

# British Motor Club of Utah

November 1996

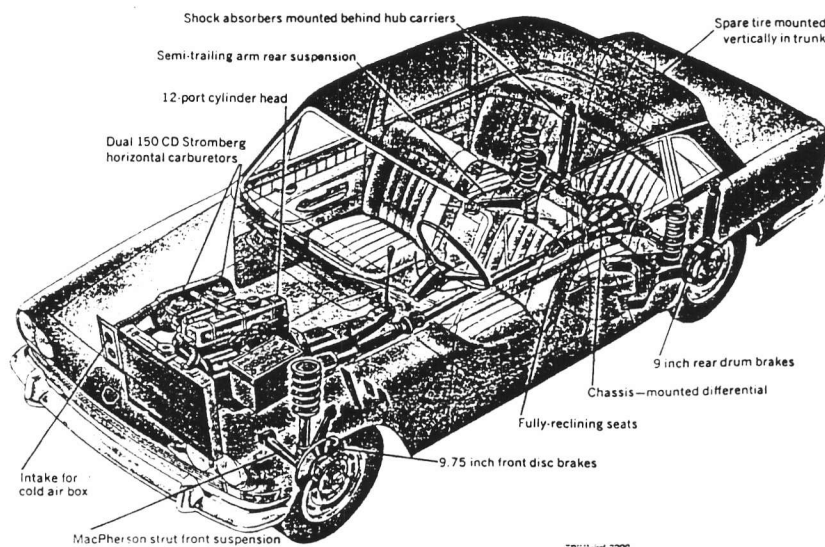
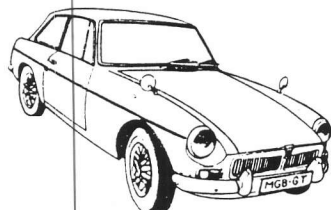
Volume 8 Number 4

## Why Won't it..

The last event of the year will be a tech session on Saturday November 16 at 10:00 AM at Bailey's Sinclair, 4793 South State (the corner of 4800 South and State) in Salt Lake. The focus of the event will be diagnosing car problems. To make this as real as possible we would like people to bring their cars, particularly cars with strange problems, noises, electrical gremlins, and what not. Our panel of Roy Beale, Bruce Schilling, and Mike Bailey will take a shot at figuring out what is wrong. They won't be fixing the problem, they will leave that to you, but will definitely give you some opinions on what could be going on.

The car won't run at all? Give the editor a call, 582-9223, and I will try to get you in touch with at least one of panel. This will allow you to collect some symptoms and information that may allow diagnoses from a distance.

I am sure that answers to many car questions will be available from this great group. Be sure to be there.



## End-of-the-Season Dinner

How can we have beautiful Fall weather up to the day before the EoS Dinner and then we get the biggest storm of the year? I wish I knew, but it happened again.

Even with the weather, twenty hardy (but smart) BMCUers turned out for the dinner, but not one with a British car. As we drove up Big Cottonwood Canyon to the Silver Fork Lodge, the skies were clearing and the road was dry, and most of us were likely wishing that we had brought the car. After gathering and ordering we chatted about many things, mostly British car things, fuel pumps that don't, how to paint, what it's like to spin off the road in a hill climb, this year's GoF, Steamboat Springs and much more.

I thought the food was good (although was some disagreement on that), but perhaps a bit pricey. Returning to the foreign iron for a trip down the canyon we found a light covering of snow on them all and were glad we didn't bring "the" car.

Enjoying the evening were: Gregg & Jan Smith, J. & Kay Jennings, Barry & Denise Blackett, Dan & Sharon Forster, Kevin McCloskey, Mark & Karen Bradakis, Doug & Ilene Wimer, Jon Hermance, Floyd & Kathy Inman, Susan & Greg Chester, and Bill and Julie Van Moorhem.

