

# British Motor Club of Utah

October 1995

Volume 8 Number 3

## Three Events this Month!

The first is *Saturday, October 7*, when we will make a run over the Mount Nebo Loop to enjoy the fall colors and the last sure chance to get the car out. Gary and Sandy Lindstrom will lead the group. Meet at River Pointe Plaza, 9000 South and Redwood Road (1700 West) at 8:30 AM. We normally take Redwood Road south down the west side of Utah Lake to avoid the interstate. It is possible to go Nephi Friday evening and stay in a Bed and Breakfast there, meeting the group on Saturday about 10:00 AM. If you want to stay in Nephi, join up with the group along the route, or just want further information give Gary or Sandy a call at 532-1259. Make sure to do this as sometimes we go over the loop from north to south and will miss you if Gary does not know you are planning something other than the normal meeting. Bring a picnic lunch and a coat—it was quite cold last year.

The next week-end will be the Fall Tinker Day. The event will be at the Fat Chance Garage, home of the Fat Chance Racing Team (in Mark Bradakis' garage, behind his house). Mark is well equipped with tools and has what you may need to repair most problems, but extra tools are always helpful. You will have to bring your own parts however. If you need advice on what can be repaired on that day give Mark a call at 364-3251. This is rather a free-form event, starting about *10:00 AM on Saturday, October 14* and continuing until everybody goes home. If you are unsure of how to do

something this is your chance. Nearly always somebody's car is tuned, and other exotic problems are dealt with. The advice is free. If by some strange quark of fate your car is problem free, stop by anyway to kick tires, drink coffee, eat a bagel or just chat about cars. If your car is so problem ridden that it won't run, bring the daily driver.

The easiest way to reach the Fat Chance Garage to turn north off of 800 South in Salt Lake City onto Park Street (540 East). Just after you turn onto Park you will see that Park Street jogs to the left, Mark's driveway leaves Park Street to the right at the jog. Park as close as you can. Mark's street address is 739 South Park Street. If you are lost give him a call.

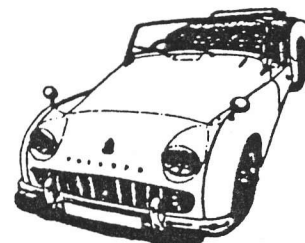
The third event is the annual End-of-the-Season Dinner. This will be held at The Mexican Place, 455 25th Street in Ogden, at *7:00 PM on Saturday, October 21*. The group heading up from Salt Lake will meet at the Utah Travel Council parking lot across from the State Capital at 5:30 PM. To travel to Ogden and avoid the interstate, we have to leave about 5:45. Bring a non-British car if you dare, but to avoid harassment, bring the broken part that kept your British car at home. If you want to make your own way to the dinner, that is fine, too. For more information, call Mike and Susan Cady at 731-2325 in the Ogden area, or the Editors at 582-9223. Make sure your lights work for the drive home.

To reach the Travel Council parking lot go north up State Street. When you are forced to turn at the Capital Building, turn right, then make a second right immediately into the first parking lot you see.

## Don't You Like Mysteries?

Only a small group appeared on a beautiful day for the Mystery tour on September 16. After getting things organized in Sugarhouse Park, we headed off. Up Emigration Canyon, into East Canyon, past Henifer and Echo we went, to lunch in Coalville. The sky was blue, the temperatures reasonably cool, and the cars didn't overheat in East Canyon. It was a wonderful day. The mix of cars was interesting, too, with two MGAs, two TRs and two Jags.

This was the second trip the club ever made up that way, and the numbers seemed more reminiscent of that trip than recent tours. Enjoying themselves were, Craig Bartholomew, Tony Walker, Kris & Rae Peterson, John & Liz Green, Carolyn & Gary Walkingshaw, and Bill & Julie Van Moorhem.



*Triumph owners like to point out to MG owners that their cars never contained "archaic" Whitworth bolts that require a special set of spanners, or at least a Whitworth Crescent wrench. Is this true?*

## Monterey Historic Car Races

By Laurie Hope

O.C. and I took our 1971 Lotus Europa to the Historic Car Races at Monterey, California in August. This event is held at Laguna Seca Raceway while an additional concours and antique car auction is held at Pebble Beach. It brings out the cream of the crop.

