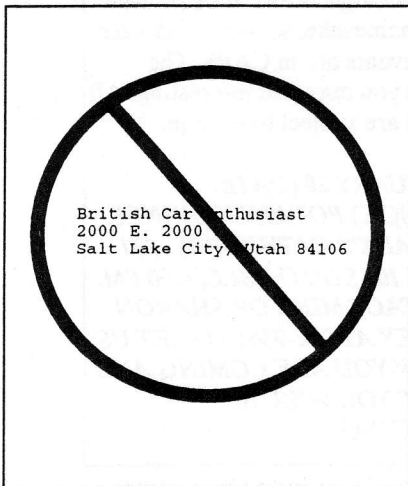


British Motor Club Of Utah

Volume 5

Number 7

February, 1993



The dreaded red dots

No, not measles, but something much worse. If you have a red dot on the mailing label of this newsletter, we have not received the postcard we sent last month, so this will be your *last* newsletter. You must let us know you want the newsletter – preferably by sending in the postcard – to continue receiving it.

If for some reason you didn't get the postcard, you lost it, the dog ate it, or whatever, and you want to continue receiving the newsletter, give the editors a call (582-9223) or send a note (to the return address on this newsletter) saying that you want to stay on the mailing list. Otherwise, if we don't hear from you before the Pot-Luck, you will be gone next month.

What's the difference between a roadster and a convertible?

Pot-Luck time

February is the time to lay out the events for the upcoming year. We do this in association with the annual Pot-Luck dinner. This year's dinner will be held at St. Mark's Episcopal Cathedral, 231 East 100 South in Salt Lake on Saturday, February 20 (notice the date change) beginning at 6:00 pm. It's the same place we held it last year. As are all BMCU events, this is a do-it-yourself affair, and we could use some folks there at 6:00 to help move tables and whatnot, some to stay and help clean up, and such like. The Cathedral is graciously not charging us for using the room.

Last year we ran short of food! This was the first time anyone could remember this happening. To see that the starving hordes are fed, we would like you to bring a dish for 8 or more people. Sharon and Mike Bailey have volunteered to help sort out what is being brought, and to keep everybody from bring rolls or potatoes. Please give them a call at home, 262-9361, or call Sharon at work, 533-0181, by Wednesday, February 17, if possible, to let them know that you are coming and what you will be bringing. Kitchen facilities, including a microwave, will be available. Besides food, bring your videos slides and photos of cars and car events. We will have a TV, VCR, and slide projector available. Along with seeing everybody again, having a good time, and eating too much, the aim of this event is to plan for the upcoming year. The schedule and person(s) coordinating the events currently looks like this:

March 8–St. Patrick's day parade? We have done this

several years and may need a change.

Fun Rally–Rob Green

May–British Field Day. Bill Davis and Duff Lawson

June–?

July–Alpine Loop and Trolley Square Show? We need to discuss the loop.

August–?

September–Mt Nebo loop (overnight?)–Steve and Laurie Bender

October–End-of-the-Season dinner Rick and Kathleen Large

November–Tech Session

December–No Event

January–Tech Session

February–Pot Luck Dinner

Notice that there are several of question marks, so bring some ideas along, too. See you there.



VRRRmmmm VRRReport

About thirty people showed up to learn about making their cars perform. We got most of the names, but are sure that we missed a few. Sorry.

The discussion began with an introduction of our three panelists, Bruce Schilling of Parts Master, Roy Beal of Mr. British, and Larry Moulton, who is currently very successfully racing a Turner. Since most of us know Bruce and Roy, the introduction focused on Larry. He explained what a Turner is, a low production British car with a tube frame. They were built with several engines; Larry's has one from a Ford Cortina. Larry showed a video of his car at Road Atlanta, where he had set a new lap record in his class.

Discussion then moved on to making our cars go. The first issue was carburetors. There was general agreement among the panelists that SUs are good carburetors (although there was less good feeling about Strombergs) and simply replacing a set of SUs with a Weber is not necessarily a good thing. Sidedraft Webers are often too big for our four cylinder engines and that means low-speed performance is lost. In addition, it was pointed out that passing an emissions test can become nearly impossible with the Weber sidedraft. These carburetors are good for racing but not for street use. Downdraft Webers overcome some of these problems, however.

There was general agreement that the first thing to do to improve performance, and still pass an emissions test, is to get your car into good condition. This is best done in a sequence of steps: check the compression, adjust the valve

lash (clearance), set the carb float, and so on for a complete tune-up. Second was to install a good header, then a mild cam.

