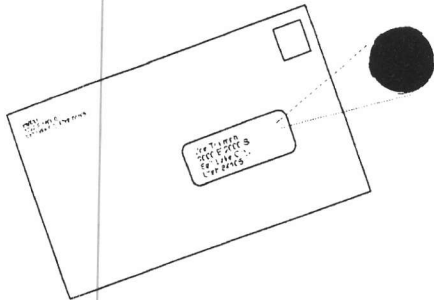


# British Motor Club Of Utah

Volume 8

Number 7

February, 1995



## It's red dot time!

If there is a red dot next to your name on the mailing label of this newsletter, this will be the last BMCU newsletter you will receive, unless you send in the postcard you received last month. We would definitely like to get the postcard, if possible, since it makes it easier to get your address right. We are going to a new program and must type in everyone again and a postcard allows us to check if the newsletter gets returned.

If the post office ate your January newsletter or you just lost it, send us a note, at the return address on this newsletter, with your name, address, phone number and a list of British cars you own. If you need to, call the editors with this information.

The new membership list currently stands at 106 and we expect it to reach 175 or so by March. Thanks for all the nice letters and notes and many thanks for the donations. During the first three weeks of January we received \$235. in donations. This will keep the group going for nearly 4 months.

*What is the connection between Utah and the MG Car Co.?*

## Lots of good food

The February Pot-luck and business meeting will begin at 6:00 PM on *Saturday, February 11 at St. Mark's Cathedral, 231 East 100 South*. The plans for the evening include dinner, the annual business meeting, and a contest. We would like everyone attending to contact Laurie or Steve Bender, at 571-5020, by Wednesday, February 8, if possible, so we can get a food plan worked out and do not have all deserts and no main dishes (on second thought, that isn't a bad idea, but we will leave it to Laurie and Steve to work out). Please bring a dish for at least 8 persons, preferably a hot dish, but talk to Steve or Laurie first. We will have access to the Cathedral kitchen, with stoves and ovens. There will also be a mid-sized microwave available.

As far as club business is concerned, we have two things to do that evening: 1) elect a new board of governors to run the club for the next year. Anyone interested in being on the board can be nominated at the meeting by any member or by themselves. We need a minimum of three persons on the board; 2) set a calendar for the upcoming year. For this we need new ideas for events. Let's try to get at least three events that we have never done before on the calendar for 1995.

Finally, we will have a British car identification contest with, hopefully, a nice prize for the winner. Also bring your slides, photos, videos and stories along. This is always a great time to reminisce about the past year and plan for the upcoming year.

## It won't overheat this month

Fred DeSmet and Henry Moukoian gave the February Tech Session on overheating. Fred, from Midvale Radiator, showed us how radiators are built, cleaned, and rodded out. He described how radiator caps work and suggested that the cap be replaced every couple of years as cheap insurance. Before you buy a cap for a British car, you should be aware that many older British cars ('50s-'60s) use a cap that extends further into the radiator filler than newer American cars. The newer caps fit fine but do not allow the radiator to pressurize with resulting boiling of the coolant and overheating. Fred suggested that any brand name anti-freeze works well in preventing corrosion, but that they should not be used to fill the entire system. He suggested a gallon of anti-freeze in a four or small six cylinder car with water added to fill the system. Using straight anti-freeze actually decreases the cooling capability of the car. Fred also told us that he offers a discount to BMCU members.

Henry, from British and European Cars, told us that water pumps are seldom the problem of overheating and discussed improperly adjusted valves and incorrect timing. He also felt that if the car is to be driven and overheating is a constant problem, you will need to increase the cooling capacity by a bigger radiator or better fans.

Attending were: Mark Bradakis, Robert Larsen, Mike Bailey, Fred DeSmet, Alvin Swensen, Ariel Swensen, Carlin Jacobson, Joe Martinez, Jime Muir, Floyd Inman, Rob Foye, Al Gordon, Arlee

Swensen, Barry & Denise Blackett, "Pugs" Pivrotto, Nathan & Nicolas Massie, Doni Miller, Rex Neibar, Edwin Barker, Mike Odernheimer, J. Jennings, Tony Morgan and Bill Van Moorhem. This was a great turn-out and many thanks to Fred and Henry.

## SCCA Road Rally Series Set for 1995 season

by Mark Bradakis

The Utah region of the SCCA is planning to revive the rally program here in Salt Lake. Currently a series of four rallies is scheduled, starting off with the Icebreaker Rally on Sunday, February 26, and ending with the Trick or Treat Rally on the last Sunday of October.

The opening event of the season, the Icebreaker, will start from Sugarhouse Park in Salt Lake City, with the first car out at 1 pm. It should take a couple of hours to complete the course. A working speedometer and odometer are essential. Entry fees will be in the \$10 to \$15 dollar per car range, depending on what the SCCA actually charges for insurance and such.

Points will be awarded to finishers of each event, and used to determine year end trophy winners. But don't be alarmed—it isn't as serious as it sounds, and should be a lot of fun. You need not be an SCCA member to enter, and you need not be an experienced ralliest. You should, however, be willing to spend an afternoon having fun!

Sometime soon, there may be a message about the rallies and other local SCCA events available on the Fat Chance Answering machine, 801-355-5438.

