

# British Motor Club of Utah

April 1996

Volume 8 Number 9

## *April Can Be Rainy*

Because of uncertain weather we will stay reasonably close to home for the next event, the annual Rallye—Poker Run. This is a fun event that allows you to drive your car and at the same time test your ability to work out clues and follow directions. Speed is not a factor in this event and the winner is determined mainly by luck.

In a Poker Run you are given a clue to a location, "Stop by the most famous water tower in Salt Lake." Clearly the water tower at Trolley Square. You drive there and look for a can containing envelopes. The can is out of sight but not seriously hidden (some people may disagree with this, but it is generally true). When you find the can take an envelope from it. Don't open it. On the front is the next clue. Repeat this process until you have five envelopes. The last clue will take you to a lunch spot, normally a little known park. After everyone, with the exception of a few who are lost, have gathered at the lunch spot, we eat lunch, to allow the lost folks to appear and swap stories of the confusion and adventures we have had. Finally we open the envelopes and see who wins with the best poker hand.

Since people do get lost, the first envelope will contain the location of the lunch spot. If you get totally lost you can open it if you give up.

Last year we tried a leg with rallye instructions. An example would be: start heading south on 7th East east of Trolley Square; (turn) right at the third traffic signal, left at the first available opportunity. This would put you in Liberty Park. It sounds easier that it is

and definitely takes some coordination between the driver and navigator when the turns are coming fast and are easy to miss. It is great fun and you can always go back to the beginning and start over again if you seem fouled up. We may do a leg or two in the mode this year too.

The entire run will, likely, be in Salt Lake City and will take a couple of hours. It is highly desirable to have someone with you who can read the instructions to you while you drive. A map of Salt Lake is oftentimes useful when the clues involve street names, like "go to the Center of the Apricot," Center and Apricot are street names in Salt Lake (Capitalized words are names). Normally there are others around who are trying to figure it out too so you can get help and most clues are not too hard.

The run will start at the Tracy Aviary parking lot in **Liberty Park at 10:00 AM on Saturday April 13**. The easiest way to get there is to go to 9th South and 6th East in Salt Lake City. Turn south into the park and follow the loop road around on the west side of the park. Just beyond the tennis courts is the aviary parking lot. Bring a lunch or buy one after you find the lunch spot.

## *St. Patty's*

The driving season got off to a great start at the St. Patrick's Day Parade. The weather for the parade was good for a change, cool, but not a cloud in the sky. The weather seems to determine what the turn-out for this event will be and it certainly did this year. Twenty two cars appeared with balloons, green crepe paper and shamrocks attached and peopled by

drivers and passengers with green hats and shirts. This has to be one of the largest groups we have had at the parade. Two of the original BMCU members appeared too, Kees Versteeg and Rich Holder, both had been trying to get their cars going. The good weather brought the spectators out too, with the largest crowd that Julie and I remember.

We were in the middle of the parade this year and didn't get to see much of it, but there were the usual Irish family groups, horses, green dogs, the Corvair Club and bands. The political groups seemed to focus on Enid Waldholtz this year with a couple of floats with that theme.

We rolled through the route with no problems, waving to the crowd, smiling when someone said "nice car," and blowing the horn. With tired arms we got entangled in the usual end of the parade confusion. After the group broke up, some folks went to the Irish festival at the Greek church on Third West for some Irish stew.

Attending were: Kell & Anee Skola, Rich Holder, Steven Nelso & Jane Kylin, Kees Versteeg, Robert Larsen, Cody Schulzke, Mike & Sharon Bailey, Joe Martinez, Mark Bradakis, Floyd & Kathy Inman, Greg, Ryan, David & Amanda Chester, Gary, Sandy & Daisy Lindstrom, Brad Parkin, Nick & Parker Sutton, Rob Foye, Steve, Joshua & Abigail Bender, Carolyn & Dave Stephens, Doug & Ilene Wimer, Marv Marcus, Reed & Jordan Baier, Susan & Jon Hermance, Tony & Mike Velez, John Livingston, and Bill & Julie Van Moorhem.

What cities or towns, in England, are associated with the following car marques: MG; Triumph; Jaguar and Morgan?

## Tinker Day

Time again for the annual *Spring Tinker Day*, on **Saturday April 20**. This year, rather than being in the garage behind my house, the location will be the shop where nearly all of my tools have ended up.