Discussion ranged over a several topics, including "blueprinting" an engine, "CC'ing" a head (described in the December '92 issue of *British Car* magazine), suspensions, sway bars, tires, and wire wheels.

Attending were: Kees, Doug J., Fred, Otto, Jim, Al, Edwin, Victor, Nicholas, Nancy, Michael, Doug B., Nathan, Boyd, Connie, Perry, John, Duff, Mike B., Bill D., Mike O., Rich H., Rich L., Tony, Barry, Fritz, Roger, Mark, Greg, and Bill V.

Steamboat '92 — A racer's view

By Roger Davis

Editor's note: Roger is the co-owner (along with Fritz Lindbeck) of a '66 Sunbeam Alpine that he raced at Steamboat. Two others with BMCU connections that raced were Brian Mertz, with a Healey and Greg Vinson driving a Formula Vee.

This year, the trip to Steamboat had both good parts and bad parts. The good part was stopping to have some lunch and finding Bill, his wife and their MG, on their way from Jackson. The bad part was the weather: cold and rainy. I told Fritz that it was better to rain now than on the weekend and that cold was what British cars were made for. The huge storm Friday afternoon set the tone for the rest of the weekend.

Saturday, old Sunbeam #87 fired right up and I was anxious to get going. I was in the fast small-bore group. Lots of fast Lotuses and Porsches. At least, most of them

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 20 (DATE CHANGE) POT-LUCK DINNER ST. MARK'S CATHEDRAL, 231 EAST 100 SOUTH, SLC, 6:00 PM. CONTACT MIKE OR SHARON BAILEY AT 262-9361 TO LET US KNOW YOU ARE COMING AND WHAT YOU WILL BE BRINGING.

were. In the first session, one particular Porsche from California was just a little faster on the straights, but really slow in the corners. After almost rear-ending him a few times, adrenalin got the best of me. I thought that I could out brake him into turn one. Bad idea. After getting along side him I waited about two feet too long to step on the brakes. The result was that I ended up with the right front of a Yellow 'beamer parked on the tires protecting the concrete barrier. Fortunately, the damage to the car was cosmetic. Mental damage to the driver, however, was devastating. I had scared the @\$% out of my wife, Jill, and there was a very good possibility that I would not be allowed back onto the track. Fritz and Nick went to work on the car and told me to get lost, preferably in the direction of the Chief Steward.

We still did not know if we were out of the race by the time the qualification session arrived, so we lined-up and went out. To say that I drove cautiously is an understatement. I did not crash, however, and qualified next to last.

My first race Sunday was under overcast skies. The other Sunbeam

driver and I put on a show with both of us passing one another several times, then crossing the finish line side-by-side. Our second race had the strangest start of any race I've seen. I had decided not to race if it was raining. In a car without a windshield, not only is visibility a problem, but you also get very wet! On the pace lap it had started to rain on some sections of the course. A red flag was shown at the starting line and we were led back into the hot pits. However, we were waved through the hot pits and back onto the race course, to what, I presumed, was another pace lap. When we got back to the starting line, no flag of any kind was to be seen. After a few corners, the racers around me decided that the race was on after all! The few laps that we got were uneventful and the rain held off for the rest of the day.

Several of the members of the BMCU stopped by in the pits to say "Hi!" and I'm glad you did. I encourage you to put Steamboat on your schedule for this year; better yet, join me on the race track! It's the best seat in the house.

Left over parts

There was an interesting article in the January issue of "Thoroughbred and Classic Cars" about a group from the California TC Motoring Guild who shipped their cars to England for a 23-day Summer tour. Two of the folks who did this trip were Doug and Ilene Wimer, who moved to Heber and joined the BMCU in the Fall. We would all like to hear about the trip at the Pot-Luck or in an article for the newsletter.

As always, around the first of the year the newsletter has been running late. We try to get it sorted out, but the holidays always seem to get things off-schedule and then the snow this year got it more off schedule. Hope this one and the rest of the year will be closer to the first of the month.

I got a call from Vern Givens of the Jaguar Club—they are interested in some joint events during the upcoming season. We discussed tours, picnics, and the British Field Day. He will try to have somebody

who belongs to both groups represent the Jag Club at the Pot-Luck. We sent out 249 copies of the January newsletter, thanks to Jim for copying them. We may break 250 yet, before the list is pruned down with the postcards. This month's new members include: Otto Ratz with a TR6; Nancy Coffen who also has a TR6; Tim Cochran, Tim has a Spitfire. Welcome.

