

OFF SIDE



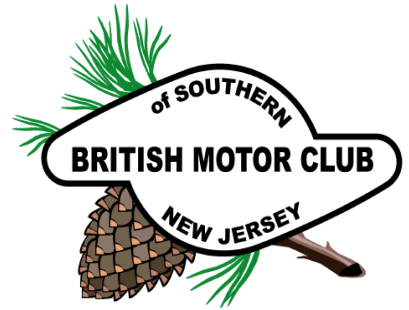
British Motor Club of Southern New Jersey

NEAR SIDE



THE OFFICIAL PUBLICATION
of THE BRITISH MOTOR CLUB
of SOUTHERN NEW JERSEY

May-June / 2009
VOL. 18 ISSUE # 3



LET THEM EAT BAIT !!

By Rob Walsh

Dinner Drive to The Bait Box Restaurant
Saturday June 27th

Interested in taking an evening drive to dinner? Join BMC and caravan down to The Bait Box Restaurant in Greenwich, NJ. The Bait Box overlooks the Hancock Harbor Marina on the Cohansey River near the Delaware Bay.

Dress is casual, no need for jacket and tie, but please avoid the t-shirts and jeans—especially those soaked in Castrol. Fish is the primary meal served.

The caravan starts from the Super Wawa at the intersection of RT 40 & RT 47 (Delsea Dr.) in Malaga, NJ at 5:30pm. We will take scenic back roads and arrive at the restaurant around 6:30pm for dinner. Expenses on your own.

See www.hancockharbor.com for restaurant info. Please contact Rob via phone or email so he can make plans based on headcount.

856 692-2335. robgt@msn.com

KONTES EVENT DATE CHANGE

This is another BMC "don't miss events. Jack and Vivian always put on a great event at his riverside ranch. There are always a lot of the "south" BMC members and some really neat cars. See calendar on pg 5. **BE THERE !!!**

TED LANE'S CHILI FEST

Ted does it again. Another great meeting of the BMC members and of course, Ted's surprise CHILI with secret ingredients was a gastronomical delight ! See pg 6.



Allen and Tim McSparron's 73 Triumph Spitfire at Ted Lane event

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BRITISH MOTOR CLUB of SOUTHERN NEW JERSEY



PRESIDENT / DIRECTOR

Ed Wolff 856- 858-8291

BOARD OF DIRECTORS

Chris Bethmann 609-296-7219

Jim Tornetta 609- 893-5701

Ed Gaubert 856- 751-7773

Ted Lane 856-691-6631

Bob Savar 856- 275-4880

Bill Carroll 609- 567-2676

SUPPORT STAFF

NON BMC EVENT LISTINGS -

Pete Bahr

MEMBERSHIP and TREASURER - Bill Carroll

14 Lenore Court
Hammonton, NJ 08037
609- 567-2676
my1971mgb@comcast.net

SECRETARY- Tom Evans

177 Grant Ave.
Cherry Hill, NJ 08002
609- 923-9298
tricars@verizon.net

EDITOR - Pete Bahr

405 Pleasant Valley Ave
Moorestown, NJ 08057
856- 235-9148
peteb01@comcast.net

ASSOC. EDITOR - Joe Marchione

921 Shelburne Ave.
Absecon, NJ 08201
609 272-9743
mccjoemarchione@aol.com

INFORMATION TECHNOLOGY

LIAISON—Joe Miller

609- 839-2473
j.miller273@verizon.net
or

Eric Sundberg
efsun@verizon.net

**PLEASE SEND NEWSLETTER
CONTRIBUTIONS TO
TO THE EDITOR.**

“*Offside/Nearside*” is the bi-monthly newsletter of the British Motor Club of Southern New Jersey (BMC), which was founded in 1992 to encourage the ownership, operation and preservation of British cars.

Membership is open to all individuals with an interest in British cars. The dues of \$15.00 per year, includes a subscription to “*Offside/Nearside*”. BMC is affiliated with the following organizations: MG Owners Club (MGOC); North American MGB Register (NAMGBR); North American MGA Register (NAMGAR); Vintage Triumph Register (VTR); Triumph Register of America (TRA).

BMC Meetings are generally held on the second Tuesday of each month, but locations vary. Current schedule can be seen in the “Calendar of Events”.

