

British Motor Club Of Utah

Volume 4

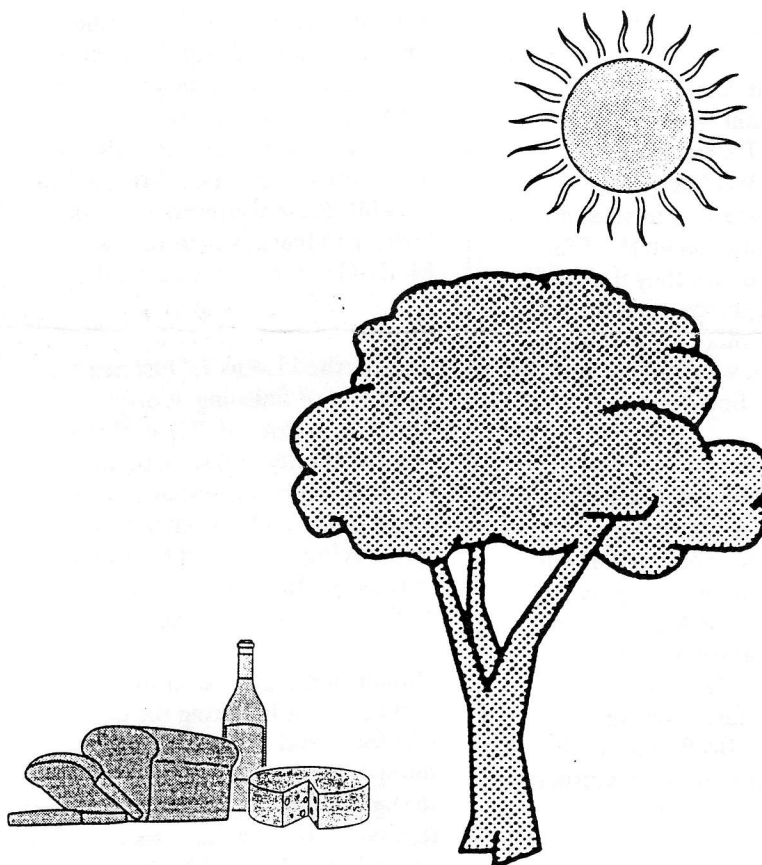
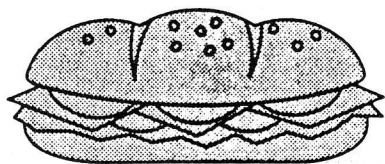
Number 2

September, 1991

Food!

The opportunity to partake in a bit of lunch always seems to get people out for an event, so this month we are having a **picnic lunch at Brighton Ski Area**. Brighton has agreed to let us use the grass slopes for the picnic. If this ends up being at too high of an altitude for the weather we will retreat to Storm Mountain Picnic Area (but at \$2.00/car). We will **meet at 11:00 am on Saturday September 14 at the mouth of Big Cottonwood Canyon**, in the public parking area on the north-east corner of 7000 South and Wasatch Boulevard. This is diagonally across from the 7-11 store. Bring a lunch, drinks, jackets and whatever. We hope to have a little quiz for you to work on during the drive up the canyon and during the picnic along with some prizes. For more information contact Reed Baier, 572-3047 (H) or 972-1257 (W).

In what year did the first MG midget appear? (Answer on page 4)



MGCs and more

The combined MGC convention and Healey days had a nice turn-out from the club. I only went up for the car shows on Saturday afternoon, so don't know who was there at other times. The MGC show was a low-key, fun type of event with lots of people milling around. It was held in the brew pub's parking lot, but was supposed to be at the Yarrow. That made it fun to find. The Healey club's show was held in the courtyard of the Olympia and had mainly the car owners there. It's harder on the

cars but I prefer to see a bunch of folks. Surprisingly, there was only one Healey at the C's show, and it left early, and two Cs at the Healey show. The BMCU folks went to both. The hit of both shows was a Black MGC. Clearly a 100 point show car. You would have had to see it to believe it.

