

British Motor Club Of Utah

Volume 8

Number 1

August, 1995

Trial Lake run

We will try a new run this year, to Trial Lake along the Mirror Lake road. Trial Lake is a bit closer than Mirror Lake and there is no parking fee. The negative side is that the parking area is not paved and is not immediately adjacent to the picnic area. Be sure to wear shoes that allow you to walk a bit (maybe a 1/4 mile, on a non-paved surface (we don't recommend sandals). Be sure to bring a lunch and drinks as there is no place to buy anything nearby and make sure your gas tank is near full as the last sure source is in Kamas. Meet at the Sinclair service station at the intersection of I-80 and U.S.-40, beyond the Park City exit from I-80, on Saturday, August 12 at 10:00 AM. There is a balloon festival going on in Park City and we are meeting beyond Park City to avoid the traffic. If the traffic doesn't look to bad we may try to stop in at the Healey Days the Healey Club is holding that day in Park City on our way back. Doug will have something to keep us amused on the drive up to the lake. For more information contact Doug and Ilene Wimer, 654-2117, in Heber.

The 8th Alpine Loop tour

Well, it has happened again. Eight years ago when the first Alpine Loop tour took place all of us must have wondered if the group would make it to the second tour. Why would anyone want to drive a thirty to forty year old car over a very

steep and slow road in July with the sun beating down and the temperature climbing? I'll spare you the obvious conclusion.

Anyway, twenty five of these cars (plus a Jaguar disguised as a Mustang and a Sunbeam as a Mercury) gathered to do it again. With age comes wisdom (so say drivers of non-British cars), so we got started before 10:00 and did the worst of the ascent before the maximum temperature arrived, and no one stopped because of the heat. One MGA driver did report that the temperature gauge pointer got into the oil pressure region, however.

We followed the usual approach, meeting a South Towne Mall, and taking back roads down to the Alpine intersection. On the way we were treated to the sight of a multitude of cranes working at the Micron site, and a new mall at the Alpine intersection. We had better check the parking situation there before next year.

After the usual pit stop, with a lot of folks returning with huge glasses and bottles of cold liquid, we headed up American Fork Canyon and then onto the loop itself. The scenery is always impressive and there was more snow than usual on the higher peaks. There also appeared to be less traffic going north. One always loves to make a tight uphill turn and to be greeted to a full-sized pickup with monster tires coming downhill toward you.

After reaching the summit and starting the decent the engine temperature started falling and the brake temperature rising, but again no serious problems. The drive along Deer Creek reservoir, which is hardest on the drivers and

passengers, was nearly pleasant and we arrived in Heber in good shape. Here we had lunch and raffled off the prizes donated by Victoria British, Moss Motors, *British Car Magazine*, Bailey's Sinclair and Stewart Nichols. Be sure to give your thanks to these folks during the upcoming year. The raffle netted \$219.00 which will certainly help the Exchequer along for the next few months.

From there we headed off to Kamas and Park City, where we took the traditional lap down Main Street, turning a few heads, and then headed home.

Again give Victoria British, Moss Motors, *British Car Magazine*, Bailey's Sinclair, and Stewart Nichols your thanks with your business.

Beating the heat were: Bruce & Ryan Kirkpatrick; Kevin McClosky; Doug & Thaur Borba; Neal Wheeler & Lydia Montgomery; Steve Nelson; Brent Gerity, Ryan Coles & Ed Bystrom; Floyd Inman & Doug; Tim & Sandy Lacy; Mike & Susan Cady & Amanda; Bruce Schilling; Byron & Rayla Simpson; Tony Morgan; Karl & Grace Best; Mike & Micheal Odernheimer; Nathalie & Ben Odernheimer; Craig & Rachel Welk; Robert & Dorsey Larsen; Jon & Susan Hermance; Mike & Sharon Bailey; Alan & Max Mertens; Kris & Rae Peterson; Brad & Nancy Parkin; Jann & Joe Linzu; Doug & Ilene Wimer; Stephen Cooper; Bill & Julie Van Moorhem and, in spirit, Kees Versteeg and Barry Blackett who came to the mall but couldn't make the trip. Special thanks to Craig & Rachel Welk who came along at the end of the gaggle to rescue any with mechanical problems.

Maggie - Karl Best's MGA - had a leak in the oil cooler line. Why?

