

BMC Knock Off Advice

Submitted by Reid Trummel

Re the recent discussion on knock-offs, we reprinted a little piece from BMC's old club magazine, Safety Fast, in the current issue of Austin-Healey Magazine, that speaks to this subject. It was published in their July 1963 issue. I'll quote it below for anyone still interested in this subject. I'm not trying to imply that this is "the last word" on the subject, but merely thought it interesting what the original seller had to say.

WIRE WHEELS

Wire wheels are now optionally available for all BMC sports cars -- including the Sprite and Midget. They look well but do need extra care: here is the latest advice from BMC Service Ltd.

To ensure completely efficient operation, centre lock wire wheels and hubs require occasional attention as follows:

1. On a new car, after the first long run, or a series of short runs totaling 50 miles (80 km.), jack up each wheel in turn and hammer nuts to ensure they are tight.
2. When changing wheels, wipe the serrations, cones and threads to remove any foreign matter that would prevent the parts from seating properly. Rust and dirt will prevent proper operation. Whenever wheels are replaced, a light coating of grease should be applied to the conical surface, the thread, and the serrations in the hub, and also to the conical surface and thread in the lock nuts. Hammer tight and recheck after a run, as for a new car.
3. When a wheel has to be changed on the road, the wheel should be removed again as soon as convenient in order that the hub etc. can be properly greased as described in (2) above.
4. Every twelve months -- irrespective of mileage -- the wheels should be removed for examination and regreasing.
5. After any major repairs, which may have involved stripping the front or rear axle, a check should be made to ensure that, the inscription on each locknut does in fact correspond with the side on which it is fitted.

N.B. -- Lift car on jack before using hammer and **ENSURE LOCKNUTS ARE TIGHT**. The lock nuts are designed for self-locking, but severe damage to the splines will result if they are permitted to run untightened. To put it mildly!

