

British Motor Club Of Utah

Volume 4

Number 7

February, 1992

Do you have a red dot on your mailing label?

If there is a red dot on your mailing label we have NOT received your renewal postcard and this will be your last BMCU newsletter. If you want to continue receiving the newsletter either send in the postcard that was in the January newsletter, bring it to the February event or call the editors, Bill or Julie, at 582-9223 (H) or 581-7687 (W), if it's lost. Let us know if we have fouled up and lost yours, too.

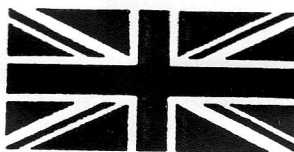
It's pot-luck time

The February event will be the annual Pot-Luck Dinner. We will gather at St. Mark's Episcopal Cathedral, 231 East 100 South, in Spaulding Hall, beginning at 6:00 pm on Saturday, February 15. There is a parking lot EAST of the Cathedral and the entrance into the hall is off that parking lot. Do not use the Mt. Fuel parking lot west of the cathedral. There is a kitchen with oven, microwave, stove and sink. We will provide paper plates, cups, plasticware and napkins. Sandy and Merv Brewer have agreed to organize the food so please give them a call at 596-9526 by the 12th to let us know that you will be coming and what you will be bringing to eat. Also, bring your videos, slides, photos and whatnot

along to show to people. Anything related to British Cars. Since this is the time when we plan the events for the year, please bring your ideas along too. We need some new ones. We have to clean the room before we leave and could use some volunteers to help with that too.

Spring tinker day

The first "driving" event of the year will be a **Tinker Day, March 7**, at the Fat Chance Garage (Mark Bradakis' garage) 739 Park Street. This is a chance to get some advice and help with your car, to see how others do things, to use a tool you need and don't have or just to kick tires and talk. They are great fun. Mark's place is most easily reached by turning north off of 8th South on to Park Street (540 East) and is located at the jog in Park Street between 8th and 7th South. If you need parts you will need to bring them along. Call Mark (364-3251 (H)) if you need advice on what parts to get, what to bring or if we can help. The Tinker Day will start at 10 am and run till everybody goes home.



Smoke and sparks

Roy Beal, in his usual excellent style, showed us how to avoid both of these in his session on electrical problems. (You all know that electricity is really smoke compressed into wires, because whenever the smoke leaks out of the wires the electrical system stops working. Roy didn't explain this trade secret to us but it is clearly true.) Roy did explain the Lucas color coding, the need for good grounds, how to convert a car from positive to negative ground, how to find many types of electrical problems with a test light and much, much more. Questions ranged over a wide spectrum of things both electrical and mechanical and Roy gave us the benefit of his insight and experience. Many thanks, Roy.

Attendance was great, forcing us out of the room where the session was initially going to be located. Hope we got everyone the list. Attending were: Fred, Martin, J., Gary, Nathan, Phil, Russ, Jim D., Mike C., Mike B., Michael, Tony M., Kerry, Ed, Myra, Tony V., Bob, Al G., Al R., Mark, Dennis, Barry, Jeff, Jim P., John A., Donni, Dave, Bill D., Jonathan, Steve, Bradley, John A. and myself. Good to see the Land Rover guys.

What's an Autojumble? (answer on page 3)

Another report from steamboat springs

By Roger Davis

(In the October Newsletter we had a report on the Steamboat Springs Vintage Race. In that report we failed to mention that a BMCU member took part. Here's his report.)

I am co-owner and driver of yellow Sunbeam Alpine #87. This year was my first year to vintage race the car, but I have been active in autocross, often competing against Mark and Scott.

This year I attended the Rocky Mountain Vintage Racing Driver School at Second Creek Raceway outside Denver. The Steamboat race was my fourth and final race for the season. I've

driven on many racetracks, but this was my first time on a street course and was it ever an eye opener! I'd seen many street races and realized that run-off space was non-existent and visibility around corners minimal at best. What I was not prepared for, in Saturday's first practice session, was the terror I felt when I realized just how confining and intimidating large concrete barriers and fifty-five gallon water barrels can be. If you think you have confidence in the mechanicals of your car, put that

confidence to test on a street course!

