

British Motor Club Of Utah

Volume 3

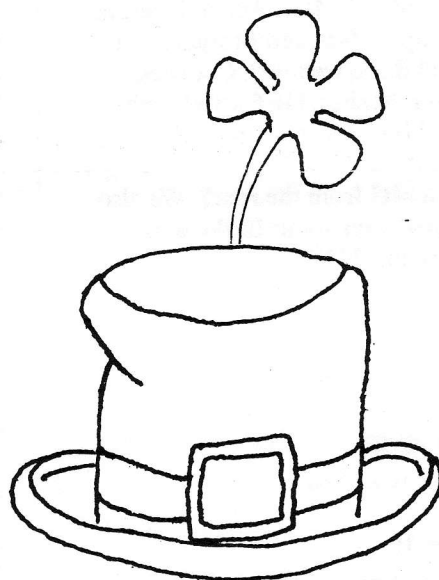
Number 8

March, 1991

IT'S ST. PADDY'S DAY AGAIN

The club has started off the driving season each year by taking part in the St. Patrick's Day parade. Although this is a fairly large parade, nearly two hundred entries, it is very low key, intended as much for the participants as for the viewers. As this meshes quite nicely with the aim of the club, it is an ideal event for us to take part in. It also gives us an in town event early in the year. Entries include a very wide range of groups: families, bands, dog clubs, groups of people with a sense of whimsy who appear to have gotten together for no reason other than to be in the parade and many more. There are normally several other car clubs in the parade, too. The Corvair Club is a regular entry. This is not a parade for show cars, if your car runs it would fit in nicely. Now that I think about it a bit, perhaps if you had to push it it would fit in well, too.

Our position in the parade is determined by the parade organizers, who seem to operate with the same philosophy as the BMCU, do it the day before. So with the parade on Saturday, we normally get a call on Friday telling us our position. The general plan is to meet near the Brigham Young monument, South Temple and Main St., a bit before 9:00 a.m. on Saturday, March 16. There is normally a major traffic jam in that area and it is best to approach by West Temple turning onto South Temple. Normally, on South



Temple, between West Temple and Main there is a desk to tell you where we are meeting. Because of the traffic, if you are coming from the east side it is best to cross Main Street, the parade route, on 4th or 5th or further south. North Temple is normally a mess, and South Temple and the streets just south of it are blocked off.

Bring your kids, grandkids or the neighbor's kids, they love to be in a parade, and balloons, crepe paper, St. Patrick's day hats, and shamrocks to put on the car and to wear. Dress warmly, sometimes there is a fair wait and it's cool in the shadow of the buildings downtown. After the parade we will head off for brunch, somewhere. For more information call the editors.

WE DID IT AGAIN!

Ate too much at the pot-Luck, that is. We had a good turn out for the pot-luck in February with LOTS of great food. It started off with the usual swapping of stories and watching new arrivals very timidly come in the door as they tried to find out if this was the right place. As the group grew we started the video that Scott made at last year's Steamboat Springs Vintage Race and Concours. The video kept everybody interested as the group grew to full size and Rich gave the call of "Food!" As we ate we talked of many things, club business, who has what cars, problems and pleasures of owning British Cars. We learned that Duff is organizing the national MGC Register convention in Park City in August, that Don will try to put some posters together for us and that Rich has patches for anybody who doesn't have one. We never talked about grill badges though.

After a large dent was made in the food supply we talked about events and laid out a plan for the year. Mark will try to work out a time for a funkana, but since we have to get insurance for it and find a time when we can borrow the cones from the SCCA, the date was unsure. The plan for the year is given in the Lucas Calendar (next page). Some things will undoubtedly change but mark the dates on your calendar anyway. Particularly the Alpine Loop, July 13—this is a major annual event for the club and it's great to see that

line of cars grow longer every year. We also discussed a longer event, a three day loop into southern Utah, over the Memorial Day weekend, May 25-27. Saturday the 25th to Panguitch, Sunday up Highway 12, which is consistently rated one of the most scenic highways in the U.S. by Car and Driver, Monday back to Salt Lake. We could either motel it (Bed and Breakfast?) or camp (give us your opinion, if you want to go, before to long.). This has the potential to be a great

event. After the planning, we looked at slides and tried to identify the cars. Folks were good at "Modern" MGs, Austin Healeys, Triumphs, Jags and Morgans but didn't do so well with Coopers, Frazer-Nashes, HRGs and such. Good fun. How do you tell the difference between an early Midget and a MG from the rear? We also learned a bit about Berkeleys, Minis and ???

