

British Motor Club Of Utah

Volume 6

Number 2

September, 1993

Think it will snow this time?

Remember in April that Rob Green had planned a Fun Rally for us? Well, it was snowed out. We are going to try to hold it again, but as the September event this time.

A fun rally is just what the name implies — a rally, but one that is intended to not be taken too seriously. Basically, you will be given a set of written instructions telling you what to do. The the problem is to follow them and answer the questions you are asked. If you have never been on a rally, there will be folks there to give you some tips. In a fun rally there are no time-distance legs, and super-accurate speedometers and stopwatches are not needed. The main thing you will need is a navigator who can help you find and read signs and record answers to questions, but a watch, working speedometer, snow shovel, and sense of humor may be useful, too.

We will meet at the *K-Mart at the Park City exit from I-80 at 10:00 a.m. on Saturday, September 11*. The rally will be about 50 miles long and will end in a park where we will swap stories of how we got lost. Be sure to bring a picnic lunch. For more information, contact Rob Green at 647-0722 (H), in Park City.



What does it mean when a bolt head has three radial lines?



A barbecue in August

A surprisingly small, but enthusiastic group assembled on a great Saturday evening for the August barbecue and drive. After getting everyone into the park behind St. Mark's Cathedral, we got the barbecue grills going and good smells drifting off of them. On the grills were fish, steaks, shish-kebabs, bratwurst, and hot dogs.

While getting everything cooked and eaten, we watched the sun setting behing the buildings of downtown and then headed off for a drive up Emigration Canyon. In only a few blocks one TD developed a fuel problem and retired from the group. As we approached the zoo the editor's Bugeye also started to lose power (a 948 can't afford to lose any) and we retired with what appeared to be a vapor lock, but was later found to be a high voltage lead falling out of the coil.

Enjoying the food and evening were: Duff, Bill D., Barry, Denise, John, Sarah, Mark, Karen, Mike, Nathalie, Nicholas, Gary, Sandy, Daisy, Julie, and Bill V.

Trolley Square show

By Laurie Hope

On July 24th, while others were anxiously awaiting the Days of '47 parade, a small wagon train of sports cars was creeping into Trolley Square for the 2ND Annual European Sports Car Show. The weather threatened, but held off soaking us all. Although only 15 cars showed up, it was a great location with most of the cars inside the mall.

Twelve of the entrants were British with a varied selection from the BMCU. Twenty gifts were offered by Trolley Square merchants, so everyone went home a winner.

Speaking of winners, the People's Choice winner was a British Racing Green 1956 TR3 beautifully restored and owned by Bill and Kathy Clements of Park City. Runner-up was a Jaguar C-type replica, also in BRG, owned and prepared by Walt Osborn. A few of us had caricatures done with our cars by the resident artist in the mall. It was a fun time and a classy place to have a car show.

VTR National Convention

By Mark Bradakis

Over 200 Triumph enthusiasts converged on the evergreen country of northwest Washington, just outside the town of Everett, a few miles north of Seattle. They brought with them about 150 Triumphs, ranging from a 1953 Mayflower sedan to the more modern TR8s. The British Motor Club of Utah was represented by Greg Chester and his family, Darin Featherstone, Jim Pivrotto, and Mark and Karen Bradakis. The Chesters took up their lovely TR3B, Jim brought his Mark 1 Spitfire, and Mark took along one of his Spitfire 1500s.

The first full day of the meet was the autocross, which about half of the folks participated in. Greg and Darin drove the TR3 on some exciting runs, getting that car really squealing along on those whitewalls. Jim and Mark drove the Spitfire 1500, which they've been autocrossing this summer, and did quite well, only a few tenths of a second away from Fast Time of Day. FTD was taken by one of Mark's friends from the British car electronic mail list, Bob Bownes, in a GT6 which was prepared by Chris Kantarjiev, another email acquaintance. Not a bad showing for Team Fat, the competition division of The Fat Chance Garage. And the legendary cloudy skies of the Pacific Northwest were not in evidence, only a clear sunny day, with temperatures in the upper 80s.

Friday was the funkhana, the TSD rally and a fun rally. Since Pugs' Spitfire had not participated in the autocross, he drove it in the funkhana, along with a variety of assistants. One of these was Karen, and together they had the best time for the event until near the end, when a few of the other drivers

The Lucas Calendar

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

September 4-6. Vintage sportcar racing and concours in Steamboat Springs. For more information contact Bill or Julie at 582-9223.