Lotus was the featured marque this year and the Lotus factory sent a sizable portion of their car museum to be on display as well as providing many "goodies" to Lotus owners. A buffet was held at the Monterey Aquarium after hours and everything was first class. A Lots corral and concours drew approximately 300 Lotus entries of all types and varieties including many Formula One and Indy car racers. The Lotus owners voted and my pride and joy won as the best Lotus Europa S1/S2. Stirling Moss presented our plaque with Colin Chapman's family represented by his wife Hazel and son Clive. It was a great event and certainly the highlight of our car showing career. When you are usually the only Lotus in an event, it is quite impressive to see so many in one place—most of which are running!

This is the first event we towed the car to, since we also took the kids and I must admit it was nice not caring what the Prince of Darkness had in mind. It was not without some difficulty. We had to trade our U-Haul trailer for another when the bearing seized. Lucas revenge! One word of advice: if you attending these races, make reservations well in advance and bring plenty of money. Also attending were Rich & Dianne Sheya of the BMCU. There were five cars representing Utah which is a high percentage of Lotus owners in the state.

*Editor's note: Good going Laurie!*

## Moments with Maggie, continued

By Karl Best

*Editors note: The engine was in, parts were being attached to it, the wiring harness was being struggled with and Maggie was starting to look like it might run. What's next?*

Next I needed batteries. In the Moss and Victoria British catalogues they're only about (gulp) \$160 for the pair, so I tried to find some locally. Well, it took about a month to find the first one at Checker, then a few more weeks to get the second one ordered, but I ended up with the pair for about \$50. They're a bit big for the brackets, but that was easily fixed by extending the battery brackets with plywood.

Bill warned me about the car overheating, and even though I have no plans on racing or driving the car very hard I thought I'd be safe and get an oil cooler. A twist-on filter adapter would make life easier, so I got one of those, too. For now those are the only non-standard things going on the car—I want to stay reasonably original, but not obsessively so. The oil cooler should have gone right in; it was supposed to be just drilling four holes and hooking up the hoses, but the fitting on the hose is turned 90 degrees from where it would work best, and forcing the hose on puts a kink in it. So it's off to the store for a plumbing elbow, which of course leaks.

With most of the electrical hooked up, I was anxious to try out what little of the car was running. With oil in the engine and coolant in the radiator, I was ready to test the starter. A turn of the key and pulling the starter knob tells me that things are running just fine until BZZZZZZZ! and SPLASH-GURGLE! The fuel pump had just woken up and was pumping three-year-old gasoline into the engine

## 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.

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

**October 6, 7 & 8, 1995.** Texas M.G. Register 21st annual Fall Meet in Tyler, TX. For a Texas MG Register newsletter and Fall GoF Registration Form, E-Mail your name and address to Texas MG@aol.com.

**October 6 & 7.** 35th Sun Valley Rallye with the Southwest Idaho Sports Car Club. Contact John and June Clark at 208-336-8101 for information.

**October 7.** Fall Colour Tour. Gary and Sandy Lindstrom, 532-1259, will lead this trip.

**October 14.** Fall Tinker Day. Contact Mark Bradakis, 364-3251, for information

**October 21.** End-of-the-season Dinner at the Mexican Place in Ogden. Phone either Mike or Susan Cady, 731-2325, or Bill or Julie Van Moorhem, 582-9223, for more information.

**November 11.** Tech Session.

**January 13.** Tech Session.

**February 10.** Pot-luck and Business Meeting.

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

**August 11-16, 1996.** GoF-West '96 in Stevenson, WA.

compartment. I had been warned to expect a friendly click-click from the pump, but this was a non-original AC on it's last leg, making a hellacious racket. And I hadn't expected there to be any fuel in the tank. So I let the pump drain the rest of the tank into a handy gas can, then disconnected it and threw it in the dead parts box. The new SU pump went in a couple weeks later just fine except it was set up for screw-on ends, not rubber hose. So off to the hardware store for more leaky plumbing fittings.

The carb bodies came back after about three weeks from being rebushed, so that was the next project. I got the Moss rebuild kit and headed up to Bill's house for the evening. This was another scary-looking job that Bill assured me was not too bad. I read through the Haynes SU manual and all my other carb-related stuff, so I was getting familiar with how they worked. The trick was getting all the washers and related stuff around the jets on in the correct order, and getting the jets centered. The rest was pretty easy. Back at home I mounted the carbs on the manifold and started hooking up the choke linkage.