Attending were Beth, John, Mike, Bob, Merv, Sandy, Greg, Susan, (and David), Duff, Rick, Kathleen, Nathan, Jim, Michelle, Barry, Denise, Richard, Shirley, Dell, Donni, Don, Mark, Karen, Steve, Laurie, Scott, Steve, Elaine, (and Billy), Julie and Bill. It was a great turn-out and a great group. Thanks to Donni and Dell for organizing everything and to Steve and Elaine for getting the room. Want to do it again next year?

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.

March 16

St. Patrick's Day parade with brunch afterwards. Meet near South Temple and Main at 9:00 a.m. See the article for more details.

April 12

157th Anniversary of Joseph Lucas' birth. What would be an appropriate way to celebrate the day? Drink warm beer by candlelight in a cold room?

April 13

Poker Run in SLC.

May 18

Rally?? We need help with this one.

May 25-27

Highway 12 Tour.

June 15

Run and picnic: Odgen, Trappers Loop and East Canyon.

June 19-20

16th Annual West Coast Healey Meet at Lake Tahoe. Contact Art Dhallin (209) 667-1744 for information.

June 23

Association of Retarded Citizens (ARC) Car Show, U of U.

July 13

4th Annual Alpine Loop Run.

July 20-21

Odgen Car Show.

July 22-26

GOF West. MG convention in Santa Barbara, CA.

August 16-18

American MGC Register convention in Park City. We have

been invited to take part in the events. Contact Duff Lawson 487-5192 for information.

September 14

Picnic.

October 12

End of the Season Dinner.

November 16

Tech Session.

December

No Event.

January 18

Tech Session.

February 15

Pot-Luck Dinner.

LEFT OVER PARTS

We are sure you have noticed the new look that the newsletter started to develop last month. This is due to the creative influence of Nathan Massie who has taken on the job of trying to put some order and creativity into the newsletter. Give him a pat on the back at the next event.

The newsletter is always looking for articles. If you have just had an adventure with your car, learned how to fix something that has been a problem for years (months, days), or just want to write something, send it to the editors and we will include it in the next newsletter.

We could still use some more publicity for the group, we had a couple of volunteers to work on some posters, but could still use a newspaper article, or what ever. Let us know if you can help.

We will be asking people to help organizing events this year as we did last year. Although it may sound terrifying, it's not hard, generally making a few contacts and taking phone calls. This is what makes the club run. We will try to limit everybody to one event a year.

We got a nice letter from Reed Baier a few days ago. Besides some appreciated compliments about the newsletter, he had a hint, an offer and both wanted to sell and buy some parts. His hint was to use latex gloves when working on your

car. They are cheap, let you have a good sense of feel, and keep your hands from developing that layer of ground-in dirt and grease that takes days, if not weeks, to get cleaned off. He buys them at Fred Meyers for a few cents per pair. Reed has owned several British cars, mostly Triumphs, but a MG too and has done lots of repair work. His offer was for advice for anyone with mechanical problems. He has two sets of Stromberg 175 carbs for sale, one set with Ram Flow air filters. He is looking for a GT-6 distributor. Give him a call at 572-3047 if you need help or want to buy or sell.

Mitch at Parts Master (484-6153), is looking for a 1275 Midget engine.

If you have British cars or parts for sale or want something, let us know and we will list it in the next newsletter.

Rich has more club patches. If you want one, give him a call, 943-6077 (H), or see him at an event.

Grill badges was a topic that got missed at the pot-luck. Give the editors a call or see us at an event if you want one. They have the same design as the patches.

