

British Motor Club Of Utah

Volume 6

Number 5

December, 1993

Happy Holidays!

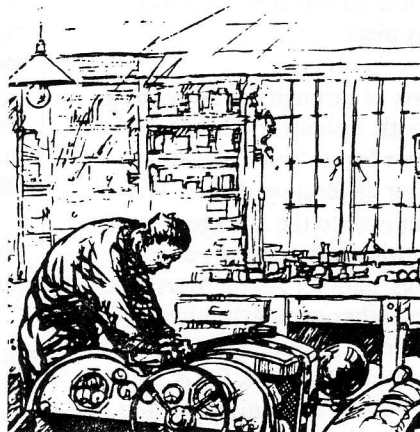
There's no major event this month, since there are enough things this month to keep you busy. But, we would like to say Happy Holidays to everyone from all of us who produce the newsletter, count the money, or take care of membership (or tolerate a spouse that does those things).

A minor event in December

OK, so there is a *little* event this month. This club has members with a very wide range of expertise on things automotive — this event is for those who feel they would like to learn what is really inside that lump of cast iron in the front of their car, but have never had the opportunity to see or really look inside an engine. This is certainly not for experts!

I need to pull the engine out of my Midget and disassemble it. If you would like to come watch and help, this is your chance. We will remove the engine Saturday morning, December 11, beginning at 8:30 am and will have it out before noon. We will break for lunch, then begin disassembly at 1:00 pm and should have it apart by late afternoon, depending on how much we talk and how much we work. None of this is skilled work and is easily carried out by anyone with a decent set of tools, some work space and the need to save a few bucks. It is however, dirty, greasy work.

Come dressed warmly — particularly your feet — as my garage can be cold. And be prepared to get dirty. If only a few are interested we can do it in my garage, but if there are too many for the garage we will need a larger location. Because of this, let me know if you will be coming, at least by Wednesday December 8. Call me, Bill Van Moorhem, at 582-9223(H) or 581-7687(W). Feel free to come for all or part of the day.



What a garage!

As everybody walked into John William's shop, they got this wishful look in their eyes. His shop is big, clear, warm, well lighted, and very well equipped. As we gathered together, everyone inspected a beautiful Aston Martin that John is completing. It was a factory race-prepared DB4 with a very thin aluminum body, slightly over 2000 pounds, and over 300 horsepower. Mark volunteered to test drive it, but no luck.

John toured us through the shop: he has five employees and they operate their own upholstery and interior shop, body shop, and paint booth. John rebuilds the engines and generally puts everything together. He had five suggestions for restoration work:

1. Take photos, lots of photos, as you take the car totally apart
2. Restore parts as you take them off
3. Store things carefully so you don't loose the little clips, or whatnot

What four British sportscars were introduced in the Fall of 1953, forty years ago?

4. Take the body down to bare metal so you know what you have
5. Try to get it done as quickly as possible so you don't lose too many pieces

John took us through the body shop, paint booth, upholstery shop, ran the dynamometer for us, and showed us a distributor calibration device. We also went over to the storage building where there were several more Jags, another Aston Martin, and a few other cars. Attending were: Heino Cleveringa, Jonathan Hermance, Dean Lowe, Ed & Myra Strachen, Barry & Denise Blackett, Craig Welk, Edwin Barker, Boyd Hatch, Mark Bradakis, Mike Bailey, John Andrews, Mike Cady, Steve Bender, J. Jennings, Richard Reeder, Brad Parking, Mario Hieb, Michael Steed, Don Kent, Dave Winkel, Scott Kimbrough, and Bill Van Moorhem.

Another view from Steamboat

By Roger Davis

This year's Steamboat Springs Vintage race was one that will always be remembered. Not only was this the Tenth anniversary of the race, but it will be remembered as the race that almost wasn't. We did see a few members of the BMCU and would like to thank them all for their support. I wish that more of the BMCU could have made it to the race.

Mt. Werner Circle comprises approximately one mile of the Steamboat race course. It is also the main road in the resort. It seems that last winter the city fathers thought that too many cars slid off the slippery road. In an attempt to provide a surface that would be better for snow and ice, they paved the circle this past August with what could be called "stone and seal." We

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.

December 11. Engine pull and disassembly. Contact Bill at 582-9223.

January 22. Tech session. Basic tune-up?

February 12. Pot-luck dinner.

July 11-16. GoF in Calgary, Canada.

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

are familiar with a similar process here that we call "chip and seal," where an oil base is put down and then stone chips are dumped on and pressed into the oil. By now you are probably guessing what is coming. The stones, some the size of quarters, were still loose and under racing conditions were picked up and thrown. Attempting to race under these conditions was similar to being in your car and having a preponderance of people pelt you with the projectiles. Some cars had windshields broken, many had fenders bent from the inside out, some drivers had knuckles smacked, and many face shields were cracked or chipped. And this was during the special Friday practice sessions! Saturday morning the racers were informed that the course had been shortened to eliminate all but a short stretch of the newly paved surface. The track was shortened from 1.7 miles to a safer .95 mile. We also were given the option of withdrawing from the races at the end of the day and receiving a refund. To the racers' credit, I only heard rumors of one racer exercising that option.

