

BRITISH MOTOR CLUB OF UTAH

JUNE NEWSLETTER 1990

Volume 2, Number 11

UPCOMING EVENTS (NOTICE THAT THIS IS STILL PLURAL)

The **fun rally**, for novices and all beginners, which is the planned **May event**, will be **Saturday June 2**. This will be an untimed, very low speed event since most of us have never been involved in rallies and timed events often lead to high speeds. We will meet in the **Canyonview Elementary School parking lot at 7800 South and 3050 East at 1:00 pm**. You will then be given the route instructions. These are intended to get you to the other end but will require some thought on your part. We will start at intervals so that you can't just follow the guy in front of you because he is likely lost, too. There will be checkpoints to determine if you manage to stay on route and many other surprises. The total route will take about 2 hours and will be on paved roads in the valley. You will need a navigator along to help; so bring one with good vision and reading skills. We will finish up with a picnic dinner so be sure to bring yours along. If you have questions call Pete at 942-1430 or Jerry at 942-6321.

The real **June event** is a run through **Odgen Canyon, past Pineview Reservoir and through East Canyon with a picnic on the way**. We will meet **at the Utah Travel Council parking lot at 9:00 am on June 16**. To get to the parking lot head north on State Street north of North Temple, when you are forced to turn by the capital, turn right, immediately on the right is a parking lot. This is the place. This will be a joint event with the Golden Spike Vintage Car Club of Odgen, the Salt Lake Thunderbird Club and, perhaps some other clubs so let's get a good turnout. After leaving the parking lot we will run up to Odgen to join up with the other groups and then proceed on the main part of the run. Be sure to bring your picnic lunch along. To learn more about the plan contact Bob Van der Spek 399-9735(H).

The July event will be the 3rd Annual Alpine Loop Run and Picnic. This has become a club classic so be sure to get July 14 on the calendar.

WHERE WAS EVERYBODY?

On May 20 we had a rerun of the snowed out April event, a chance to run through an autocross course. The SCCA set up a long course at Alta High School and Mark had arranged for anyone wanting to try the course to have a chance. But only Denise, Barry, Tom, Julie and I showed up, along with Mark, Roger and Jill who were in the competition. A fellow named Nick Nikols, not our Nicholas Nichols, entered a TR-7 and won first place in his class.

THE LUCAS CALENDAR

This calendar works about as well as its namesake, so use it with care. Club events are in **bold type**. The others you may find interesting. All events are subject to change.

June 1 KRSP Cruise night at Valley Fair Mall, all evening.

- June 2** Fun Rally in the Salt Lake Valley. Meet at 1:00 at Canyonview Elementary School at 7800 South 3500 East.
- June 9-10** MG Car Club Rocky Mtn Center Glenwood Springs Rallye.
- June 9-10** Association for Retarded Citizens and Associated Wheels of Utah rod run and dance on Saturday, car show Sunday at the U. I have info.
- June 15** KRSP Cruise night at Sandy Mall, 9400 South and 700 East, all evening.
- June 16** Run to East Canyon, Pineview Reservoir and Odgen Canyon. Contact Bob Van der Spek 399-9735(H).
- July 13** KRSP Cruise night at Sandy Mall, all evening.
- July 14** 3rd Annual Alpine Loop Run and Picnic.
- July 21-22** 21st Golden Spike Empire Vintage Car Club show and swap meet. Show on Sunday only. Contact Bob Van der Spek 399-9735(H).
- July 30 - Aug. 3** GOF-West (Gathering of the Faithful, for all MGs) now scheduled at Mt. Bachelor, a ski resort near Bend, Oregon. I now have info.
- Aug. 1-5** Vintage Triumph Register Annual Convention, Boulder, CO. Contact Mark, 364-3251, for info.
- Aug. ?** We need ideas?
- Aug 31- Sept 3** Vintage Racing at Steamboat Springs. Several members will likely be going over to spectate. Contact Bill or Julie 582-9223 (H) for info.
- Sept. 15** Poker Run in SLC.
- Oct. 13** Dinner in Park City.
- Nov. 17** Technical Session.

TIDBITS

Some of you may have noticed that all or part of the May and probably this newsletter are printed in red. As Kees and I were running the May newsletter off, he told me that he had red and blue cartridges for the xerox machine but did not use them anymore and would like to use them up. So we are currently in the red phase, the blue phase will follow. When Mark saw it he said "great, I will be able to find it on my desk." Gary thought that "it looked like it came from Fredricks of Hollywood." Is that good or bad, Gary? We sent out 60 newsletters for a postage cost of \$13.50. Thanks to Kees for the use of the xerox. We will be needing envelopes soon. Anybody willing to donate some?

We need somebody to make up some posters, displays, etc. about the club, along with membership applications, to put in some of the shops frequented by British car owners. Any volunteers? Where do you think we should put applications?

New members during the past month are: Tom Pezely, Tom has a TR-6; Grant Clayton, Grant is getting a TR-6; Mike Reece, Mike is working on a MGA; Dennis Strong, he has six, yes six, Midgets and Sprites; Reed Baier, Reed has a '68 TR-250; Cal Evans, Cal has a '79 B and '64 Morgan +4.