## Garage

by Elizabeth Ethier

My dad in his old oil clothes, his yellow margarine tubs of greasy car parts, his hands with black settled into the creases and under his fingernails. He is half under a car, his legs stick out on the creeper, I used to sit on it and scoot around all by myself and bump into people's legs. He sits on an orange milk crate and had me pump the brakes. Sitting in the car up on the ramps I feel just a little bit higher than everyone else. Later he will come inside, down the basement to use the Lava soap on the dryer next to the washtubs. I've always liked the smell of gasoline. I can hear "Go tell your father dinner is ready", out the back door in bare feet on the sidewalk all broken that hurts, the way the door scrapes against the floor, telling his legs that dinner is ready. The smell vanishes as I whip the door shut. My father wears an old gray jumpsuit in the garage with wrenches he'll need later rattling in the pockets, his thick safety glasses and the oldies on the radio. I used to think he could fix anything but he can't, he still yells, he still drops things and can't always put them together again, he still laughs too loud when he watches TV but when he's in the garage he knows everything he knows where it's at, he taught me how to change oil and bleed brakes and he works for the city. Sometimes I feel sorry for him but other times I don't, he's still Dad. Mom owns the house but he's King of the Garage.

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Elizabeth Ethier is the daughter of Phil Ethier, Lotus Europa owner, autocrosser and regular contributor to the British Car internet mailing list. This poem was reprinted by

## 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 11.** Pot-luck dinner, 6:00 pm, St. Mark's Cathedral.

June 16-17. IV Racing hillclimb near Park City.

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

July 14-16. Third annual Moss British Car Festival, Buellton CA. Call 800-235-6953 for pre-registration material.

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

August 17-20. University Motors Annual Summer Party, Ada, Michigan.

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

June 26-30, 1996. MG International – Indy 96.

permission; you must contact the author for conditions of publication before it can be used in any other newsletter.

## Left over parts

The British Field Day is starting to appear on the horizon and may be in June this year rather than May. Bill Davis would like to get a group of people to help him organized and publicize the event. If you would like to help with this contact Bill at 968-0610 (H) or 322-3400 (W). The Field Day is developing into a major event and we need YOUR help to make it go and grow. Put a bit of

time into it and let's see the British Field Day develop. Again the Cathedral of St. Mark will sponsor and provide the site for the event, with the BMCU and the Utah British Bike Club actually organizing it. We also hope to have continued participation by the Jaguar, Austin Healey, and Morgan clubs and really want to work hard on the publicity for this event this year. Help make it all work!

We sent out 239 newsletters in January. Many thanks to Jim for copying them.

Any interest in Vintage Racing? Intermountain Vintage (IV) Racing holds monthly meeting at Round Table Pizza, Olympus Hill Mall, Wasatch Boulevard and 3900 South on the first Wednesday of each month at 7:00 PM. Call 272-7473 for more information.

## Special thanks

We'd like to thank Fred DeSmet of Midvale Raditor and Henry Moukoian of British & European Cars for their time and efforts on January's Tech Session.

The next time you need service on your car, or just on your radiator, be sure to give them a call. Their cards are included here (Henry's card wouldn't copy, so we had to replicate it).

We need someone with access to a fax machine to keep the Salt Lake Tribune's Recreation Page updated on BMCU events. Contact the editor if you would undertake this task.

Regarding the answer to the "question of the month." Does anyone know who was the MG Dealer in Salt Lake City in 1951? The name is given as the Foreign Motor Car Co. in John Thornley's book. I wonder if their sales records still exist somewhere? Does the state still have title records from 1951? Anybody know? I have heard somewhere that someone has tried to trace this TD but failed to find records. Does anyone know anything of the car, the dealership or the owner of the dealership? Does anyone want to play detective?

## Autojumble

Wanted, a '62 to '67 Midget or Sprite (not a Bugeye). I am mainly in need of a sound, rust free car body, preferably with title, but will consider a complete but unrestored car. It can be located in Utah or within a days drive Salt Lake. Contact Bill, 801-582-9223.

For sale, wire wheels, knockoffs, rear end and front axles from a '65 MGB. Should be everything you need for a spoke conversion. Contact Bob at 801-262-4450.

For sale, lots of early MGB parts from a '65 MGB. Contact Bob at 801-262-4450.

*(answer from page 1) MG, with driver Goldie Gardner, made two factory sponsored trips to Utah to break records on the Bonneville Salt Flats. The first was in 1951 where during one run of 1 hour duration the specially built EX135, using a modified and blown XPAG (MG TB, TC, TD and early TF) engine set 16 speed records ranging up to 139.3 mph. While the engine of EX135 was being changed, Dick van Osten, covering the record attempt for "Motor Trend," obtained a stock MG TD from the Foreign Motor Car Company of Salt Lake and set 23 new records and broke 5 existing ones during a 12 hour run at speeds up to 75.36 mph. With a sprint version of the XPAG engine, EX135 was estimated to have reached 190 mph, but the official timing equipment would not work before the Autumn rains came. MG returned to the Salt Flats in 1952, but various problems limited the attempt. Using a larger displacement blown and modified Wolseley engine five records were set at speeds up to 202.14 mph. From "Maintaining the Breed" by John Thornley. EX 135 is on display at a motor museum in England (I wonder what happened to the TD?).*

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## From the Exchequer



Estimated balance as of 12/21/94 (Account has \$694.09, Editor is owed \$228.29). \$465.80

January Newsletter postage (from Editor) -\$75.52

January donations (to the Account) \$235.00

\$350 Dollar transfer from the Account to the Editor

Estimated balance as of 1/21/95 (Account has \$579.09, Editor has \$46.19). \$625.28

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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 801-2531901 (H).

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