

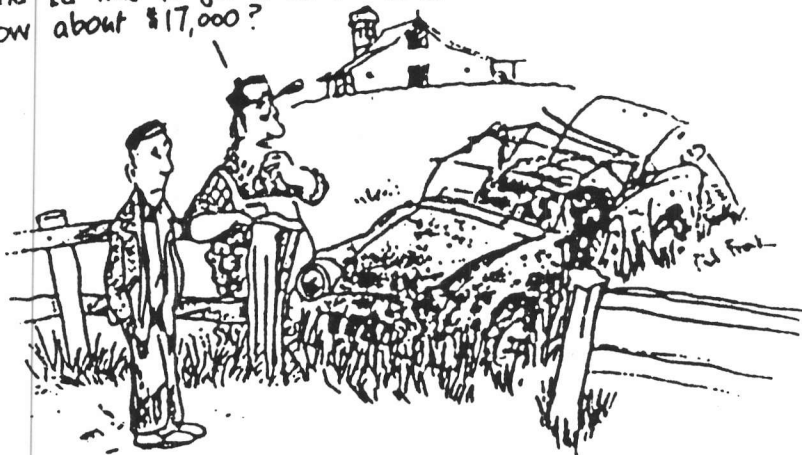
# British Motor Club Of Utah

Volume 8

Number 4

November, 1994

You really wanna buy that old thing?  
Gee.. She's all rusty and missin' parts  
Oh, heck! You seem like a nice fella..  
and I'd like to get it outta here.  
How about \$17,000?



## November tech session

Asking about a topic for a tech session lead to one regular answer, rust repair (I hate rust), body work and painting. We had a session on this topic five years ago and it was one of our best attended Tech Sessions ever. So in a repeat performance, the Tech Session at 9:00 AM on Saturday, November 19 will have Merlin Berg telling us about rust repair (I really hate rust), body work, and painting. Merlin has done the body and painted Pete Gerity's TR3, Duff Lawson's MGC, Scott Kimbrough's Alpine, and my TD and Bugeye, plus a significant number of cars that you may have seen at the Senior Citizen's Concours at the U.

Merlin now appears to be associated with John William Restoration and the Tech Session will be held there. John runs one of outstanding restoration shops in the country. He is best known for Jaguars, but when we were there last he had two Aston Martins plus some other exotic iron.

Just looking around John's shop is enough to make your mouth water, let alone learning about painting and body work.

We all will be fighting rust or repainting sometime. Learn how the experts do it or what to look for in a body shop and paint job. This is one you do not want to miss whether you are going to paint the car yourself or have it done. John's shop is at 3678 South 300 West in Salt Lake City.

## Mt. Nebo

A small group of BMCUers turned out for the Mt. Nebo Loop Run at 8:30 on Saturday October 1. The skies were threatening and, after a few days of rain, that was ominous. Mike and Sharon Bailey had not heard from anyone who was staying in Nephi so we went down U.S. 89 via Provo to Payson and did the loop from North to South. The clouds produced occasional sprinkles but no serious rain. The foliage at the Payson end of the loop, at low altitude was spectacular, as good as I

have ever seen in New England. As we got higher the leaves were clearly past the prime and starting to fall from the trees. Even at this point the views were great and the low clouds added to the scene.

The Nebo Loop is clearly a great trip and the one to do again. Attending were Joe Martinez, Bob Larson, Sharon and Mike Bailey and Julie and Bill Van Moorhem.

## Tinker day

Even omitting the date from the newsletter did not deter a group from turning up at the Fat Chance Garage to tinker a bit. Chris Kanterjiev and Pat Caruthers drove over from Palo Alto to take part, really to get a limited slip differential from Mark, to install it, and to test it in the autocross on Sunday. We all tinkered with that and with Gary Lindstrom's TD differential after disassembling it to clean out the bits after breaking an axle and to replace a bearing.

Taking part were Edwin Barker, Joe Martinez, Chris Kanterjiev, Pat Caruthers, Gary Lindstrom, Steve Grogan, Kees Versteeg, Mark and Karen Bradakis, and Bill Van Moorhem.