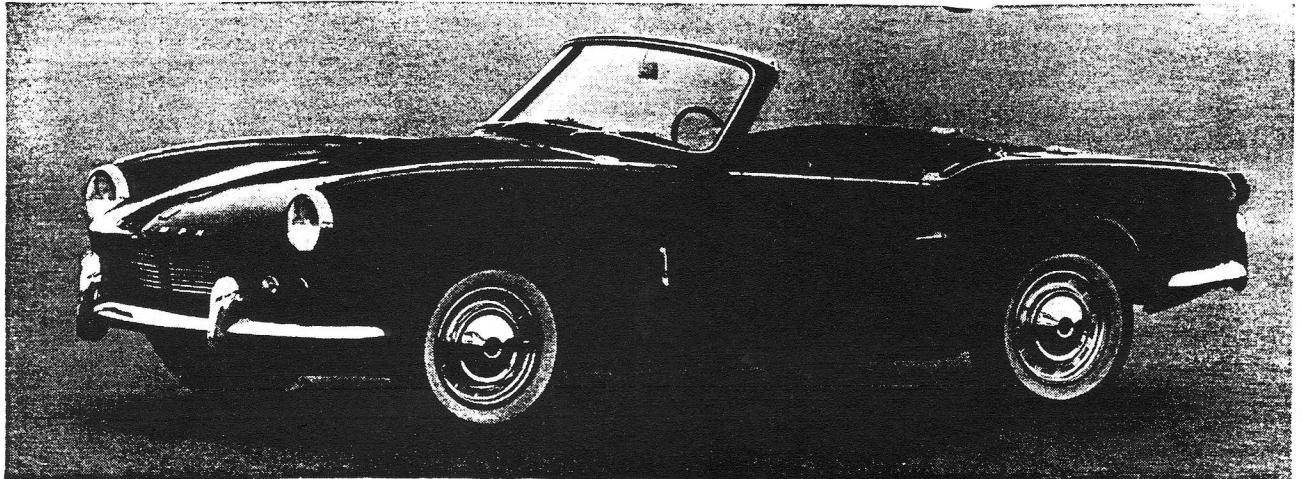
We sent out 127 copies of the February newsletter. This was the last mailing before this year's postcards took effect. Jim Pivrotto copied the newsletter. Thanks Jim. The revised mailing list stands at 86, down a bit but growing, mainly with swaps with other clubs right now.

Kees reports that he was in Hawaii, on the big island, and ran into the local MG group holding a tech session. We are everywhere!

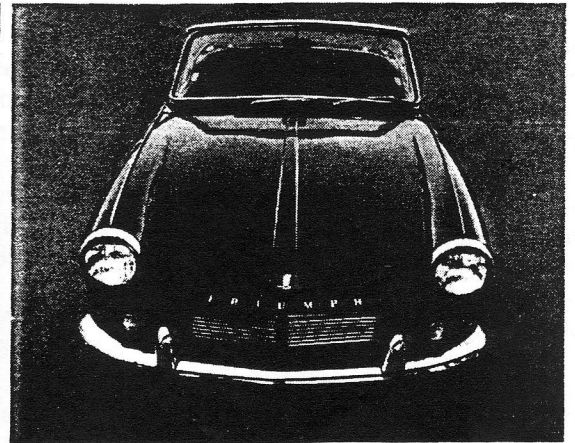
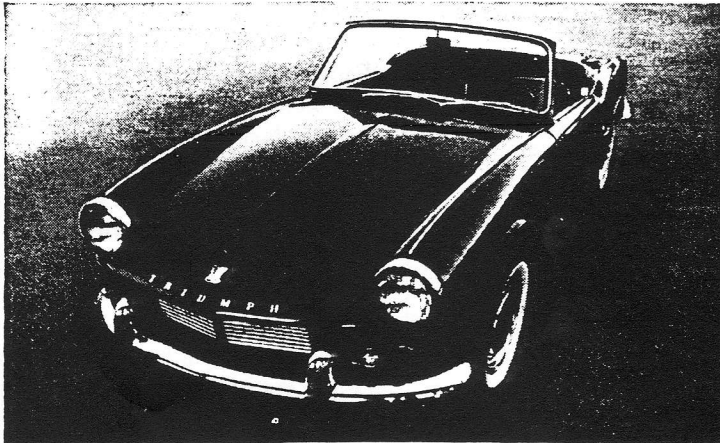
FROM THE EXCHEQUER

Balance as of 1/28/91(Exchequer has \$400.00, Editor has \$16.99)	\$416.99
February newsletter cost	\$30.00
February donations	\$87.00
Balance as of 2/28/91 (Exchequer has \$400.00, Editor is has \$73.99)	\$473.99

