

British Motor Club of Utah

January 1996

Volume 8 Number 6

Happy New Year!

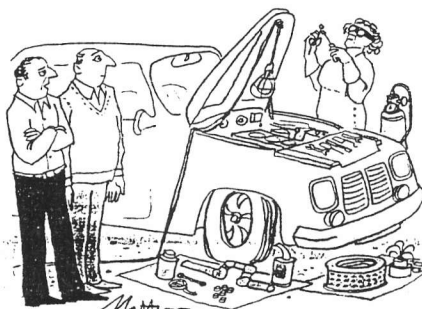
Got your resolutions made? Clearly one of them should be to get the car in the best condition possible and to take part in more BMCU events in '96. To help out the first event of the year is a tech session on tuning.

The Tune-up

What's a tune-up? It clearly means different things to different people. There used to be a joke that a tune-up consisted of points, plugs and a lighter accelerator return spring. It sure made the car feel peppier. Roy Beale will be showing us how it should be done. Adjusting valves, spark plugs, ignition timing, and carburetors will all be covered.

Roy has been working on British cars since the '50s, first in England and then in Salt Lake. Most recently Roy owned and operated "Mr. British," but sold out this past year due to health problems. Now he is feeling good enough to start thinking about opening a new shop. The session will be at **9:30 AM on Saturday, January 20**. Since Roy does not currently have a shop, he will be doing the session at **Motion Research, 312 West 6100 South**, in Murray. This is Dave Stephens shop, which he graciously allowed us to use.

While you are there be sure to look at Dave's '32 F-type, MG Magna with a Stiles body. The chassis for this car was built by MG and the special body built by Stiles. It is one of the very few Stiles bodied F-type Magnas that exist in the world. Dave's TA may be there too.



"It all started when she began pumping her own gas..."

BMCU Business

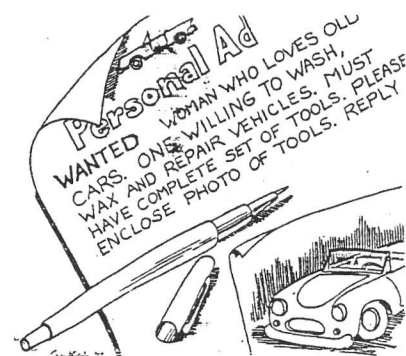
The BMCU has one business meeting a year, in February. At this meeting we elect the Board of Governors that run the BMCU for the upcoming year, plan the events for the year, reminisce about the past year, look forward to the new year and have a great pot-luck dinner.

We are always looking for people who would like to take part in running the BMCU. This is actually quite an easy job, since most things just happen on autopilot. If you or someone you know would like to be on the board, be sure to nominate them at the February Pot-Luck. If you are not sure you want to be on the board, but have an idea for an event let someone know. We always need ideas for new events.

Two other issues will also need to be discussed: affiliation with the North American MGB Register, and the '97 GoF-West. Affiliation with the NAMGBR appears to have insurance advantages. These were discussed last month and we should have more information in February. The '97 GoF-West is underway and we should get a report from Doug Wimer and/or Floyd Inman.

Utah and Great Britain

In November the BMCU received an invitation (addressed to the British Motorcycle Club) to attend a meeting about a series of events designed to highlight the ties between Utah and Great Britain. The invitation arrived a couple of days before the meeting and no one from the BMCU attended the meeting. A representative from the real Utah British Bike Club did attend and has passed word to us that there are plans afoot to have a car and motorcycle show in the ZCMI Mall, downtown, in early March. This date was chosen to coincide with a visit to Salt Lake by Margaret Thatcher, former British Prime Minister. It appears that the organizers would like us to provide the cars. It is a bit early for the driving season, but will be a great chance to show off our cars, and to get a bit of publicity for the BMCU. More information on this will follow as we learn it., but we would like to have a good turnout. Put this date on your calendar.



What's a MOWOG?

Steamboat '95 -

By Roger Davis, Sunbeam Alpine #87

The weather at Steamboat Spring, Colorado, can be pretty unpredictable in September. This year, however, the weather was great. As has been the rest of the Fall season, it was sunny and comfortably warm, perfect for racing. This was the second year that I've run my "new" Sunbeam Alpine at Steamboat. It was also one of the most challenging weekends that I've ever had. With only a 1.7 liter engine, I expected to be placed in a run group with other British cars of similar performance. What I found was that I was in Group 7 consisting of almost 45 cars, of which over half were Porsches with 2.3 liter engines! Needless to say, I had my hands and mirrors full of German cars all Weekend. Let me also be the first to say that it was some of these same German car drivers that helped get my trailer squeezed into position in the pits.

