

British Motor Club of Utah

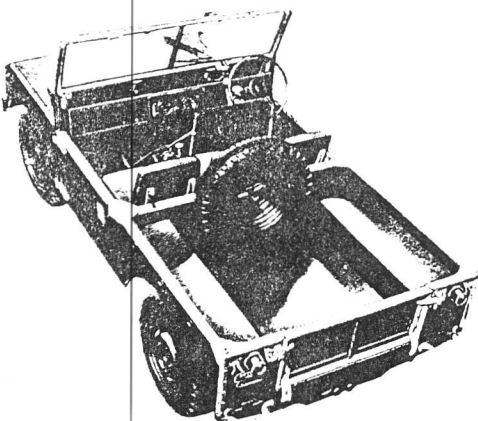
August 1996

Volume 9 Number 1

Trapper's Loop Tour British Field Day

The August event will be a variation on the Trapper's Loop Tour. We will meet in the parking lot on the West side of the State Capital building (Main Street and 400 North) on Saturday, August 24 at 9:30 AM. We will then head up to Odgen via I-15 and US-89. Anyone from the North can meet up near the front of Odgen High School at about 10:45 -11:00 AM. We will make a brief stop there. We will then drive up Odgen Canyon heading to the monastery for a chance to buy fresh bread and honey. A loop near the monastery will bring us back to the park in Huntsville for picnic. Be sure to bring a lunch or plan on bread and honey, since Huntsville didn't have a place open at noon where you could buy lunch on our previous tours.

After lunch, we will tour over the hill to Mountain Green and likely return to Salt Lake via East Canyon. Contact Pugs or Diane Pivrotto at 486-0547 for more information.



Well, Bill Davis and the crew pulled it off again—another great Field Day. June 22 was an ideal day for the event after several days of rain. Bill and the crew had most of the flags up when Julie and I arrived on Saturday morning and people and cars were starting to gather. By 9:30 the field was fairly full, but not overflowing, with interesting British cars and bikes. A small autocross course was set up and soon there was the screech of tires as people tried to get their cars around the course in minimum time. One of the more impressive runs was by Boyd Hatch with a Landrover, but Mark and Pugs with the Fat Chance Team Spitfire set the best times. Jon Hermance and the TF continued to

improve as the day went on and got plenty of practice.

We did not get a total count of the cars and bikes but it must have been over 50, down a bit from last year but still a good show. Bill reports that the event cleared about \$2000. for the food bank.

Many, many thanks to everyone who helped organize the Field Day, all who brought out a car or cars, and to even those who parked outside and walked in. It was a great event.

Strange part names seem to be attracted to cars, mainly British cars. How many of the following can you describe?

Zerk fitting, Zdus fasteners, gudgeon pin, squab, trunnions, distance piece, glup valve, plinth

me. Several of the cars took off immediately at the end, likely to find some air to flow through the radiator.

July 4th in Sandy

The 1996 Fourth of July Parade in Sandy will be known by those who took part as the hottest event ever for the club. It didn't seem too hot as we waited in the shade, but as soon as we moved off the temperature gauges gave it away. The parade runs from State Street east along 9400 South to just past 700 East, about a mile. At one point in the parade, as the temperature gauge was wavering just below 100°C in the TD with an unpressurized radiator, I looked for an address to tell me how much further it was until the end of the parade. The address I saw was 300 and something, less than half way. We all managed to keep the cars from embarrassing themselves in the middle of the street, but it must have been close. I know it was for

The parade is well attended, and although it was hot and the crowd down a bit, there was still a crowd. The announcer did not know anything about British cars and said that the group included Fiats! It was fun and several of us went off to get a burger afterward.

Attending were: Kris, Rae & Jennifer Peterson, Marv, Becky and Tring Marcus, Dan & Sharon Forster, Gary & Carolyn Walkingshaw, David & Carolyn Stephens, Bob & Fran Riemenschneider, Katie & Liz Singley, Kees Versteeg, Heidi Klein, Pete & JoD'An Smalley, Byron & Rayla Simpson, John Livingston, and Bill & Julie Van Moorhem.

The ninth Alpine Loop

It's kinda hard to believe, but this was the ninth annual Alpine Loop Run. Two of the five cars on the original run were represented, Kees Versteeg and the editor's, and we learned later, Pete Gerity had come down from Logan and was trying to get the TR3 running. A dead battery stopped him, however. We need Rich Holder and Pete to get their cars running and join us next year for the tenth anniversary.

South Towne Mall saw a great group of British cars and their owners gather to begin the loop. Raffle tickets were being sold, tires were being kicked, engines admired, and old friends greeted. We had a good set of prizes for the raffle, although not all of them were car related, and Kees did a great job of selling tickets. Jon Hermance and his daughter, Laura, lead the group to the south. The traditional stop at the Alpine store raised questions from the customers and employees about what was going on and likely strained their plumbing facilities. We picked up four or five more cars there and then headed out to climb the canyon and mountain.