After a great lunch prepared by my Crew Chief and wife, Jill, I checked with my Chief Mechanic, and BMCU member, Fritz Lindbeck, to see if the car was ready for the afternoon practice and qualifying. This time out I really worked on concentrating on brake points and pavement changes that could upset the balance of the car and put us into the dreaded concrete. The session went very well although I knew that there was still time that could be shaved in many places. I qualified smack in the middle of the 40 cars that began the weekend in my class.

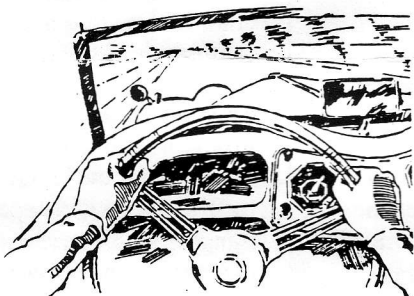
Sunday morning's practice session

allowed me to improve my lap times so that I was faster than the other Sunbeam Alpine in my class and faster than one of the two Sunbeam Tigers! My better times, however, did not allow me to move up on the grid for the afternoon race.

While on the grid

for our race, the other Alpine driver came up to talk. When he left, we had decided to run together to get better exposure for Alpines. The first lap of the race was every man for himself. Then we would trade places for the rest of the time to give the appearance that we were both racing, but with neither of us able to pull a lead. This plan worked well for us and we had a good time putting on our "show." I hope those of you who attended the race enjoyed it as much as I did.

I'll try to write more later.



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.

FEBRUARY 15 POT-LUCK DINNER. ST. MARK'S EPISCOPAL CATHEDRAL, 231 EAST 100 SOUTH, 6:00 PM. CALL SANDY & MERV BREWER AT 596-9526 BY 12th, IF YOU ARE COMING.

MARCH 7 TINKER DAY AT THE FAT CHANCE GARAGE (MARK BRADAKIS'), 739 PARK STREET, 10 AM TILL?

MAY ?? BRITISH FIELD DAY.

June 6-7 The 40th annual Glenwood Springs Rally (from Denver) of the Rocky Mountain Centre of the MG Car Club. This sounds like a great event, even just to go over to Glenwood Springs and take part in the activities there. You don't have to have an MG to take part. For info contact Richard Fritz (303) 494-0630.

JULY 22-26 VTR (Vintage Triumph Register) Convention, Savannah, Georgia. Contact Mark, 364-3251(H) for information.

AUGUST 31-SEPTEMBER 4 GOF West (Gathering of the Faithful) for ALL MG owners at Jackson Lake Lodge in Jackson, WY. Who knows when there will be a GOF that's closer! More information below.

September 5-7 Vintage racing and concours at Steamboat Springs, CO. Make reservations early, real early, Like now (if you can get them)!

October 10-11 Triumphest in Buellton, CA. This is all we know now.

Left over parts

We sent out 197 January newsletters. Thanks to Jim for copying them.

To date 104 people have sent in postcards to stay on the mailing list. We have also received \$170 with the postcards. Thanks to everyone who sent in a donation. We will try to use the photos and stories that were sent in the upcoming newsletters.

Duff Lawson has volunteered to represent the BMCU with the British Field Day planning. This event is viewed as being a major event for British Car owners in the area. The tentative date is in May. Give it your support.

Tony Morgan reports that the Morgan Club (not a fan club for Tony, but for Morgan Cars) is alive and well with 7 members. If you are a Morgan owner, or want to be a Morgan owner, you might contact Tony, 583-3340.

New members during January include: Troy Pugmire, Troy has a '77 MGB; Elaine Bensley, Elaine drives a '77 Midget; Greg Smith, Greg has an MG-TD; Douglas Ownbey, Doug has '74 MGB; Dennis Stephenson, Dennis owns both a big Healey and a Sprite; Rich Leavitt, Rich has a '60 MGA coupe; Dennis Guy-Sell, Dennis has a '72 MGB and a '59 Bugeye; Bradley Bender, Brad has a MK I Spitfire; J. Andrews, he has two Jags, a '59 3.4 and a '72 XJ6 plus a '72 TR-6; Ed Daly, Ed has a TR-6. Hope to see all of you at an event soon.

