



April 2023

THE OIL SPOT

The official publication of the British Car club of Western New York



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President's Message

Greetings BCC Members!

It's April – and there's finally no snow here at my place. Many of our members are returning from down South this month, and we're happy to have them back! Cars are returning to their summer homes from storage (two of mine return on the 22nd). It's warm enough in garages and barns to start working on our vehicles again. I know that Lenny Price has two of his back with fresh paint. My 1974 TR6 project is now running again after 39 years off. I just returned from a trip to Granville, Ohio to help a good Canadian friend retrieve a new 1957 TR3 project for his attention.

The Ancaster British Car flea market returns later this month – a group of us will be going. Our MG owners have begun planning their annual road trip to their NAMGBR meet. At least eleven of us are planning to take our TR6s, TR250s, and GT6s to the Triumph Six-Pack Trials at the Roadster Factory in Pennsylvania this coming September. Be sure to watch our Facebook page and Meetup page for info on local happenings as well!

Cheers!

Skip

Event Calendar

The following is a tentative calendar of planned and proposed events for 2023. If you would like to add an activity or know of a speaker you would like to have at one of our meetings please call Cass Culotta at 716-545-0275 or Todd Schupbach at 716-435-4279.

April 16 – Cars & Coffee, Wimbledon Lanes, West Seneca, 9 am - 1 pm
(monthly event)



April 19 – Regular monthly meeting at the Irish Center, 7:30 pm

April 23 – Ancaster British Car Flea Market – Ancaster Ontario

April 29 – Pierce Arrow Museum Tour and Lunch – See page 5

April 30 – Cars & Coffee at the Rails, Dunkirk, NY, 9 - 11 am (weekly event)



May 12 – 14 – Carlisle Import & Performance Show

May 17 – Regular monthly meeting at the Irish Center, 7:30 pm

June 3 – Graycliff Tour – More information at later date

June 10 – Vintage & Classic Euro Car Celebration - Canandaigua, NY

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Meeting Minutes

Submitted by Linda Kula

British Car Club of WNY Meeting Minutes

Date: March 15, 2023

Location: Buffalo Irish Center

Opening

- Meeting called to order by Skip Gould at 7:23 pm.
- Skip talked about Jack Cudmore's passing. Celeste Kray made a motion for the club to send \$50 to Wounded Warriors, a group Jack supported..
- Skip thanked Jay Lockrow for the stories he shared about Jack.
- Skip also thanked Jay for providing us with photos of cars we've never heard of!

Treasurer's Report - Paula Barbari - not in attendance - No report

Membership – Robin & Dennis Illig

- It was reported we have 61 members and 43 co-members.

Programs – Cass Culotta and Todd Schupbach (not present)

- Cass reminded us about the club's upcoming visit to the Pierce Arrow Transportation Museum on Saturday, April 29, 11 am - 1 pm. We will lunch at Chef's at around 1:30 pm. Please RSVP to Cass by April 8.
- The drive to and tour at Frank Lloyd Wright's Graycliff is set for June 3. More details to follow.

Web Master – Dave Dill

- Dave will continue doing the website.
- Dave reported there were 127 views of the website overall; 98 visits to the homepage, 10 to the membership page, 5 views of the officers, 3 of the videos, 6 of the calendar, 5 viewings of the photos.

Regalia – Rick Magro (not present)

Newsletter – Linda Kula

Linda requested people send photos

and info about LBC activities they do.

Meetup – Skip Gould Skip reported there are 154 members in our MeetUp group and 100 members of our Facebook group.

Historian – Position remains open.

Technical Session Coordinator – Randy McPhee

Randy posed the question: "What type of tires do you use on your car?" Discussion ensued.

Old Business – None

New Business – None

Upcoming Events

Ancaster British Car Flea Market is on April 23.

Motion made to adjourn meeting and passed.

The next meeting will be on 04/19/23 at the Buffalo Irish Center.