*Gary Lindstrom pointed out to us that Utah CV Credit Union had been running an ad this summer for car loans featuring a MGA. There are also occasional ads on TV with British cars, often the cars have broken down. But back to the question. Where were there several signs in downtown Salt Lake featuring what appears to be an MG-TD?*

## It was kind of rainy!

It seemed to have been raining (and snowing) all day when Julie and I got ready to head off to meet anyone else braving the weather to attend the end-of-the-season dinner. I had been in a meeting nearly all day and had not had time to get the foul weather car (the MGA) out of the storage garage, so it seemed we needed to use the Mothership of the GoF group, the Cherokee. After collecting a part from the disassembled Midget we headed off to the K-Mart parking lot. Arriving there, slightly late, to find no other BMCUers waiting convinced us that this was a crazy idea. But others slowly trickled in. After a few shouted greetings and plans (no one wanted to get out in the rain) we headed off to Texas Red's. After arriving at Texas Red's a few more folks appeared and we formed a nice size to chat and discuss the past year while having dinner. The group broke up fairly early so that we wouldn't get snowed in.

Braving the weather were: Kevin McCloskey, Karen & Mark Bradakis, Mike Odernheimer, Barry & Denise Blackett, Diane Crandell, Jim "Pugs" Pivrotto, Sharon & Mike Bailey, Kathy & Floyd Inman, John & Sherry Todd, Mike & Susan Cady, and Julie & Bill Van Moorhem. Sharon and Mike won the hero award for being the only folks to come in their British car, Sharon's B.

## Advanced Warnings

As has become traditional there will be no event in December.

## Left over parts

We sent out 237 newsletters in October. Many thanks to Jim for copying them.

We are still on hold for the repair of the grill badges.

We have tried a few overnight trips in the past, highway 12 from Panguitch to Torrey and the Mt. Nebo Loop last year. These have been very poorly attended. Maybe we should try once again? One that looks interesting for the late Spring is Odgen to Woodruff (got to do this after the road is open), to Bear Lake, to an overnight in Afton or Thane, WY. Return via Gray's Lake, Soda Springs and Logan. Anybody interested in this?

We all learned at the end-of-the-season dinner that Mike and Susie had gotten married the previous Friday and were on a brief honeymoon in Park City. Congratulations to both of you!

Mark and Karen Bradakis will again be organizing a trip to the Shakespeare Festival in Cedar City for August 18-20, 1995. If you are interested in attending give Karen a call at 364-3251. Early planning is necessary.

Ideas that surfaced for a tech topic in January include cooling systems, and transmissions. I was reminded that we did transmissions last year. Any more ideas?

Recent new members include: Evan Bassett with a '60 TR3A; Joram Lichtenstein, Joram has a '57 Rolls Royce; Steve Grogen; Steve is working on his '78 MGB; Jackie Brainich, Jackie drives a '78 MGB. Welcome! Come on out to an event.

Would you like to be involved in running the BMCU? We have elections for the board of directors

## 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.

**November 19.** Tech session.

**January 21.** Tech session.

**February 11.** Pot-luck dinner.

July 12-16. GoF-West in Ventura, CA.

July 26-30. Vintage Triumph Register meet in Rockford, IL.

August 18-20. BMCU tour to the Cedar City Shakespeare Festival.

in February and welcome anyone who wants to get more involved. The present board is made up of Marty Van Nood, Mark Bradakis, and Bill Van Moorhem.

## Autojumble

Wanted: Early '60s Midget or Sprite, with or without engine. I am looking for a sound body. Call Bill 582-9223 (H).



I don't care how much it costs you—you can't claim your British car as a dependent!

## The ten best tools of all time

*[This article was written by J. William Lam, Stockton, CA, and reprinted in several British car newsletters. Hopefully, you will find it fascinating, too.]*

There are only ten things in this world you need to fix any car, any place, any time. Forget the Snap-On Tools truck; it's never there when you need it. Besides, there are only ten things in this world you need to fix any car, any place, any time.

**1. Duct Tape:** Not just a tool, a veritable Swiss Army knife in stickum and plastic. It's safety wire, body material, radiator hose, upholstery, insulation, tow rope, and more in one easy-to-carry package. Sure, there's a prejudice surrounding duct tape in concours competitions, but in the real world everything from Le Mans-winning Porsches to Atlas rockets use it by the yard. The only thing that can get you out of more scrapes is a quarter and a phone booth.

**2. Vise-Grips:** Equally adept as a wrench, hammer, pliers, baling wire twister, breaker-off of frozen bolts, and wiggle-it-til-it falls-off tool. The heavy artillery of your toolbox, Vise Grips are the only tool designed expressly to fix things screwed up beyond repair.

**3. Spray Lubricants:** A considerably cheaper alternative to new doors, alternators, and other squeaky items. Slicker than pig phlegm. Repeated soakings of WD-40 will allow the main hull bolts of the Andrea Dora to be removed by hand. Strangely enough, an integral part of these sprays is the little red tube that flies out of the nozzle if you look at it cross-eyed, one of the ten worst tools of all time.