**The official BMCSNJ website can be accessed at
WWW.BMCSNJ.ORG**

NEWSLETTER CONTRIBUTIONS

OFF SIDE / NEAR SIDE is **YOUR Newsletter**.

The Editors are always looking for new material. Please submit British car related copy (or personal experiences in your LBC for us to use in one of our six annual Newsletters. Copy should be forwarded to the Editors by the 12th of the month preceding publication. We publish in Jan, March, May, July, Sept and Nov.

DISCLAIMER!!!

Readers are warned that any attempt at mechanical or other modifications described herein is at their own risk. Good car mechanics results in pleasure; poor car mechanics results in, at best, a personal rebuild. The opinions expressed in the articles of this newsletter are not necessarily those of BMC, the editors or advertisers. The editors take responsibility for any editorial mistakes or errors.

QUIZ RESULTS

The question was:

We all know that our engines provide power by spark plugs firing in the cylinders. During the combustion stroke, the plugs fire and ignite the fuel.

For the following engines, how many fires (sparks) per minute does the engine provide at 1200 rpm?

A—Six cylinder engine, B—Four cylinder engine, C—Five cylinder engine, D—Twelve cylinder engine

It's not a trick question, but it does take some clear thought.

Let's see what a 4-stroke really does:

A four stroke engine needs two revolutions to fire one time.

A four cylinder engine would fire four times in two rev, or two times in one rev.

At 1200 rev, the four cylinder would fire $2 \times 1200 = 2400$ times each minute.

Similarly, Six cyl. = 3600. Five cyl. = 3000 Twelve cyl. = 7200 That's why they are so smooth !

And the winner is: Warren Fipp. Congratulations Skip, I owe you a beer.

Pete Bahr

PRESIDENT'S MESSAGE

Ed Wolff

I've spent the last 10-12 months getting the house and property ready to sell. I spoke with a realtor way back when and their advice was to make the house look like it's furnished but no one actually lives there, a place for everything and put away all the time! I never realized how much stuff you accumulate in 25 years at the same house. The house, attic, basement, and garage were filled with all those things that are incredibly important, very valuable, and impossible to replace. I've had yard sales, made donations, (Good Will thinks I have a used clothing store), consistently large trash days, filled up my Gloucester building, and now we're finally getting close to listing it. So far, I managed to hold on to the cars and parts so I'm ok.

I spend a bit of time in Sarasota now in the winter and I've noticed some interesting car facts. British cars are around, though you have to hunt a bit for them, and they are in a little better cosmetic shape than ours because of the lower rust factor. The downside is that they get driven more so they often need more mechanical work than body work. The tops are down most of the time so interiors usually need a little refreshing. The other thing is " condo cars". We were looking for an everyday car to keep there at the house and I found a good amount of very low mileage domestic and foreign cars. Seems that lots of snowbirds keep cars there that sit in a garage for 8 months a year and get driven 4 months so after 8-9 years, they only have 40-50,000 miles on them. Then they trade them in on a new one and the dealers end up with really nice used cars on the lot. We bought a BMW convertible with 50k on it, mint with a warranty for \$8500. I think I'll look there first for my cars up here in the future, it's pretty reasonable to ship them back.

Prices on our cars seem to be generally stable during these tough economic times except for a few exceptions. XKEs seem high while Ferraris are coming down quite a bit. MGBs, As, TRs, Healeys, Spridgets, etc are doing fine, but classic Minis seem to be lower. Our toys are better investments than the stock market by far. I've also noticed that E Bay prices on parts seem to have fallen a bit, maybe 20%. E Bay has affected swap meets pretty dramatically in the past few years with both Carlisle Import and Spring Britfest showing a marked decline in vendors. We'll be at Carlisle again this May so it'll be interesting to see what happens. If you go, make you stop by and say hi, we always have time to stop, sit down, bs, and solve the rain problem.

This year is shaping up as a great one for us with lots of events, some new, some tried and true. The January Museum tour was really good, a big turnout at Pete C's tech session in February, nice group out for Ted Lane's chili fest in March, and the weather looks great for Bill C's Smithville drive in on the 18th. (hope you made it). Lots to look forward too with Britfest, then Jack Kontes' Pizza show on the river, Carlisle, and in June Rob Walsh has put together a early evening dinner drive. Check the schedule and come out with the LBC and the bride and enjoy!