The loop road is very narrow and very twisting and very steep; this makes it a challenge to drive. The road is also one of the most scenic in Utah with majestic views of Timpanogos and the peaks to the north. This makes it extremely appealing. The combination is overwhelming and accounts for this being the best attended annual driving event the BMCU offers. The cars behaved beautifully and no problems occurred on the ascent or decent, although one driver noticed low oil pressure and had to top up at Provo Canyon.

The run into Heber was uneventful with reasonable communication between Jon and Laura and the editors, in the last car, via CB radios. This allowed the group to stay reasonably well together and the

people at the end to not feel abandoned. In Heber the group separated like a herd of cats as people looked for lunch, oil, gas, and bathroom facilities. But the catnip of the park drew them back together for lunch and the raffle and a thirtieth car joined the group there.

The raffle is always fun with lots of good natured chatter going on, particularly when a person who bought only one ticket (and who claimed never to have won anything in his life) won a good prize. From Heber some people needed to make a quicker trip back home, but the majority headed up the hill east of Jordanelle reservoir, through Francis, Kamas, Oakley, and Peoa. Brown's Canyon then brought us back toward Park City for the traditional parade down Main Street. The group broke up by the need to make a turn at the bottom of Main and we all straggled out to I-80 and home.

Attending were: Mike & Sharon Bailey, Craig Bartholomew, Kris & Rae Peterson, Marty Van Nood, Bruce Schilling, Chris Chandler, Nathan & Linda Massie, Kees & Maggie Versteeg, Nick Gray, Doug & Thaunar Borga, Gary & Carlyn Walkingshaw, Steve & Jane Nelson, Dan & Sharon Forster, John Brozovich & Debbie McKinely, Kevin McCloskey & Jamie Thigpen, Gordon Day & Steven, Steve & Carla Rossy, Nate & Stewart Gilmore, Jon & Laura Hermance, Jerel & Eileen Arnell, Dick & Eileen Arnell, Dick & Jan Harrison, Mike & Michael Odernheimer, Michael Kawasaki, Karl Best & Pat Gee, Doug & Ilene Wimer, Greg Chester, Brad & Nancy Parkin, and Bill & Julie Van Moorhem.

Next year will be the Tenth Alpine Loop—let's make it the biggest one yet. Watch the February newsletter for the date, get the car running, and come out and enjoy.

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

August 24. Trapper's Loop. Diane and Pug Piviroto at 486-0547.

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

September 2? Miner's Day Parade in Park City. Floyd Inman.

September ??. Martinez's Mystery.

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.

ODE ON A WORKSHOP MANUAL

From spanner to spoke
From gudgeon to choke
From bonnet to boot
The point isn't moot.

But is it much better
To say carburetter?
And why must we know
That it's called dynamo?

From control box and sidelamps
To anti-dazzle dipper
From silencer and fascia
To the trafficator flipper.

When a window is a light
And there also are some things
Called sliding head and header tank
Even dampers and four wings?

The answer's in windscreens
And trunnions and stems—
The terms of an M.G. from
Abingdon-on-Thames.

— Sue Polgar, #1309

A discovery

By Jon Hermance

A sheet of paper crossed my desk the other day and as I read it, realization of a basic truth came over me. So simple! So obvious we couldn't see it. John Knivien, Chairmand of Polamar Repeater Club, an amateur radio group, had discovered how IC circuits work. He says that smoke is the thing that makes them work because every time you let the smoke out of an IC circuit, it stops working. He claims to have verified this though extensive testing.

I was flabbergasted! Of course! Smoke makes all things electrical work. Remember the last time smoke escaped from your Lucas voltage regulator? Didn't it quit working? I sat and smiled like an idiot as more of the truth dawned. It's the wiring harness that carries the smoke from one device to another in your Mini, MG, or Jag. And when the harness springs a leak, it lets the smoke out of everything at once and then nothing works. The starter motor requires large quantities of smoke to operate properly and that's why the wire going to it is so large.

Feeling very smug, I continued to expand my hypothesis. Why are Lucas electrics more likely to leak than, say, Bosch? Hmmmm. Aha!!!! Lucas is British and all things British leak. British convertible tops leak water, British engines leak oil, British displacer units leak hydrostatic fluid, and I might add British tires leak air, and British defense units leak secrets, so nauturally British electrics leak smoke.

Left over parts

If the calendar looks a bit strange for September, its because we don't have it figured out. Floyd normally takes part in the Park City Miners Day Parade and has asked us to join him. Joe Martinez is also trying to work out a trip for later in the month but no details as of yet.

Grill badges! Would you believe it we have dealt with all but one. We are starting to make a list for the next order. We think the cost will still be \$20 each, but have to check with the source. We have to order a minimum of 25 and will actually order them when we have prepaid orders for 13.