**4. Margarine Tubs with Clear Lids:** If you spend all your time under the hood looking for a frendle pin that caroomed off the peedle valve when you knocked both off the air cleaner, it's because you eat butter. Real mechanics consume pounds of tasteless vegetable oil replicas, just so they can use the empty tubs for parts containers afterward. (Some, of course, chuck the butter-colored goo altogether or use it to repack wheel bearings.) Unlike air cleaners and radiator lips, margarine tubs aren't connected by a time/space wormhole to the Parallel Universe of Lost Frendle Pins.

**5. Big Rock at the Side of the Road:** Block up a tire. Smack corroded battery terminals. Pound out a dent. Bop nosy know-it-all types on the noodle. Scientists have yet to develop a hammer that packs the raw banging power of granite or limestone. This is the only tool with which a "made in India" emblem is not synonymous with the user's maiming.

**6. Plastic Zip Ties:** After twenty years of lashing down stray hoses and wires with old bread ties, some genius brought a slightly slicked up version to the auto parts market. Fifteen zip ties can transform a hulking mass of amateur-quality rewiring from a working model of the Brazilian rain forest into something remotely resembling a wiring harness. Of course, it works both ways. When buying used cars, subtract \$100 for each zip tie under the hood.

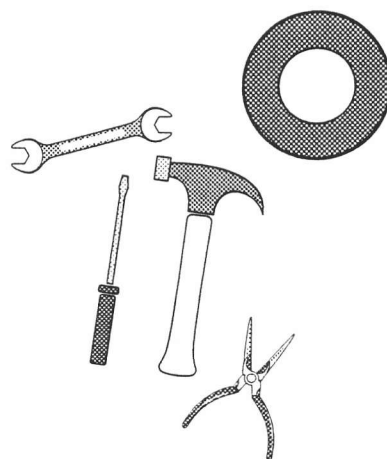
**7. Ridiculously Large Standard Screwdriver with Lifetime Guarantee:** Let's admit it. There's nothing better for prying, chiseling, lifting, breaking, splitting, or mutilating than a huge flat-bladed screwdriver, particularly when welded with gusto and a big hammer. This is also the tool of choice for oil filters so insanely located they can only be removed by

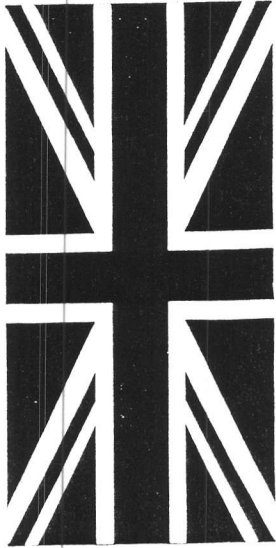
driving a stake in one side and out the other. If you break the screwdriver — and you will, just like your Dad and shop teacher said — who cares? It's guaranteed.

**8. Bailing Wire:** Commonly known as MG muffler brackets, bailing wire holds anything that's too hot for tape or ties. Like duct tape, it's not recommended for concours contenders since it works so well you'll never replace it with the right thing again. Bailing wire is a sentimental favorite in some circles, particularly with the MG, Triumph, and flathead Ford set.

**9. Bonking Stick:** This monstrous tuning fork with devilishly pointed ends is technically known as a tie-rod separator, but how often do you separate tie-ends? Once every decade, if you're lucky. Other than medieval combat, its real use is the all purpose application of undue force, not unlike that of the huge flat-bladed screwdriver. Nature doesn't know the bent metal panel or frozen exhaust pipe that can stand up to a good bonking stick. (Can also be used to separate tie-rod ends in a pinch, of course, but does a lousy job of it).

**10. A Quarter and a Phone Booth:**  
See #1 above.





## From the Exchequer

Balance as of 9/15/94  
(Account has \$573.42,  
Editor is owed \$23.26). \$550.16

October Newsletter  
postage (from Editor) -\$67.57

October Donations (to  
account) +\$51.25

Estimated balance as  
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owed \$90.83). \$526.90

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Motor Club of Utah, Ltd., a non-profit  
corporation of British automobile owners.  
The group 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 a list of British cars owned to  
Reed Baier, 13052 Blaze Court, Riverton,  
UT 84065 or call Reed at 801-2531901 (H).

*(answer from page 1) A parking lot  
had signs at about West Temple  
and 300 South that featured what  
appears to be an MG-TD. Driving  
by there today I did not see them!*

## BMCU

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