

British Motor Club Of Utah

Volume 8

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No December event

As is usual we will not have an event in December. Happy Holidays!

Postcard time is coming

Postcards?? Since the BMCU does not have dues, people who lose interest in the group, sell their cars or what not, would remain on the mailing list forever if we did not require some sort of annual action from members. What we do is require everyone who wants to remain on the mailing list to return a postcard. This postcard will be included in the January newsletter. If you do not get the postcard back to us by the end of February you will be gone from the mailing list. Many people also take this opportunity to include a donation. Donations have been down this year and the finances will likely be getting tight by the time the driving season gets rolling next year, so we could certainly use it. Our major cost is postage and the will be going up next year too.

Tech session

by Mark Bradakis

A brisk, wintry Saturday seemed a good time to be indoors, talking about methods to remove rust from body metal, and then provide a first class paint finish. Merlin Berg graciously offered about two dozen club members his expertise, gathered from years of experience

The straight 6 motor in the TR6 is often referred to as a tractor motor, by those unaware of its origins. Where did it originally come from?

doing concours quality paint work. The November Tech Session was held at John Williams' Restorations, allowing those who attended another chance to admire the facility.

Merlin's main area is painting, so his presentation focused mostly on the steps needed to finish off the bodywork. He did, however, discuss various methods of removing rust from body panels, giving an overview of the benefits and drawbacks of each.

Chemical strippers are messy, can be unhealthy and hazardous, but leave the metal underneath undamaged. Sandblasting can be quick and effective, but it is easy to use too much air pressure and have the grain collisions heat the metal in spots, causing panels to warp. Also the hammering effect of the grit does tend to work harden the metal, which can make it a bit more difficult to shape when doing the finish work. Hand sanding is certainly the most tedious, but can give the best finish to work with, especially if not all the old paint needs to be removed.

Merlin discussed the use of plastic fillers to achieve the smooth base needed for the paint work. When properly applied, the plastic fillers do a great job, giving good looking, long lasting results. One thing to watch for is letting them get too hard before working, making final shaping a real chore. Over the filler goes the primer, the exact type depending on the job at hand. There are high build polyester primers to fill in the scratches, two part epoxy primers impervious to just about anything, and even a weldable primer to protect bare metal from ambient moisture while doing welding.

On top of it all goes the color coat. This can be a simple single stage

enamel, or a catalyzed paint, with or without toxic iso-cyanates, or a base coat and clear coat combination, or even the old standard lacquer, which provides a great looking finish, but needs constant care to keep looking good. Modern enamel paints from the major manufacturers can provide a hard, durable luster that just gets better with each polishing, as the surface is worn a bit smoother each time.

In between all these layers, of course, is a large amount of painstaking effort. But as the very nice looking Jaguar behind Merlin exemplified, the results of proper care in refinishing can be quite stunning.

Bill could not make it, as he had personal business, so Mark and Pugs were supposed to show up early to get things rolling. But by the time they got there with the bagels and the collection can (actually a holiday motif beer mug) the talk had already started. There were quite a few bagels left over, and newsletter donations were pretty slim. Perhaps we can make up for it at the January session. In addition to the tardy duo already mentioned, those showing up were Steve, Al, Harv, Jackie, Joe, Robert, Mike, Mike and Mike, Rex, Scott, Dave, Steve, Jay, Jon, Alvin, Ariel, Arlee, Jim and Carlin. Quite a nice turnout, see you next year!

A summer party

by Dave Stephens

The idea came up at the 1993 GoF at Lake Tahoe. An MG specialty shop in Grand Rapids, Michigan has been sponsoring an "MG Summer Party" every year in August and it has become a major event in the northern midwest and east for

several years. The plan for the party for '94 was to make the MMM MG's the special cars for the event by having all the MMM's possible attend and giving them special attention. The MMM cars are different than other MG's because they are called Midget, Magna or Magnette, were manufactured prior to 1936, had overhead cam engines and the dynamo standing vertical on the front of crank case with the armature also serving as the cam drive. As you might guess, there aren't many of them around.