*Tinker Day will start about 10 AM*, and usually runs for three or four hours, depending upon the weather and how many folks show up.

The address is 3994 South 300 West, unit #22. This is on of the Garco shops just south of 3900 south and east of the freeway. Probably the best way to get there is via the I-15 freeway. Get off at the 45th South exit, and head east. There will be a signal light at the corner of 45th and 300 West, by the McDonalds. turn north onto 200 West, and head up about 5 blocks. The Garco shops are on the west side of the street. Number 22 is near the northwest end. Be careful going up the driveway—it isn't in the best of condition at the moment. The shops can also be reached from 3900 South, if you can find the turnoff in the middle of the freeway/railroad overpass.

If you want more info, or are wondering about tools for a specific project being available, or parts, or whatever, give Mark Bradakis a call at 573-7246.

## A Thought on Clutch Bleeding

By Norman Nock

*Editors note: bleeding a hydraulic clutch is often a difficult process, far worse than bleeding brakes. Norman Nock of British Car Specialists of Stockton, California offers a idea.*

The reason to bleed any hydraulic system is to remove all the air bubbles from the system. Liquids, such as brake/clutch

fluid, for all intents and purposes, are not compressible. However, if there is air in the system, it will compress, or become smaller, when the pedal is pressed. The pedal will feel soft, moving without moving the piston in the slave cylinder enough to allow release of the clutch disc.

Where is the air in the system and how do we get it out? Air in the hydraulic system will always go to the highest point. In this case, it would be stuck in the highest point of the pipe between the master cylinder and the slave cylinder. Bleed the hydraulic system in the usual way with a hose to the bleed screw on the slave cylinder and immersed in brake fluid in a clean container.

After you have moved about half a pint of Castrol/Girling brake fluid (do not use anything else) through the system, release the clutch pedal. Then close the bleed screw and use the rod on the front of the slave cylinder to push the piston back into the cylinder. This will cause the bubbles in the highest point of the pipe to be pushed back into the master cylinder and out of your hydraulic system into the atmosphere. Wait a few seconds. Your should now have a firm pedal. If not, push the slave cylinder piston back into the body without bleeding the system again.

Norman can be reached at:  
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Healey Doc@aol.com  
Technical books by Norman Nock  
available for the MG and Healey.



## 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.

**March 30.** British Car show at ZCMI and at the Gallivan Center. The two shows have been combined on the later date. Bill Davis 322-3400(W) or 968-0610(H).

**April 13.** Rallye / Poker Run. Meet at 10:00 AM in the Tracy Aviary parking lot in Liberty Park. Contact Bill Van Moorhem, 582-9223(H), or 581-7687(W), for information.

**April 20.** Spring Tinker Day. Contact Mark Bradakis at 573-7246 for information.

**May 18.** Antelope Island Run and Picnic. Maya Lolmaugh

**June 22.** British Field Day. Bill Davis  
June 26-30, 1996. MG International --  
Indy 96.

**July 4.** Sandy Parade.

**July 13** Alpine Loop.

August 10-18. GoF-West. Stephenson, WA.

**August 24.** Trapper's Loop.

August 30 - September 2. Steamboat Springs Vintage Car Races.

**September 22.** Miner's Day Parade in Park City. Floyd Inman.

**October 5.** Mount Nebo Loop.

**October 19.** End-of-the-Season Dinner.

**November 16.** Tech Session.

**January 11.** Tech Session.

**February 15.** Pot-Luck and Business Meeting.

## NAMGBR

Did you notice the logo on the outside of the newsletter? The BMCU is now affiliated with the North American MGB Register. This is the result of a decision made at the February Pot-Luck dinner. The BMCU becomes part of a national organization and gets some insurance benefits from affiliation.

To help the BMCU maintain this relationship we would like to suggest that if you are a MGB or modern Midget ('61 to '79) owner that you join NAMGBR. The dues are \$25. per year and you get the award winning magazine "MGB Driver" and can take part in their national events. Mike and Sharon Bailey, 262-9361(H), are making a list BMCU members that are interested and will get you an application as soon as we receive them. If you have never been a member of a national club give this one a try, we think you will enjoy it. We need to maintain eight members for the BMCU to enjoy the benefits of affiliation.

## Left over parts

The BMCU membership is growing rapidly this year. When the March newsletter went out it was just over 200. To get it to grow even faster there is a membership form included with this newsletter. The best way to get members is to tell your British car owning friends about the BMCU and to drop off a copy of the membership form on the windshield any British cars you see parked. We have only included one form and you can make yourself a small supply at the neighborhood copy machine. Remember it is two sided.

