

British Motor Club Of Utah

Volume 4

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April, 1992

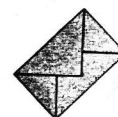
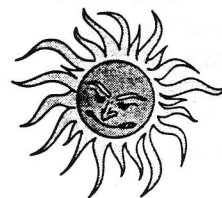
What sort of hand did you get?

The April event will be a **Poker Run beginning at the Tracy Aviary parking lot in Liberty Park at 10:00 am, Saturday, April 11.** To get to the parking lot enter the park off of 9th South at 6th East. The aviary parking lot is the only major parking lot on the west side of the park. Bring a picnic lunch with you. There is no place to buy lunch near the end of the event.

A poker run is a very simple type of rally where neither time nor speed is a factor. In the park you will be given some information concerning the location of a set envelopes. Your task is to go and find these envelopes. They will be out of sight, but not seriously hidden. When you find the envelopes you take one, *but do not open it.* On the outside of the envelopes is a clue to the location of the next set of envelopes. Continue looking for sets of envelopes and taking one from each set until you have five. The final one will give you a clue to where we will have lunch. When we gather at the lunch spot we will open the envelopes, and the team with the best poker hand wins. It is pure luck, of course, but feel free to give advice to the other folks, like "we can't find the envelopes here, they must be at" as you drive off with it in your pocket. If you find the envelopes and others are looking behind bushes and walls nearby, try and take one and leave without letting the others know where they are hidden. We will set a two hour time limit, but if you are lost after two hours open the first envelope and it will tell you where we are meeting for lunch.

Kids like to take part in the looking for the envelopes, but you will need

somebody who can read instructions to help you, somebody who knows the city is particularly helpful. You may want a city map if you are not too familiar with the city. Have fun!



It was sure different from last year!

Last year the St. Patrick's Day parade was held in a cold rain. This year it was warm and sunny and lots of folks took part. I never counted but was told there were 18, and then later 21, cars. Either would be the best turnout we have ever had for the parade. We were number 89 out of 150 entries and so had about an hour's wait, but then it was warm and sunny. While waiting for our turn to move down State Street we watched a large part of the parade. Besides the usual Irish family groups, catholic groups, dog groups and dance groups, there were a few that were really unusual: the toilet plunger drill team, the group dressed as candy cigarettes boxes (there is always a group poking fun at the

legislature) and the group with large statue of Elvis Presley, dressed in green, complete with sign "I saw Elvis in Tooele." The drive down the street was complete with the usual comments of "nice car," "I used to have one of those" and "blow your horn." After the parade about half of the group stopped by at Brackman Brothers for Bagels and talk.

This list is not complete, but we know the following were there: Donni, Jane, Steve, J., Kay, Jim, Dave, Mark, Rick, Kathleen, Brad, Nancy, Tony, Kathy, John, Mylinda, Mike B., Sharon, Kees, Liz, Kate, Chris, Jesse, Reed, Jordan, Dave, Jon, Mike J., Dale, Denise, Barry, Ron, Ellen and Bill.

Lot of tinkering going on

By mjb

The threatening clouds and light drizzle Friday evening did not bode well for the first driving event of the year, Tinker Day. But by the time I got my eyes open Saturday morning, the skies were clear and bright. I heard some rumors that earlier in the morning there was still a threat of rain, but I don't think anyone actually gets up that early.

So the unseasonably warm weather on March 7th brought out a respectable crowd of enthusiasts to share the coffee, donuts, chips and oil spots at the Fat Chance Garage, a fancy name for an ordinary looking garage at the back of my house.

Howard brought by a very nice looking Triumph Racing Green TR4 that needed some wiper box work, and a bit later Steve brought by his very nice looking Triumph Racing Green TR4A to park right behind Howard's, confusing some folks. I could tell the difference, the TR4A was the one with windscreen wipers!

We got to see some folks and some cars that haven't been around before, such as a Triumph Stag with a Rover V8 in it, until the original Triumph V8 gets rebuilt. Also a pair of Jensen Healeys, a blue one and a white one, which was not the white one seen at Parts Master recently. And the usual smattering of Triumphs and MGs of various sorts.

Jim Pivrotto came by in his fine little Spitfire Mark 1, and was gracious enough to allow me a run around the block. Then we repeated the maneuvers in my Spitfire, a '74 body with a '68 Mark 2 1147cc motor. It seemed that mine was a tad faster, which means I can't call it the World's Slowest Spitfire. Must be

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.