## Up the Hill and through the Woods...

...to Mount Nebo we go. The Mount Nebo Loop has to be one of the best Fall color drives in Utah. It's a long drive, but well worth it. Done at a leisurely pace, it takes most of the day and there is no reason to hurry. As we proceeded south down Redwood road we noticed about half the group had disappeared. After a few minutes' wait we figured there must be a problem. In a bit the cars appeared in the distance and we learned that one B had fuel pump problems and returned home.

The re-gathered group then proceeded on to Elberta, Goshen, Mona and Nephi. The stretch through Goshen Canyon was particularly good, a great sports car road. In Nephi, we fortified ourselves with Gatorade and such before proceeding toward the mountain and lunch. While waiting, the non-fuel pumping B folks joined us in a Rodeo for the rest of the trip. As we headed up the road toward the mountain, we started seeing old American iron coming down the road, '50s Chevys, Fords, and such. We later learned that there was a cruise organized by a gas station in Payson with about one hundred cars, half going each way over the loop. We clearly only saw a fraction of them.

Lunch was in a picnic area we had to ourselves, with great weather and great, but slightly past its peak color(colour). The hills were challenging but the weather was cool so no cars overheated. We made many stops to re-group, chat, enjoy the views and weather. Then down to Payson, say good-byes and up the freeway home.

Taking part were: Marty Van Nood, Cent Livingston, Bruce Schilling, Dan & Sharon Forster, Joe Martins, Betty, Don Graves, Cecil Gregory, Mike & Michael Odrnheimer, Larry Ruggiero, Chris, Lynn & Jason Chandler, Daisy, Gary & Sandy Lindstrom, and Julie and Bill Van Moorhem.

## 1996 VTR

By Mark Bradakis

Back in July, Triumph enthusiasts from across the continent converged on Albany, New York, once again the site of the Vintage Triumph Register's annual convention. The Adirondack Triumph Association hosted the meet back in 1989, and had taken on the task again. One thing they hadn't counted on was a hurricane to the south.

The Wednesday night pool party was sunny, but chilly. The autocross on Thursday had wonderful, pleasant sunny weather. There was a wide variety of driving styles and preparation level among the 100 or so cars that participated in the event. The fastest time of the day was taken by Valeri Lopez, driving a race prepared TR4, the same car which took FTD at the previous convention in Rockford, Illinois. John Lye, the car's builder, was a tick behind her. Third and fourth places were taken by BMCU members Pugs Pivrotto and Mark Bradakis, who borrowed a Spitfire racer from one of the event organizers for their runs. One very enthusiastic driver in a Sports Six demonstrated the evils of the early renditions of the swing axle rear suspension in the small chassis cars.

The weather didn't hold, though, as Friday evening after the rallies the rain started to dribble in. By Saturday, the rain was very heavy, and very constant. Of course, Saturday was the day for the shows and

## 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.

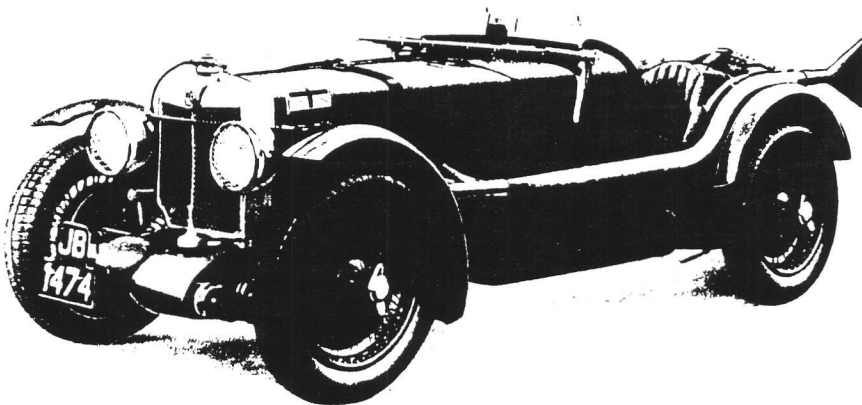
**November 1-2. Mini-GoF in Tucson, AZ. Gene Rabb, 520-886-1573.**

**November 16. Tech Session. See the lead story.**

**January 11. Tech Session.**

the judging. There were lots of soggy Triumph lovers hanging out in the hotels of the area, grumbling at the sky. The judging was done as best as could be under the carport of the Holiday Inn, as the car owners braved the elements when their turn for inspection came. Water spots on the paint and brightwork were not deducted from the score!

