

# British Motor Club Of Utah

Volume 6

Number 7

February, 1994

Joe Triumph Owner  
1102 East Street  
Salt Lake City, UT 84101



## The red dot!

If there is a red dot on the address label, this will be the last newsletter you will receive unless you return the postcard that was included with the January newsletter. This is the way the BMCU eliminates people who do not want to continue receiving the newsletter. If you have lost the postcard, send a note to the editors at the return address on the back of the newsletter, or call 582-9223 and tell us. We prefer mail as it is less likely to get lost.

## Pot-luck time

The annual pot-luck dinner and business meeting will again be held at *St. Mark's Episcopal Cathedral, 231 East 100 South* in Salt Lake beginning at **6:00 pm on Saturday February 12**. Sharon and Mike Bailey have kindly volunteered to organize food so that everyone does not bring baked beans or ice cream. Give them a call, 262-9361, by Wednesday, February 9, if possible, and let them know that you are coming and what kind of food you will bring. A stove, refrigerator and microwave are available.

*Where was the MG factory originally located?*

Besides food, we invite everyone to bring any car related videos, slides or photos that might interest the group. We hope to be incorporated by then and will need to discuss the changes in the way the group will be run as a result — plus, we will need to elect a board of directors! The calendar for the year will also get planned, so bring some good ideas for events, too.

As is traditional in the BMCU, we don't take this too seriously, so plan to have some fun.

## Grinding and gnashing

It was a beautiful Saturday morning when we assembled at Mr. British to see the mysterious innards of a transmission. Since there were only about 20 of us, we decided to move the session to the front of Roy's shop where it was a bit warmer.

Roy had a Triumph transmission (minus the case) already laid out on a cart for us to look at. Everyone nodded in agreement when someone remarked about how many parts there are in a transmission. Before he began, Roy gave a bit of advice: be sure to read the repair manual before you begin. Then, before you really begin, get a cup of coffee and read the book one more time.

He went on to tell us the basic principles of how a transmission works, then held up the different components and explained the function of each one. A few in the group, who had rebuilt transmissions before, could recognize the cluster gear, layshaft, sliders, and synchros. We got to see a few gears with

broken smiles — missing teeth — that meant they must be replaced, since they cannot be repaired once teeth are broken off.

After showing us the components, Roy continued by assembling the whole table full of parts, then laying the two shafts full of gears next to each other similar to how they are in the transmission. He could then show us how the power is transmitted through the meshing gears as the car is shifted.

There were lots of questions from the group about transmissions, clutches, and overdrives. Roy pointed out some of the weak spots of several different transmissions, and the strong points of others. When asked about the rebuild kits supplied by the mail order houses, Roy replied, "Most of the time, the same parts wear out on a transmission. The kits can usually save you a few dollars over the price of the individual components."

We learned a lot about how transmissions work, and how to rebuild them if they are worn. But the main point Roy wanted to get across is that with regular maintenance, like changing the oil every two years or sooner, keeping the clutch working well, and not forcing the lever into gear, you shouldn't have to see the inside of a transmission for a long, long time.

Attending were Russ, Gail, Grant, Doug, Mike S., Mike B., Greg, Al, Steve, J., Edwin, Mike Bailey, Barry, Mike O., Rich, Kees and his daughter, Michael, and Nathan. Hope we got everyone's name who attended.

## An explanation!

In the last few newsletters, we have observed that attendance at events has been down the past year and that this was the first year that membership did not grow beyond the previous year. Roger Davis sent the following very insightful letter pointing out a possible explanation.

"I felt that while reading the newsletter, concern was being expressed that the club was not growing like it had in the past. I examined my own feelings relating to the questions posed to see if I could lend any insight or advice.

"After a great deal of introspection and examination, I feel that the greatest 'problem' lies in what we are expecting from the members. Every club demands various things from its membership, however, BMCU demands more than any other club of which I've been a member.

"Let me offer a suggestion that may allow our club to reach new records in membership, participation, etc. The solution is really very simple and now appears on the back cover/mailling label of each and every newsletter.

"I refer to the statement of publication, sentence number five. In this sentence we state that if you would like to join the club, that you need to 'send you name, address, *and British cars owned to Reed Baier.*' Now I don't know about the rest of you, but that seems to be a pretty stiff initiation for new members. It also begs the question, 'What is Reed doing with all those British cars?' Does he own a foreign car lot? Is he willing to sell the cars back to the 'new' club members

## 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.

**February 12.** Pot-luck dinner at St. Mark's Cathedral, 231 East 100 South. Call 262-9361 to indicate what food you'll be bringing.

April 16-20. Copperstate 1000, a 1000 mile tour in Arizona for selected sports, racing and GT cars.

so that they can participate in club events? Perhaps because I was a member from near the start, my Sunbeam will be spared.

"Sincerely, with tongue-in-cheek, Roger Davis."

Good point, Roger. Maybe we should only ask for one of the British cars perspective members own, and this would allow many of them to participate in a second car. Comments?

## Left over parts

The 42nd Annual Glenwood Springs Rallye organized by the Rocky Mountain Chapter of the MG Car Club will be June 11-12. This event started in 1953 and appears to be the oldest continuously run rallye in the U.S. and probably the oldest British car event in the country, too. There are both a time-speed-distance rallye and a question / answer tour on Saturday. Both start in Denver and ends in Glenwood Springs. Saturday evening there is a banquet. On Sunday there is a "people's choice" car show and an autocross. It all ends at noon Sunday. There are typically 150-200 entries, last year, from 15 states, Canada and England. Perhaps the BMCU should get a delegation together. I suspect that

Entry fee \$2750., yes, \$2750., if your car is selected. Contact 602-952-0380 for info.