See you on the road,

Ed

MEMBERSHIP NOTES

Bill Carroll

Member count as of April 11: 164

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WELCOME NEW MEMBERS:

- Jack Saline**- 1955 MGTF, 1978 MGB & 1967 A-H 3000 - Penn Valley, PA.
- Allen & Tim McSparron**- 1973 Triumph Spitfire 1500 - Merchantville, NJ.
- Jim Rago**- LBC ownership pending - Linwood, NJ.

SECRETARY'S SATCHEL

Tom Evans

The 2009 BMCSNJ Club season was off to a great start with the January events highlighted in the March-April Off Side/Near Side. Since the publication we attended Pete Cosmides' Motor Car Garage for the February Club Meeting and Ted Lane's Chili Fest/ March Meeting and both were well attended. Pete covered brakes, brake lines and hydraulic systems with great pointers on system bleeding, master cylinder, wheel cylinder and clutch slave cylinder repair, replacement and servicing. Pete put out an invitation to other clubs in the area and we had a great time meeting friends and LBC owners from the MG, Healy and Positive Earth Clubs. At Ted Lane's we enjoyed one of Ted's best version of his now famous chili to date, he even hinted at some of the secret ingredients in his recipe, but you will have to attend the meeting next time to find out, my lips are sealed, thank you Ted! The conversations were lively as we enjoyed viewing LBCs, solving electrical problems, met new members and meeting some added family from club members we hadn't met before. I trust Trip got his instruments working.

Highlights of upcoming events for April and May include the annual Smithville Gathering at the Smithville Historic Village Green and the May meeting at Jack Kontes. Smithville will begin at 10 AM on Saturday April 18th, come to think of it, you will be reading this after event, hope you al attended and enjoyed the day. On to May, see the event schedule in this issue of Offside/Nearside for proper dates and times. Watch you email for impromptu cruises and changes in the schedule on event days. Sometimes there is a cancellation or change and we want everyone to know. If you are not on the email blaster be sure to get your address to Pete Bahr and be kept informed. Bill Carroll is also promoting the electronic version of Offside/Nearside in .pdf format. Save a tree, get the newsletter electronically, print out just the event calendar page and place it on your refrigerator under the RockAuto magnet you received with your last parts order.

What, not getting your commodity repair parts from RockAuto.com, Autopartsgiant.com or Thepartsbin.com? This internet thing is great! I have found these three to be the least expensive for online parts purchases, how about you? Share your sources with the other club members. I use Spitbits.com, Rimmerbros.co.uk and Victoriabritish.com for the best prices on Triumph parts and Eeuroparts.com for my Volvo parts, they carry BMW and Saab parts too. I was also surprised by Amazon.com when they returned the best price, with shipping added, for a set of struts for the front of my 960 Volvo, who would have known, books, music, auto parts Like I said, this internet thing is GREAT!

Hey Pete, who won the free beer for the sparks per minute quiz? See inside! Keep your car tuned, gassed and the battery charged, we're going to some fun places this year. See you on the road and at the events. Happy Motoring

FUEL ECONOMY GADGETS

by Jim Kerr

You may have noticed your fuel economy has dropped during the past winter. The snowy roads and icy intersections use more energy to get a vehicle going. Cold temperatures mean longer engine warm up times and thick oils in drive trains. It isn't unusual to see fuel economy drop by half during extremely cold temperatures.

There are many ways to improve fuel economy, especially in cold weather. Keeping tires inflated properly will help. Parking in a garage, even if it is not heated, tends to keep the vehicle warmer so it takes less fuel to bring it up to normal operating temperature and new spark plugs can help save fuel if they have many miles on them. Perhaps **the biggest improvement can be made by ensuring the engine's thermostat is operating properly.** A thermostat that opens too soon reduces interior heat but it also takes longer for the engine to achieve operating temperature. A longer warm up period uses much more fuel.

For every traditional way of improving fuel economy, there are a thousand "fuel saving devices" on the market. You find them advertised in magazines, offered for sale at fairs and trade shows and promoted on the Internet. The sales pitch sounds good. The devices look high tech and there are reams of supporting statements that the devices work - but do they really?

