

# British Motor Club Of Utah

Volume 4

Number 4

November, 1991

## Stop!

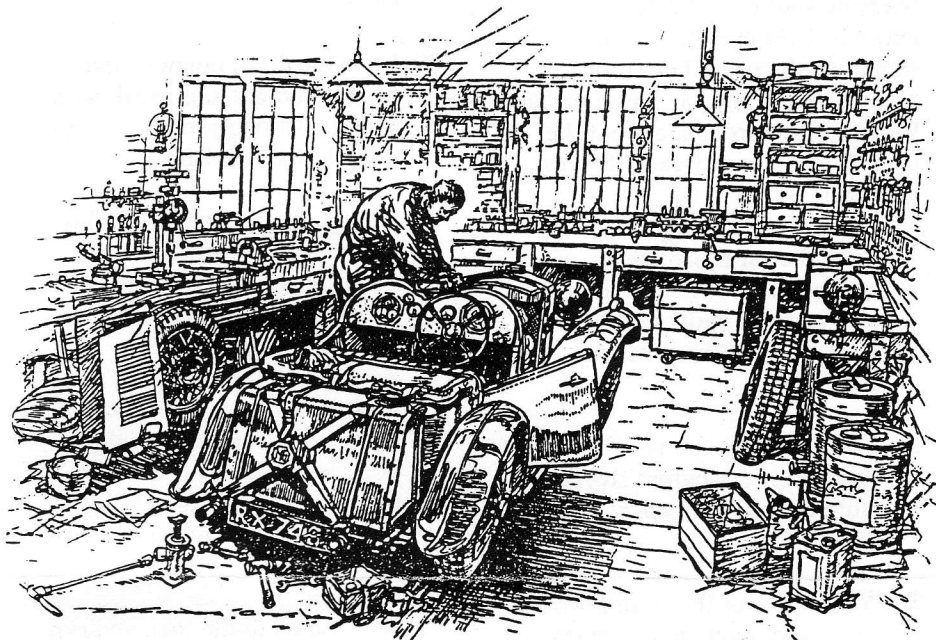
The November Tech Session will be on brakes. Rebuilding brake wheel cylinders, master cylinders and putting on new shoes and pads is relatively easy to do yourself. But it MUST be done right. Walt Osborn of Osborn's Vintage Jag Works/Salt Lake British Parts will be showing us how it's done on November 16 at 9:00 am at his new shop at 4020 South 210 West.

Got a leaking clutch slave cylinder? Much of what we will see for brake hydraulics also applies to the hydraulic system for clutches, too.

After the Tech Session, Walt will give us a tour of his new shop and give us a chance to see Jag C-type replicas being built. Shops are often cool, so dress for the weather.

## You mean it's over?

The trip to Park City signaled the end of another driving season for the club, but also brought out a great group of folks. It was a really pleasant evening as we gathered for the drive up to Park City—cool but not cold, the sun low in the west. After the usual swapping of stories and kicking of tires, Mike O. got the group moving and pointed toward Emigration Canyon. During the drive up the canyon, I was amazed by the reaction of people



along the road when fifteen or so British cars cruise by. Good fun.

As we got on the interstate in Parley's Canyon, everybody adopted the "go for it" attitude and took off. As I approached the top of the hill, I came up on an England trucking company truck travelling slower than I was. I couldn't help wonder if everybody flashed their lights and waved as they passed. I did.

We had the usual free-for-all to find parking spaces when we arrived in Park City, but were pleased to learn that the Eating Establishment had reserved the entire front room for us. We nearly filled it, too. The one negative was that the tables were small, mostly

for four, so we were split up, but the food was great. I know that I had a pleasant evening and the folks I talked to also seemed to have enjoyed it.

Hope nobody suffered frostbite on the way back. Taking part were Mike B., Sharon, Jim D., Jamie, Jeff, Nancy, Kent, Laura, Mike O., Nathalie, Rick, Kathleen, Ed, Myra, Gary, Sandy, Nickolas, Denise, Barry, Mike J., Mary, Mark, Grant, Gail, Reed, Claren, Jim P., Michelle, Donni, Dell, Mike C. and myself. A cheer for Mike O. who did a great job of getting the event organized.

*What does TVR stand for?*

## Winter Storage

*(Ed. note: this article was condensed from the Triumph Newsletter)*

Here's a quick checklist for readying your car for storage. This may not cover everything, but should do the trick. The steps aren't listed in any particular order. When you're through, get out the parts catalogs and dream of warm weather!

