



The Broken Axle

Newsletter of the Bakersfield British Car Club

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Edited by Geoff Kimler

Letter from the President

Hi all,

I apologize for not getting out a September newsletter. There is not much happening these last few months. This is going to be the September / October issue.

I am having difficulty in copying down articles from other newsletters to add to mine because many of them are in PDF format and it doesn't let me copy just one article or pictures. Dave Wolin has sent me a few things that I am able to incorporate, I hope you find them interesting.

I am working with Jim and Connie Resseguie to put together a small meeting to be held on their back patio for next week, 10/15. I am hoping some of you would be able to come so we can plan what we want to do going forward. I sent a separate e-mail to all of you. Please let me know if you can come, I will understand if you choose not to.

In the interest of filling out our newsletter I am again asking if you have articles, stories, pictures that you would like to share with our readers, please send them to me so I can include them in the newsletter.

In the meantime stay safe, keeping working on the cars and keep them ready for the next drive. Hopefully we can get together soon for a drive and picnic.

Cheers and Safety Fast, your Club President,
Geoff Kimler



FOR SALE

Say, I heard from George Aguilar. He has a nephew with a tow business and he picked up a 1965 white Austen Healey Sprite from a widow who didn't want it. George said he is much too busy to do anything with it now and would consider passing it along to a club member who wants to work on it. Give him a call if you are interested. (661) 836-2559. I am sure the price would be fair.



Replacing an Inner Tube Yourself MGOC

Member Mike Jacobsen

The last time I had a flat on my MGA, I had a new inner tube but no ambition to lug it and the wheel down to a tire shop. Instead, I installed the new tube myself. The car has driven fine since then, and the wheel still seems to be in balance.

Here's what I did:

Tools;

- Jack, jack stand, knock-off hammer – everything to remove a wire wheel.
- Valve core tool – works much better than a small screwdriver.
- Tire irons – you need at least two but three are better. Get some long tire irons (mine are from Harbor Freight) if you can. The shorty Dunlop irons from the car's tool kit will work but longer irons make it easier. Big screwdrivers and pry bars will also work, but their ends may tear the tube and ruin it.
- Grease pencil or marker that will write on the tire & tube.
- Air pump or compressor – even a bike pump will work.
- Liquid soap – dishwashing soap works well.
- Talcum powder – baby powder works fine and will make your wheel smell nice too.

Getting Started;

1. Mark the tire & rim so you know their relationship and can put it all back just like it was. This way you shouldn't need to have the wheel rebalanced when you're finished.

2. Remove the valve core from the tube to be sure there's no residual pressure. If you don't have a valve core tool you can use a small screwdriver whose tip fits into the stem, and spin out the valve core.

Take Out the Flat Tube;

1. Remove the wheel.

2. Lay it on the floor and break the tire bead away from the rim. I did this by jumping on the tire, but you can also pry the bead away with tire irons.

3. Wipe the liquid soap onto the bead to help it slip over the rim. With one side of the bead shoved down into the deep part of the wheel, pry the bead over the edge of the rim on the opposite side. You only need to do this on one side of the tire, but pulling the tire off of both beads can make it easier to get the old tube out and the new tube back in.

This does make it more likely that the tire will rotate, so the marks become really important to get the tire back in its original orientation.

4. Don't rotate the tire on the rim and the balance won't change; keep the marks aligned.

5. Work the tube out of the tire. (As shown by Dave McCann in photo above.

6. If the cause of the flat wasn't something obvious, like a screw through the tread, take the time to find the tube's leak and mark that spot on the tube.

7. Set the tube on top of the tire so that the valve stem is over its hole in the rim and match up your mark on the tube with the tire. Then feel around inside the tire at the same spot to find what it was that punctured the tube.

8. Remove whatever caused the flat.

Put In the New or Patched Tube;

1. Dump about a handful of talcum powder in the tire and rotate the wheel/tire to distribute the powder. (See photo at right.)