September 11. A second attempt at the rally near Park City. Meet at the K-Mart at the Park City exit from I-80 at 10:00 am.

September 19. Senior Citizens' Concours d'Elegance at the U of U. Phone 538-2085 for information.

October 1-2. Mt. Nebo Loop. Overnight if you wish. Make reservations soon.

October 1-3. Southwest Idaho Sports Car Club Sun Valley Rallye.

For more information contact Rosie Hale 206-362-4146.

October 16. End-of-the-season dinner in the Odgen area.

November 5-7. Mini-GoF, San Diego MG T Register, contact Jo Lynn Campbell, 619-472-5199.

November 13. Tech session. Rust repair?

January 22. Tech session. Basic tune-up?

February 12. Pot-luck dinner.

July 14-18. GoF in Calgary, Canada.

August 19-20. Shakespeare Festival in Cedar City. Contact Karen Bradakis, 364-3251 (H) for information.

learned some of their tricks and pulled ahead. Many of the participants, including the Chester family, used Friday afternoon to clean and polish, then clean and polish some more in preparation for the next day's activities.

Saturday was the day for the group photo and the big show. All the Triumphs in attendance were arrayed on the grass at a local airport for the panorama photo, then shuffled off to their place in the show. Though the skies were more dark and threatening than they had been so far, it never did rain on the gleaming array of Coventry's finest. Greg's freshly redone TR3B finally took a first in class at a VTR meet, though there wasn't much competition. At the last minute, Jim put his Mark 1 Spitfire in the Participant's Choice show, rather than the judged competition. Initially he regretted this, as there were no other Mark 1s entered, but

as it turned out that class would have been judged by a pair of visitors from England, who went over the other Spitfires with a VERY fine-toothed comb!

That night, after a wonderful drive and dinner on Whidbey Island, the Team Fat contingent returned to the event site to find that Jim's friend Don, from his days in Texas, had not only won his class with a very clean TR6, but also took home the Best of Show trophy. Sunday morning was the time to pack, say goodbyes and hit the road for home, after a very fun and rewarding weekend of Triumphs.

Editors Note: Rumor has it that Mark was a bit modest about his and Jim's autocross activities and they were first and second in their class.

BMCU and Shakespeare

Three couples from the BMCU made the drive to Cedar City for the Shakespeare festival. Besides seeing a couple of great plays (about half are Shakespeare, with slightly modernized English, and half are more modern plays) there are a number of other things to do. Before the evening play there is the Green Show: songs, dances, magic, and such on the green by the theaters. In the morning there are discussions by the actors, directors, back stage crew, and costume designers about how they do their craft. For dinner you can go to the royal feast, a dinner served as it would have been at the time of Henry VIII. And there is great scenery with Cedar Breaks and Navaho Lake both about an hour away. Two couples stayed in the Bard's Inn, a bed and breakfast a couple of blocks from the theaters. If you have never stayed in a bed and breakfast you need to try it, and the Bard's Inn is a great one. The rooms are decorated with antiques in a great old house, a super home-cooked breakfast, and run by a very friendly, helpful couple.

We had such a good time that we have already made reservations for next year on August 19 and 20. There are only seven rooms in the Bard's Inn and they go fast — make reservations early. We were also told that if we can get at least 6 cars there, we can likely get a location, at or near the festival, where we can display the cars.

Contact Karen or Mark Bradakis, 364-3251 (H), for information about the festival. Enjoying a slightly confused weekend were Mark, Karen, Dave, Rebecca, Julie and Bill. Hope to see some other folks there next year.

Left over parts

Remember the Fall colour tour, October 1 and 2, on the Mount Nebo Loop road! The loop begins in Nephi and proceeds northeast toward Payson. It is one of the most scenic highways in Utah and early October is near the height of the fall colour. You can either go down Friday, October 1, and stay overnight, or come down Saturday morning. One possibility for an overnight stay is the Whitmore Mansion Bed and Breakfast (623-2047) \$45-\$65 / night but there are only 5 rooms available, so make up your mind quickly. Another is the Safari, a Friendship Inn (623-1071). Campers can choose from a KOA about 5 miles out of Nephi or the High Country RV Camp just one mile south on Main street (623-2624). Make your own reservations for lodging. If you have any questions or problems, call Steve or Laurie Bender at 571-5020.