1. Wash the car thoroughly, making sure to remove all the dirt from the underside, fender wells, and other nooks and crannies.
2. Make sure the car is completely dry before storage. Store the top fully up, not folded.
3. Polish exterior finish and bright parts, and touch up any chips.
4. Store the car indoors to keep cats, squirrels, mice, etc. and any heavy weather from the car. Cover the car with a soft cover, even in storage, to protect the car's finish. A soft, breathable cotton cover is best, so as to not trap moisture on the car.
5. Put the vehicle up on blocks (wood, not cinder!) under the suspension members, or over inflate the tires to 50 PSI to prevent flat spots (most people just forget about the blocks, so they can drive the car those few warm days).
6. If the car is on its tires, chock the wheels to prevent rolling, then block the clutch down with a 2 x 4 notched to fit the underside of the dash.
7. Release the handbrake.
8. Make sure all points on the car are fully lubricated, and rub a very, very light coat of mineral oil on the brake discs to prevent rusting.
9. Lift the wiper blades from the glass.
10. Lube the door, bonnet, and boot (hood & trunk) seals with a light coat of glycerin. Don get it on the car's finish!
11. Change the oil and filter. This is probably the most important step. Oil tends to collect contaminants and become acidic over time. Regular driving can help drive out the acids by heating the oil, but when a car is in storage, the acids just sit and can do harm. Oil should be changed every 3 months, just like when you drive the car.
12. Add top oil to the fuel, and run the engine long enough to coat the valves, etc. Some people recommend removing the plugs, squirting oil into the cylinders, and cranking the engine long enough to oil the cylinder walls.
13. Flush the radiator and add new coolant/water solution. Anti-freeze collects contaminants similar to oil, and just prior to storage is a good time to do a flush and fill.
14. Cover the upholstery and tires to prevent fading and sunlight damage. Close all vents, windows, etc., and close the doors tightly.
15. Remove the battery and store indoors, so it won't loose its charge and freeze.
16. Fill up the tank with clean, dry fuel. A full tank is less likely to

## 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.

**NOVEMBER 16: TECH SESSION ON BRAKE REPAIRS, AT OSBORN'S VINTAGE JAG WORKS AT 9:00 AM, 4020 SOUTH 210 WEST, SLC.**

**DECEMBER: NO EVENT.**

**JANUARY 18: TECH SESSION. TOPIC?**

**FEBRUARY 15: POT-LUCK DINNER.**

August 31-September 4, 1992: GOF West (Gathering of the Faithful) for ALL MG owners at Jackson Lake Lodge in Jackson, WY. If you want to go, your need to make reservations in the spring, about April. Get this into your schedule for next year. Who knows when there will be a GOF that's closer! These are approximate dates, it may start on Sunday or end on Thursday, but they should be close. More information to follow.

sweat, and is less dangerous (there's less room in the tank for fumes to accumulate). Unleaded fuel will gum less than leaded fuel.

While the car is in storage, you should run the engine at fast idle periodically, for about 30 minutes. Or better yet, drive the car for 30 minutes. This heats up the engine better than just an idle, and drives off contaminants in the oil and coolant.

## Left over parts

We sent out 176 copies of the October newsletters. Thanks to Jim for getting them copied.

New members during October include: Martin Smith, Martin has a Spartan Sports Car (Don't we all); Russell Maher, Jr., he has a '79 MGB; Richard Ballingham, Richard used to own a '51 MG-TD and is looking for a Morgan; Dean Lowe, Jr., Dean drives a '79 MGB; Douglas Borba, he has a '72 TR-6; J'nette Phillips, J'nette has an MG Midget; Howard Link, Howard is the owner of a '49 MG-TC; Tom Barnard, Tom has a '60 MGA; Kent Day, he is looking for a '54 or '55 MG-TF; Dan Alfredson, Dan drives a '79 MGB; John Neuhauser, John has a '69 MGC roadster; and Chris Benton, who vintage races an MGB.

Martin, how about telling us what a Spartan Sports Car is? No one seems to know.

Jack Elder won first class at the Senior Citizens Concours at the U of U in September. His car is the Metallic "Brown" Jag Sedan that was in the '60-'69 import class. It's a beautiful car and you really have to see it. Jack did very well this year with it: Best of show in Reno, First in Class at Sun Valley, First at the National Jaguar show in St. Louis (99.99 out of 100 points), First at the Jaguar show at the Homestead, Best of Show at Sacramento, and more. Good going, Jack!