Bill Tantau, from St. Helena, California had brought his beautifully restored PA Midget to the GoF and we had taken our F Magna so we were soon trading information about our cars. Before the GoF had ended, Bill had told us about the Summer Party and suggested that we attend. This would not only be fun but would also provide the opportunity to get together with other MMM owners and trade information. We agreed that it was not reasonable to take our cars all the way to Michigan but, nevertheless, the trip held great potential. And Bill even volunteered to make the hotel reservations.

None of the usual conflicting events came along so, on Thursday August 18th, Carolyn and I found ourselves winging toward Grand Rapids and a lot of fun. Bill and Sally were already there and they met us at the airport with their rental car. Our room was right across the street from the Party headquarters so we immediately launched into three days of non-stop examinations of and conversations about MG's. There were all ages, types and conditions, and even a significant number of MMM's. Perhaps the most unusual car was an MGB GT which had been made into a stretch limo, so long that I could have put my ski boots on in the back seat without touching the back of the front seat. It was a monstrosity.

Friday was devoted to a rally of sorts in which we covered a lot of the Michigan countryside (it is magnificent), visited University Motors (not nearly as big as I expected) and visited the home of an elderly gentleman who has been collecting cars of all kinds for many years. The yards in rural Michigan are very large and he had built several garages, each packed with old cars; no MG's but a couple of Boatail Auburns. The rest were '50 Mercury vintage with lots of rust.

Saturday was the big day. We all went to a large park which could accommodate the entire group of MG's. The main grass area was covered with MG's, mostly MGB's, and totaling about 400 cars. Even when most of them were B's, at 400 there was still a large variety of models and lots to look at. A very positive note was the large variety of license plates. I saw everything from Colorado to Florida to New York, New Jersey, Ontario and Wisconsin to name a few. They also had a bunch of vendors, flea market style, and I brought home a light for the badge bar of our TA.

Saturday evening they had a banquet under a tent which was fun, with speeches and prizes. A particularly interesting talk was given by a guest from England who was one of the management of MG during its later years.

We Stayed until Monday so we could attend a Vintage Car Race on Sunday which was also part of the Party since the MG's were invited to run some laps on the race course during the lunch break. I was quite a sight to see all of those MG's parading around the course. And what a course. It looked like a wide cart path on a golf course. It was beautiful, no dirt, no dust, just green grass on rolling hills with an asphalt road winding over and through them. It is call Grautin, as in Au

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.

January 21. Tech session.

February 11. Pot-luck dinner.

June 16-17. Intermountain Vintage Racing hillclimb near Park City.

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.

Grautin, and I recommend it for racing or spectating.

Monday was home day and we arrived here after four fun days and a feeling that the MG crowd is a super group to party with and that, as a general rule, the cars in the west are better cared for than those in the east. On to GoF.

MG International 96

The BMCU received a mailing about a new MG event. The MG Club Council, the North American MGA Register, the North American MGB Register, and the North American MGC Register, have agreed to combine their annual meets into one event in 1996. The New England MGT Register is also supporting the event, but it will not be the New England GoF. The official name for this event has yet to be chosen and it is currently being called MG International 96. The

event will be at the Indianapolis 500 track on June 29, 1996 and the organizers are planning for 1000 MGs!

We have requested that the BMCU be added to the mailing list and many MG owners may have already heard about this event as 13,000 mailings were sent out. Stay tuned for more information. AAA says it is 1525 miles from Salt Lake to Indianapolis. Hmmm!

What's VTR?

The Vintage Triumph Register is a national club of over 3700 Triumph owners and enthusiasts (you do not have to own a Triumph to join). VTR is the only national club in North America which covers and supports all models of Triumphs. VTR regularly publishes a quarterly magazine, "The Vintage Triumph."

In addition to the magazine, membership in VTR also provides free classified advertising in the magazine, access to VTR's staff of vehicle consultants, a discount book service, and various VTR regalia.

VTR also has an annual convention, hosted by one of its local chapters. In 1995 the national convention will be in Rockford, Illinois.