Event Calendar 2023 *Continued from page 1*

June 18 - 23 – Triumph Register of America (TRA) national meet – Oxford, OH

June 21 – Regular monthly meeting at the Irish Center, 7:30 pm

July 8 – Village of Angola Car Show

July 19 – Regular monthly meeting at the Irish Center, 7:30 pm

July 24 – Cruisin' at the Wurlitzer - Featuring British Cars

July 24 - 30 – Flyer Week in Buffalo – 115th Anniversary of the Thomas Flyer win in the Great Race

July 31 – Lockport Optimist Club's British and Foreign Car Night Cruise

August 16 – BCC Picnic/Meeting (tentative date)

August 27 – WNY MG Club Car 50th Annual Sports Car & Auto Festival, Rush NY

September 7 - 10 – Watkins Glen Grand Prix Festival and Vintage Races

September 20 – BCC Monthly Meeting at the Irish Center, 7:30 pm

September 21st - 23rd – 6-Pack Trials annual meet, Indiana, PA (The Roadster Factory)

October 18 – BCC Monthly Meeting at the Irish Center, 7:30 pm

November 15 – BCC Monthly Meeting at the Irish Center, 7:30 pm

December 20? – Holiday Party/Meeting

The **OIL SPOT** is the official newsletter of the **British Car Club of Western New York**.

The purpose of BCC is to foster good will and camaraderie among enthusiasts of British cars, and to exchange ideas and technical expertise attendant to the restoration and preservation of all British marques.

The monthly **OIL SPOT** is sent by e-mail or traditional mail to all BCC members. It includes a calendar of events, articles and photos of general interest provided by the members, and classified ads.

E-mail contributions should be sent by the 25th of each month to Linda at **lmkula1@gmail.com**. Attach the file, or type information in the body of the e-mail. You can also send articles through the mail to **Linda Kula, 1566 Inwood Avenue, Angola, NY 14006**. Photos should be in JPG format. Articles are appreciated in MS Word or pdf formats. Classified ads appropriate to this newsletter are free. Ads run for three issues.

For further information or a membership application, visit our website at: www.bcc-wny.com.



MGB Chassis Bushing Replacement (and More!)

by Scott Stuchell

We're a bit of a peculiar lot, those of us who own Classic Sports cars. We love our cars and dote on them, almost to an extreme. It's a sad time, in the middle of the winter, when we go out to the storage location to check on the car and see our precious baby shrouded in a car cover, the battery tender plugged in, with the promise of a salt-free spring drive somewhere far down the road. I pass my car every day, since it's sitting in the "other half" of my garage. When I go to the store, out to eat, shovel snow, visit grandkids, doesn't matter I look over at my "baby" and sigh. I try to start it once a month, just to keep the brand new oil circulating through the engine. I let it warm up and dream of a nice drive along the river. I can't stop fiddling with my car.

I pulled the car cover off the car to start it one day back in December, and noticed a spot on the floor near the left rear wheel. One very small spot of...oil! This is blasphemy! Something leaked from my car! So I jacked the car up, put the jack stands under it, and investigated. I found the left rear shock leaking. Horror of horrors! I had to wonder how that could be, since I had only recently (was it 15 years ago?) had that apart. While under there, I noted that the shock link on that side had broken! It was original to the car. Well, there was nothing left to do but tear into the rear suspension. It's cold out there in the garage so I purchased a heater. It's too small, but it helps. If I move the family car out, and make room for my "roll-around" work station, I can go in there and work on the MGB even when the temps are hovering around 32 degrees F outside, although I prefer 45 degrees. I still dress warm!

In my case, I back the MGB into the garage, and have about a foot of room between the right side of the MGB and the wall of the garage. I can't move the car away from the wall without compromising the elbow room between the cars, but you'd be surprised how little room you need to work on your car!