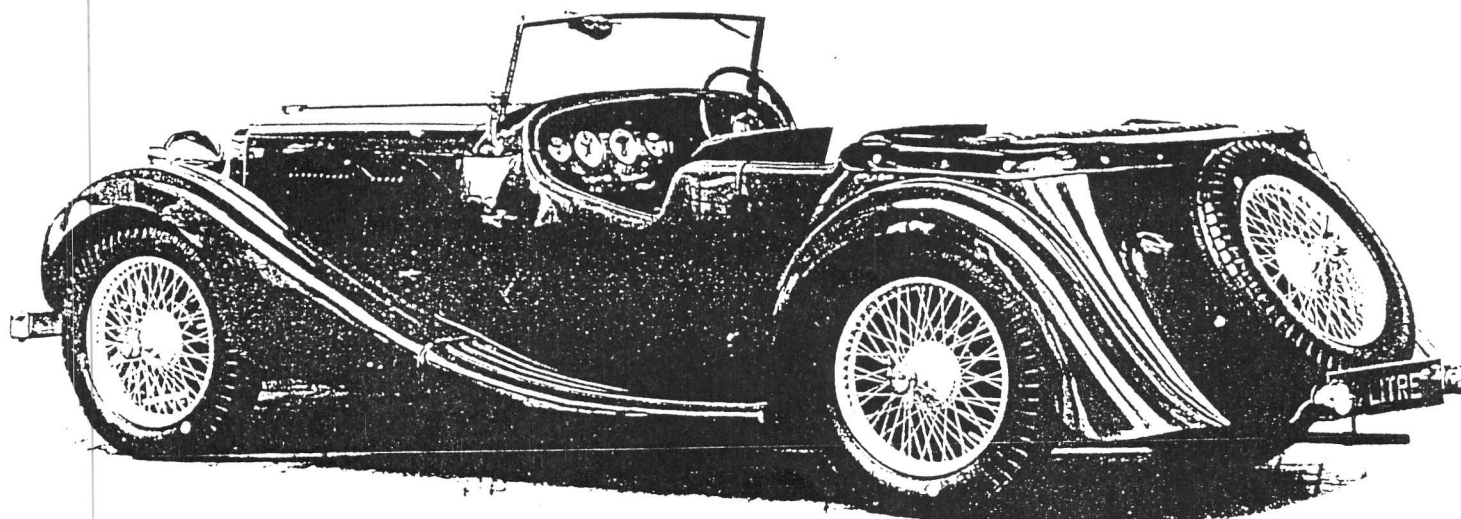
Grill badges! If you ordered and pre-paid for one be sure to pick it up. The following people have paid for one and have not picked it up: David Tyler, Howard Bartlett, Russ Meyer, Tom Barnard and Robert Hendricks. The list is getting shorter, but we will be making a serious effort to clean up the current list of grill badges and start a new order. If you are still due one please call the editor, Bill, at 582-9223. Grill badges are \$20. each

## Autojumble

For Sale. '67 SUNBEAM ALPINE, engine recently rebuilt, no rust. \$5900 obo. Contact Eric or Stephanie, 253-1463.

For Sale vintage race cars. MINI-COOPER '65. As raced in the '70's (last raced in 1977), like brand new! All steel. \$10,000 obo. '66 TRIUMPH SPITFIRE. Four times National champion in the '70's and '80's (last raced in 1984). Lots of spares, call for list. No fiberglass -- all metal. \$7,000 obo. Call Ray Evans 801-486-3140.

For Sale. '69 Sprite, running and in very good condition. \$3500 obo. Call Pat 364-9404



The Type VA 1 1/2 Litre, tourer



ANSWER TO THE QUESTION: Not necessarily the only place where the cars were manufactured but the marques are associated with the following towns; MG, Abingdon; Triumph, Coventry; Jaguar, Coventry; and Morgan, Malvern. Anybody know the history of Lotus?

## From the Exchequer

Balance 2/10/96	\$1,007.24
February Newsletter	-\$47.48
Donations	+\$284.12
Interest	+1.87
Balance 3/20/96	\$1,243.88

Board of Governors: Mark Bradakis, Governor General; Joe Martinez, 255-8326; Diane Pivrotto, 486-0547; Marty Van Nood.

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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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