I didn't make a list there, but folks I remember seeing at one or both events included: Rich, Dave, Carolyn, Tony, Tom, Mike G., Mike O., Craig, Judy, Don, Ross, Duff, Jonathan, Floyd, Daryl, Kathy and Kees. Sorry if I missed you.

More on the Triumph trip

by Mark Bradakis

We last left the hapless Hoosier wandering about some of the booths at the TR Register International Weekend. The vendors were starting to shoo me away for drooling on all the TRs there, and no doubt they figured if I didn't slobber on the customers I might spill my pint on the stack of literature. So it was time we headed up the road to find our bed for the evening.

Bed and breakfast places abound over there — it seems every farmhouse with a spare room will hang up their shingle. CAMRA, the Campaign for Real Ale, puts out a nice companion volume to its "Good Beer Guide", called "Beer, Bed and Breakfast". But this night we had found a B&B close to the showgrounds, thanks to a cousin of our hosts.

We found this place, Mrs. Pricard's Farmhouse Inn, or some such, a short drive from the TR site. Looking back, I think I'd rather have stayed at the event, in the "Noisy Camping" area, of course. Maybe I could have introduced Night Fizzball to the crowd.....maybe next time.

At any rate, we pull into the lot, meet Mrs. Pricard, find our room and such. We are making small talk, and mention that we are staying here due to the TR show down the road. She says that a friend of her husband has brought up a TR3 to sell at the event, and it was parked over in the barn. I **had** to go look. It was a nice LHD TR3, black, apparently a Texas car or some such. I should have written down

the commission number. I had seen plenty of TR3s already that day, and one more wasn't much of an impression. I had not expected to see what the rest of the barn held. Sure, just over half of it was filled with dairy cows, doing the sorts of things dairy cows do in a barn. The other half, however, was interesting. Tools, lots of tools. Like a drill press, welders, a lathe, a four post lift. Parts scattered about in boxes and bags. A light yellow MGB-GT. A non-descript sedan (yes, black) tucked in the far corner. And over there a half-finished Lotus 7. "Just needs a week end of finishing, it does," offers Mrs. Pricard. Right. Earlier she had briefly said something about she and her husband getting into Lotus cars back when they were racing. Never did hear more of those stories, so guess I'll go back next time I'm in the area.

Dinner that night was at the only pub I set foot in during the entire trip which did not have hand pumped real ale. I had to settle for draught Guinness. The food wasn't that great, but the place was packed with TR people. It was actually sort of embarrassing pulling into various parking lots around there, since Karen and I had earlier decided we were in the world's Ugliest Hire Car. Lancia, indeed, I wanted a TRIUMPH! But I had to be content with just looking, and thinking of the TR250 I had waiting for me back home.

The next day at the meet I did see a yellow TR250, complete with Texas plates. Lots of rust, the thing was hammered, sitting on a trailer with a few For Sale signs scattered about. I wonder what the fellow was asking for it. Reminded me of the Rust Rocket. If the good shape TR6s and TR4s going for 9,000 pounds were any indication, the

The Lucas Calendar

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

SEPTEMBER 14: CLUB PICNIC LUNCH AT BRIGHTON. CONTACT REED BAIER, 572-3047, FOR INFO.

September 15: Senior Citizens Concours de Elegance at the U of U. This is the top car show in the area. Make sure you don't miss it.

OCTOBER 12: END-OF-THE-SEASON DINNER. WE NEED SUGGESTIONS FOR A LOCATION AND AN ORGANIZER.

NOVEMBER 16: TECH SESSION. WE NEED SUGGESTIONS FOR TOPICS. THINGS LIKE ELECTRICAL TROUBLESHOOTING, TUNE-UPS, CARB REBUILDING, ETC. WHAT WOULD YOU LIKE TO LEARN ABOUT? LET US KNOW.

DECEMBER: NO EVENT.

JANUARY 18: TECH SESSION. TOPIC?

FEBRUARY 15: POT-LUCK DINNER.

250 was probably going to sell for a LOT more than I paid for mine.