The final event of the meet, the awards banquet, was held inside, where it was warm and dry. In spite of having to curtail some activities due to the weather, the several hundred attendees were all still enthused about the few days spent with like minded friends. Many are looking forward to the next national get together scheduled for Fort Worth, Texas in the summer of '97.



## With Tongue in Cheek Left over parts

By Jeremy DuBois

What does MG stand for—this is a question that has annoyed me for quite awhile!!!?

I've been listening to this question for several years now and actually expect it to come up again in another year or so. We always hear about "Morris manufacturing tractors" and "garages".....

Actually, the first MG medallion was manufactured by a small Lucas subsidiary called "Lucas Logos." The medallion was actually supposed to be "MT" which stood for "Morris Tractors," but the Lucas Logo people got it incorrect and made it "MG." Since manufacturing was behind schedule, because of a mysterious electrical problem in the cars, they just used the MG logos rather than take the time to have more manufactured. They had planned to change back on the next series of cars to be manufactured but the plant foreman, who was originally from Korea, liked the MG logo since it rhymed with Kimchee, a Korean delicacy of fermented cabbage. To this very day, the MG is known in Korea as the Kimchee. Very few people know about this and I'm pleased to finally set the record straight.

This episode is thoroughly covered in a book put out by Bentley Motorbooks. I highly recommend it for anybody interested in British automotive history:

*Famous misspellings in the Motor Industry, Vol. 1 - Britain*

The above was Jeremy's response to a very, very long running discussion among members of the MG e-mailing list on the origin of the MG name, mainly centered about whether it is an abbreviation for Morris Garage or Morris Garages. Now then, should it be MG or M.G.? -- Editor.

The GoF is starting to look real. Its going to happen and we are going to have to do it. If you own a T-series MG you want to definitely attend this. GoF-West is definitely the biggest annual gathering of T-series cars in the West and all MGs are welcome. For information contact Beckie Versteeg, by phone at 322-1718, by fax at 521-0814, via e-mail at keesslc@ix.netcom.com or if you are into the WWW try [www.cs.utah.edu/~gary/gof97.html](http://www.cs.utah.edu/~gary/gof97.html) (it's always hard to end a sentence with a internet address). Doug and Floyd also need all the help organizing this that we can get. Call Doug Wimer, 654-2117, or Floyd Inman, 645-8460, if you can help.

When the BMCU was started in 1986, riding with Kees Versteeg, was his daughter Margie, who was about ten at the time. We learned recently that she will be getting married next month. Congratulations Margie.

Do you have a fire extinguisher in your car? You really should have one. Think about it. It is cheap insurance.

Have you noticed the increasing number of British cars in TV commercial?

## Autojumble

For sale, '74 MGB-GT. All original, much documentation, rebuilt body, suspension and brakes. Garaged in the winter and rain. Well maintained. Over \$10,000 invested. Sell for \$3500 or best offer. Call Gary Bahnmler, at work, 263-1661, or at home, 547-1990 after 6:00 on weekdays.



# SUNBEAM



**Hint for the Month: BRAKE HOSES:**

While the exterior of Lockheed hoses may crack and disintegrate, it is the INSIDE DIAMETER which gives the greatest problem. These flex lines collapse over time. Master cylinder pressure easily pushes the fluid through the line, but wheel cylinder/caliper pressure is not enough to return the fluid, hence the brakes remain ON for a while. This is also, frequently, true with the clutch line.

--Thanks to John Twist, University Motors

## From the Exchequer

Balance as of 9/13/96	\$1387.38
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Newsletter (October)	-\$65.11
Donations	+\$81.75
Interest	+\$3.03
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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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