I grabbed the floor jack and the jack stands, and set about raising the car to do the work. There's a shelf that now overhangs the right rear fender of the car, so I could only raise the rear end about 18-20 inches before I had to stop. I installed the jack stands, and moved to the front. The front was not restricted by a shelf, just the maximum height of the floor jack, which is about 22 inches. I installed the jack stands, satisfied the car was as high as I could get it. Removing the left side wheels was a matter of zip, zip, zip, and zip with the impact gun, and the wheels were off. On the right side, closest to the wall, it was "get on the creeper with my impact gun, scoot under the car from the left side to the right side, get off the creeper, sit up, try to stand, and then remove all the wheel nuts". Pretty close to the wall! But I got the wheels off. My septuagenarian joints didn't like it, but I got there!

While discussing how high I raised my car, I will say that if you intend to drop the front springs from your car, you will need to raise the car high enough to allow the spring pans to drop almost vertical to release the springs without the requirement for a spring compressor. In my case, 22 inches at

the front was sufficient.

While under the car I looked at all the suspension components and realized a few things. One, the nylon rebound straps I purchased from Moss/LBCARCO 10 or more years

ago still looked perfect! This after years of replacing the old rubber and fabric straps every five or ten years because they simply fell apart. Second, the red polyurethane bushings I had fitted to my suspension all those years ago appeared to be cracking, and small chunks were falling off the ends where they protruded from the spring eye and other locations. As it turned out, internally the bushings were just fine. Based on my observations, however, I decided to replace the bushings front and rear. I ordered what I thought to be a complete list of parts needed. I ordered both shock links, opting for the new more modern Cobalt links available from Moss/LBCARCO, and a full set of blue "Super Pro" Polyurethane suspension bushings which would replace the front and rear bushings. These are a bit pricey, but are supposed to be the best available. I sent **both** rear shocks off to World Wide Auto Parts of Madison, WI, to be rebuilt even though only one was leaking.

I had done this job once before, but that was during the rebuild process when the entire car was disassembled and I had plenty of room. I dreaded it this time due to space considerations, and the fact that I'm a bit more than 15 years older. Removing the suspension from the car was tough. Lying flat on my back for a lot of the work, then sitting in the 12 inches of room between the car and the garage wall for another part was tiresome. But, I soon had the rear suspension removed, the rear axle resting on wood blocks, and the old bushings removed with much difficulty. I had to press the old bushings out of some components, such as the spring eyes, and this was one of the more difficult tasks to deal with. I used a very long bolt, two large washers (one the same size as the bushing and the other larger than the opening on the receiver), two nuts, and a very big socket as a receiver to remove the bushings. I found a 4 inch section of 2 or 3 inch PVC pipe also worked as a receiver to remove the spring eye bushings. My new parts came in while I was disassembling the old parts. I found the suspension rebuild process to be calming and restorative. Partly, it's devising HOW TO DO something and getting it right. It wasn't the part lying on my back with the shock absorber dripping in my eyes, but the rest of it. There's something totally right about standing at the workbench, making your car better. Just use plenty of (supplied) grease on the new bushings! I took the

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Bushing Replacement *(Continued from page 3)*

opportunity at this point to check and clean my rear brakes.

I found the MGB repair manual somewhat lacking when it comes to assembly torques. It's not a big deal, since most manufacturers are just the same, but just note that the only rear suspension torque values given by the manual are the rear shock absorber mount bolts, which are 55-60 lb/ft.

There's also a dearth of information about the front suspension torques. Helping me on this was the table of "General Torque Values by Fastener Size". I used only new "Grade 8" bolts and nuts during reassembly where needed, but some of the bolts are special sizes or shapes, and were reused. Use the charts for best safety and reliability.

Note that my torque wrench, the nice Craftsman one, has a handle that's about two feet long. Recall that the car was on jack stands maybe 18-22 inches off the ground. Even at that height the handle on the torque wrench hit the floor. I switched to my much shorter (and cheaper) Harbor Freight torque wrench, and finished the rear suspension with that. The rebuilt shocks came back freshly painted and looking new. They were MUCH firmer than they were when I sent them off for rebuild. The shocks installed with no problems, and I assembled and installed my rear springs and new shock links without drama. The new pads fit great between the upper and lower plates of the spring mounts. I torqued the U-Bolts to 30 lb/ft. Really, the rear suspension is pretty simple and straightforward. It all went together fairly easily, and required minimal swearing for the springs to fit into the spring mounts. I torqued the front spring eye bolt to 70 lb/ft, and the rear shackle nuts to 45 lb/ft, although the upper nut is hard to torque onto the shackle plate.