The Concours de Whatever was different than the ones I've been to in the States, as it appeared these folks were more serious. First off, though there were hundreds of Triumphs around, there were only about two dozen entered for judging. Interesting. But these were the kind of folks who were polishing the insides of their tailpipes, ironing the pleats in the air filters and such. It was surprising to see them driving around late that day out in the field. The room for the concour had a new TR6 in the center, or at least the frame and running gear. I heard that it was a freshly built up NEW frame, but never confirmed that rumor. I was spending too much time looking at the production racers in the other hall. You know, maybe a few of those alloy body panels and a little motor work on the Rust Rocket, and I could

For lunch we tried a pub a few miles away in Salt, written up in the 1988 Good Beer Guide. The description said it was the second oldest pub in Britain, and no, I don't know the answer to the obvious question. I'd better look it up. It was okay, great steak & kidney, but I later found out it had been dropped from the G.B.G., not appearing in my '91 issue.

The awards ceremony was fun, as all the cars competing were driven out into the grassy horse arena, and lined up. Not only the Concours cars, but a few of the other interesting ones as well. And also a rather ratty looking early TR7, which got the award as the car which made it to the event under its own power, luckily the site wasn't a few more miles down the road. I'm not sure exactly what the name of

the award was (The Wooden Spanner?) but maybe the VTR needs to give out a trophy in the "Running, but Just Barely" class. As the winners were announced, the cars drove up to the awards table to collect the hardware, shake hands and get their picture taken. After that, the meet broke up rather quickly, I went to collect Karen and we headed back to our host's house in Lleswyn, and from there along the coast.

Perhaps I'll distill out some highlights from that portion of the trip later, but there isn't much more on the British car front to mention. We shall see.

Left over parts

For August we sent out 157 newsletters. Thanks to Jim and Michelle for getting them copied, folded and sent out while the editor was on vacation.

New members during August include: Floyd Inman, Floyd has a '53(?) MG-TD; Daryl and Kathy Scott, they are restoring a '57 MGA; Jonathan Hanson, Jonathan has a beautiful Austin Healey 3000 and a Bugeye Sprite; John Hughes, he has a '77 MGB.

Thanks to the folks who sent in newsletter donations. We didn't collect at the August event.

It appears that next year's GOF West (Gathering Of the Faithful) for MG owners will be in Jackson, WY. Don't know about dates yet. Probably July.

Still need a volunteer to help with membership. You would receive the mailed-in application forms and answer questions about the club.

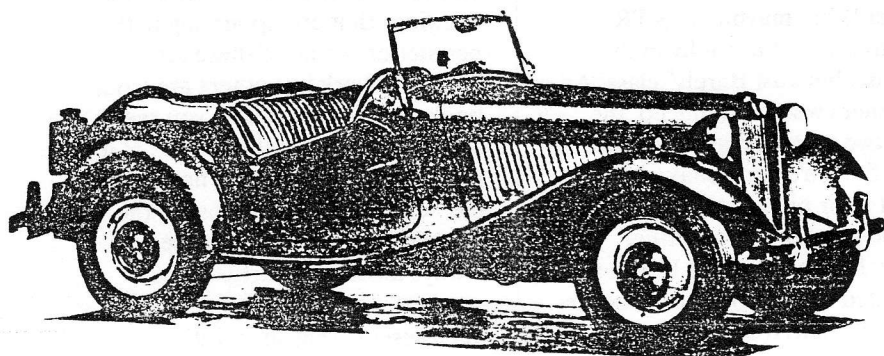
You have undoubtedly noticed the drawings that are appearing in the newsletter. Some of these are Nathan's work but others are from books and magazines. If you see something neat, make a xerox of it and get it to us. We may not use it the next month, but it goes in the file and will get used. We are always looking for articles too.

Tech session season is fast approaching (notice the length of the calender) and we need ideas for topics. Don't be shy. If you don't understand how to do something, a lot of other folks won't either. Let's all learn how from an expert. In the past we have had sessions on carb rebuilding, tune-ups, painting, interiors, winterizing cars and engine machine work. We will likely repeat the tune-up session in January. Pass your ideas along to the editors.