We sent out 229 August newsletters. Thanks to Jim for copying them and to Nathan for getting them assembled and mailed while the Editor was in Alaska.

We are *still* taking deposits for grill badges for a '93 order. We need at least 9 (have you been watching this number creep downward?) more pre-paid orders before we can get the minimum 25 from the manufacturer. If you want a grill badge, let us know and get the editors a check for \$20. If we can put together an order this year, we will certainly do so.

New members include: Ken Craft, Ken has a '68 TR250; Peter Chadderton with an MGB; Chuck Christianson, who has a '66 E-type Jag; Jim Edens, Jim has a flock of MGs: a '59 MGA, a '69 MGB, an MGB-GT, and '75 and '76 Midgets; Mike Porter, Mike has a '53 MG-TD; Jeff Smith with a '79 MGB and a '70 Triumph Motorcycle;









Shaun Stewart, Shaun just bought a '53 TD. Welcome to all of you and come out to the rally.

Autojumble

For Sale: '79 MGB 54,200 original miles, no rust, good condition. \$2900. Call Darin 566-0177.

'72 TR6 with overdrive for sale. Asking \$3500. Call Karl Sealander at 224-7220.

Steve and Laurie Bender have recently acquired Walt Osborn's complete inventory of non-Jaguar parts and spares (Walt is going into semi-retirement in Idaho). The inventory amounts to a small warehouse full of salvaged parts and a good supply of NOS parts for MG, Triumph, Austin Healey, Sunbeam, and others. There are also about a dozen parts cars. As a result of this purchase, they have a good supply of new and used parts available for sale. If you are in need of parts, give Steve or Laurie a call at 571-5020 (H) or 582-5847 ext. 4909 (W).

Grade Marking	Specification	Material
	SAE-Grade 1	Low or Medium Carbon Steel
	ASTM-A 307	Low Carbon Steel
	SAE-Grade 2	Low or Medium Carbon Steel
	SAE-Grade 5	Medium Carbon Steel, Quenched and Tempered
	ASTM-A 449	
	SAE-Grade 5.2	Low Carbon Martensite Steel, Quenched and Tempered
	ASTM-A 354 Grade BB	Low Alloy Steel, Quenched and Tempered
	ASTM-A 354 Grade BC	Low Alloy Steel, Quenched and Tempered
	SAE-Grade 7	Medium Carbon Alloy Steel, Quenched and Tempered, Roll Threaded After Heat Treatment
	SAE-Grade 8	Medium Carbon Alloy Steel, Quenched and Tempered
	ASTM-A 354 Grade BD	Alloy Steel, Quenched and Tempered
	ASTM-A 490	Alloy Steel, Quenched and Tempered

(from question on page 1) The bolt is a grade 5. Common SAE bolts are graded from 1 to 8. The number of radial lines plus 2 is the grade; the higher the grade the stronger the bolt. Grade 1 and 2 bolts are the same and have no lines, grade 5 has three lines, and grade 8 has 6 lines. Grades 1 or 2, 5, and 8 are the most common (see diagram on previous page). A similar system exists for nuts, which are graded A, B and C, C being the strongest. For nuts, the grade is indicated by notches on the corners between flats on the nuts: no notches, grade A; one notch, grade B; two notches, grade C; also, marks (dots or circular arcs) on the end of the nut: no marks, grade A; three marks, grade B; six marks, grade C; or, simply the grade letter stamped on the nut. Since bolts are most commonly used in shear rather than tension, the strength of the nut is often of less importance than that of the bolt. Most experts recommend at least grade 5 be used for high-stressed applications on automobiles.

From the Exchequer

Balance as of
7/14/93 (Exchequer
has \$708.30, Editor
has \$88.20) \$796.50

August newsletter
cost -\$66.41

Grill badge purchase +\$20.00

Estimated balance
as of 8/25/93
(Exchequer has
\$728.30, Editor has
\$21.79) \$759.09

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This newsletter is published by the British Motor Club of Utah, a loosely organized group of British automobile 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).



BMCU

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