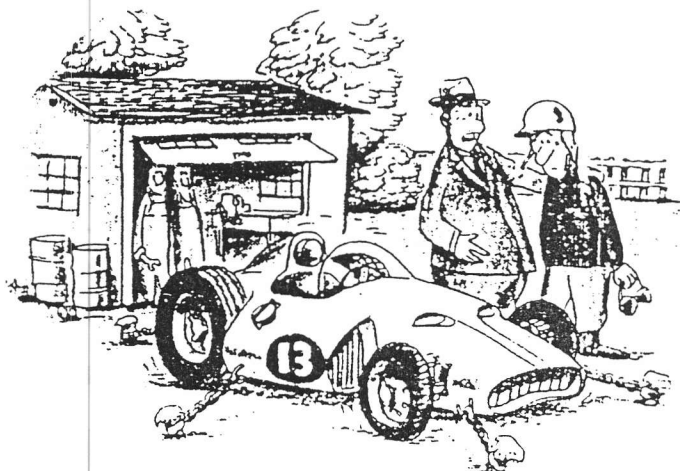
If you have not yet made the trip to Steamboat Springs on Labor Day weekend to watch the vintage races, you have really missed a special display of automobilia. Can you imagine being pitted next to a gull wing Mercedes? Ok, I know that this is a British car club, but it was neat.

Saturday practice and qualification went well. The only problem was in the first session near the end when I couldn't shift

into second gear. A quick trip into the shift linkage, discovery of a slipped pin by Fritz, and we were back in business. Although we had qualified in the middle of the field, we would have been sixth with the people we usually run with. The other good thing was that we had significantly bettered our lap times from last year.

Sunday's first race ran without any problems. We found that we were 'tweeners. That is we couldn't catch the Porsches but we were faster than the rest of the group and ran in the open for most of the race. For the second race, several British car drivers in my group approached me and asked if I would wait in turn one for them so that the British cars could all run together and put on a show for the 15,000 spectators. I did and we had a great time passing back and forth and going through turn three wide! Later Jill told me that the track announcer would go crazy screaming and yelling when we did that.

All in all, we had a wonderful, safe weekend racing in the mountains around Steamboat. By the way, we had plenty of chocolate chip cookies left over because not enough of the club members took me up on my invitation to stop by the pits. I had to eat the rest of them myself! Thanks to Jill and Fritz for keeping me on the track, and tanks to Mike Gygi for taking and submitting pictures that appeared in the vintage racing magazine, "Victory Lane." See you there next year?



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

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 20. Tech Session.

February 10. Pot-luck and Business Meeting.

March 16? St. Patricks Day Parade.

March 23? British Car show at ZCMI.

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

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

Postcard Time Again!

It crept up on us this year, but it's time for the annual renewal postcards. Since the BMCU does not have dues, we need to renew our mailing list each year. This renewal process eliminates people that are no longer interested, have sold their car, moved, or what ever. Enclosed with this newsletter is a postcard—fill it in, add a stamp and put it in the mail. That's all there is to it, but lots of folks, particularly those who have't been active, like to add a check to see that the newsletter keeps on coming. Letters about what you have been doing besides working on the car are fun, too. If the postcard is missing, call the editors (Bill or Julie) at 582-9223(H) or 581-7687(W) or the membership director, Bruce, at 486-0425. We definitely prefer to get the postcard because is far easier to get everything right.

Although the February newsletter will go out with the current mailing list, the new list will be used in March. Since we must have two hundred pieces of mail to get the bulk mailing rate, if we drop below that on the '96 mailing list, we will send duplicate copies to enough people to make the two hundred. So if you get two newsletters for a couple of months you know why. It is cheaper that way!