What ensued was some of the closest racing that has ever been seen at Steamboat. Since nearly the whole course was now visible to the spectators, they were able to fully enjoy the races like never before. I took my yellow Sunbeam and qualified first in my class and ninth out of 35 cars in my group. Sorry

folks, I just can't seem to stay with the 911 Porches. The car was handling the best it ever has. The new suspension setting worked even better than I had hoped and the new tires really seemed to stick on the pebble surface. For the races on Sunday, the only thing I did was to put two layers of screen in front of the oil cooler and the radiator. You just can't be too careful with these.

My second race was by far the most exciting. I got such a good start that I had to check my mirrors to see if the starter had put out the yellow flag instead of the green. For the next 20 minutes I had the time of my life. The 'beamer ran well and we laped more cars, some twice, than I could count. A Bugeye ran with me for a number of laps, but wasn't able to stay with me to the end. He did have a video camera in his car and I've played the tape numerous times.

I finished first in my class and, I believe, fifth in my group. I hope that many of you saw the coverage that Prime Sports gave the race. If you did see the show, you saw a brief appearance of yours truly with my crew chief Jill. Yes, we do discuss racing in bed! If you can, try to get to Steamboat Springs next Labor Day. I'm certain that you will come away amazed at all the rare cars that show up and even those rare cars that race.

Postcard time soon

Next month we will include a postcard with the newsletter. It's our way of removing those folks from the mailing list that have sold their car, don't have time, or are just not interested in the group. You *must* return this postcard if you want to stay on the mailing list. Since we do not have dues, we have to hold our costs down by keeping the list to only those who want to stay in the group.

The mailing list is near 250, about the same as last year. This is the first year we have not grown significantly. This was also a year of small turnouts at events. Are we doing something wrong? Or do we need some new ideas? We would certainly welcome anyone who has and wants to try some new ideas. Or is it the economy? Or is the youth of the club over and we are settling into middle age? We need some ideas for the future at the Potluck in February.

Left over parts

The '94 GoF will be held near Calgary July 11-16. There now appears to be seven couples from the BMCU planning on going, and perhaps a few couples from California who will convoy with us. Anybody from Colorado want to join us? Early planning is a necessity. Contact the editors for information.

We sent out 246 newsletters. Thanks to Jim for copying the newsletters.

We are still taking deposits for grill badges for a '93 order. We need at least 6 more people who want one, and are willing to prepay, before we can order the minimum of 25 grill badges from the manufacturer. If you want a grill badge make sure you let the editors know and get BMCU a check for \$20. We will put together an order as soon as we can.

Intermountain Vintage Racing is off and running. They had a large attendance at the October meeting

and have another planned for November 10. Our newsletters are just out of sync and can not seem to get the date of their meetings in our newsletter before it happens. Plans now include possible races at the Bonneville track, the Wendover airport and in Park City, plus a driver's school. Sports Car racing was big here in the 50's and 60's — just ask Bruce Schilling at Parts Master some time. Let's make it happen again. If you are interested in racing or helping out contact Intermountain Vintage Racing at 2927 Holiday Ranch Loop Road, Park City, UT 84060, or call 649-7743.

New BMCU members include: J. C. Cole with a '80 MGB; Scott Gutting (did we spell your name correctly?) who has a '68 MGB; Don Kent; Dave Winkel. Anybody know Tracy Stamatakis? He called and left a message with his name and address so he could get the newsletter. The address got jumbled and the newsletters are being returned. He needs to make contact with the editor, so we can straighten this out.

A thought for winter

For me, it's about the sound of the engine.

It's about paying attention to everything the car does.

It's about the flat, sideways push of rounding a turn at speed.

It's about enjoying the accomplishment of just keeping (almost) everything working.

It's about the quiet click as a properly adjusted fibreglas (glass fibre?) door shuts.

It's about the friendly wave from another enthusiast.

It's about the older man (or woman) who comes by in the parking lot with stories from way back "when I used to have...."

It's about the wide eyes of a small child who "never saw one of those before."

It's about the minor adventure of every trip.

It's about being stranded in a vicious downpour on the day when I knew I wouldn't need the umbrella.

It's about sharing with a (mostly) trusted friend rather than operating an appliance.

— Author unknown, from the British Car E-mail group

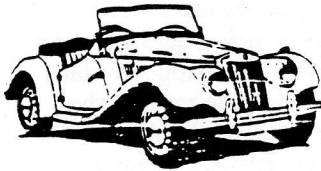
Just an item of interest: Marty Van Nood, the Chancellor of the Exchequer of the BMCU, made a hole in one on number 3 of the Mountain Dell Golf Course.

Autojumble

For Sale: 1960 TR3A. California car, in restoration, build-up stage. Body in excellent condition. Call Frank Martin, 254-6366.



From the Exchequer



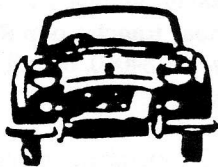
Balance as of
10/25/93 (Exchequer
has \$649.37, Editor
has \$53.49) \$702.86

November
Newsletter (from
Editor) -\$69.89

November
Donations (to
Exchequer) +\$38.00

Interest (to
Exchequer) +\$1.22

Balance as of
11/22/93 (Exchequer
has \$688.59 Editor is
owed \$16.40) \$672.19



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Nood, 268-4105 (H).

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).

*(from question on page 1) MG-TF,
TR2, AC Ace, and Austin Healey
100-4 were all introduced at the 1953
Earls Court car show.*

BMCU

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