While I have tested a few of these fuel saving devices and found no real improvement in fuel economy, it would be nearly impossible to test all the units offered in the marketplace. Even the U.S. Government Environmental Protection Agency (EPA) hasn't tested all of them, but they have tested many.

The EPA evaluated fuel saving devices and additives in several categories. Some devices bleed air into the intake manifold to lean out the fuel mixture. Some of these devices pass the air through a liquid first. Of all the systems tested, only one showed a slight increase in fuel economy but that one also caused higher emissions out the tailpipe. Liquid injection systems were also tested, with the same result as the air bleed type devices - no improvement in fuel economy.

Ignition system enhancers are another type of fuel saving devices. While there may be advantages to high performance ignition systems if you are going racing, original factory ignition systems are more than capable of firing the spark plugs under all normal driving conditions. All that is needed is an occasional tune-up, including new sparkplugs and plug wires. None of the ignition system enhancer devices improved fuel economy.

Some devices connect to the fuel lines. Fuel line heaters/coolers and magnets (designed to ionize or change the molecular structure of the fuel) fall into this category. I often tell my classes that placing magnets on the fuel line does work, but only if they are strong enough and you are following close behind a big truck. Then the magnetic attraction might pull you along. Some of them even believe me for a second!

Mixture enhancers are devices mounted in the intake air stream to help the mixing or vaporization of the fuel. I have

looked at several of these and found the directions for installing them suggest also installing a new air filter, spark-plugs and checking the ignition timing if possible. In other words, perform a tune-up while you install the device and fuel economy will improve. Guess what causes the improvement. Hint: it isn't the mixture enhancer.

Fuel and oil additives didn't fare any better. None tested by the EPA improved economy.

Interestingly, there were some devices that did improve economy slightly without any increase in emissions. What were they? Driving habit modifiers. These devices use lights or sounds to tell the driver to accelerate slower or shift gears. Are they worth it? Probably not. Driving style has a huge impact on fuel economy but you can change your driving style without a device telling you to accelerate slowly or reduce speeds.

My advice: stick to basics. Keep your vehicle maintained, tires inflated and drive for economy. Save the money you might spend on fuel saving devices and spend it on maintenance instead. The U.S. Federal Trade Commission (FTC) sums it all up. The FTC warns you to be wary of any gas-saving claims for automotive devices or oil and gas additives. "Even for the few gas-saving products that have been found to work, the savings have been small."

Jim Kerr is a master automotive mechanic and teaches automotive technology. He has been writing automotive articles for fifteen years for newspapers and magazines in Canada and the United States, and is a member of the Automotive Journalist's Association of Canada (AJAC).

TESTING INPUT MANIFOLD AND CARBS FOR LEAKS

A leak at the intake manifold gasket, carburetor butterfly shaft or carb to manifold gasket can cause no end of poor idle problems. This is especially annoying when trying to set up or adjust your carbs. In the old days, I used to use a can of spray brake cleaner to test for leaks by spraying the stuff on joints and areas that might be leaking air into the manifold (and hence destroy the air/fuel ratio). The stuff would cause the idle to rapidly bounce around, and thus I could identify where the leak was. The manufacturers have changed the formulation so the stuff just don't work as good as it used to.

SOLUTION: Use a Propane cylinder with torch nozzle (don't light it) and point it to the suspect areas just as you would have with the old stuff.

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*Antique and Classic Car
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CALENDAR OF EVENTS

- The information shown below is the most complete available as this newsletter is printed, and will be entered as space allows.
- Please submit non-BMC event listings to **Alan Vitt, 609 654-8012, unclear260@verizon.net.**
- Ed Wolff is keeper of BMC event schedules, so if you have any inputs on that topic, contact Ed — Lotus7ed@comcast.net.
- Priority will be given to British Car events which do not conflict with events sponsored by BMC or neighboring clubs.