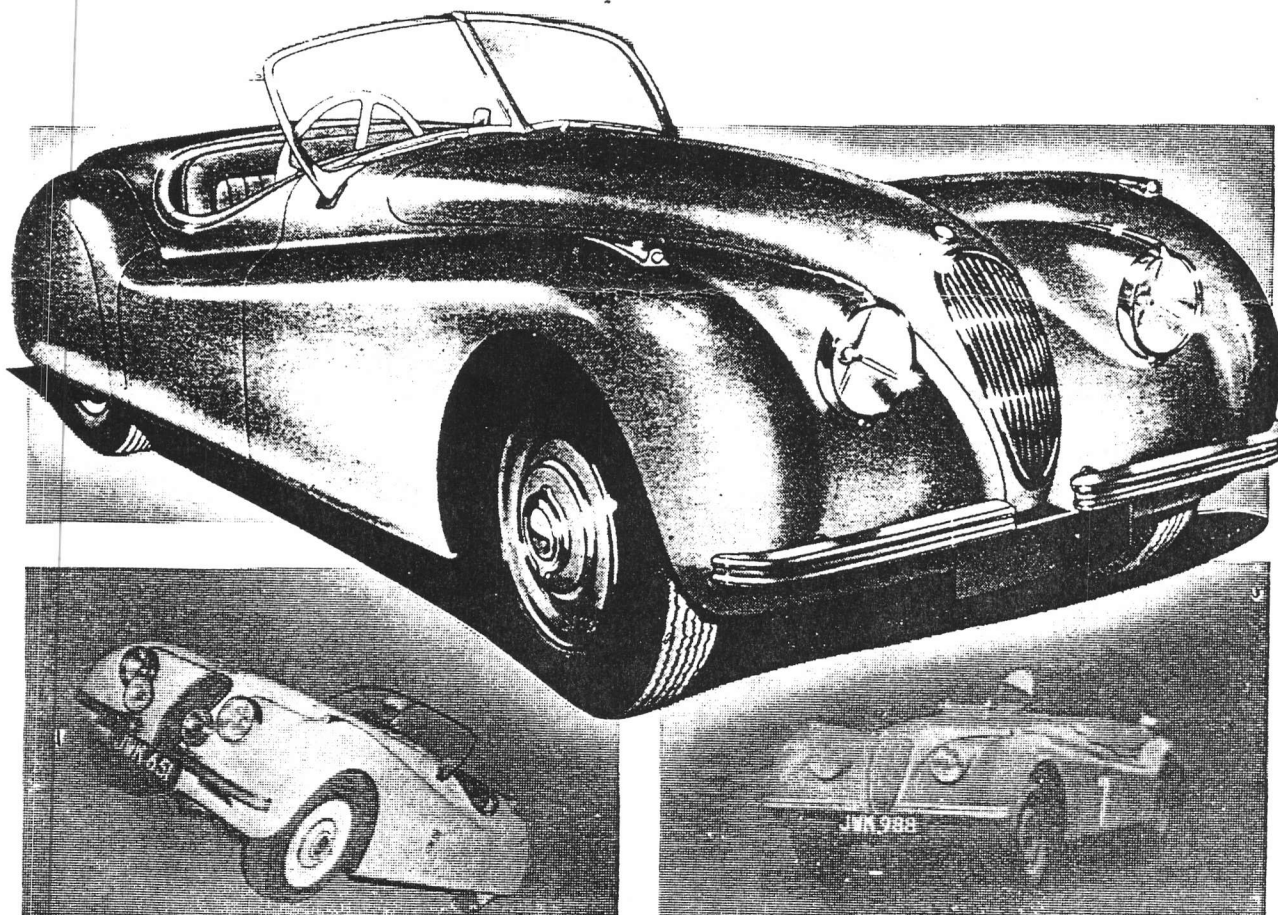
Left over parts

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).



MONTLHERY (France) 1950 (107.46 m.p.h. for 24 hours)

R.A.C. TOURIST TROPHY (N. Ireland) 1950

THE TOURING CAR WITH THE RACING PERFORMANCE

JAGUAR

XK SUPER SPORTS

From the Exchequer



Balance 11/15/95	\$1048.56
November Donations	+\$62.00
Interest	+\$1.76
Correction	+\$47.22
Balance 12/20/95	\$1,159.54

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 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.

Answer to the question on page 1: This "word," which appears on many cast parts in MGs, is normally said to represent the MORRIS WOLSEY Group, who owned MG. A minority says it means MORRIS, WOLSEY, mG.

British Motor Club of Utah

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