pulls to free the hood catch.

You also have to be careful with the screwdriver or pry bar, as you are close to the battery connection - if you hit the battery cable, you'll get quite a spark! So, be very careful when you are poking around the hood latch from through the hole in the firewall while lying on your back in extreme discomfort.

If your cable isn't actually broken, but doesn't seem to work, Larry Miceli suggests that you can remove the nut that holds the cable onto the bulkhead fitting so the whole thing (inner and outer cable) moves. Then when it "stretches" pull a little more. This will work for you if what has happened is that the pinch fitting holding the outer sheath has come loose. If you can pull a little more the latch WILL pop open. Larry had this problem on his old '74 TR6 until he replaced the .30 cent clip.

Another technique has been suggested by Robert Shaw, who had this problem a few years ago, and took the car to his mechanic. The mechanic put the car on a lube rack and with a long extension and a 1/2 socket reached right up and presto unbolted the hinges at the front of the bonnet. It took him about 20 minutes and it was opened.

Yet another idea is from Jim Bosley, who put the front end of the car up on jackstands and then using a broom handle cut to the proper length, was able to reach the latch from below the engine and right front tire.

An ounce of prevention...

A smart trick to prevent future problems is recommended by TRF: attach a wire to the release lever, and route it so you can pull it to open the latch from below or from in the cockpit. There are a number of convenient holes in the TR6 bodywork to stuff the cable through, and it will be **extremely** helpful if your primary cable ever breaks, which seems to happen at the worst of times! It will be easier to use if you put a loop or a T-handle at the end to pull on.

Brake Bleeding

by Ken Streeter, with input from Scott Fisher, Greg Meboe, and Gary Schneider.

For a description of the basic procedure, you would be best off checking your shop manual. However, if you are having problems with bleeding your brakes, the below hints may help!

Hints on Brake Bleeding.

You've just rebuilt your master cylinder, or have installed a new one, and are having trouble bleeding all the air out. You may want to try bench bleeding your master cylinder. This has the advantages of being possible off the car, as well as isolating the problem to the master cylinder (if the bench bleeding is completely unsuccessful.)

Getting no fluid out of a bleed nipple

This is going to sound really simple, but is the master cylinder topped off with fluid? It is surprisingly easy to forget to do this!

If you have fluid in the master cylinder, try removing the bleed nipple entirely and see if you get flow under pedal pressure.

Case 1. Fluid squirts from line: You have a blocked or corroded bleed nipple, which will need to be cleaned out with an awl or similar pointy tool, or replaced.

Case 2. Still no fluid: Unscrew the hose at the car side so it doesn't twist or kink, and see if you get a stream of fluid under pedal pressure. When testing, have a wadded rag over the end of line to catch the fluid - the pressure is great enough to spray the other side of the garage, get in your eye or on your paint, etc. Also, press on the pedal about a dozen times when doing this; if the fluid all drained out of the system before you started bleeding the brakes, (if you overhauled some part of the brake system) it can take a surprisingly long time to pump fluid throughout the system.

Soft brakes even after bleeding

You probably still have air in the system somewhere. If you have had parts of the brake system disconnected, ensure that the bleed nipples for the wheel cylinders and front calipers are at the top, so that the air can all escape during the bleeding process. (The air bubbles rise to the top.)

Front or Rear brakes bled, but no luck at other end

Your Pressure Differential Warning Actuator (PDWA) may be tripped. This would close off either the front or back hydraulic circuit and leave the other functional. It's easy to trip this when bleeding the brakes. If this is your problem, the brake warning light will glow brightly when the ignition is turned on. (Unless of course your brake warning light switch or bulb is not working...)

If the PDWA is tripped, the shuttle in the PDWA can be re-centered by the following procedure:

Open a bleed nipple on the brake system that does work.

With the ignition switch on, observe the brake warning light. Press on the brake pedal carefully and watch the light. It and the oil pressure light should dim as the switch centralizes. You should also hear a click. Do not press too much or too fast, or the switch goes past center. Just keep repeating the procedure until it works, varying the wheel/brake circuit until you figure out which way the switch was on.

If the above absolutely does not work for you, the PDWA can be mechanically recentered, but is more difficult, involving partial disassembly of the PDWA unit.

You have tried all of the above, but still have no luck!

You may want to invest in a simple vacuum pump to bleed the brakes. One such tool, available for about \$20 at Walmart is the "Mityvac Vacuum Pump / Brake Bleeding Kit." The pump is applied to a bleed nipple, and pulls fluid through the system. This technique has the advantage that the master cylinder does not require "priming" in order to get the bleeding process started.

In my experience, the vacuum pump does a good job and is a one-person operation (with the exception of checking the results in the "conventional" fashion). As always, your mileage may vary.

Adjustment of the Rear Brake Drums by Brian Watts

A quick and accurate way of adjusting the rear brakes can be done quite simply.

The traditional method is to have the car on jack stands and spin the wheel as you are tightening the brake adjuster. This, however, does not take into consideration the front shoe (which adjusting has no effect), nor the proper vertical placement of the shoes relative to the drum.

An alternate way to adjust the rear brakes is to pull the emergency brake handle up until you hear three or four clicks. On each rear wheel, tighten each adjuster until snug. Pulling the hand lever up three clicks sets the handle where you want it and it also positions the front shoe so it is even with the rear one you are adjusting. This is so simple, yet it took JK Jackson to explain it so it made sense!

Vintage British Car Club Survey

1. Type of event(s) I would like to attend:

A. Drives: _____

B. Car Show / Cruise in: _____

C. Social: _____

D. Other: _____

2. The club should hold _____ number of events per year.

3. Should the events be monthly? _____ or Bi-monthly? _____


4. What is the best day and time of the week for the monthly membership meeting for you? _____

5. If a tech session is held, what type fo tech session would you like to see?

6. In an effort to make the club more viable and appeal to a wider audience, would you like to see the club become an all vintage sports car club? (YES / NO). This would mean we would add other Marquees such as Porsche, Datsun, Alpha Romeo, Fiat, VW to name a few. This would make us more like the Quad Cities Cruisers drawing from a larger population of vintage car owners.

Classified Ads Contact Gary Owens at spitfire80@frontiernet.net or 309-234-5156 to place a free ad in this newsletter.

MGB valve cover for sale, \$10, MGB Oil Pan, \$8, also a large collection of vintage VW parts, call Gary Owens, 309-234-5156.



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