The front was a bit higher than the rear and a trifle further from the wall, which was a boon for my bones. Part of the disassembly procedures I looked at prior to digging in, was to remove the left and right front brake hydraulic lines from the union on the crossmember adjacent to the front shock absorber mount. Depending on how far you will go rebuilding the front end, you may want to bend back the tab washers on the back of the caliper mounts, and simply remove the entire calipers to the work bench, then remove the wheel hub and replace or repack the wheel bearings while you're at it. Removing these parts makes the spindle assembly *much* lighter when manipulating components. It may also offer an opportunity to rebuild the calipers themselves or the pads. Take the time to inspect the brake flex lines and replace in pairs if necessary. In fact, I purchased new wheel bearings, lower trunion kits, caliper mount tab washers, and sway bar end bushings. The sway bar end bushings were surprisingly not included in the Super Pro Kit, and I found them separately online from Energy Suspension Parts.

It's just my own philosophy on cars, but when I'm replacing parts on the suspension, brakes, steering, shocks, and so on, I always do the same thing to the left and right sides. If I replace a left side spring or shock, I replace the right side as well. This may not be "necessary", but it does keep a certain balance to the suspension and to the ride and handling of the car.

I removed the bolts from the sway bar ends, releasing them from the links. I then removed the nuts from the tie rod ends and liberated them from the steering arms. This may require

the use of a tie rod end puller or a pickle fork. I raised the jack under the spring pans, compressing the springs, and removed the upper trunion bolt. This is the "dangerous" part of the sequence. Once the upper trunion bolt is removed, the spring is free to fly out of the suspension if the jack were somehow to slip from under the spring pan. To thwart this, position the jack carefully, and let the jack down slowly. Stand off to the front or rear so there is no chance of getting hit if for some reason the suspension drops precipitously. Lower the jack slowly, and when down all the way the spring should just sort of fall out of the spring pan.

To remove the lower A-Arm assembly from the pivot, which is bolted to the crossmember, remove the two 3/16 bolts that join the spring pan to the **rear** wishbone arm. Now you can re-

move the split-pin from the pivot nuts, remove the nuts and washers, and remove the wishbone arms. If you are going to paint your parts, further disassembly should be considered. If you remove the pivot itself from the crossmember, torque to 44-46 lb/ft during reassembly.

During the disassembly process, it became immediately clear that the 49 year old front shocks, while not leaking, were pathetic compared to the renewed rear shocks. So, I sent them off to be remanufactured. I removed all components from the front end, including the crossmember, and disassembled the lower A-Arm assembly (spring pan, sway bar link, and both wishbone arms).

Truthfully, the crossmember can be lowered just enough to install the pads without dropping it completely. But I wanted to remove the grease, clean it up, and inspect the bolts while I was at it. Before dropping the crossmember, it's essential to remember to remove the four mount bolts from the steering rack. Keep note of the location and number of shims on the steering rack as this is a critical factor in reassembly. This was a tedious job, due to the limited space to remove the inside steering rack mount bolt closest to the radiator outlet. The other three were easy. It may be easier to loosen the crossmember and drop it an inch prior to removing the steering rack just to give you some room. The crossmember can be dropped further without damage to the rack once the rack

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Upcoming Events

Pierce-Arrow Museum Visit!

Join members of the BCC on **Saturday, April 29** to explore the Buffalo Transportation Pierce-Arrow Museum! We will be at the museum at 11 am - 1 pm.

The fun will continue at Chef's Restaurant at 1:30 pm where we will have lunch.

The museum, located at 263 Michigan Avenue in Buffalo, has onsite parking for its patrons. General admission is \$15.

