

British Motor Club of Utah

December 1995

Volume 8 Number 5

Happy Holidays To Everyone

There will not be a BMCU event this month. The next event will be a Tech session in January, tentatively scheduled for January 13 or 20.

Best wishes from all the folks that keep the BMCU running, Mark & Karen Bradakis, Steve and Laurie Bender, Jim and Diane Pivrotto, Marty Van Nood, Nathan and Linda Massie, Bruce Schilling, and Bill and Julie Van Moorhem.

November Tech Session

The November Tech Session attracted a small but interested group at Mike Morgan's to hear about brake and clutch repair. The small group may have resulted from a date change and the newsletter getting out relatively late. Mike did an excellent job explaining the operation of hydraulic systems, finding faults and rebuilding the systems. He had examples of good parts, pistons and cylinders, and parts that needed replacing. This was particularly helpful, since most of us lack the experience to be confident about these type of decisions. The bottom line is that if there is a visible pit the part should be replaced. The meaning of the terms leading and trailing brake shoes was very nicely explained. The leading shoe is the one that tends to be drug into the "on" position due to the forward rotation of the wheel. The lining on this shoe should

extend to near the brake cylinder, with the larger gap, if one exists due to the linings not being centered on the shoe, on the fixed pivot end. We talked about methods of determining if the liquid mixed with the grung inside a brake drum is oil or brake fluid. Look for tracks from the oil seal and smell it. Mike pointed out that there are still rubber seals out there that will adversely react with American brake fluid and that to be safe you should continue to use Girling or Lockheed fluid in our cars.

Dave Stephens, who investigates automobile accidents for a living, told several interesting, and sometimes funny, stories about accidents due to brake failures. The moral being, if the brake fluid level is going down, find out why.

Attending a very enjoyable and helpful session were: Jeff Porter, Marty Van Nood, Karl Best, Craig Bartholomew, Gray Windstorm, Chris and AC Miller (all the way from Logan), Greg Smith, Dave Stephens, Joe Martins, and Bill Van Moorhem.

MG '96

One of the strange facts of MG ownership in the U.S. is that nearly every model has a national organization and these groups seldom seem to talk to each other. (This is not true for Triumphs, where the Vintage Triumph Register welcomes all Triumph models.) One of the exceptions occurred a few years ago when an MG club out of England was making plans to strongly move into the U.S., offering an organization recognizing all MG models. As this developed, all the groups cooperated to oppose this move and eventually stopped it. About a year ago

the groups announced a bit of more positive cooperation, the organization of a national event for all MG models: MG '96, to be held in Indianapolis from June 26 to the 30th. This will be a unique event in that it is the first national attempt to have a single event representing all MG models, and it will likely be the biggest MG event ever held in the U.S. The BMCU will likely be represented at this event. At present, Karl Best, Duff Lawson and the editors, Bill and Julie Van Moorhem are making plans to attend. We would certainly welcome anyone else who would like to join us. Indianapolis is about 1500 miles from Salt Lake, and the current thought (not really a plan yet) is to leave here on Saturday, June 22 and spend four days driving to Indianapolis. We would leave on Sunday the 30th and return to Salt Lake on July 3. It is possible to make the drive in three days; I did something similar about 15 years ago, but was 15 years younger then too. Clearly the trip will be about a week and a half since I can't see how we can drive there, attend the event, and return in less time.

If you have serious interest in taking part in this event, start planning. One event is a session on the Indy 500 track and only the first 1000 registrants will be allowed to take part. Also, motels in Indianapolis are starting to fill. Let the editors know you're interested and we will keep you apprised of the plans.

What is the origin of the phrase "dip your headlight?"

Insurance!

Does anyone in the BMCU belong to the North American MGB Registry? The editor has learned recently that the NAMGBR is making a great offer. If we affiliate with them, they will provide "free" event insurance to the BMCU. We do not have to have a specific number of NAMGBR members (at present) but need to agree to encourage membership in their organization, at least that is the story I have heard. This almost sounds too good to be true, and there are likely some "ands," "ifs," and "buts," but we really need to look into it. Before I do so I need to know if there are currently any NAMGBR members in our group. If you belong to the NAMGBR please let the editor know as soon as possible.

Other national clubs will provide insurance also, Vintage Triumph Registry and North American MGA Registry, for example, but they normally want 10 to 15 members of their group in our group, plus a rather hefty membership fee from the BMCU, nearly as much as we have been paying for insurance on our own. The NAMGBR deal appears to be much more attractive, perhaps because they are relatively new and want to grow. Since there are, by far, more MGBs in the BMCU than any other car, perhaps we can associate with them. The NAMGBR will accept modern Midgets too.

Left over parts

The third planning meeting for the '97 GoF-West, was held in Summit Park, November 4 at Floyd and Kathy Inmans'. We are desperately in need of graphic designers (professional or amateur) to help develop a Park City GoF logo. If you can help 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, Howard Bartlett, Russ Myer, Tom Barnard, Robert Hendricks, and Dennis Stephenson. The list is getting shorter.

Autojumble

For Sale. 1978 MG Midget, 60,000+ miles, primrose yellow, new top and interior, new paint in '92, excellent engine and other mechanicals, \$5K in receipts, discuss and make offer. Call Maria Simmons, 225-4324.

For Sale. 1963, Mk I, Spitfire, complete and running when stored, extra '64 engine and drive train, many extra parts. Best offer, call Scott Hardy, 350-3279(W) or 292-1082(H).

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.