We need an August event? Got any ideas? The Healey guys are not holding the normal Healey days this year.

I believe that TC Annie is having or just had some knee surgery and will likely not be out with us for a while.

If anyone wants a copy of the video from last years Alpine Loop run contact Pete at 942-1430. Cost is \$25.00

Want a club grill badge? Contact Duff at 487-5192.

THE #%@! WRENCH WON'T FIT! -- wkv

Did you ever find that bolt or nut, always in some almost inaccessible place on the car, that your trusty set of Craftsman wrenches won't fit. You even break out the metric set for your spouse's modern machine and they won't do it either. Before you attack it with your adjustable corner rounder, recall that prior to the mid fifties MG, at least, used exclusively what are now loosely call "Whitworth" fasteners and that some of these lingered on at least to my '73 Midget. Although all of these are not truly Whitworth threads, the term has become the generic name for any British bolt or nut that modern wrenches won't fit.

At present, the common "English" or American size bolts and nuts have what are correctly call Unified National Coarse (UNC) or Unified National Fine (UNF) threads and most common wrenches are sized to fit these. But prior to this unification there existed several types of bolts and nuts with sets of wrenches designed for them. In England the smaller (under 1/4") bolts and screws were given a British Association (BA) number. These numbers started with BA-0 for a screw just under a 1/4" and ran to BA-25, or so, for a screw for watch making. The most common on cars is a BA-2, looking deceptively like a 10-32 thread, but slightly different. A 10-32 thread has a diameter of 0.190" and, of course, 32 threads per inch. A BA-2 has a diameter of 0.185" and 31 1/4 threads per inch. The angle in the valley between threads is also different. These little jewels lurk on the studs that hold Smith's instruments in place and a few other places. A 10-32 nut will generally screw on a BA-2 bolt but doesn't feel right. BA-4's also occur, but less commonly. They are between a modern number 6 and 8 in diameter but with a finer thread, 38 threads per inch. There used to be one on each carburetor of my Midget for adjusting the idle speed. Generally modern unified wrenches will work on BA nuts, but sometimes seem sloppy.

For threads bigger than a 1/4" (or correctly 3/16") the case gets worse. The thread diameter is in the usual fraction of an inch: 1/4, 5/16, 3/8, ... but the number of threads per inch is different from that on unified threads and the thread angle is different. Also as with unified threads there are two sets: a coarse thread, British Standard Whitworth (BSW) and a fine thread, British Standard Fine (BSF). Just as UNF threads are the most common on current cars using non metric sizes, BSF is the one you will find. I have actually never seen a BSW thread, a real Whitworth bolt, on a car. The table below shows the number of threads per inch in both the UNF and BSF systems for the more common thread diameters.

Dia.	UNF	BSF
1/4	28	26
5/16	24	22
3/8	24	20
7/16	20	18

Clearly UNC bolts and BSF nuts, or vice versa, will not fit. But worse than this, the size of the wrenches to fit the bolt heads and nuts in the two systems are different. In the unified system the wrench size is based on the distance between flats on the bolt head or nut that it fits. Whitworth wrenches are sized to not grip at all on the next smaller size but I have no idea where they got the actual dimension. Whitworth wrenches are sized by the diameter of the bolt using the coarse Whitworth thread, i.e. a 1/4" wrench should fit the head or nut with a 1/4" BSW thread, but the wrench is one size smaller than the diameter on BSF bolts and nuts. Thus a 1/4" Whitworth wrench fits a 5/16" BSF bolt or nut. But a 1/4" wrench has an opening between 7/16" and a 1/2".

So what to do when you find one of these strange beasts? Generally the adjustable wrench is the quickest answer, but you can get Whitworth wrenches, sockets, bolts, nuts, taps or dies from Snap-on, Moss Motors, Abingdon Spares, British Tool Co. or Cushman's British Tools. Cushman's has the widest selection of "Whitworth" stuff including stainless steel, brass and chrome bolts and nuts. Most T-series MG owners have had to buy a set of Whitworth wrenches, sockets, taps and/or dies, since nearly all the nuts and bolts on the cars require them.

Cushman's British Tools
P.O. Box 2685
Orcutt, CA 93455
(805) 937-7456
evenings only

Abingdon Spares, Ltd.
P.O. Box 37
South Street
Walpole, NH 03608
(800) 225-0251

British Tool Co.
P.O. Box 2002
Grand Rapids, MI 49501
(616) 458-9768

REPORT FROM THE EXCHEQUER:

Balance as of 5/1/90	\$185.69
May Newsletter cost	13.50
Balance as of 5/22/90	172.19

Newsletter Editors: Bill and Julie Van Moorhem, 582-9223 (H), 581-7687 (W).
Associate Editor: Mark Bradakis (mjb), 364-3251(H).
Keeper of the Exchequer: Rich Holder, 250-4928 (H).