The editor has to apologize for indicating at one point in the the July newsletter that the Loop was Saturday, July 30. July 30 was a Sunday, and the Loop was held on Saturday July 29, as it said in the calendar. We got a couple of calls about this and are truly sorry that we got it confused and some people missed the event. Just as a point for the future, events are most commonly on Saturday, occasionally Friday evening, or some other time. Sunday would be VERY unusual.

Sandy Parade

Ten British cars appeared, with their owners, for the Sandy 4th of July parade. Since this was the second year we did this, we knew what was coming and settled into a shady spot to wait our turn. The run east on 9400 South was crowded with people as we finally moved out. There was much blowing of horns and waving from the cars and returned waves and cries of "nice car" and "what year is it?" from the crowd. Some parade participants threw candy, and we started playing a game of driving to a piece laying on the road and picking it up without opening the doors. This produced looks of amazement from the crowd as they realized what was happening. Clearly some cars allow this occur better than others, but it was great fun.

Attending were: Bruce Schilling; Kris & Rae Peterson; Neal Wheeler, Karl Best; Bob & Fran Riememschneider; Tony, Mike & Melissa Velez; and Bill & Julie Van Moorhem, plus some people who didn't get on the list.

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.

August 12. Run to Trial Lake. Doug and Ilene Wimer, 654-2117, are making the plans.

August 12-13. The Bonneville Austin-Healey Club Annual Healey Days. At the Olympia Park Hotel in Park City. Show on Saturday, 12:00 to 3:30 and rallye or gymkhanna on Sunday.

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

August 18-20. BMCU tour to the Cedar City Shakespeare Festival. Contact Karen Bradakis at 364-3251 for information. Early reservations are needed.

September 1-4. Vintage races and concours in Steamboat Spring, CO. Contact the editor for more information.

September 9. Peach Days Car Show in Brigham City. Take the Logan exit east from I-15 for about 1.5 miles and watch for the old Fred Meyer Store. **FREE!** They are looking for some sportscars. Lets help them out. Contact Craig Welk, 723-3237, in Brigham City, for information.

September 16. Mystery Tour. Lets try something new.

October 6-8. Triumphest in Palm Springs, CA. Call Bill at 310-641-9204 for information.

October 7. Fall Colour Tour.

October 21. End-of-the-season Dinner.

November 11. Tech Session.

January 13. Tech Session.

February 10. Pot-luck and Business Meeting.

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

Moments with Maggie, Part 2

By Karl Best

Editors note: Karl obtained Maggie, the MGA, in a semi-restored and disassembled state and had decided (or had been convinced) to assemble it himself, rather than have it done, last month. This is an interesting project when you did not disassemble it.

Bill reminded me that what I saved on labour rates I could spend on tools, so with that in mind I went

shopping. I already had all the standard stuff, so I went first to Sears to get the obligatory red tool chest on wheels and a few other essentials, then later countless trips to auto parts stores for the rest. I bought a set of sturdy jack stands and a floor jack too. A factory workshop manual had come with the car, and I had a bunch of other books and the standard set of mail order catalogues already, so I was all set to go.

The first major task was to put the engine in. This was the task I was most afraid of, but again Bill assured me that it wasn't that bad. I ordered

and installed new clutch pieces and rented an engine hoist, then with valuable help from Bill and my twelve year old son we got the engine in and attached all the way around. I wondered about checking or rebuilding the transmission first, but the previous owner said that the transmission was fine before taking the engine out, and Bill hinted that I'd probably have some reason to take the engine out again soon, so I decided to let it go.

In his next installment, Karl gets all the electricals hooked up, the carbs rebuilt, and finds out how expensive a restoration can be. Find out more about Maggie in next month's newsletter!

Steamboat Springs

By Roger Davis

The Steamboat Springs, CO Vintage Auto Race is coming up on September 2 & 3, Labor Day weekend. In an earlier BMCU newsletter the race was mentioned and calendar asks the membership to contact the editor for more information.

I would also like to add that perhaps unbeknownst to the members, BMCU has a representative that will be participating in the race, for the fifth consecutive year. I will have my racing Sunbeam Alpine at Steamboat Springs.

