





## MESSAGE FROM THE PRESIDENT

Hello all.

How wonderful was the British Bash last week-end? Jaguar Drivers Club turned out a record 24 cars into their four classes. Derby City Minis fielded 19 cars this year from as far away as Muncie, Indy, Noblesville and Harrodsburg! Bluegrass Austin Healey Club made another strong showing represented by 17 cars and the Cobra Club put 13 beautiful examples on the field!

We sported 168 Entries this year with the Distance Award going to Jason Seiber from Hayden, AL at 363 miles in a 1974 MGB. Runner up with a close second at 334 miles was Ed Poconus in the 1957 MG Midget from Peoria, IL.

During the next 6 weeks, Cars 'N Coffee (Captain's Quarters) on June 11 and July 9; Cars at Fante's Coffee on July 2; Cars in the Commons (Norton Commons, Louisville) on June 25. A number of our members' cars have been nominated and accepted to the Cars in the Commons. They're predicting 200 cars!

I'm optimistic that many of you will continue to want to purchase our BSCC 40 year Commemorative polo shirt. They're good looking and support our club. Contact David Greanais, our 'swag guy'!

Until then, see you soon.

Nico

## Ask Mr. Bentwrench©2022



**Dear Mr. Bentwrench** – I've got a cracked glass in one of my original Smiths gauges on my restoration project and honestly, the others have all seen better days. Is there anybody still doing repair or restoration service on our old Smiths gauges anymore? – Old Gauge

**Dear Old Gauge** – We know Smiths for their gauges, but they were first famous for their fine timepieces. Founded in 1851, S. Smith & Sons began as a manufacturer of clocks and watches growing to over 2,000 employees by 1915. In 1927, they purchased Ed. Jaeger Ltd renaming it British Jaeger Instrument Co. Later, partnered with Joseph Lucas Ltd in 1930 to become the dominant supplier of instruments to all British motorcars and motorcycles. By 1964, Smiths had grown to over 25,000 employee in 27 factories. Then in 1974, British regulation requiring tachometers by 1978 quickly surged production from 400 units per month to over 4,000 units! Their automotive instrumentation line was sold to Lucas Ltd in 1984 and then to German based VDO in 1991. Today, Smiths continues to supply OEM gauges to high profile marques like Jaguar and Aston Martin.

Originally a fine, precision clock and watchmaker, this influence is obvious on all the beautiful faces and fine detail on all their vintage instruments. Smiths gauges have always been of the highest quality that seem to last forever. Over the years, mechanical gauges gave way to electronic gauges and most recently, facsimile gauges displaying buffered output from the ECM module. By design, these no longer fluctuate and have sadly become just a fancy idiot light wearing a needle.

Although Smiths actual gauge mechanisms are very accurate, their issues are usually found with their senders. The mechanical oil pressure sender is actually a very small oil filled tube fed direct from the engine where even the slightest kink is a problem and seldom satisfactorily repaired. A temperature sender fails when it loses the ether from the capillary line from either old age or damage and can only be replaced. All electronic senders basically just regulate specific output voltage to the gauge and typically either work or don't! Speedometers issues are primarily mechanical with 'needle bounce' from a drive cable that simply needs to be removed, cleaned and thoroughly re-lubed with a special graphite based speedo lube. The floating speedo needle is attached to a spring tensioned metal drum over a spinning magnet driven by the cable. The cup and magnet may be cleaned for possibly smoother operation, but recalibration is done by readjusting the spring.

Nisonger Instruments in New York has been the exclusive US distributor for Smiths since 1949. However, Hurricane Ida in 2021 devastated their facility and although they are no longer accepting gauges for repair or restoration, their Sales Dept is well stocked and fully operational.