April 5 SCCA Autocross, Woods Cross High School.

APRIL 11 POKER RUN. MEET AT THE TRACY AVIARY PARKING LOT AT 10:00 AM.

April 26 SCCA Autocross, Weber County Fairgrounds.

MAY 23 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. All marques are welcome. For info contact Richard Fritz 303-494-0630.

JUNE 13 TRAPPERS LOOP RUN AND PICNIC.

JULY 11 ALPINE LOOP

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

AUGUST 8 PICNIC.

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! Contact the editors, Bill and Julie, at 582-9223 (H) for reservation information.

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

SEPTEMBER 12 DRIVE TO ?

OCTOBER 10 END-OF-THE-SEASON DINNER

October 9-11 Triumphest in Buellton, CA. Call 805-933-3684 for information.

November 6-8 Mini-GOF at Lake Havasu, AZ put on by the Tucson MG-T Group. Contact Bill or Barbara Addison at 602-292-0439 for information.

NOVEMBER 14 TECHNICAL SESSION

JANUARY 16 TECHNICAL SESSION

FEBRUARY 13 POT-LUCK DINNER

because my motor is bored out all the way to 1180 cubic centimeters!

After a few hours of folks dropping by, some to work, some to watch (we never did get around to looking at Steve's brakes) the last tinkerer went roaring off into the afternoon. Some of those attending the event were: Bill, Dave S., Barry, John, Mike,

Grant, Scot, Jim, Dave D. Jim, Howard, Judean, and Steve.

What side is the "nearside" and the "offside" of the car?

All about tires

By mjb

So you need new tires, and you wondered what size to get. The numbers on the side of the tire were a lot of help: 185/60R13 86H. Now, what does all that mean?

The first part of the specification, the 185, is the section width of the tire. This is the measurement, in millimeters, from one side of the tire to the other. It's not the tread width, but the overall width of the tire when mounted. The measurement is correct only when the tire is mounted on a rim it's designed for: if you put a tire on a 5"-wide wheel, it's narrower than on a 6" wheel.

The second part of the specification is the aspect ratio. This number is the percentage of section width to sidewall height, the sidewall being from the tread surface to the edge that mounts on the wheel. If the sidewall of a 185mm wide tire was 185mm high, the percentage would be 100%, so you would have a 185/100 tire (not likely—most are 60-80%). In our example, the section width is 185 and the sidewall height is 60% of that, or roughly 110mm.

The R denotes a radial tire. Sometimes you may see the size listed as P225/70R15 or some such, the P meaning passenger car use. Or you may see tires listed as 195/50VR15, with a character preceding the R. This is the speed rating of the tire. The most common ones you'll see are T, S, H and V. Tires with the S rating are good for sustained speeds of 110 mph, H up to 130, and V over 150. Some newer tires with Z speed ratings are designed for cars flirting with 200 mph. The higher rating (usually more expensive) means the tire can withstand more heat for a better margin of safety. Of course, finding Z-rated rubber to fit a TC might be a bit of a search.

The next part of the spec is the wheel diameter, 13 inches in our example. Yes, the width is measured in metric units, the diameter in English units. Michelin did some work on a new and (they hoped) improved design, so there are a few wheels of 360mm and 390mm rather than the more common inch sizes, but those are basically dead.

The last part of our example tire spec, 86H, is the load rating followed by the previously discussed speed rating. The load rating is really a number which refers to a slot

in a table of ratings, and so doesn't say much by itself. Suffice it to say for our purposes that the higher the number, the more weight the tire can carry. Somewhere on the sidewall there should be an explicit load limit given, such as "max load 1180 lbs. at 36 psi max inflation."

Now that you know what sort of info is on the side of the tire, I'll wait until next month to discuss some practical applications—such as whether or not you'd want to switch from 185/80 to 205/70 or some such.

Left over parts

All the British cars that were in hibernation for the winter seem to be appearing with the warm weather and its time to start getting more members. As you have likely noticed, there's a membership application included with this newsletter. We would like to suggest that everybody make a few copies (notice that it is two-sided) and start sticking them under windshield wipers or on the seats of any British cars you see parked. You might even hand them to somebody you see stopped at a stop light or chase down the car you see going down the road. Let's get the word about the club out!