MONTH	DATE	BMC EVENT	LOCATION	POINT OF CONTACT
MAY	Sat 9th 11:00 AM RAIN: 10th	Meet on the River, Jack Kontes' Lunch, MGB 5 speed, swaps	7 Eagle Beach Lane, Mill- ville NJ 08332	Jack Kontes 856-327-1607
JUNE	Sat, 27th. 5:30 PM	Casual Dinner Drive to the Bait Box in Greenwich. See pg 1	Start @ Super Wawa Rt. 40 and Rt. 47, Malaga	Rob Walsh 856-692-2335
JULY	Sat 18th 6:00 PM Rain or shine	Rob Walsh's Ice Cream Social	5 Points Custard Rt. 540 & Rt. 557 East Vineland.	Rob Walsh 856-692-2335
AUG.	Tues 11th 7 PM	Member's meeting PJ Whelihan's	Medford Lakes NJ	Ed Wolff 856-816-7321
	Sat 29th 10 AM	South Jersey Winery tour	Meet Red Lion Diner Medford, NJ	Ed Wolff 856-816-7321
SEPT.	19th 9:00 AM Rain or Shine	BMCSNJ Annual Show	New Jersey Motorsports Park Millville, NJ	Ted Lane 856-691-6631
OCT	10th 10:00 AM RAIN 11th	South Jersey Driving tour	Peter's Diner, Williamstown, NJ	Bill Carroll 609-567-2676
OCT	24th 10:00 AM RAIN 25th	Bucks County covered bridge tour	Starting location TBD	Ed Wolff 856-816-7321
NOV	Wed. 18th 7:00 PM	Re-organization and 2010 scheduling meeting, OFFICER ELECTIONS/ Appointments	Palace Diner, Berlin Circle (what's left of it)	Ed Wolff 856-816-7321

OTHER INTERESTING EVENTS

MONTH	DATE	EVENT	LOCATION	POINT OF CONTACT
MAY	Sat. 2 nd 9 AM—3 PM	BRITFEST —Car Show & Swap Meet. Hosted by MG Car Club Central Jersey Centre. Featured Marques: Unusual British Cars. Bring us your unusual LBC . . . it's their turn to shine.	Horseshoe Lake Park Roxbury Twp. Recreation and Municipal Complex, 72 Eyland Avenue, Succa- sunna, NJ 07876	Charles Tregidgo 201 791-6675 ctregidgo@gmail.com
June	Sat 27 th	Veterans Car & Bike Show. See flyer on pg 7	Cherry Hill HS West	John Giacoboni 609 780-6640
Sept	24-26	Triumph National 6-Pack Trials This is the national event of the "6-Pack" (TR-250, TR5 TR6 club)	Long Beach Island	Bruce Schechter bschechter@comcast.net

TED LANE'S CHILI FEST

This is becoming one of the most popular BMC annual events and we all thank Ted for hosting it. Not only does he have a great facility, but the CHILI alone is worth the drive into the forbidden (at least for the editor) pine barrens. I was not able to attend this year because of a prior commitment with one of my sons—well, I did see the Monk Parakeet in Carteret, NJ and 10 other lifers (birds) in the Meadowlands.

From all reports, there were a couple of new members and some new family members in attendance. I'm sure they will make Ted's event a permanent annual excursion.



Trip Arnold's 72 MGB. Millville 2008



Host - Ted Lane speaking to Treasurer - Bill Carroll



SMITHVILLE SHOW

A beautiful day with 29 cars in attendance.



Frank Cocclione's green MGA, Pete Gambardini's MGTD and Jack Riley's MGC (both cars from the Pos Earth Club)



Tom Evans' Triumph GT6 and Ed O'Shea's two (2) A-H Sprites - the blue one with a Speedwell nose.

Veterans Car & Bike Show Benefiting Samaritan Hospice

2nd ANNUAL

DATE: Saturday, June 27, 2009

(Rain date June 28)



Pre-Register, Space is Limited
Registration At 9:00 AM

SHOW TIME 9:00AM to 1:00 PM
AWARDS AT 12:00 PM



A Professionally Judged Show
Entertainment by Party Central
Great Food

Mail checks payable to:
Samaritan Hospice Car Show
221 Maine Ave
Cherry Hill NJ, 08002



Register Early
First 250 cars will be accepted
\$15.00 registration fee
INFO: John Giacoboni 609 780-6640
Web Site Erltonnorth.com

Care with Dignity for those who have served with honor

CAR SHOW LOCATION:

CHERRY HILL HIGH SCHOOL WEST: 2101 CHAPEL AVE W, CHERRY HILL, NJ

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Car Make: _____ Year: _____

I hereby release Samaritan Hospice / Cherry Hill High School West, their members, volunteers & sponsors from any and all responsibility and/or liability, including personal and property damage while at the show. Also, as condition of registration, I verify that the vehicle(s) is properly registered with the State and that I have complete auto insurance.