Please RSVP to Cass Culotta by April 8 at 716-545-0275. Thank you to Cass and Diane for organizing this event!

Information and logo from <https://www.pierce-arrow.com>

Attention, Frank Lloyd Wright Fans!

On June 3rd, BBC members will tour **Frank Lloyd Wright's Graycliff**, the famous summer home of the Darwin Martin family.

In addition to the tour, plans are being made for a scenic drive to Graycliff, as well as lunch.

Cost is \$20/person for the tour. **Please RSVP to Todd Schupbach by Thursday, May 18** (716-435-4279 or toddshupbach@gmail.com). Payment can be made to Todd (preferably in advance) via zelle, check or cash.

Please mail checks to:

Todd Schupbach
8750 Lapp Road
Clarence Center, NY
14032



Photo courtesy of <https://experiencegraycliff.org>

Bushing Replacement (Continued from page 4)

bolts are removed. You can use wire or rope to hold the steering rack in position while you lower the crossmember.

To remove the crossmember, snug your jack up under it and remove the nuts, washers and pads from the bottom of the crossmember. Now simply lower the jack while controlling the crossmember to prevent it from falling. It's fairly heavy! If you will not need to remove the crossmember, lower it until you can remove and replace the pads between the chassis and the crossmember. If you will remove the crossmember for maintenance, you can also remove the nuts and washers from the top of the chassis rails, inside the engine compartment, and tap the tapered bolts loose from the top down, taking care not to damage the threads.

Clean all parts you removed. Renew those parts that are deemed broken or unfit before re-assembly. Check closely the holes on the spring pan and on the wishbones at the lower trunnion mounts. These holes are sometimes elongated due to wear, and should be replaced if badly worn. This is also a good time to replace the rubber rebound buffers if needed, as well as the tie rod ends, which should be replaced on both sides at the same time if necessary. You don't want to do this again in six months. If you replace the tie rod ends, remember to count and write down the number of turns you make as you remove them, so you can put them back on as close as possible to the same place.

The crossmembers are NOT the same between the Chrome Bumper (CB) MGB and the Rubber Bumper (RB) MGB. The RB crossmember is shaped differently, and the mounting bolts are different sizes. On my CB MGB the mount bolts are all the same size, and are the same as the rear bolts on the RB cars. I removed them all, cleaned them up, gently tapped the tapered bolts up into the chassis rails with a brass hammer, taking care not to damage the threads, put the top washers and nuts on and tightened, but did not yet torque to specs. After cleaning, I wrestled the crossmember under the bolts, and let the chassis bolts guide it back into place while I raised the jack, replacing the pads when able. It's tough enough to get the pads, nuts, and washers on the bolts inside the crossmember, but torquing them required some finesse. My torque wrench would not fit inside the crossmember. There's a convenient hole in the crossmember for an extension, but it doesn't precisely line up with the nut on the bolt, especially if you use a 1/2 inch extension and socket. Use a 3/8 inch extension and socket and it should fit easily. Torque all 8 nuts to 54-56 lb/ft. This process lines the suspension up pretty well, but you will need to re-align the car once done.

Next issue: Putting it all back together!



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"Cars & Coffee at the Rails" in Dunkirk starts this month! See the calendar on page 1.

Photo by Skip Gould

British Car Club of Western New York

British Car enthusiasts from the area are invited to join our club for meetings, technical sessions and drives throughout the region!

See our Facebook page to exchange news, events, information, photos and humor at

<https://www.facebook.com/groups/229699855909145>

For details on our meetings and organization, see our website at

<http://www.bcc-wny.com>

For information on events, our Meetup page is

<https://www.meetup.com/British-classic-cars-Meetup/>



Linda M. Kula
1566 Inwood Avenue
Angola, NY 14006

**Wednesday, April 19, 2023 - Regular Meeting - 7:30 pm at the Buffalo Irish Center.
Join us at 6:00 pm for dinner at the pub!**

Pierce Arrow Museum Visit - April 29! RSVP 04-08-23. See page 5 for details.