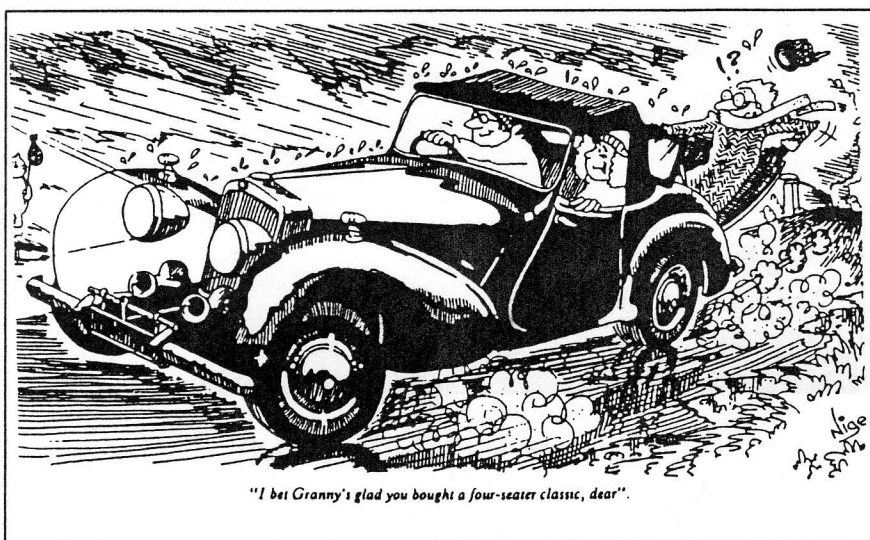
We still have club grill badges for J. Jennings and Mike Cady. Contact the editor, at 582-9223, for them.

Autojumble

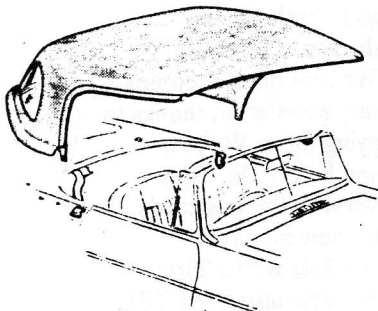
I spoke with Scott Cado of British Parts(?) in Baton Rouge, LA about some Bugeye parts a few weeks ago. He was telling me that he likes to swap parts for British cars, mainly '50s and '60s cars, as well as buying and selling parts and cars. Being a significant distance from Salt Lake, he, of course, is more interested in rarer, more expensive items, like superchargers, Bugeye tach drives, Bugeye hoods (bonnets), TR2s and TR3s. He is rebuilding a Bugeye right now. I was pleased with my dealings with him. Give him a call at (504) 275-2364 if you are looking for something or have some parts to sell or swap.

Allen Pulsipher is looking for a Spitfire. If you know of one for sale give him a call at 264-9240.

Rick Gunn at Pro Tire has a nice Bugeye Sprite he would like to sell. Call him at 975-0777 during the day if you are interested.



"I bet Granny's glad you bought a four-seater classic, dear".



The dictionary defines a roadster as an open car with a single seat for two or three people and a convertible as a car with a folding top. Current usage seems to distinguish between the two as to whether the folding top is permanently attached to the car. All MGAs, plus early Bs, Sprites, Midgets, and Spitfires are Roadsters. You have to store the top in the trunk (or the hood in the boot). T-series, all TRs, and the late-model Bs, Sprites, Midgets, and Spitfires are convertibles. Now then, what's a cabriolet?

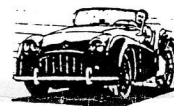
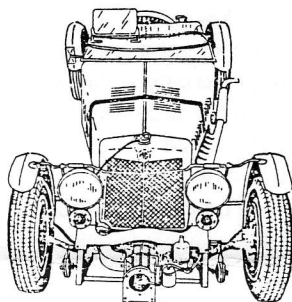
From the Exchequer

Balance as of
12/23/92
(Exchequer has
\$405.22, Editor has
\$21.08) \$426.30

January newsletter
cost -\$70.47

January donations +\$186.00

Balance as of
1/25/93 (Exchequer
has \$545.22, Editor
is \$3.39 in the hole) \$541.83



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This newsletter is published by the British Motor Club of Utah, a loosely organized group of British automobiles owners. The group holds 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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