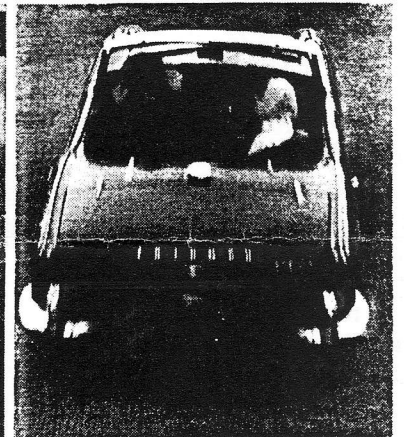
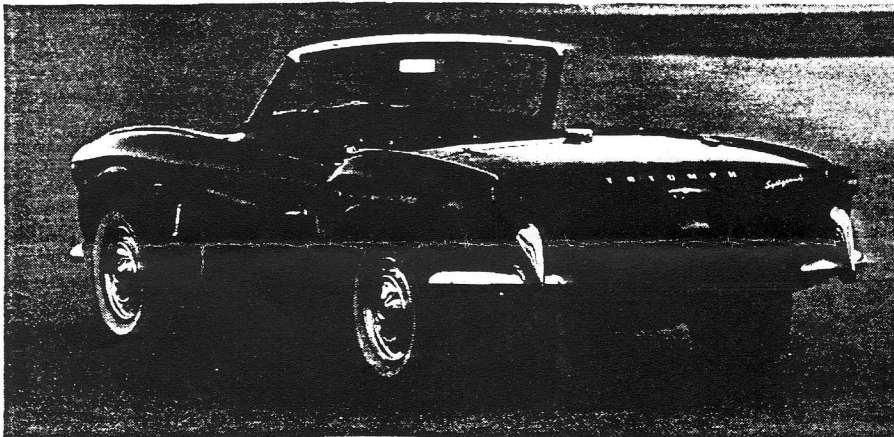
Newsletter Editors: Bill and Julie Van Moorhem, 582-9223 (H), 581-7687 (W).
Associate Editors: Mark and Karen Bradakis, 364-3251(H).
Newsletter Layout and Format: Nathan Massie, 966-4150(H).
Chancellor of the Exchequer: Rich Holder, 943-6077 (H).



New Triumph Spitfire—12 feet long, every inch a sports car,



goes over 90 m.p.h., independent suspension on all 4 wheels.



Triumph engineering all the way. You own it for only \$2199*.

STANDARD EQUIPMENT AND SPECIFICATIONS: Rack and pinion steering (turning circle 24 ft.). Dual carburetors. Independent suspension all around. Disc brakes. 6.7 cu.ft. lockable trunk. Parcel tray and extra luggage space behind rear seats. Full width front, and rear wrap around bumpers. Roll-up windows and lockable doors. Windshield washer. Twin horns. Tubeless tires.

Length.....12 ft. 1 in.
Width.....4 ft. 9 in.
Height.....3 ft. 11 1/2 in.
Track (front).....4 ft. 1 in.
Track (rear).....4 ft.
Ground clearance.....5 in.

Weight (dry).....1474 lbs.
Weight (complete).....1558 lbs.
Wheelbase.....6 ft. 11 in.
Fuel Tank.....10.8 gal.
Engine.....8.4 pts.
Cooling system.....11.4 pts.

PERFORMANCE: Engine—4 cylinders, 1147 cc. capacity, dual carburetors, overhead valves. Bore 2.728 in. Stroke 2.992 in. Compression ratio 9 to 1. Water cooled. Transmission: Single dry-plate clutch.

6 1/4 in. diameter, hydraulically controlled. Gearbox: Four forward speeds and reverse. Synchromesh on 2nd, 3rd, and 4th. Maximum power 63 b.h.p. at 5750 r.p.m. Suspension: Independent suspension system. Coil springs controlled by telescopic-type direct-acting hydraulic shocks and anti-roll bar. Brakes: Hydraulic, 9 in. disc in front, 7 in. drum in rear. Battery: 12 volt, large capacity, located under hood.

Acceleration:
Top gear.....40-60 m.p.h.....12.0 sec.
Through gears.....0-50 m.p.h.....12.0 sec.
Standing 1/4 mile.....19.5 sec.
Maximum speed.....91-93 m.p.h.....(depending upon conditions)

OPTIONAL EQUIPMENT: Heater and defroster. Tonneau cover. Radio. Seat belts. Whitewall tires. Competition equipment available.

*Suggested retail price P. O. E. plus state and/or local taxes. Slightly higher in West. Standard: Triumph Motor Co., Inc., 575 Madison Avenue, New York 22, New York. Canada: 1463 Eglinton Avenue West, Toronto 10, Ontario.

Triumph Spitfire