Don't know how many of you noticed in last month's newsletter, Jim Pivrotto had his '59 TR3A and '66 Corvette (that's a British car, right?) for sale. If you are interested call Jim at 359-7522 (W) or 486-0547 (H).

"Hmm.....heap big oil spot.....
must be trail of British car"





M.G. MIDGET (Series TD) DATA

Engine Dimensions :		Chassis Details :	
Cylinders	4	Brakes	Lockheed hydraulic (2LS, front)
Bore	66.5 mm.	Brake drum diameter ..	9 ins.
Stroke	90 mm.	Friction lining area ..	99.5 sq. ins.
Cubic capacity	1,250 c.c.	Suspension :	
Piston area	21.6 sq. ins.	Front	Coil and unequal wish-bone I.F.S.
Valves	Pushrod o.h.v.	Rear	Semi-elliptic leaf
Compression ratio ..	7.25 to 1	Shock absorbers ..	Luxax-Girling
Engine Performance :		Wheel type	Steel disc
Max. power	4.4 b.h.p.	Tyre size	5.50 x 15 ins., Dunlop
at	5,200 r.p.m.	Steering gear	Rack and pinion
Max. b.m.e.p.	126 lb./sq. in.	Steering wheel ..	16 1/2 ins. dia., spring spoke
at	2,600 r.p.m.	Dimensions :	
B.h.p. per sq. in. piston area	2.52	Wheelbase	7 ft. 10 ins.
Piston speed at max. b.h.p., ft. per min. ..	3,070	Track	
Engine Details :		Front	3 ft. 11 1/2 ins.
Carburettor	Twin S.U. inclined	Rear	4 ft. 2 ins.
Ignition	12-volt coil	Overall length	12 ft. 1 in.
Plugs: make and type ..	14 mm.: Champion L10S	Overall width	4 ft. 10 1/2 ins.
Fuel pump	S.U. electric	Overall height	4 ft. 10 1/2 ins.
Fuel capacity	11 gallons	Hood up	4 ft. 5 ins.
Oil filter	Full-flow	Screen down	3 ft. 9 ins.
Oil capacity	9 pints	Ground clearance ..	6 ins.
Cooling system	Pump and fan	Turning circle	31 1/2 ft.
Water capacity	12 pints	Dry weight	17 1/2 cwt.
Electrical system	12-volt Lucas	Performance Data :	
Battery capacity	51 amp.-hr. at 10 hr. rate	Piston area, sq. ins. per ton	25
Transmission :		Brake lining area, sq. ins. per ton	115
Clutch	Borg and Beck 7 1/2" s.d.p.	Top gear m.p.h. per 1,000 r.p.m. ..	14.5
Gear ratios		Top gear m.p.h. at 2,500 ft./min. piston speed	61.2
Top	5.125	Litres per ton-mile, dry	3,000
3rd	7.098		
2nd	10.61		
1st	17.94		
Rev.	17.94		
Prop. shaft	Hardy Spicer, open		
Final drive	Hypoid bevel		

From question on page 1

The MG M-type (M apparently for midget) was shown in 1928 and produced from 1929 to 1932. It had a cloth over plywood body and a 847 cc, 20 h.p. overhead cam engine. This was the first of a succession of midgets that continued to 1979.

Shown here is the 1950's TD Midget, the "Midge", redesigned with independent front suspension and other features.

From the exchequer

Balance as of
7/29/91 (Exchequer
has \$243.93.

Editor has \$126.07.) \$370.00

Interest,
Stop-check charge,
etc. +\$5.87

August newsletter
cost -\$45.24

August donations +\$20.00

Balance as of
8/20/91 (Exchequer
has \$249.80, Editor
has \$100.63) \$350.63

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This newsletter is published by the British Motor Club of Utah, a loosely organized group of British automobile owners. We hold monthly events: drives, picnics, technical sessions and more. We welcome owners (or potential owners) of British cars in any condition to the group. Membership in the BMCU is free, but we ask for a donation at events to support the newsletter and other activities. If you would like to join the group, send your name, address, and British cars owned to Rich Holder, 8765 Snowbird Circle, Sandy, UT 84093 or call Rich at 943-6077.