



Old Brits Saskatchewan British Car Club Newsletter

March - May 2008
Number 52

SBCC Spring Clinic – 10 May 2008

By Bob Forward / photos by editor

Finally a nice sunny day! Great for our purposes, and the location was just fine..., lots of room. Thanks to Jon and Sarah Hill for providing the venue.



Larry Chapman's MGB needed a set of points, valve cover spacers and some spark plug caps. Minor carb tuning and adjusting the timing and Larry was on his way after the valves were adjusted.

Brev Chesky's Triumph TR6 had some ticking from the top of the engine. We did a valve adjust which confirmed some excessive wear in the valve train - still drivable at this time. Minor carb settings and timing adjusted got Brev going. Brev had a chunk of chassis with him that showed how bad the tin worm can get even in Saskatchewan. Brev had

replaced this piece over the winter.

Morris had his MGA in for some carb work. He had purchased Gross Jet float valves for his carbs so in they went, but the front carb had way too much fuel in the bowl because the float lever was set wrong. We were talking about sediment while doing the float valves so I pulled out the float and discovered that it had a leak and there was fuel in the float. Morris will be buying new floats as well. His MGA ran well with minor carb settings and he was on his way.



A bit snug under the bonnet? – Morris' MGA



Wide open space(s) – Rob's Midget



No matter..., both get fixed

Scott and Kathy had a battery going dead. The alternator and battery are both new so we did a battery load test which was all good; the alternator output was checked all good as well. We disconnected the battery and tested for a draw; there was some draw from the stereo that can cause this problem. We discussed the merits of a battery disconnect switch for now and a possible new wiring harness in the future.

Scott McGibney and Ed were busy on the club's Bedford van trying to get some brakes again; they were not too successful - the master cylinder will not work as it should. The roof decals were a bit of a challenge but plans have been made.

Paul Pinder came out with his MGB running rough. A quick check by pulling plugs wires as the engine was running found that the number 3 cylinder was not firing well. The plugs were removed; three were good but #3 plug was black. The next step was to do a compression test; # 3 was down to about 60 psi..., not enough. We then pulled the valve cover to make sure the valves were not too tight. They were fine so Paul left knowing that his

MGB needs a valve job.



Under the bonnet of Brev's TR6



Paul's about to get the bad news about #3

Rob Derrick showed up with his Triumph-powered Midget, which was easy to work on since the bonnet was off. It was running a little rough due to some engine modifications performed over the last few years. The timing was set by ear in the end as using a light did not work well. A quick carb adjustment and the Midget seemed to run well. I am waiting to hear from Rob on the performance.

John Pharr drove his MGB GT in. We had planned to complete the distributor work this time. This job has been a tough one; we ran into problems last year after installing a Crane electronic ignition system. The distributor housing was no good, warped from round to oval from the bracket clamp being over-tightened. We tried making one out of two (*"Bob's Big Box of Parts" again - ed*), but that did not work real well so this winter John purchased a brand new distributor with points installed. This was installed and, wow, did it work well - the engine ran great.



That bonnet prop rod just ain't long enough!



Under the Midget's 'invisible' bonnet

Dave Loken's MGB starter motor decided to act up again so David came over car-less, Roger and the Landie went on an adventure again around his area on the east side. The Landie's fuel system is still causing lots of problems. Roger did show up driving his Ford with new points in hand for Larry's MGB.



Aw, make up your OWN humorous caption..., I couldn't choose between so MANY options!

Great day..., lots of fun. (Thanks, Bob, for another fantastic clinic! –ed)

The “New” Car – 1966 Triumph Herald

By Bob Forward / photos by editor

About two years ago fellow SBCC member Ray Anderson talked me into buying a 1966 Triumph Herald convertible. I have always liked these cars so I agreed. The car was dropped at my place before the snow came so that I could work on it as a winter project.

Work started the next spring. It was a fun easy car to do with not much in the way of major issues. The body and frame had been repaired poorly and still need more finishing but it is now usable.

I treated the engine to twin SU carbs as the single Solex leaked more fuel outside than went into the engine. A rebuilt fuel pump, reconditioned petrol tank and we were ready roll. New front shock absorbers, TR7 rims, new tyres, brakes bleed, new oils and I have a fun little convertible for this summer. The black primer paint looks good and the missing convertible top is not a big deal as it only is driven when the sun is out.

These little cars* are a great way to get into the British car scene and are easy to work on. All the parts are available from Rimmer Bros or Octagon Motors at reasonable prices.

My biggest regret from this project is that I have lost all of the in-progress pictures so all there is are the recent ones. (* see extract between March & April minutes – ed)



Epic Adventures

By Ed Aldred

It all begins on December 25th when I decided to take my Envoy Epic to a Christmas party near my house (fortunately very near as the -29 Centigrade temperature was a worry). I hopped in the little Epic and hit the starter and it fired to life almost immediately. Directly after recovery from the coronary of shock I endured the little car drove itself out of the snow bank and onto the street. We made it to the party in good time although with the windows down all the way (typical British heat). I was almost as amazed when the car repeated its performance on the way home.

The car had impressed me so much that it went for a second tour on New Years although it decided to be a bit ornery on the way home and refused to idle. So I parked it back in the driveway till a warmer day. That day came a few weeks later when I began driving the car out of necessity when the timing belt went on my Mustang.

On February 6th I had to investigate the idle problem that was persisting. After a light tune up I was realized that spark plugs from 1966 were to blame and I was back in business, although the generator light would intermittently come on shortly after that.

Finally I gave in on a warm day and went to pull the generator, merely assuming that the brushes were worn or the generator was toast. Instead I found that the “new” belt I had put on the summer before had stretched and was too loose to fit the car even at maximum setting on the generator. A 12 dollar belt later and I am back on the road thinking that a new exhaust may be in order since I had budgeted for a generator.

The wondrous sound a new exhaust makes will fill you with joy, especially when you have done it all by yourself. That joy lasts for about an hour until on your way to the show, when you hook it on a grate in the floor of the car wash and tear it off the car completely. Off to the show NASCAR style once again, red faced with my girlfriend laughing at me. (I know you all are, too). This year is proving to be an interesting one so far... and that includes a myriad of people wanting to purchase the little car and being clocked in at 143.5 km/h (88.6 mph) by a curious and anonymous RCMP officer who wanted to know how fast it could really go. An expensive ride I do not need to try again mainly because it takes 15 minutes to get up to that speed.



Saskatchewan British Car Club
Minutes – 12 March 2008
2008 Annual General Meeting

Members present: 26

Location: Boffins Club, Innovation Place

Extract from **CLASSIC BRITISH CARS** by Graham Robson & Michael Ware (Abbeydale Press, 2000) referring to the **1959 Triumph Herald**:

Compared to the dumpy Standard Eights and Tens which it replaced, the Triumph Herald was a totally different type of car. Stylish where the old Standards had been dull and technically exciting where the old Standards had been boring, the Herald was the first of a big family of saloons and sports cars which sold hugely for more than ten years.

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Although the Herald saloons and convertibles were always the best sellers in this range, it was the Spitfire (for glamour) and the Vitesse (for smooth six-cylinder character) which added the gloss to an already successful image. Since this was also a time when the TR sports car was at the height of its fame, Triumph had an extremely good image in the 1960s, which the Herald did much to support.

Saskatchewan British Car Club
Minutes – 9 April 2008

Members present: 45

Location: Boffins Club, Innovation Place

Saskatchewan British Car Club
Minutes – 14 May 2008

Members present: 36

Location: Boffins Club, Innovation Place

SBCC OFFICERS / 2007-08

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