

HAPPY NEW YEAR!

ABCS Newsletter



January 2003

Volume 12 Issue 1

December Meeting Highlights

By Eddie Penland

Allen Calcote led the December meeting. Twenty-seven members were present. The membership elected the following officers for 2003:

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| President | Gael Bright |
| Vice-President | Kenneth Hampton |
| Secretary | Greg Bowman |
| Treasurer | Al Bradley |
| Newsletter | Eddie Penland |
| Drive Chairman | Bud Shinall |
| Program Chairman | Allen Calcote |

The traditional gift exchanges created excitement as each person decided whether to steal someone's already opened gift or choose one from under the tree. One of the most coveted gifts was a hardbound edition of Classic Cars. After many swaps, the book went home with Ben



Bailey. There were many nice items and most everyone smiled as they left the meeting with their treasures.

Christmas Social at the Hall's

Apryl and Robert Hall hosted a Christmas party at their home for all club members. Warm cider and tasty snacks were consumed as the guys drooled over Robert's collection of cars behind the basement door. Apryl took no credit/blame for what they saw in the basement!



While Apryl and Robert played host to the adult group, their daughter,

Kathryn did a great job of entertaining the little ones. Thanks again to the Halls for their gracious hospitality.



Tech Tip!

Our Tech Tip this week is from Mike Polovcin.
Little British Car Co. LTD
Website: www.lbcarco.com/

Recently I had the pleasure of installing (2) brand new doors on my 1979 MGB. My old doors suffered from major rot out on the bottom of the door panel. This was disheartening considering I had the car body repaired and repainted only 4 1/2 years earlier. I did notice however that most USA MGB's suffer from the same problem.

It appears that the vapor barrier is sealed poorly to moisture entering and as rust begins dirt and rust particles block the weep holes trapping water in the door pocket and accelerating the process. When I got the price from my friendly auto body shop to re-repair the doors I opted to purchase new ones. Once in my possession I then was alarmed to find out how much he wanted to paint and install the new doors. After some bartering I agreed to provide him with the painting material and when complete I would install them. Being mechanically inclined (but never doing this job before) I thought: How hard could it be? Well I was in for a lesson. The screws provided with the new doors were #3 Phillips Head 5/16"-24 machine screw just like the old ones. The old ones came out easy, but I'm afraid GOD would have a difficult time installing the new ones properly with adequate torque while aligning the new door. All of the attached door parts transferred fairly well between old & new doors, but those damn bolts.

After excessive adjusting and swearing, I felt there had to be a better way of doing this job. So after much thought I picked up my trusty McMaster-Carr catalog and located grade 8 Allen head socket cap screws the same size along with stainless steel flathead screws with allen socket heads of the same screw size. I now loosely replaced the Phillips screws with the grade 8 screws so the door could be moved around slightly on the hinge leaf. I then taped (2) 3" x 3" x 1/4" plywood squares onto the jamb wall of the car body. Then forcing the loose door into the body pocket I latched it into proper place

Climbing into the seat I then tightened the grade 8 bolts with an Allen wrench till I was sure that they were secure. Then by unlatching the door and nudging it open I removed the taped plywood. The result was a perfectly hung door.

Then one at a time I removed the grade 8 bolts and replaced them with the flat head stainless bolts; this allowed the door panel to be replaced. I this will save someone the anxiety I went through learning this method.

Lookout Mr.Leyland, there is a better way.

Rules Of The Road

From the Tennessee Drivers Handbook

Obeying Officers

You must obey traffic officers at all times. There will be times when one will instruct you to do something that ordinarily would be a violation of traffic regulations. The officer will do this only in case of an emergency when it is the only way to keep traffic flowing smoothly and safely. A common example: A police officer holding up traffic at a green light and permitting a funeral procession to continue through a red light.

In the United States, Canada and most other countries, right hand traffic is the rule. This means we drive on the right hand side of the road, and bear right when going around traffic circles.

Want to make a New Year
Resolution?

Renew your 2003 ABCS
Membership.

2002 In Pictures