Signature (required): _____ Date: _____

Trophies: Top 25

Stock Class:



Trophies: Top 25

Modified Class:



"WARPED" BRAKE DISC

by Carroll Smith

The term "warped brake disc" has been in common use in motor racing for decades. When a driver reports a vibration under hard braking, inexperienced crews, after checking for (and not finding) cracks often attribute the vibration to "warped discs". They then measure the disc thickness in various places, find significant variation and the diagnosis is cast in stone.

When disc brakes for high performance cars arrived on the scene we began to hear of "warped brake discs" on road going cars, with the same analyses and diagnoses. Typically, the discs are resurfaced to cure the problem and, equally typically, after a relatively short time the roughness or vibration comes back. Brake roughness has caused a significant number of cars to be bought back by their manufacturers under the "lemon laws". This has been going on for decades now - and, like most things that we have cast in stone, **the diagnoses are wrong.**

I have never seen a warped brake disc. I have seen lots of cracked discs, discs that had turned into shallow cones at operating temperature because they were mounted rigidly to their attachment bells or top hats, a few where the friction surface had collapsed in the area between straight radial interior vanes, and an untold number of discs with pad material unevenly deposited on the friction surfaces - sometimes visible and more often not.

In fact every case of "warped brake disc" that I have investigated, whether on a racing car or a street car, has turned out to be friction **pad material transferred unevenly to the surface of the disc.** This uneven deposition results in thickness variation (TV) or run-out due to hot spotting that occurred at elevated temperatures.

In order to understand what is happening here, we will briefly investigate the nature of the stopping power of the disc brake system.

Friction is the mechanism that converts dynamic energy into heat. There are two very different sorts of braking friction - abrasive friction and adherent friction.

Abrasive friction involves the breaking of the crystalline bonds of both the pad material and the cast iron of the disc. The breaking of these bonds generates the heat of friction—the bonds are permanently broken. The harder material wears the softer away (hopefully the disc wears the pad). Pads that function primarily by abrasion have a high wear rate and tend to fade at high temperatures. When these pads reach their effective temperature limit, they will transfer pad material onto the disc face in a random and uneven pattern. It is this "pick up" on the disc face that both causes the thickness variation measured by the technicians and the roughness or vibration under the brakes reported by the drivers.

With adherent friction, some of the pad material diffuses across the interface between the pad and the disc and forms a very thin, uniform layer of pad material on the surface of the disc. As the friction surfaces of both disc and pad then comprise basically the same material, material can now cross the interface in both directions and the bonds break and reform. In fact, with adherent friction between pad and disc, the bonds between pad material and the deposits on the disc are transient in nature - they are continually being broken and some of them are continually reforming.

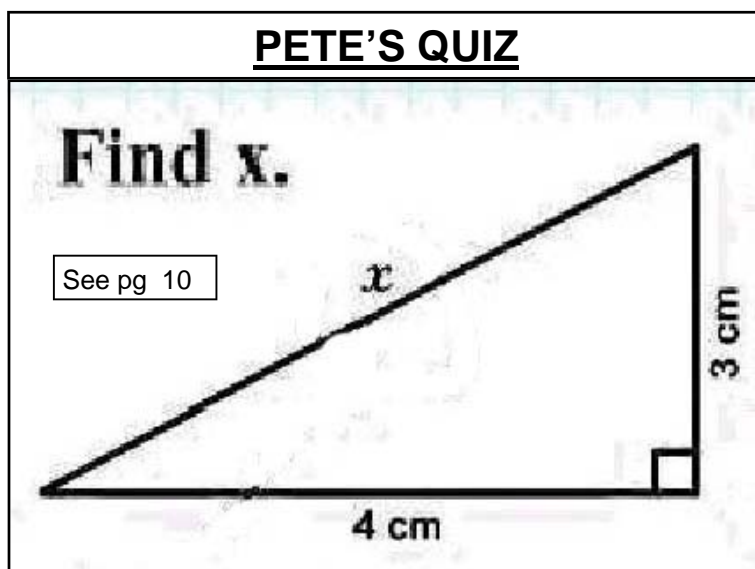
There is no such thing as an ideal "all around" brake pad. The friction material that is quiet and functions well at relatively low temperatures around town will not stop the car that is driven hard. If you attempt to drive many cars hard with the OEM pads, you will experience pad fade, friction material transfer and fluid boiling - end of discussion. The true racing pad, used under normal conditions will be noisy and will not work well at low temperatures around town.

