

BRITISH MOTOR CLUB OF UTAH

FEBRUARY NEWSLETTER 1990

Volume 2, Issue 7

UPCOMING EVENTS

The February event is the **Potluck Dinner**, business, planning and whatnot meeting on **February 10 beginning at 5:00 at Kees and Becky's, 8433 South Kings Cove, SLC** (just above Wasatch Blvd). (By the way congratulation are due Kees and Becky, they were married in January.) We will be purchasing some meat trays and drinks, but need the other items to be brought as a potluck (really a potplanned as we would like you to **call and let us (Bill and Julie, 582-9223(H)) know what you will be bringing by Feb. 7 at the latest.**) The cost will depend on the number of folks attending but will be about \$3.00 / person. Let's get a good turnout for this so we can make some plans for the upcoming year. We have also had several suggestions for videos, movies and slides and will likely show some of these.

March 17 will be the St. Patrick's Day Parade. If there is interest, we will take part. We need to discuss this in February.

We need an event and an event organizer for April, an in-town or near-town event would be best because of the questionable weather at this time of the year. Who has a great idea?

A rally has been suggested for May with the Vintage Motor Car Club of America.

PAINTING IN JANUARY

Merlin Berg gave an excellent presentation on restoration, painting and bodywork at the January Technical Session. One of Merlin's major points was to decide what you are going to do with a car before you begin any restoration, do you want to drive it, show it or hold it as an investment? All of these things determine how you should approach a restoration. Second what is the potential value of the car, you can't approach a Bugeye Sprite like a XK120 Jag. We discussed paints and primers. He recommended PD-40 sealer as a rust preventer and sealer over chemically stripped or sand blasted metal. Plastic body filler can be applied over PD-40 if it is roughened slightly with a Scotch Brite pad. He suggests a high build primer and likes Feather Fill. He uses Sikkens paints (from Pierson's) and suggests a two layer paint system, a thin color layer followed by a clear coat for the do-it-yourself painter.

We had the biggest turnout for this event that we have ever had. Rich counted 24 people at one point and I counted more than 20 twice. Lots of new faces too. Great to have you with us. It looks like it is going to be a big year. Some of the folks at the event were: John, Jerry, Barry, Denise, Duff, Mark, Dell, Jonathan, Mike, Reuben, Bob, Kees, Don, Jeff, Anne, Nicholas, Pete, Neal and myself. Sorry if we missed you.

FOLIE A DEUX, TROIS, QUARTE...

(The following was taken from the British car electronic mailing list and the Mark referred to is our own mjb. Recall that last month we mentioned that the average British car ownership in our group is one and a half. - Editor)

A recent posting (about Sprites for sale) brings up several interesting points. First of all, I know that Mark has a "collection" of TRs of various kinds, conditions, and stages of disassembly. Then this fellow selling the Sprites mentions that he has three of them. This reminded me of the fellow here in Silly Valley who railed about how terrible MG Midgets are, and then said "I should know, I have three of them!"

Discounting the last person, who simply hasn't come out of the closet yet, this outlines an interesting phenomenon that -- well, a friend of mine who had a Milano, a Giulia Super and a '67 GTV once asked me if I knew what ALFA stood for. The gleam in his eye indicated that he didn't mean Anonima Lombardia Fabbrica Automobili, so I played Mr. Interlocutor to his Mr. Bones and waited for the punch line: "Always Looking For Another," he replied, with a knowing smile. (At the time I had an MG Midget, a Lotus Cortina, and a Mini Traveller, with a spare transaxle for the Mini.)

So what gives? Why is it that so many of us have multiple copies of the vehicles that meet our particular lunacy? I don't buy the argument that they're parts cars -- yes, you can use much of the starter from an Austin America when you have to rebuild the starter on an MG Midget, but that doesn't explain the Lotus, or the Mini for that matter. Today, I have three hopelessly clapped out old cars, well, two and a half -- the Chevy actually looks very nice when we clean her up, and the MG still runs perfectly -- of which no two are alike. The only interchangeable part among these three cars is the radiator cap, and yes, either of the two caps that I have will fit any of the three cars. How I know this is left as an exercise for the reader.

I also don't buy the argument about having something to drive when car A is broken. If we really cared about reliability, we'd be comparing the consumer satisfaction index ratings for our Acuras and Hondas, instead of talking about which junkyard has the least annoying, hostile, or downright dishonest staff.

Let's face it: we're all loonies on this list. But what I want to know is, were we like this

before we got into British cars, or is it something we caught after we started hanging around other British car buffs?

Or is it the case -- as I've long suspected -- that we're the kind of people who pick up stray kittens and baby birds with broken wings, only we're bent for weird old mechanical things?

--Scott "Ring Of Bright Castrol" Fisher

THE LUCAS CALENDER

This calender works about as well as its namesake. Use it with care.

February 10 Potluck Dinner, business meeting, and ???

March 17 St. Patrick's Day Parade? Time to get the car out.

March 25 Autocross, Hill AFB. Contact mjb, 364-3251.

April 1 Autocross, location to be announced. Contact mjb, 364-3251.

July 21-22 21st Golden Spike Empire Vintage Car Club show and swap meet.
Show on 7/22 only. Contact Bob Van der Spek 399-9735

July 30 - GOF-West (Gathering of the Faithful, for MG T-type and pre-war car
Aug. 3 owners) Portland, OR (I have asked for more information.)

Aug. 1-5 Vintage Triumph Register Annual Convention, Boulder, CO. Contact
mjb, 364-3251, for info or call (303) 690-6864.

TIDBITS

As all of you who read the newsletter with great care will have noticed, Mark Bradakis (mjb) has become a regular contributor. He has now kindly volunteered to be associate editor.

In December we sent out seventy three copies of the newsletter. With Kees allowing us to use his xerox machine and the donation of envelopes the only cost was postage, \$17.25.

New Members in January: Don Graves with a '67 MGC-GT (with Costello V-8), '68 MGB and '73 MGB-GT; Mike Cady with a '54 XK-120 Jag; Jim Pivrotto with a '64 Spitfire and a '59 TR-3A.

Some of you may recognize Jim Piviroto's name as the person listed by the Vintage Triumph Register as the local contact for a VTR chapter. Since only 10 active (i.e. paid their \$20) members are needed for full fledged chapter status, we may be able to organize one. Interested? Call me, mjb, or Jim 486-0547.

Jonathan Hermance is looking for a MG TD or TF rear end for his TF. If you have one or know of one, call him at 583-5846.

Neal Wheeler was at the January Tech Session and said that his back was feeling better. Good to see you again, Neal.

REPORT FROM THE EXCHEQUER:

In the long standing tradition of the club I fouled up last months exchequer report by misunderstanding what Rich was telling me. The \$66. shouldn't have been subtracted.

Balance as of 1/4/90	\$127.31
January newsletter	17.25
Interest!!	1.88
January donations	67.00
Balance as of 1/29/90	\$178.94

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 and the Membership Roll: Rich Holder, 250-4928 (H).

Have you cleaned your rear axle breather recently?



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