2. Install the new (or patched) tube. Make sure you put the tube in right side up so that the valve stem is on the same side as its hole in the wheel.

3. Pry the bead back into the rim, being careful not to pinch the tube or lose the valve stem into the wheel. If you have something to screw onto the valve stem to keep it from going into the rim, use it. The tool you used to remove the valve core from the punctured tube may work.

4. Inflate the tube, slowly, to get the tire to seat.

5. Once the tire is seated, deflate it to relieve any folds in the tube.

6. Position the valve stem so it evenly comes through the hole in the rim.

7. Re-inflate the tire.

8. Put the wheel back on the car.

9. Reinstall the valve core in the leaking tube so you don't lose it. You can patch this tube and keep it in the car as a spare. If you are at all interested in being able to do this when you need to, practice on your spare wheel at home. This will test both technique and equipment. If you don't have all the tools in the car when you're at home, you surely won't when you're out and about.

Thanks to Dave McCann for reviewing and modeling.



Stay at home projects continued:

Well the rack boots are still on backorder from Moss. I just called them and they have 60 or so on back order so I don't know when I will get them.

As to my starting problem, I finally opened up the starter switch on the steering column to find out the contact for the white/red wire was loose internally. This is the wire that goes to the solenoid on the starter motor. Ha! I says here is the problem. I took it apart just to see if I could fix it, just to worn out. So I ordered a new one. Now I have a new switch which has a nice firm spring and the key flips back when I let it go.

Now it didn't give me 100% reliability. I remembered the solenoid also had a loose connection when I had it out. I ordered a new solenoid also, that is my next task. I can do it pretty quickly now!

Another Somewhat British Car Story

By Dave Wolin

I've owned a number of British cars, going back to an MGA that got me started in racing 50 years ago. More recently, a west coast racing organization put together a series they called "Supertouring"; 4 seater cars, 3500 pound minimum weight, 500 horsepower max, spec Continental racing tires and pump gas.



Coming off a win in a Corvette series (and having a lot of leftover parts), it sounded like a good place to race. A little research showed the

I also ordered new radiator hoses and a starter relay. For some reason my car did not have a relay, never did. I was looking around as to where to mount it when I saw two holes that fit the mounting tabs on the relay. So this is where it should be! I need to mount it when I put the new solenoid in.

Stay tuned.

Geoff



best car for the class to be the Jaguar XJS; inexpensive to start with as many were under-maintained and had blown up or otherwise compromised V-12's.

The rules didn't specify what make the motor or transmission had to be; most competitors were building Mustangs or Camero's; that sounded way to easy. My XJS, after selling off the nice leather interior, blown motor and possibly functional transmission, was almost free. In the shop was a 500 horsepower GM 383, formerly in the Corvette, along with a reworked Turbo 350 automatic. Some welding and cutting and it all just dropped in. Found a couple of sponsors who helped pay the bills and we were off and running.

Won a couple of races as the class required diligent tire and brake management; use either up too quickly and they wore out 45 minutes into a one hour race. Then as is often the case, some of the slower guys wanted more power or

speed; first the rules changed to get small block Fords more competitive and they started winning.



Sold my hybrid XJS to a guy in Miami as a street car; couldn't pass smog in California.



Then the Camero contingent wanted more brakes and stock brakes fell by the wayside, replaced by \$10,000 setups used in NASCAR. Needless to say, the series was fun, 30 car fields or more but folded after one year.

Dave, I remember seeing this car at the British Car Round up, but that was before I knew you. Thanks for the history of it. Ed.

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The BBCC is dedicated to the preservation and enjoyment of modern, classic, vintage, and antique British automobiles. Started in 1985 in Kern County, California in the heart of the San Joaquin Valley, the club has enjoyed over Thirty-five years of drives, rallies, picnics, tech sessions, and more. This monthly newsletter publishes the latest club news, features, announcements, and events. Do you have a story or announcement? Send it to the editor at; gtkimler47@gmail.com. Visit us online at: www.facebook.com/bakersfieldbritishcarclub.