In the past years, a few of the members have come to the pits and introduced themselves and said "Hi," and my wife Jill and myself really like that. I invite all who attend the race to stop by my pit, check out the car, ask questions and let us know you're there. I apologize for not knowing more of the members, so this is my opportunity to get to know you. Visitors are always welcome and often the homemade cookies are out and

perhaps even sandwiches. We are usually pitted near the track entrance and behind the bratwurst stand.

Come on out to the Steamboat Vintage Races and visit us in the pits. Races are always more interesting if you know some of the people involved. Look for the British Racing Green Sunbeam Alpine number 87. Stop by even if it's just for a bit of shade or cover in case it rains.

Editor's note: Roger and Jill, sorry I forgot you last month.

Left over parts

The editor has been in Greenland and the far north of Canada for the past three weeks, so this newsletter may be rougher than usual. Forgive me.

The '97 GoF-West is now officially going to be held in Park City, Utah. This was decided at the '95 GoF. More information will follow. If you own a T-series or pre-war MG make sure to talk to Doug Wider, 654-2117, or Floyd Inman, 645-8460. They will be calling you if you don't, as they will be needing all possible help in getting it organized. The first organizational meeting is scheduled for August 11, perhaps before you get this newsletter.

Floyd and Kathy Inman, Gary and Sandy Lindstorm, and Doug and Ilene Wimer attended the '95 GoF-West this year. How about a report from someone?

The '95 VTR (Vintage Triumph Register) Convention is going on as this newsletter is being written. I assume Mark, Karen, Pugs and Diane attended. How about a report?

Grill badges! If you ordered and pre-paid for one be sure to pick it up. The following people have paid

for one: David Tyler, Robert Huskiness, Laurie Hope, Howard Bartlett, Richard Leavitt, Shawn Stewart, Russ Myer, Tom Barnard, Robert Hendricks, and Dennis Stephenson.

Mike and Sharon Bailey (red MG-TD) are now operating the Sinclair service station at 4793 South State. Mike does state safety inspections, emissions tests and repair work and definitely likes to work on British cars. Mike says that he will be stocking a few British parts too, so give him a call if something disintegrates on Saturday afternoon. The phone number is 264-8421.

Anybody familiar enough with the World Wide Web to create a homepage for the BMCU? If so, see the editor or Mark Bradakis. Mark has a machine where it can reside.

How can we have just completed the eighth volume of the BMCU Newsletter if the eighth Alpine Loop was held at the end of July? It can't be! The first volume of the newsletter followed the first Alpine Loop Run, so we should just be starting the eight volume of the newsletter now. The editor has been confused by this for a month or so and a little research has noted that the in May 1994 the editor changed the volume number from 6 to 7 by mistake. The error has persisted for over a year. Maybe nobody cared.

Autojumble

For Sale, '75 MGB. New motor, body work done, needs paint and additional work to be complete. Contact Jim or Debbie Muir, 964-8781.

For Sale, my '66 Sunbeam Alpine street car. Near perfect condition, light yellow with new white top, tonneau, excellent tires, stock

wheels, great interior, new clutch, front disk brakes, four speed fully syncro transmission, AM/FM stereo cassette, stored the past six years. Must see to appreciate. New trailer for the race car coming, must make space. Contact Roger or Jill, 943-7493.

(answer from page 1) Karl got an elbow fitting at the hardware store to hook up the oil cooler. Do English and American pipe fitting have the same number of threads per inch for a given size pipe? Of course not. For example, 1/2" pipe (the name for an accepted size which, of course, is not a 1/2" anywhere) has 18 threads per inch in the U.S. and 19 threads per inch in the UK and differ in diameter by 0.040".

Clearly they will screw together a way but the threads will likely jam before they get really tight. Drip, drip...

From the Exchequer

Balance as of 6/15/95	\$889.29
Estimated July Newsletter postage	-\$48.02
Estimated June Donations	+\$11.25
Estimated Grill Badge sales in May	+\$80.00
Estimated Balance as of 7/27/95	\$932.52

Everything is estimated this month as the Chancellor of the Exchequer is moving and the records were packed away when we tried to get them. Correct numbers will appear next month.

Board of Governors: Mark Bradakis, Governor General, Steve Bender, 571-5020; Jim Pivrotto, 486-0547; Marty Van Nood.

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

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Membership Director: Bruce Schilling, 486-0425.

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 Bruce Schilling, 917 East Millcreek Way, Salt Lake City, UT 84106 or call Bruce at (801) 486-0425.

BMCU

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