Have you been down to Parts Master recently? They have built-on an addition that houses several service bays. Now in addition to selling parts, they will be doing "light" repair work, oil changes, lubrication, alignment, state inspections, emissions, etc. Both Bruce Schilling, the owner, and Craig Hanson, the service manager, are members of BMCU, Bruce with a TR-2 and Craig with a Jensen Healey. Parts Master is the Moss Motors distributor (order by Tuesday and get your parts Friday) and has some

British car parts in stock. They are at 1350 South State, 484-6153.

New members during March include: Jeff Clayton, He has a '62 MGA; Beverly Skinner; Beverly has a '58 TR-3; Wesley and Caryl Bayles, they were in the St. Patty's parade with a car, but I don't know what; Dale Meyers, Dale has a TR-7. Good to have all of you with us.

We have sent off the order for 30 GRILL BADGES. These sell for \$20. each and we have prepaid orders for 21. The remaining 9 will be sold first-come first-serve. Buy one now if you want to be sure to get one.

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

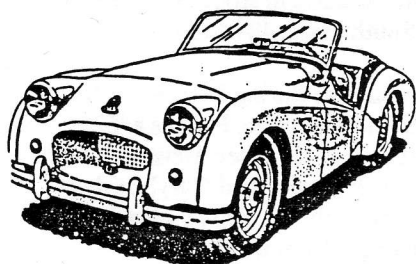
The folks who make the club patches for us can also embroidery the emblem directly on a shirt. Blue knit shirts, blue is necessary to form part of the design, work out really neat. Contact Heidi at Creative Expressions, 4140 South 500 West, 269-1282 for information.

We sent out 130 March newsletters. Down from over 200 in February, but postcards are still (very slowly) coming in. Thanks to Jim for copying the newsletter.

Autojumble

Reed Baier is looking for a distributor for TR-6 or GT-6. He also has a new TR-6 rim and some TR-6 carburetors for sale. 972-1257.

(from question on page 2) These terms are used in early 50's service manuals and some knock-offs. The terms are based on right hand drive cars — nearside is the right side and the offside the left.



From the Exchequer

Balance as of
2/24/92 (Exchequer
has \$666.61, a
correction from last
month, Editor has
\$93.16.) \$759.77

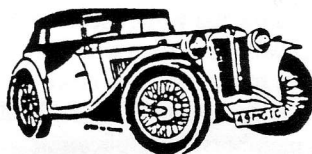
March newsletter
cost -\$37.70

March donations (I
forgot!)

Pre-payments for
Grill Badges, in
March +\$40.00

Grill Badge Order -\$504.00

Balance as of
3/17/92 (Exchequer
has \$162.61 Editor
has \$95.47.) \$258.08



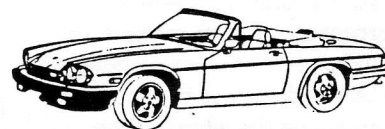
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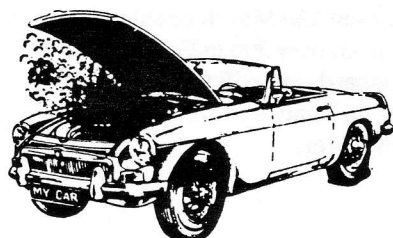
This newsletter is published by the British Motor Club of Utah, a loosely organized group of British automobile owners. We hold monthly events: drives, picnics, technical sessions and more. We welcome owners (or potential owners) of British cars in any condition to the group. Membership in the BMCU is 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).



BMCU

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Salt Lake City, Utah 84105

Gary & Sandy Lindstrom
3190 MEB, Computer Science Dept
University of Utah
Salt Lake City, UT 84112



1992 ALL BRITISH FIELD DAY

REGISTRATION FORM

Name _____

Address _____

Phone # _____

Co-driver _____

Vehicle Plate #s _____

of spectator passes required, at no cost
to entrant _____

Make Check to:

British Motor Club of Utah.

Year, Make & Model of Vehicles Entered:

1) _____

2) _____

3) _____

Please enclose registration fee of \$5.00
per vehicle. All proceeds donated to the
Cathedral Community Outreach Fund.

Return form to:

British Motor Club of Utah

P.O. Box 58333

Salt Lake City, UT 84158