This time around GRILL

ADGES will be \$20. each. We got prepaid orders for 13 at the January Tech Session and will order

after the February event. If you would like to order one or more, contact the editors, Bill or Julie, at 582-9223. We will try to have an example at the next few events. If you don't order and prepay you are taking your chances in getting any left over ones.

We also have club patches. These sell for \$7.00. We will bring them to the next events.

Don Graves is looking for photocopies of logos for some of the more uncommon British car manufacturers, ones like Lagonda, Daimler, Aston Martin, Bentley, Alvis, A.C., Singer etc. He is making up a poster about the club and would like to include some of these logos on it. If you have any books or magazines with any logos give Don a call at 972-6335 and see if he has a copy.

Last month's question provoked more comment than anything we have ever done before! Good! Several Triumph buffs have told us that we didn't quite get the answer to last month's question right. They say the car in the drawing was not originally called a TR-1 but rather a Triumph Sports or TS, only after the TR-2 appeared was it called a TR-1. We have also been told that it wasn't the TR-1 at all, but a prototype TR-2. You TR folks decide and let us know.

The editors have received more information and reservation forms for the '92 GOF-West at Jackson Lake Lodge in Grand Teton National Park, August 31 to September 4. The GOF (Gathering of the Faithful) was begun as an annual gathering of T-Series and earlier MG owners. The idea has been expanded and in some years includes owners of any MG (depending mainly on whether the club organizing it accepts all MGs

or only T-series and earlier cars). We specifically asked about whether this year will be an all MG event or for T-series and older and received the following answer. "This event will welcome all MGs, however, only T-series or older cars will be eligible for competition and awards." (In the show, I assume.) Participation in the GOF is \$50. for a couple, \$35. for a single, not including lodging or meals. Information on rooms and meals will be available in April. For everyone's information the Coulter Bay Campground is almost next door to the Jackson Lake Lodge. Both are about 350 miles from Salt Lake. If you would like a copy of the registration form contact the editors, Bill or Julie at 582-9223 (H) or 581-7687 (W). The editors attended the '90 GOF and believe this is an opportunity not to be missed.

Autojumble

(from the question on page 1) The term seems to be used in England to mean what we would call a Swap Meet or Flea Market for auto parts. Can any of our expatriate Englishmen give us more information?

Larry Gregoire, 967-0762, is looking for a carburetor for a '79 Midget (originally had a Zenith-Stromberg 150CD). He also wants to sell the Weber that is currently on it. He didn't say what Weber it is.

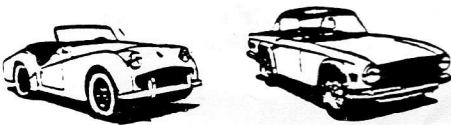
Martin Smith has a Sparkrite Electronic Ignition (reactive discharge) for sale. It is triggered by points, is new and boxed and will fit all British cars — \$75. 972-0198.

Robert Ledbetter is looking for an Air Manifold (between the air

pump and head) for a 77 MGB. Give him a call at 774-9972 if you have one available.

Mark Bradakis is looking for Spitfire Mark I and II parts and project cars. Call him at 355-5438 if you have some for sale.

Charles Woodward has some Landrovers for sale — two Series I's and one Series II. He will sell or trade for "interesting" foreign sports cars. Write him for details at Box 91, Victor, ID 83453, or call (208) 787-2495.



From the exchequer:

Balance as of 12/15/91 (Exchequer has \$249.80 Editor has \$4.25.)	\$254.05
January newsletter cost	-\$53.07
January donations	+\$247.15
Pre-payments for Grill Badges	+\$260.00
Check Printing Charge	-\$40.81
Balance as of 1/21/92 (Exchequer has \$578.99 Editor has \$88.33.)	\$667.32

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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).

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