Regardless of pad composition, if both disc and pad are not properly broken in, material transfer between the two materials can take place in a random fashion - resulting in uneven deposits and vibration under braking. Similarly, even if the brakes are properly broken in, if, when they are very hot or following a single long stop from high speed, the brakes are kept applied after the vehicle comes to a complete stop it is possible to leave a telltale deposit behind that looks like the outline of a pad. This kind of deposit is called pad imprinting and looks like the pad was inked for printing like a stamp and then set on the disc face. It is possible to see the perfect outline of the pad on the disc—A VERY BAD THING!

It gets worse. Cast iron is an alloy of iron and silicon in solution interspersed with particles of carbon. At elevated temperatures, inclusions of carbides begin to form in the matrix. In the case of the brake disk, any uneven deposits - standing proud of the disc surface - become hotter than the surrounding metal. Every time that the leading edge of one of the deposits rotates into contact with the pad, the local temperature increases. When this local temperature reaches around 1200 or 1300 degrees F. the cast iron under the deposit begins to transform into cementite (an iron carbide in which three atoms of iron combine with one atom of carbon). Cementite is very hard, very abrasive and is a poor heat sink. If severe use continues the system will enter a self-defeating spiral - the amount and depth of the cementite increases with increasing temperature and so does the brake roughness. Drat!

PREVENTION. There is only one way to prevent this sort of thing - following proper break in procedures for both pad and disc and use the correct pad for your driving style and conditions. All high performance after market discs and pads should come with both installation and break in instructions. With respect to the pads, the bonding resins must be burned off relatively slowly to avoid both fade and uneven deposits. The procedure is several steps of increasing severity with a brief cooling period between them. After the last stop, the system should be allowed to cool to ambient temperature. For a high performance street pad, a series of ten increasingly hard stops from 60mph to 5 mph with normal acceleration in between should get the job done. During pad or disc break-in, do not come to a complete stop, so plan where and when you do this procedure with care and concern for yourself and the safety of others. If you come to a complete stop before the break-in process is completed there is the chance for non-uniform pad material transfer or pad imprinting to take place and the results will be what the whole process is trying to avoid. Game over.

cont. pg. 10





YOUR AD COULD APPEAR HERE Find a home for those extra parts or that car that you will never get around to restoring. Raise some cash to buy more extra parts or projects that you do not need!!
 Contact Ed Gaubert: mgarage@comcast.net

Ads will appear for two (2) issues , as space allows

PICK OF THE MONTH

Here is Ed Wolff pick for this month:

Jaguar XKE project, completely apart, \$5000 South Jersey
 Call Ed W for details

Mig welder. Century Brand. Infinite heat range 110 volt. Never used, set up for testing only. Includes cart, small tri-mix tank, gauges, lens shields, mask, spool of .019 wire. Box, instructions, etc are all there.
 Bob Tresch 609-298-3452 after 6 Robertre1@aol.com

Extra parts from **MGB and TR3**
MGB: Top, black, brand new, in the box. No top frame, not certain of year. \$80
TR3: Door, perfect condition, white with red interior, \$100; Wheels and tires 4 available, \$20 ea; Valve cover, original \$20; Side curtains, original, one pair, \$100; Tonneau, original \$75.
Miscellaneous TR3 parts, original, \$5 each or take all for \$50: 2 headlight rings; 2 rear bumperettes; 2 tail light bezels; 1 radiator hose; 4 door hinges; 1 hood latch; 1 distributor cap.
 Steve Poset 856-287-1552

Undercoating system/tools. Includes 3 bottles of "goo". Make offer. **Car Ramps**, like new. \$25. **Detailing Kit**, new and complete. \$18.
Fuel Hose, 5/16 ID X 12'. Make offer.
 Pete Bahr 856-235-9148 peteb01@comcast.net

1974 MGB. Chrome Bumper, British Racing Green. Not perfect, but not bad either. Price subject to negotiation.
 Bill Saidel 856-751-8981 Bill.Saidel@gmail.com