Has anyone else noticed that there are no pictures or instructions for reassembling the carburetor linkages in any of the workshop manuals? Being a technical writer by profession I notice this sort of problem a lot: manuals are written assuming that the reader already knows what he is doing and just needs a bit of a reference; they are rarely written for the beginner who has absolutely no idea what's going on. Eventually I figured it out by looking at related pictures and drawings, plus remembering how it looked when I took it apart and figuring out how it was supposed to work. I ran into the same problem of poor manuals with the vacuum line; it could be described under either the fuel system or ignition system, but neither section does more than mention that it exists, if even that, and neither tells me where to attach the

carburetor end. I finally found the answer by asking Bill.

The rear fenders went on pretty easily, or at least a bit easier than I had envisioned. The front fenders, while not difficult, did give me a bit of trouble, probably because they were so much bigger and I had to work around the windshield pillars. But eventually everything was on. The rear bumper went on pretty easily too. But the front was way too much fun. I had read in several places that putting on the front bumper was a tough job; the Moss catalogue says it best: an assistant is required, "if only to make encouraging noises". The problem was deciding whether to assemble the pieces on the ground then hang the bumper on the car, or to assemble it on the car. I tried both ways. In fact I tried both ways a couple of times. Then I tried a half-and-half approach. Then I tried it half and half but a different way. Finally it all went on. But don't ask how I did it because I don't remember (some things you just don't want to remember). Then I noticed the shiny new badge bar leaning up against the wall (oops!), so I got to start over with the overrides. The badge bar ends slip over the override bolts just fine, but there's nothing to keep the bar from bouncing around. Nothing a couple of fat bushings (a.k.a. pieces of radiator hose) can't fix. The previous owner had purchased a new radiator grill, but the fit wasn't too good. The old one fit a lot better, but had a couple of small dents and a rusty nose piece. A bit of steel wool and a new nose piece made the whole grill look a lot better, so I used it. Unfortunately I couldn't figure out how to get the grill piping to stay in place while I fought with the grill bolt holes which didn't want to line up with the holes in the car body. So for now there's no piping; another project for next winter.

*Next time, Karl gets the brakes going on Maggie.*

## Left over parts

The second planning meeting for the '97 GoF-West, to be held in Park City, was held September 22 at Doug and Ilene Wimer's house. If you are interested in organizing the GoF contact Floyd Inman (645-8460) or Doug Wimer (654-2117).

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.

Not much of a turnout of BMCU cars at the Senior Citizens Car Show this year. We only saw Ron Christensen with the Sprite racer and Dave Stephens' TA, although Pugs and Diane Pivrotto did have the Bricklin there and Ron Christensen had his impressive collection of model cars on display. There seemed to be only a few non-BMCU British cars: a TR6, two Jags, and two Healeys. There were several BMCUers wandering around looking at cars at what is clearly the best all around show in Utah.

Anybody thinking of going to MG International '96, the national gathering of MGs, that is scheduled for June 1996 in Indianapolis? The Editor is having wild ideas of going at the moment.

We have finally contacted Bill Davis about the results of the British Field Day. He has not worked up exact figures, but the Field Day grossed over \$4000. this year and the contribution to the church's food bank was about \$2000. Bill reported that he is thinking about the field day for '96 too.

## Autojumble

For Sale. 1975 TR7, "as is." Call 566-6867 and leave a message for Wally Abersold.

For Sale. Bugeye body, no engine, transmission, or interior. Call Ray Cannefax, 273-0567

## From the Exchequer

Estimated Balance as of 8/27/95	\$1,085.11
September newsletter Postage	-\$46.20
August donations	+\$35.00
Interest	+\$1.58
Balance 9/18/95	\$1075.49

Answer to the question on page 1: The filler bolt on the rear shocks, by Armstrong, have a Whitworth dimensioned filler plug head. These lever shock, with a Whitworth filler plug, were used until 1976. Contributed by MG and Triumph owner Gary Lindstrom.

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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 holds monthly events such as drives, picnics, technical sessions, and more. We welcome owners (or potential owners) of British cars, in any condition, to the group. Membership 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 Mill creek Way, Salt Lake City, Utah 84106 or call Bruce at (801) 486-0425.

## British Motor Club of Utah

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