Next Pizza Social: 7pm - Tuesday Jan. 7th
(AKA "Meeting")

Location: B C's PIZZA & BEER
1056 W. SHAW AVE.
Northwest corner of
Shaw and Palm

OVER 100 DOMESTIC AND IMPORTED BEERS AVAILABLE

Agenda: Super Bowl Party and
next year's activities

Next Social: *Feb. 4th, 1997
(First Tuesday
location announced in
of every month)

Well, you said you wanted a "social club"! Dan and Susan
Dunham have offered their home for our first Super Bowl
Party. Please bring your favorite beverages and an
appetizer or other snacks to share. If you plan to be
there PLEASE RSVP to 226-0269. The address is 427 E.
MICHIGAN AVE. in Fresno. It's three streets south of
Shields and one block east of Palm Ave. The party starts
ONE HOUR before kick off. Check the newspaper for the
time. Plan to attend!

From USA Today "California officials working with General
Motors Hughes Electronics, have developed a $50 car-
mounted radio transmitter that can send a signal to state
authorities if a vehicle's emissions began to exceed
pollution standards!" BIG BROTHER IS COMING!

CLASSIFIEDS

1974 XJ6-L - Cinnamom w/ tan interior, good tires,
recently painted, 173 K miles, needs valve job, asking
$2000 OBO. Contact Dodge Wallace at (209)226-1495 or
(415)222-5032

JANUARY'S NEWSLETTER IS SPONSORED BY:

Classic Import Restoration,
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Arcane Automotive
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BRITISH SPORTS CAR ENTHUSIAST

PROPOSED 1997 CALENDAR OF EVENTS

JAN - SUPERBOWL PARTY
       AT THE DUNHAMS

FEB - OPEN - SUGGESTIONS?

MAR - WILDFLOWER TOUR
       IN THE FOOTHILLS

APR - COALINGA SCCA CONCOURS

MAY - YOSEMITE TOUR

JUN - TOUR TO BASS LAKE
       BAR B Q AT THE GUIDA'S

JUL - MOSS MOTORS BRITISH CAR
       FESTIVAL - OVERNIGHT

AUG - MONTEREY HISTORICAL
       AUTO RACES - OVERNIGHT

SEP - ALL BRITISH CAR SHOW
       - FRESNO

OCT - TOUR TO YOSEMITE

NOV - BLACKHAWK AUTO MUSEUM
       OVERNIGHT TRIP
       (AND SHOPPING ORGY)

DEC - HOLIDAY PARTY
       @ CHATEAU MOLINEAUX?

NEEDED - interested volunteers to be the head honchos of and to
plan each of the above activities. Members will need to contact
them to express their interest in participating. If an event is
not going to be supported it will be up to the honcho to cancel
the event. We also need a person (Tour Master?) interested in
planning interesting short tours (5 hours or less) on nearby back
roads. (with a lunch stop).

Zenith-Stromberg Troubleshooting Guide

Poor Idle Quality:
- Air leakage (check gaskets and vacuum fittings)
- Throttles not synchronised (re-balance carbs & reset linkage)
- Air valve sticking (clean & reassemble)
- Obstructed float chamber or diaphragm vent holes
  (ensure that air filter and gaskets are correctly fitted)
- Incorrect fuel level (clean or replace needle valves & reset float height)
- Metering needle wrong or incorrectly fitted (check needle number, and install
to correct height)
- Diaphragm incorrectly located or damaged (holes on bottom of piston should
  be in line with and face throttle shaft - replace damaged diaphragm)
- Temperature compensator faulty (with engine & carb cold, compensator
  cone must be seated, but free to move on its seat)
- Vacuum leak around throttle shaft (replace seals and/or shafts)

Hesitation or “Flat Spot”:
In addition to the above, check:
- Piston damper inoperative (ensure damper is filled to proper level with correct
  oil - check operation by raising piston, whereupon resistance should be felt)
- Air valve spring missing or damaged
- Ignition timing incorrect
- Throttle linkage operation incorrect (readjust and check for correct operation)

Heavy Fuel Consumption:
In addition to all of the above, check for fuel leakage

Lack of Engine Braking:
Faulty bypass valve (replace diaphragm or entire unit)
- Throttles sticking open
- Ignition retard inoperative (if separate retard unit fitted to distributor, check
  operation - if not, ensure that distributor returns from advanced position)

Lack of Engine Power:
- Damaged air valve diaphragm
- Low fuel flow (check fuel pump output, needle valve & seat assemblies, and
  float height)
HOLIDAY CHEER
by Debilyn Molineaux

Our second holiday party was once again held at our home, Chateau Molineaux in Yosemite Lakes Park. Kevin and I had decorated with good Christmas cheer (the liquid variety) and the party got off to an early start just before 3 p.m.