Free, and very Cheap MG parts. I am cleaning out my inventory of spare MGA and MGB parts. Engine, drivetrain (including MGA trans, driveshaft and several complete rear assemblies) MGA fenders, hoods and various other body parts. Also some Lucas items. Must make room for new project. Please contact me if there is something you might need as I want good new homes for these parts.
 Bob Coles 609-518-9465 mgasx2@comcast.net

Engine Hoist with angle lift bar. Almost brand new. Pickup only in Moorestown NJ \$150
 Barry Sandman 856-235-4804 delta654@comcast.net

Jag XKE Series I and Series II parts. Moving must sell:
 Sill End Plates (right and left), NEW. Oil Filter Assembly. Pair of Headlight Seals, NEW. Air Intake Box Assembly. Air Filter Element, NEW. Air Intake Trumpet Assembly. Various Brake Lines, NEW. Breather Pipe. Chrome Headlite Rings, NEW. Vacuum Pipe.
 Bonnet (needs work).
 Lynn Johnson lej911@gmail.com

Pair of **vinyl seats from 72 MGB** Roadster. Very good condition, no rust on frames. ¼" wear mark on driver side seatback, where elbow would rub. \$350
 Trip Arnold 609-685-5237 gcarnold@comcast.net



RAN WHEN PARKED ???

Pete Wilson

Three Bugeye Sprites in a field next to **Phoenix Performance** in Phoenixville, PA.

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Alright, maybe they didn't run when parked.....



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Warped Brake Rotors from pg 8.

In terms of stop severity, an ABS active stop would typically be around 0.9 G's and above, depending on the vehicle. What you want to do is stop at a rate around 0.7 to 0.9 G's. That is a deceleration rate near but below lock up or ABS intervention. You should begin to smell pads at the 5th to 7th stop and the smell should diminish before the last stop. A powdery gray area will become visible on the edge of the pad (actually the edge of the friction material in contact with the disc - not the backing plate) where the paint and resins of the pad are burning off. When the gray area on the edges of the pads are about 1/8" deep, the pad is bedded. For a race pad, typically four 80mph to 5 and two 100mph to 5, depending on the pad, will also be necessary to raise the system temperatures during break-in to the range that the pad material was designed to operate at. Hence, the higher temperature material can establish its layer completely and uniformly on the disc surface.

The obvious question now is "is there a "cure" for discs with uneven friction material deposits?" The answer is a conditional yes. If the vibration has just started, the chances are that the temperature has never reached the point where cementite begins to form. In this case, simply fitting a set of good "semi-metallic" pads and using them hard (after bedding) may well remove the deposits and restore the system to normal operation but with upgraded pads. If only a small amount of material has been transferred i.e. if the vibration is just starting, vigorous scrubbing with garnet paper may remove the deposit. As many deposits are not visible, scrub the entire friction surfaces thoroughly. Do not use regular sand paper or emery cloth as the aluminum oxide abrasive material will permeate the cast iron surface and make the condition worse. Do not bead blast or sand blast the discs for the same reason.

The only fix for extensive uneven deposits involves dismounting the discs and having them Blanchard ground - not expensive, but inconvenient at best. A newly ground disc will require the same sort of bedding in process as a new disc. The trouble with this procedure is that if the grinding does not remove all of the cementite inclusions, as the disc wears the hard cementite will stand proud of the relatively soft disc and the thermal spiral starts over again. Unfortunately, the cementite is invisible to the naked eye.

Taking time to properly bed your braking system pays big dividends but, as with most sins, a repeat of the behavior that caused the trouble will bring it right back.



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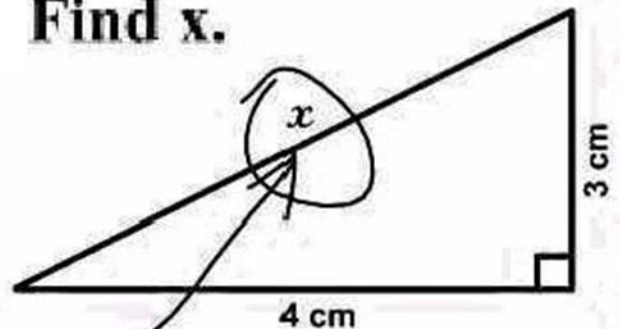
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