Thanks to everyone who told us about cruise nights. There are a series of them going on. Cruise nights are an informal gathering of cars, mostly rods and American iron, but with a few other things thrown in. They normally occur at a hamburger place and '60's music is provided. They are an interesting event, just don't expect too much interest in your British car. There is a bit of disagreement in the several schedules we received but let's make an attempt. These occur monthly through October, normally beginning about 6:00 PM:

2nd Monday, Eat-a-Burger, 77 West 10600 South, Sandy.

1st Tuesday, Crown Burger, 2684 South 3200 West, Salt Lake.

2nd Tuesday, Tom Winegar's 5800 South State, Clearfield, a cruse begins at 6:45 PM.

2nd Tuesday, Howies, 365 North State. Orem.

2nd Wednesday, Club 90, 9065 South 150 West, Salt Lake.

3rd Wednesday, Round Table Pizza, 1875 West 5400 South, Salt Lake.

4th Wednesday (except July when it is the 5th Wednesday), Burger Stop, 323 Gentile Street, Layton.

2nd Thursday, Arctic Circle, 8339 West 3500 South, Magna.

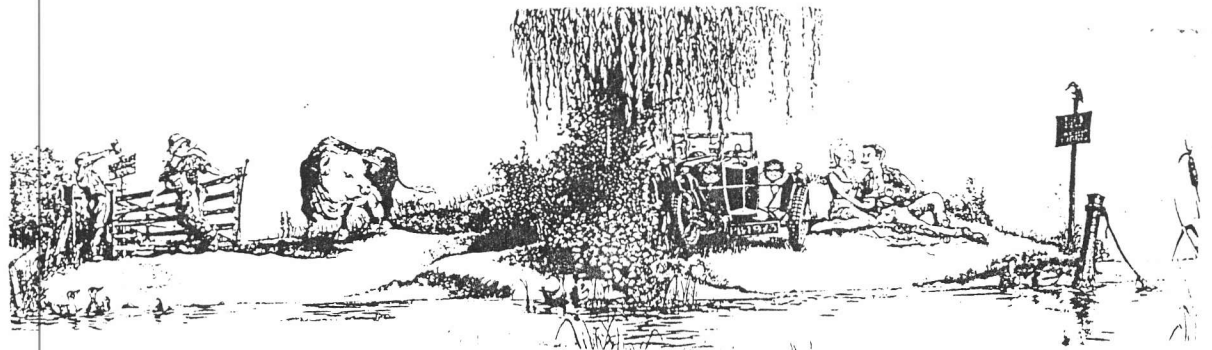
Last Thursday, Arctic Circle, 12555 South 1300 West, Riverton.

The group heading off to the GoF will be leaving August 9. Expect a report next month.

Mark Bradakis and Pugs Pivirotto attended the Vintage Triumph Register Convention in Albany, NY. I think Pugs won the autocross. Mark has promised a report.

Gary Lindstrom, our roving reporter, was in Russia during the Russian elections. He has also promised a report on whether the liquor stores where open or not.

Interested in the Steamboat Springs Vintage Auto Races? Labor Day weekend is rapidly approaching. I know of three BMCU couples going to spectate and there will likely be at least one member there racing. If you are interested, make reservations NOW! Contact the editors, 582-9223(H) for more information.



Autojumble

For Sale: '59 Bugeye Sprite, partly restored; Mazda 12A rotary engine with kit for installation in a Sprite; and '64 Sprite, no motor, restore or use as a parts car. Contact Mike Johnson, 964-9120(H) or 568-2202(W).

Answer to question on page 1: Zerk fitting (grease nipple): the thing that you pump grease into (except on steering racks where you pump oil into it).

Zdus fastener: like a screw, but a 1/4-turn releases it. Used on MG battery covers; hard to remove, and almost irreplaceable.

Gudgeon pin, connects pistons and connecting rods. Wrist pin is too clear.

Squab: seat back cushion, not a bird.

Trunnion: the connecting piece between two cylindrical parts, like between a King pin and an A-arm pin. Clear isn't it?

Distance piece: a spacer between two bearings or other round things.

From the Exchequer

Balance 6/15/96	\$1,319.56
Interest	+\$2.85
Newsletter Postage, two months-	\$102.59
Donations	+226.00
Balance 7/15/96	\$1445.82

Gulp valve: emission control device to recirculate crankcase gases.

Plinth: a base, normally spacing a light away from the car body (classically it is part of a Greek column).

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

Chancellor of the Exchequer: Martin Van Nood, 485-0525 (H)

Newsletter Editors: Bill and Julie Van Moorhem, 582-9223 (H), 581-7687 (W)

Associate Editors: Mark and Karen Bradakis, 364-3251 (H)

Newsletter Layout and Art: Nathan Massie, 486-2935

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.

British Motor Club of Utah

1322 South 1400 East
Salt Lake City, Utah 84105

Bulk Rate
U.S. Postage
PAID
Permit No. 6160
Salt Lake City, Utah

Gary, Sandy & Daisy Lindstrom
915 Third Ave.
Salt Lake City, UT 84103-3916