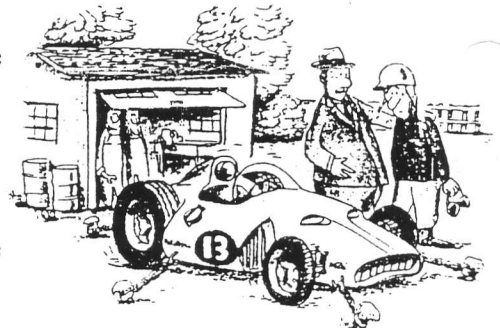
December. No event this month have a happy holiday!

January 13. Tech Session. This date will very likely slip to January 20.

February 10. Pot-luck and Business Meeting.

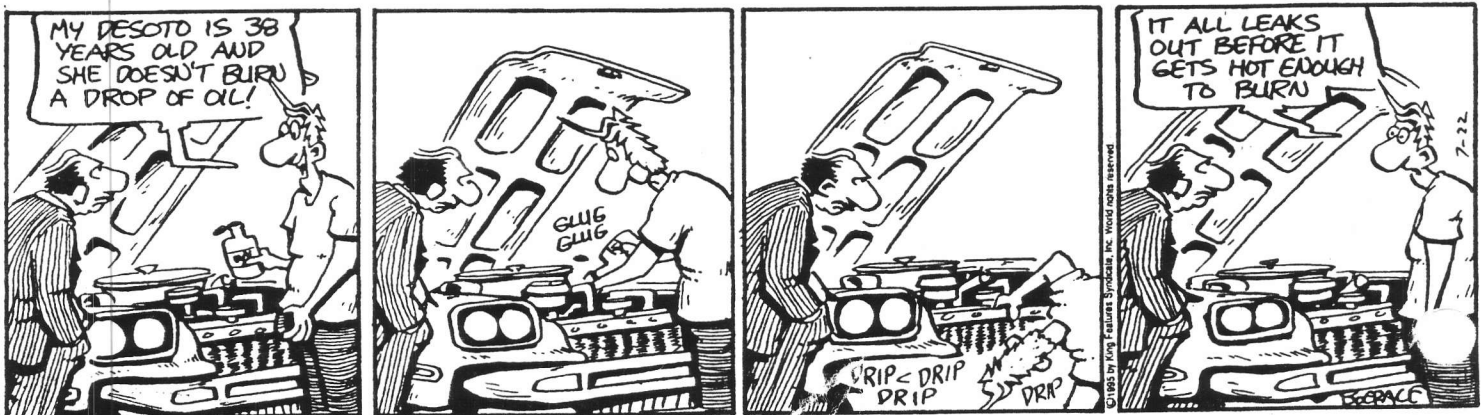
June 26-30, 1996. MG International -- Indy 96.

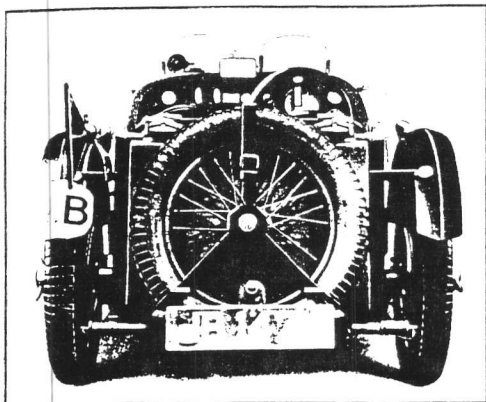
August 11-16, 1996. GoF-West '96 in Stevenson, WA.



"Soon as you're strapped in—we'll unchain it"

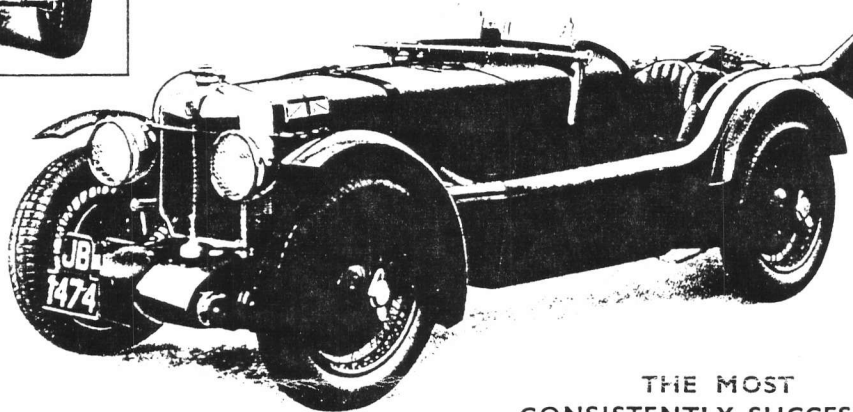
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The standard coachwork is the Ulster T.T. type, which conforms with the usual road racing regulations, but a streamlined tail may be had for streamlining if desired. Standard finish is British Racing Green, but any one of the M.G. standard finishes may be had if desired.

FOR BETTER OR FOR WORSE



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Lynn

From the Exchequer

Balance 10/15/95	\$1043.98
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Interest	+\$1.86
Balance 11/15/95	\$1048.56

Early MG's had a device that physically moved the bulb and reflector in one of the headlights so that the beam was pointing at an angle more toward the ground than in the "normal" position. Dave Stephen's TA originally had this mechanism in place. Several questions remain: what did the other light do? I have seen references that implied that the other light went out. Which light dipped? This would be related to the previous question. Any answers or more information out there?

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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.

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