The editors have been talking about putting together a list of favorite places to buy stuff for British cars. Not only major parts, but little stuff you always end up looking for, like bolts, fiber washers, hoses, wiring connectors, grommets, etc. Both of us have

such lists, but we need your input to really fill it out. If you have a list of favorite places for things related to British cars, let us know and we will try to work up a complete list to print over the next few months. Where to buy parts, who can do work on the cars and who can help them do work on their cars are the most commonly asked questions by new members.

We are getting requests from people outside of the group who want to run ads. Are ads enough of a service for the membership to continue to do it for free, or should we charge? \$5 or \$10, maybe, and start a classified column.

Sue has a red '78 Midget with a hard top for sale. It needs engine work. Call her at 582-9599 for more information. Kent Day is looking for a '54 or '55 MG-TF. Anybody with one for sale or if you know of one give him a call at 544-1498. Richard Ballingham is looking for a 60's Morgan and can be reached at 583-2698. Cornelia has a '49 MG-TC for sale. It's running but needs engine work. Call Cornelia at 489-9658 (evenings) if you are seriously interested. Mike Gygi has a TR-7 intake manifold and set of carbs for sale. He also has two new, black MGB carpet sets, they fit about '68 on. Call Mike at 486-0819. Kelly also has a '78 Midget for sale. Original paint, no

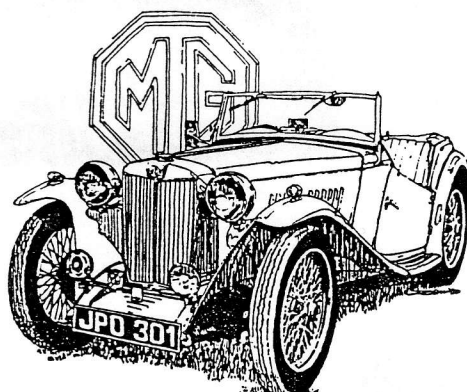
rust, if you are interested call him at 865-0349 in Cedar City. He will bring the car to you.

Mike Gygi is looking for a large, multi-car storage garage and for people to share it with him. If you can help him find a place or would like to share a garage, give him a call at 486-0818.

The information on grill badges is on the way.

The editors are always looking for articles for the newsletter. If you went to the GOF or the VTR convention, we would like to hear about it. Or if you were driving to your sister's, to buy gas or to where ever and had something unusual happen, tell us about it. Or maybe you tried to get a title for the car you just bought — something unusual always happens there, right? Tell us about it. We would like to hear what's happening to you and your car. Just write it up and send it to the editors. Maybe we should have a prize for the best (worst) horror story about getting a car registered.

*(from question on page one) The name of this small English car company, which is still producing sports cars, is taken from the name of one of the founders, Traxor Wilkinson.*



## From the Exchequer

Balance as of  
9/18/91 (exchequer  
had \$249.80, Editor  
had \$52.16) \$301.96

October newsletter  
cost -\$49.01

October donations +\$38.50

Balance as of  
10/91 (exchequer  
has \$249.80, Editor  
has \$41.65) \$291.45

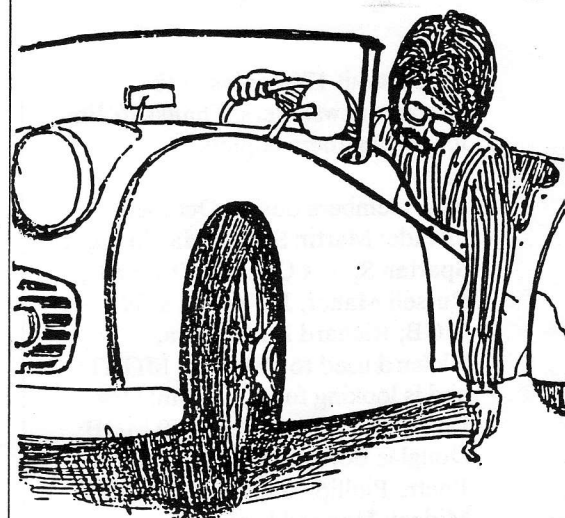
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This newsletter is published by the British  
Motor Club of Utah, a loosely organized  
group of British automobile owners. We  
hold monthly events: drives, picnics,  
technical sessions and more. We  
welcome owners (or potential owners) of  
British 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  
Reed Baier, 11360 Drystone Avenue,  
Sandy, UT, 84092 or call Reed at  
572-3047 (H).



"WHEN YOU DRIVE A TR-3, THE WHOLE  
WORLD IS YOUR ASH-TRAY"  
- K. KRAMER

## BMCU

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