A gathering was attempted at Carl's Jr. in Fresno, but connections were missed and some maps lost. Not everyone made it, maybe they're still lost? (the Spilavos especially).

There were a surprising number of British cars in attendance, including Penn's E-type, Steve's Mini-Cooper, and the Hinsch's beloved TR-250. Everyone brought good food, lots of good beer and Kevin has been drinking it ever since. (There were just a "few" left over beers). The beer drinkers grabbed some of Kevin's ice cold mugs from the freezer and sampled a fine variety of microbrews and imported beers. The "motor oil" stout (more stout than Guinness!) was a favorite of some as was Dan's "home brew". An early highlight of the party was the Bronco vs Raider football game. Especially since the Broncos won. Again. Ha! Later on, Mother Nature treated us to a special sunset, the "colour" photos are gorgeous! (and will be available for viewing at the next meeting) The "gentlemen" spent lot of time kicking tires before lobbing beer bottles off the deck (Thanks, Marty for picking up after these rowdies!)

After the early crowd retired (Tom), a cozy group ended up in the living room for some entertainment, courtesy of Carol and Jerry. Something about draft animals. You'll have to ask Carol. Thanks to all that attended, we look forward to next year.

EDITOR'S EXHAUST NOTES... o.o.o.o.o.
Marty Hardison -Ed.

Happy New Year!

Hope every one had a great Holiday season and are looking forward to an active year with the British Sports Car Enthusiasts!

In this newsletter we have proposed a list of activities for the new year. Every activity will need a person(s) to ensure it's success. If you see an activity you want to volunteer to co-ordinate please call me at 439-5062 and I will place your name on the calendar as the person to contact. We need to firm up who's doing what as soon as possible. The more lead time we can give, the more likely the participation. If at all possible be at BJ's PIZZA this Tuesday.

As for future newsletters, I need your help. Submit an article that you've written about a tour, party or other BSCE event. Other possibilities are articles that you've come across that you think other enthusiasts would like to read, English car related advertising about your car, pictures of your project car and how it's coming along and of course pictures of recent events. Photos with high contrast make the best photocopies. Articles can be faxed to 439-5062. A good deadline date for articles and pictures is the third Friday of the month so I can get the newsletter out just before the next meeting.

We should all thank Kevin and Arcane Automotive for once again sponsoring our newsletter.

Just a note to those folks we haven't seen in a while ... if you want to remain on the mailing list for the newsletter contact Debilyn at 432-7635.

Remember! Call and RSVP to Dan Dunham for the Super Bowl party.

SEE YOU AT BJ's !!
The Winners!
We cleaned up at the All British Car Show in September 1996. Dan's Jag, Peter's Sprite and Frank's MGA took all three trophies.

Yosemite/Glacier Point Tour
November 1996

In front: Carol, Kevin, Nancy, Debilyn, Doreen, Jim. In rear: Tom & Jerry

Holiday Party - Chateau Molineaux
December 1996
Marty, Kevin, Carol, Debilyn, Nancy, Scott, Diana, Jerry, Donna, Susan, Frank, Tom, Dan, Doreen, Steve and?
From the land of British Racing Green.

Only 24 of the top racing drivers in the world are eligible to compete in all International Grand Prix. More than half of them are British.

While for many nations, racing cars has become a national pastime, in England it has grown into a national passion.

For the English, cars are a very no-nonsense, unfrilly business. In a car, they regard beauty as a function of how beautifully it functions, and nothing reflects the English character more in this regard than the classically British TR-6.

It is English to the core. In fact, it's just about all core—a big, beautifully engineered 6-cylinder motor, powering a sturdy transmission that slides solidly from one gear into another.

A heavy-duty independent suspension that can take anything that any road can dish out. All tightly put together in a body with rugged, clean lines and topped off with a couple of comfortable reclining seats to sit in it with (The only concession to excessive luxury in the car).

The classically British TR-6, is an utterly straightforward, square-jawed kind of car. The kind they don't make anymore, anywhere but England.

The Classically British Triumph TR-6

$3,595, suggested retail East Coast P.O.E., not including inland freight, dealer preparation, state and local taxes. West Coast P.O.E. slightly higher. British Leyland Motors Inc., Leonia, N. J. 07605