June 11-12. 42nd Annual Glenwood Springs Rallye, Denver to Glenwood Springs, Colorado.

July 11-16. GoF in Calgary, Canada.

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

no one would want to go to Denver for the rallye but, perhaps drive over to Glenwood Springs on Saturday and back Sunday. If anyone is interested, contact the editor.

The '94 GoF will be held near Calgary July 11-16 (these are the correct dates according to Stuart Goodman, who is organizing the GoF, irrespective of what the Moss Motors newsletter says). There appears to be seven couples from the BMCU planning on going, and, possibly, a few couples from southern California who will join us for the drive. Early planning and reservations are a necessity for this trip. Contact the editors for information. The GoF is open to all MG owners although it is still mainly a T-series and pre-war event. For those of you who have sent in registration forms, Stuart promises a response soon. We need ideas for the return route.

Just got my copy of *MGA!*, the magazine of the North American MGA Register, and I saw an ad for the New England MG-T Register's trip to Calgary (from New York) in connection with the GoF. It appears that the NEMGTR wants MGAs on the trip. If you have an A (or B, C, or Midget) come along with us to Calgary.

Looking for a job? Mike Morgan of Morgan Sportscars called and said he is looking to hire another person. Call Mike at 487-5979. He said he would prefer a British car crazy.

We sent out 249 newsletters in December. Many thanks to Jim for copying them.

We are still taking deposits for grill badges for a '93 order, and are getting very close. We need just 3 more people to order and prepay before we can get the minimum of 25 from the manufacturer. If you want one, make sure you let the editors know and get the BMCU a check for \$20. We will put together an order as soon as possible.

While you are reading this newsletter, the editor will be recuperating from a valve job. Well, just one valve, really: aortic. He should be running in late February. Mark and Nathan will be getting the February and the March newsletters out.

A quick update on Bill — he came through his surgery with flying colors. He returned home on the 24th for a 6-week recovery.

## Autojumble

For Sale: Engine, transmission, drive train, and wire wheels for a '69 MGB. Call Ryan at 224-2302.

Joe Shaffer is looking for somebody who would be interested in playing "World Circuit Grand Prix" with him via modem. He is in Vernal and will pay for the call. Contact him at 789-1278.

## How well do you know car names?

Here's something to keep you busy and test your car-name trivia as well. It would be perfect for that snowy, cold, winter night — if we ever get

anymore snow, that is. Match the name from the right-hand column to the clue on the left. Have fun!

- |  |                    |
|--|--------------------|
| 1. Theatre in which Lincoln was shot     | 1. Essex           |
| 2. French nobleman                       | 2. Cord            |
| 3. What you do when you see a car        | 3. Auburn          |
| 4. River in New York                     | 4. Desoto          |
| 5. First permanent colony in New England | 5. Chankier (star) |
| 6. County in New England                 | 6. Buick           |
| 7. Indian chief                          | 7. Austin          |
| 8. Old city in Alabama                   | 8. Ford            |
| 9. Explorer of Mississippi               | 9. White           |
| 10. Spanish explorer                     | 10. Pontiac        |
| 11. Capitol in Texas                     | 11. Chevrolet      |
| 12. City in California                   | 12. Page           |
| 13. Editor of Pennsylvania Gazette       | 13. Cadillac       |
| 14. Well known cracker                   | 14. Pierce Arrow   |
| 15. Flyer in World War I                 | 15. LaSalle        |
| 16. Prominent violinist                  | 16. Rickenbacker   |
| 17. Racing dog                           | 17. Oldsmobile     |
| 18. Color of hair                        | 18. Red            |
| 19. Twine                                | 19. Studebaker     |
| 20. Employee in a hotel                  | 20. Dodge          |
| 21. Hard rock                            | 21. Chrysler       |
| 22. A satellite                          | 22. Plymouth       |
| 23. When better cars are built           | 23. Oakland        |
| 24. An intoxicated baker                 | 24. Flint          |
| 25. Something Cupid carries and uses     | 25. Hudson         |
| 26. Does she ever lay down               | 26. Moon (Star)    |
| 27. A light                              | 27. Graham         |
| 28. Spanish for river                    | 28. Whippette      |
| 29. A color                              | 29. Franklin       |
| 30. Ask the man who owns one             | 30. Packard        |

## From the Exchequer

Balance as of 1/26/94	\$850.88
January Newsletter (from Editor)	-\$70.47
January Donations (to Exchequer)	+\$29.00
Grill Badges (to Exchequer)	+\$20.00
Balance as of 1/27/94	\$829.41

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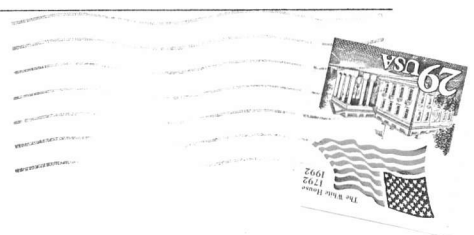
This newsletter is published by the British Motor Club of Utah, a loosely organized group of British automobile owners. The group holds monthly events: drives, picnics, technical sessions and more. We welcome owners (or potential owners) of British cars, in any condition, to the group. Membership in 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 **list of British cars owned** to Reed Baier, 11360 Drystone Avenue, Sandy, UT, 84092 or call Reed at 572-3047(H).



*(from question on page 1) The MG factory was originally located in Oxford, but was moved a few miles southwest to Abingdon-on-Thames in 1929.*

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