Prior convention locations have been in: Asheville, NC (1994); Seattle, WA (1993); Savannah, GA (1992); Ft. Mitchell, Kentucky (1991); Boulder, CO (1990); Albany, NY (1989); Dallas, TX (1988); Atlanta, GA (1987); Pittsburg, PA (1986); Troy, Michigan; St. Charles, IL; Long Island, NY; Indianapolis, IN, etc.

Membership dues for VTR are: \$25 for all USA zipcode addresses, \$30 (US Dollars) for Canada and Mexico, or \$35 (US Dollars) anywhere else

To join the VTR now, send name, address and dues to: VTR-E - New Membership, 15218 West Warren, Dearborn, MI 48126 or write to the above address for a free information brochure. Please include details about your car when sending in new membership info.

Left over parts

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

Congratulations to Nathan and Linda Massie on the birth of a new daughter.

Mike and Susie Cady reported that they took several prizes at the South West Idaho Sportscar Club show in Sun Valley in October. Great going.

Sometimes a story is better than a cartoon. "Today's San Jose Merc has an article on the Oakland PD's latest vehicle — they created their own lowrider police car. Car 1130 is lowered and has the hydraulic system to bounce the front end up and down. It comes equipped with an 8-speaker sound system, which the police lights can be synchronized to, and chrome-plated 13-inch wheel rims. The rest of the car is more or less standard." Thanks to Gary Lindstrom.

Windmachine, the newsletter of the Sorry Safari Touring Society, reports that the 1996 GoF-West will be at the Skamania Lodge in Stevenson, WA. Stevenson is between Portland and The Dells on the Columbia River. The date is August 11-17, 1996. The 1995 GoF is July 12-16 in Ventura, CA. The editor has registration forms.

Plans for a possible GoF-West in Park City in 1997 are underway and a competition has been avoided when the two MG clubs in Denver

withdrew an informal proposal. A GoF (Gathering of the Faithful) has been the traditional gathering of T-series MG owners and their cars. The event first started with the New England MGT Register and their events continue, but regional GoFs in other parts of the country have also been organized: South; Mid-West and West, along with local Mini-GoFs. As T-series owners become less willing to make the trip to GoFs, the invitation has broadened to include the owners of all MGs. If we succeed in hosting the 1997 GoF, we will need the assistance of all the MG owners in the BMCU to help organize and carry out the event. If you want more information or are willing to help, call Floyd Inman, 645-8460, or Doug Wimer, 654-2117.

Would you like to be involved in running the BMCU? We have elections for the Board of Governors 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. The by-laws allow an expansion in the number of members on the board. We believe that it is desirable to expand the board as the current three members have been involved in operating the club for a number of years and we feel we could use some new people with new ideas. Any member may nominate themselves or any other member at the February pot-luck and annual business meeting.

Autojumble

For sale, '57 MGA roadster, complete, except for top, but engine disassembled, many spare parts, also MGB engine. Call Jack Hewitt, 272-5056.

Wanted, Triumph GT-6 for restoration project. Contact Dave Summers, 654-5887.

Dave Summers is also looking for MGC body parts, particularly front end parts. If you have anything available, give him a call at 654-5887.



(answer from page 1) The 2.5 liter Triumph six is descended from a design in the early 50s by Standard Motor Company, for the Standard Eight, their first all-new post-war sedan.

From the Exchequer

Balance as of 11/1/94 (Account has \$653.00, Editor is owed \$90.83).	\$562.17
November Newsletter postage (from Editor)	-\$69.02
Interest	+\$1.09
Estimated balance as of 11/25/94 (Account has \$654.09, Editor is owed \$159.85).	\$494.24

Newsletter Editors: Bill and Julie Van Moorhem, 582-9223 (H), 581-7687 (W).

Associate Editors: Mark and Karen Bradakis, 364-3251 (H).

Newsletter Layout and Art: Nathan Massie, 486-2935 (H).

Cancellor of the Exchequer: Martin Van Nood, 268-4105 (H).

This newsletter is published by the British 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 801-253-1901 (H).

BMCU

1322 South 1400 East
Salt Lake City, Utah 84105

Gary & Sandy Lindstrom
915 Third Avenue
Salt Lake City, UT 84103-3916

Happy Holidays!